

CITY PLAN COMMISSION**THURSDAY, SEPTEMBER 7, 2023**
Planner: Andreea Udrea, PhD, AICP

FILE NUMBER: Z212-237(AU) **DATE FILED:** April 15, 2022

LOCATION: Bounded by Reiger Avenue, Paulus Avenue, Covington Lane, and North Glasgow Drive

COUNCIL DISTRICT: 14

SIZE OF REQUEST: Approx. 18.038 acres **CENSUS TRACT:** 48113001301

REPRESENTATIVE: Karl Crawley, Masterplan

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for an amendment to Planned Development District No. 543.

SUMMARY: The applicant proposes to remodel the outdoor area along Paulus Avenue and Covington Lane and convert a portion of the parking lot into an open space for the existing middle school. Other small changes to update the development plan may be included for all site. [J.L. Long Middle School and Woodrow Wilson High School].

STAFF RECOMMENDATION: **Approval**, subject to a revised Exhibit 543A development plan, revised Exhibit 543B traffic management plan, and revised conditions.

CPC RECOMMENDATION: On July 20, 2023, City Plan Commission held the item under advisement till September 7, 2023.

Planned Development District No. 543:

<https://dallascityhall.com/departments/city-attorney/Pages/articles-data.aspx>

BACKGROUND INFORMATION

- PD No. 543 was established by City Council on March 24, 1999 and amended on February 23, 2011 and on June 28, 2017 to expand the campus and the number of classrooms for both schools.
- The area of request is zoned Planned Development District No. 543 with H/53 Historic District Overlay Woodrow Wilson High School and H/120 Historic District Overlay J.L. Long Middle School.
- The existing high school, Woodrow Wilson High School, approximately 248,053 square feet in area, and a middle school, J. L. Long Middle School, approximately 177,406 square feet in area. Additionally, a youth and family center use operate from a structure approximately 3,860 square feet in area. The existing schools encompass approximately 431,000 square feet of floor area in total; this number includes the three remaining portables.
- The proposed amendment provides revisions mainly to the J.L. Long Middle School campus including: changes to the parking lot along Paulus Avenue to eliminate 40 parking spaces to accommodate a new play area and create an additional curb cut for an additional access point; revised dead-end fire lane from Covington Lane, and elimination of portable structures; and the addition of four light poles for the athletic fields for Woodrow Wilson High School.
- The applicant has been working closely with the Office for Historic Preservation to ensure compliance with all the reviews to the site. All proposed changes have been reviewed by staff and Landmark Commission for compliance with all applicable historic preservation requirements for the two historic districts and Certificates of Appropriateness have been approved for the proposed changes.
- Since July 20, 2023, the applicant revised the proposed PD Conditions to increase the number of provided parking spaces, add provisions for EV charging stations, increase the days and hours of operation for the athletic lights, and to add provisions for areas with pedestrian amenities. The Development Plan was updated to indicate the amenity areas and to clarify the labels of the landscape tables.

Zoning History

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

1. Z201-243: On December 8, 2021, City Council approved an amendment to Planned Development District No. 517 generally located south of Gaston Avenue and east of Abrams Road.

Thoroughfares/Streets

Thoroughfare/Street	Type	Existing ROW/Proposed ROW
Glasgow Drive	Local	50' ROW / --
Reiger Avenue	Local	50' ROW / --
Paulus Avenue	Local	50' ROW / --
Covington Lane	Local	50' ROW / --

Transportation

The revised Traffic Management Plan for J.L. Long Middle School campus, dated June 29, 2023, is sealed by a licensed professional engineer, and contains the signature of the school principal. Revised PD conditions require a traffic study evaluating the sufficiency of the TMP to be submitted by November 1, 2025 and by November 1st of each odd-numbered year thereafter. The revised TMP is submitted to account for the removal of 40 parking spaces from the northwestern parking lot, along Paulus Avenue, for the development of additional playfields.

The proposed revisions for the drop off and pick up operations include changes to the parking lot along Paulus Avenue and accounts for the new proposed curb cut as an exit point for busses. The rest of the operations for the J.L. Long campus remain unchanged. No changes are proposed or triggered for the TMP for Woodrow Wilson High School.

The Transportation Development Services Division of the Transportation Department has reviewed the current zoning application and supports the zoning request as proposed. The Transportation Department will collaborate with school officials to enforce the TMP.

Surrounding Land Uses

	Zoning	Land Use
Site	PD No. 543 w H/53 and H/120	Public schools
North	R-7.5(A) Single Family District	Single family
Northeast	MF-2(A) Multifamily District	Multifamily
Southeast	D(A) Duplex District	Single family, Duplex
Southwest	PD No. 397 w H/128 Junius Heights	Randall Park
Northwest	MF-2(A) Multifamily District, D(A) Duplex District	Single family, Multifamily

Land Use Compatibility

The site is developed with a public high school, Woodrow Wilson High School, and a public middle school, J. L. Long Middle School, along with typical improvements associated with a public-school campus, inclusive of a youth and family center. The youth and family center use operate in a structure located in the northwest quadrant of the site. Woodrow Wilson High School was built in 1928 and J. L. Long was constructed in 1933.

The campus is located within a low-to-medium density residential area, consisting predominately of single family, duplex, and multifamily structures. The multifamily developments are located at the north corner of Reiger Avenue and Glasgow Drive, and east of the site along Paulus Avenue. Randall Park is located on the property to the west/southwest across Glasgow Drive.

The proposed amendment includes:

- revisions to the parking lot for J.L. Long Middle School, along Paulus Avenue to eliminate 40 parking spaces to accommodate a new play area and create an additional curb cut for an additional access point. The parking count in the PD conditions is revised to reflect the new count, from 538 spaces to 500 spaces,
- a revised dead-end fire lane from Covington Lane and elimination of portable structures, with three portable structures to remain. The maximum square feet number is revised to account for the three portables to remain, from 428,000 square feet to 431,000 square feet. The current PD conditions do not account for the square footage of the portables.
- the addition of four light poles for the athletic fields for Woodrow Wilson High School, 80 feet high and permitted to be located in the required yard along Covington Lane.

The proposed changes are not anticipated to negatively impact the surrounding properties. All proposed changes are minor adjustments to the campuses to ensure better operations and keep up with the needs of the campuses. No significant changes to the site layout and no increase in building area are proposed with this amendment, and the main changes are for the J.L. Long Middle School campus. All changes to the PD conditions are adjustments to reflect the current situation and proposed minor changes. The applicant has been working with the Historic Preservation staff to ensure that the design of the proposed additions is compatible with the existing buildings and the surrounding properties.

Development Standards

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR	Special Standards
	Front	Side/Rear				
PD No. 543 For public school other than open enrollment charter school	25 ft min	Per Development Plan: Side 10 ft	Per RPS No max (Dev Plan shows a combination of 2-story and 3-story buildings)	40%	Max floor area: 428,000 sf Accessory youth and family center: max 3,860 sf	Min 538 parking spaces Visual obstructions Chain link fence may be in visibility triangle
R-7.5(A) FYI	25 ft min	For SF: 5 ft For other structures: Side: 10 ft Rear: 15 ft	30 ft	45% max for residential structures 25% max for nonresidential structures	No max Min lot size 7,500 sf	

¹Institutional uses (such as schools) may be built to any height consistent with FAA airspace limitations, residential proximity slope (RPS), and the building code. Note, however, that RPS is not generally applicable to lots in R(A), D(A), and TH(A) Districts.

²Lot coverage includes above-ground parking structures but does not include surface parking lots or other paving.

Landscaping

PD No. 543 requires landscaping for the school campus to comply with the development plan. Due to the unique character of the existing structures on the, the site does not meet Article X, however, the existing landscaping is meeting the spirit and intent of Article X by providing the landscaping required and ensuring that the additional landscape is installed according to the conditions of the property, such as underground utilities that do not permit for large street trees, but accommodate small trees. The proposed changes to the site layout triggered the addition of three new large trees along Covington Lane to complete the street trees line along this street. The changes to Paulus Avenue do not affect the existing tree count in that area.

Parking

The proposed changes are affecting only the parking for J. L. Long Middle School campus, as the applicant is proposing to remove 40 parking spaces from the northeastern parking lot along Paulus Avenue to accommodate a new play area. A new curb cut for an additional access point is also proposed. The applicant submitted a parking analysis to demonstrate the proposed parking ratio based on site observations and parking usage. Parking

observations were taken at four times at estimated peak times. The parking analysis concludes that even if the proposal will cause a decrease in number of parking spaces, an adequate number of parking spaces will remain on site, and the supply will still exceed current parking demand and will result in a surplus of 30 spaces or over 20 percent.

J. L Long Middle School has 66 classrooms. As noted in Section 4.204 (17) of Dallas Code Section 51A, 3.5 parking spaces per junior high classrooms would be required per code, therefore, 231 spaces would be required for Long MS. Currently 195 parking spaces are provided for this campus. The proposed change would reduce the parking supply to 155 parking spaces for the middle school campus, and 500 spaces for the entire campus for both schools.

The overall parking history for the campus for both schools is as follows. As of March 24, 1999, the two schools combined were providing a total of 356 parking spaces per the development plan and ordinance. The records do not indicate the number of classrooms existing at the time in the two schools. PD No. 543 was amended on February 23, 2011. The development, as approved on that date, indicated that the middle school had 62 classrooms and the high school had 85 classrooms. It also indicated that the provided parking was 415 spaces. At that time, the Engineering Division approved a reduction in parking of approximately 610 spaces, due to the fact that when the schools were built, there were no parking requirements and based on the provided traffic management plan to mitigate impact on surrounding properties. In 2017, when PD No. 543 was amended, the total number of provided parking spaces included in the PD was 538 spaces.

Historic Overlays and Historic Preservation information update

The campus for both schools contains H/53 Historic District Overlay Woodrow Wilson High School and H/120 Historic District Overlay J.L. Long Middle School.

Office for Historic Preservation staff approved the changes to the site layout for H/120 J.L. Long campus.

On July 3, 2023, the Landmark Commission approved a Certificate of Appropriateness to install four new light standards to the existing athletic field for Woodrow Wilson High School and associated work for building the poles.

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 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 I). The area of request is not currently part of an MVA cluster; however, the property is embedded within an “C” MVA cluster and an “E” MVA cluster to the northwest.

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REVISED PD CONDITIONS

ARTICLE 543.

PD 543.

Yellow highlight – change from original PD conditions

Turquoise highlight – change from July 20, 2023 version

SEC. 51P-543.101. LEGISLATIVE HISTORY.

PD 543 was established by Ordinance No. 23833, passed by the Dallas City Council on March 24, 1999. Ordinance No. 23833 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. (Ord. Nos. 19455; 23833; 25163; 28130)

SEC. 51P-543.102. PROPERTY LOCATION AND SIZE.

PD 543 is established on property generally bounded by Glasgow Drive, Reiger Avenue, Paulus Avenue, and Covington Lane. The size of PD 543 is approximately ~~17.414~~ **18.038** acres. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this article, an accessory youth and family center means a multi-functional facility sponsored or operated by a school as part of the school use where a combination of social, recreational, welfare, health, habilitation, rehabilitation, counseling, educational, referral, or outpatient medical, dental, or optical treatment services are provided to students and family members.

(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. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.103.1. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 543A: development plan.
- (2) Exhibit 543B: traffic management plan. (Ord. Nos. 28130; 30535)

SEC. 51P-543.104. DEVELOPMENT PLAN.

(a) For a public school other than an open-enrollment charter school, development and use of the Property must comply with the development plan (Exhibit 543A). 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 permitted 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. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.105. MAIN USES PERMITTED.

(a) Except as provided in this section, 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 the 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 main use is permitted by right:

-- Public school other than an open-enrollment charter school. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.106. ACCESSORY USES.

(a) 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.

(b) An accessory youth and family center is permitted in the location shown on the development plan. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.107. 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) In general. Except as provided in this section, the yard, lot, and space regulations for the R-7.5(A) Single Family District apply.

(b) Front yard. For a public school other than an open-enrollment charter school, minimum front yard. is 25 feet.

(c) Side and rear yard. For a public school other than an open-enrollment charter school, minimum side and rear yard is as shown on the development plan.

(d) Height.

(1) Except as provided in this subsection, if any portion of a structure is over 26 feet in height, that portion may not be located above a residential proximity slope. Exception: Structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less.

(2) For a public school other than an open-enrollment charter school, no maximum structure height.

(e) Lot coverage.

(1) For a public school other than an open-enrollment charter school, maximum lot coverage is 40 percent. For purposes of this provision, the Property is considered one lot.

(2) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(f) Lot size.

(1) For a public school other than an open-enrollment charter school, no minimum lot size.

(2) For all other permitted uses, minimum lot size is 7,500 square feet.

(g) Floor area.

(1) For a public school other than an open-enrollment charter school, maximum floor area is 428,000 431,000 square feet.

(2) For an accessory youth and family center, maximum floor area is 3,860 square feet. (Ord. Nos. 23833; 25163; 28130; 30535)

SEC. 51P-543.108. OFF-STREET PARKING AND LOADING.

(a) Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) Public school other than an open-enrollment charter school:

(1) Off-street parking must be located as shown on the development plan. A minimum of 538 514 spaces are required.

(2) Parking may be provided in the required yards. (Ord. Nos. 23833; 25163; 28130; 30535)

(3) A minimum of one off-street EV ready parking space must be provided within the parking area associated with the existing middle school with the final location to be determined at the time of permitting. A minimum of 20 parking spaces for micro-mobility vehicles and one-micro-mobility charging outlet must be provided on site with the final location to be determined at time of permitting.

SEC. 51P-543.108.1 TRAFFIC MANAGEMENT PLAN.

(a) In general. Operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 543B).

(b) ~~Queuing.~~ ~~Queuing within the right of way is prohibited unless written approval is obtained from the director of public works and transportation. Queuing within the right of way must not impede maneuvering for emergency vehicles.~~

(b) Queuing. Queuing is only permitted as shown on the attached traffic management plan. Student drop-off and pick-up are permitted within city rights-of-way only in the locations shown on the traffic management plan.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The Property owner or operator shall submit updates of the traffic study to the director by November 1st of each odd-numbered year, beginning in 2019. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1 of each even-numbered year.

(A) If the Property owner or operator fails to submit the required initial traffic study to the director by November 1 2025, the director shall notify the city plan commission.

(B) If the Property owner or operator fails to submit a required update of the traffic study to the director by November 1st of each even-numbered year, the director shall notify the city plan commission.

(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. (Ord. Nos. 28130; 30535)

SEC. 51P-543.109. FENCING FOR A PUBLIC SCHOOL USE.

For a public school other than an open-enrollment charter school, fencing must be provided as shown on the development plan. Fencing is permitted in the required yards. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.111. LANDSCAPING.

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

(b) Public school other than an open-enrollment charter school.

(1) Landscaping must be provided as shown on the development plan before the building official issues a certificate of occupancy.

(2) Before final inspection of the accessory youth and family center, two trees, a minimum of three caliper inches, must be planted beside the accessory youth and family center buildings as shown on the development plan.

(3) Street trees must be planted in accordance with the following requirements:

(A) Street trees are required within a 300-foot radius of a new structure. The required trees must be planted within six months after issuance of the building permit for the new structure.

(B) The trees listed in Section 51A-10.134 must be used to satisfy the street tree requirements.

(C) Street trees must be a minimum of three caliper inches in size and planted no further apart than 30 feet, measured from the center of the tree to the center of the tree.

(D) All street trees must be irrigated by an automatic irrigation system installed to comply with industry standards or they must be planted within 100 feet of a verifiable water supply.

(E) One small tree may be substituted for each required street tree when existing conditions along the street frontage prohibit planting large trees.

(c) Maintenance. Plant material must be maintained in a healthy, growing condition. (Ord. Nos. 23833; 25163; 28130; 30535)

SEC. 51P-543.112. SIGNS.

Signs must comply with the provisions for non-business zoning districts in Article VII. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.113. RESERVED. (Ord. Nos. 23833; 25163; 28130; 30535)

SEC. 51P-543.114. VISUAL OBSTRUCTION REGULATIONS.

Except as provided in this section, development must comply with the visual obstruction regulations in Section 51A-4.602(d). For a public school other than an open-enrollment charter school, a chain link fence, as shown on the development plan, may be located in the visibility triangle. (Ord. Nos. 23833; 25163; 28130)

SEC. 51P-543.115. 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. (Ord. Nos. 23833; 25163; 26102; 28130)

(c) Light standards for athletics fields: A maximum of four light standards exceeding 15 feet in height may be provided for athletic fields accessory to a public school other than an open-enrollment charter school as shown on the development plan with the following conditions:

(1) These light standards may be located in a required yard.

(2) Height. Maximum height of these light standards is 80 feet (residential proximity slope does not apply).

(3) Days and Hours of Operation. Lighting exceeding 15 feet in height may only operate Monday through Sunday between 6:30 a.m. and 10:00 p.m.

(4) Lighting is limited to practice involving a Dallas Independent School District athletic team (or other UIL organization).

(5) Athletic field lighting will meet International Dark-Sky Association standards for "Community-Friendly Sports Lighting Design".

(d) Pedestrian Amenities.

(1) Prior to the issuance of a certificate of occupancy, each of the following pedestrian amenities must be provide as shown on the Development Plan:

- Area 1: a minimum of three benches, one trash can and a bicycle rack
- Area 2: a minimum of two benches, one trash can and a bicycle rack
- Area 3: a minimum of two benches and one trash can.

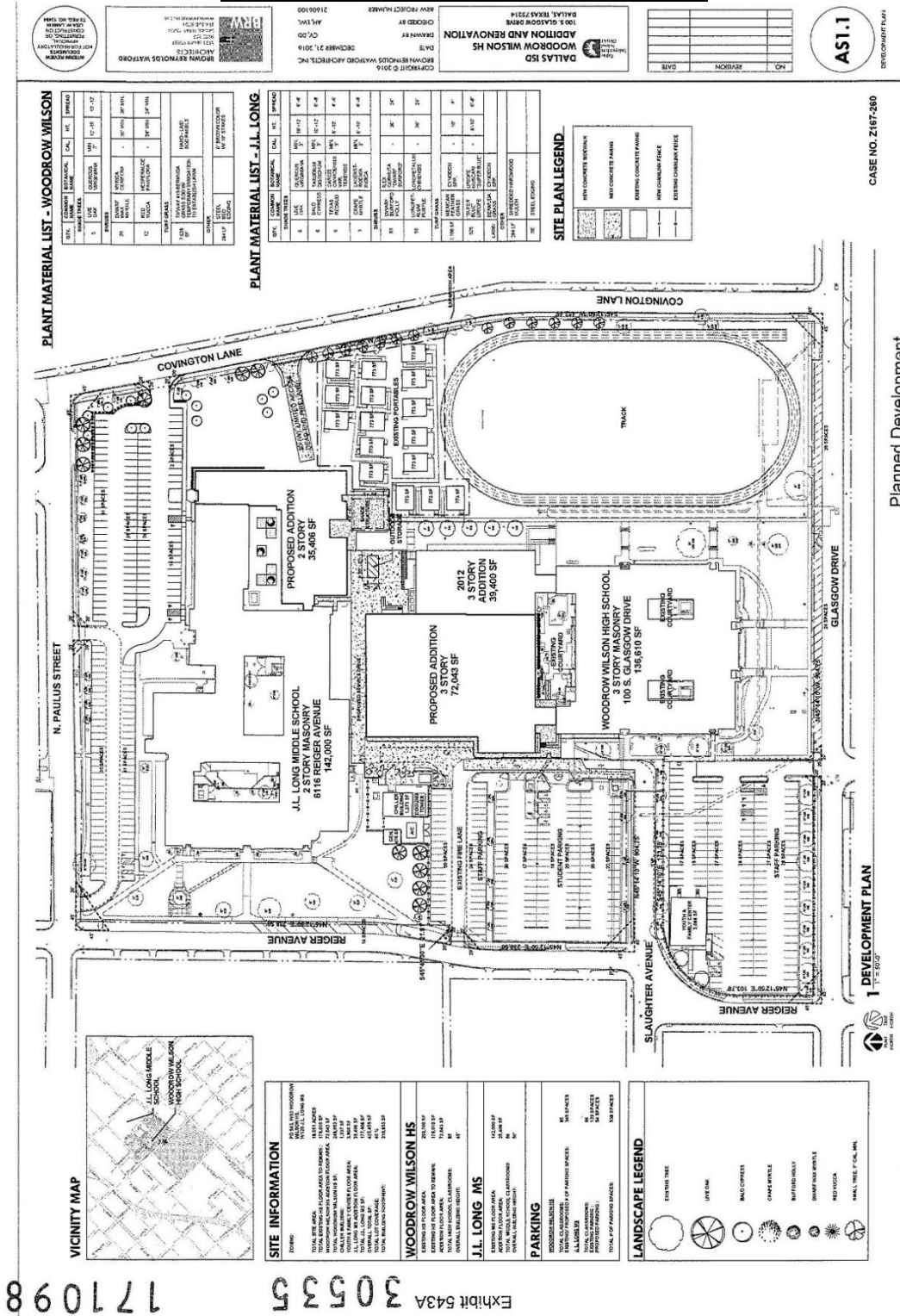
(2) Pedestrian amenities must be accessible from the public sidewalk but may not be located in a manner that reduces the unobstructed sidewalk width.

SEC. 51P-543.116. COMPLIANCE WITH CONDITIONS.

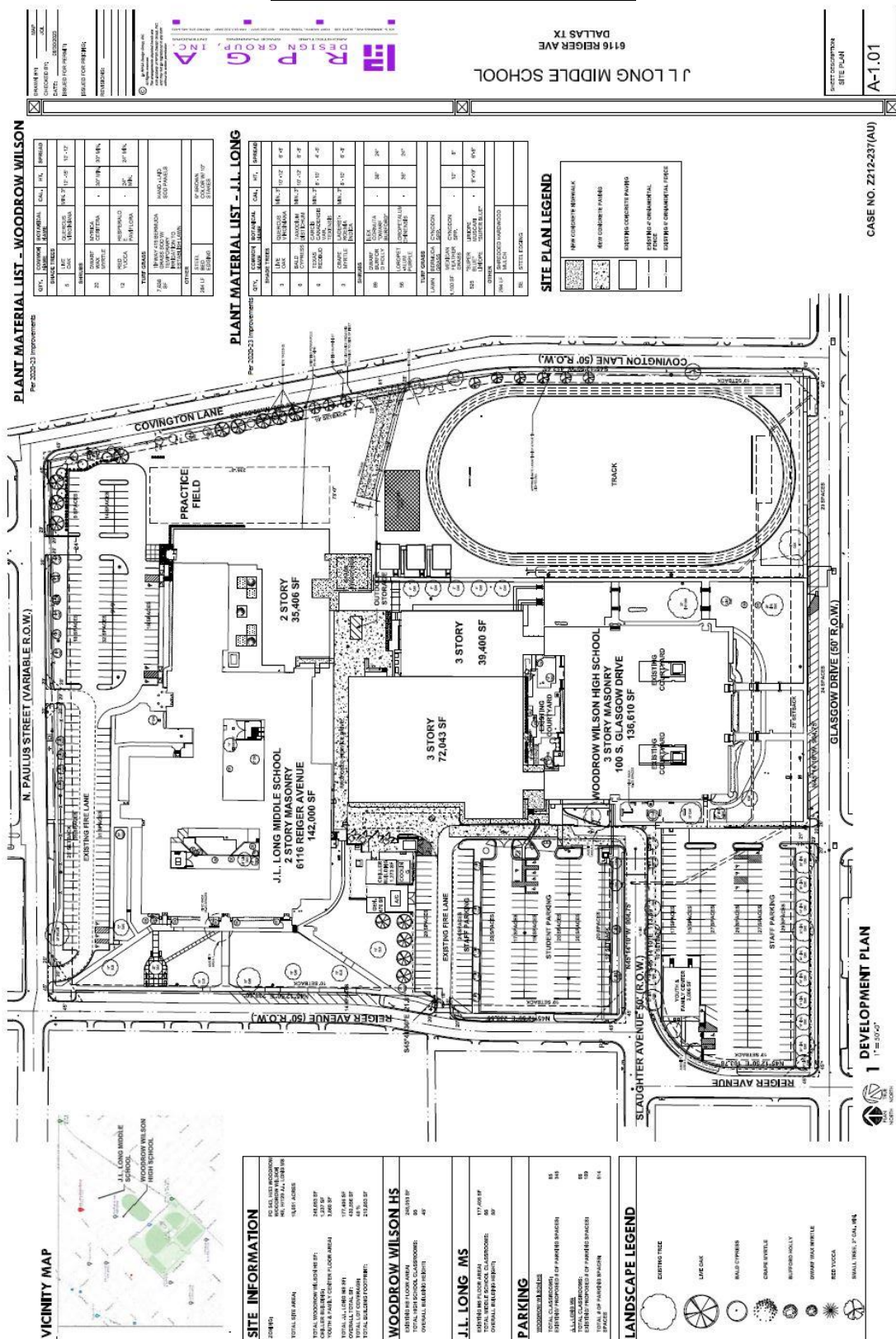
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit to authorize work, or 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. (Ord. Nos. 23833; 25163; 26102; 28130)

EXISTING DEVELOPMENT PLAN – EXHIBIT 543A (to be changed with this amendment)



AMENDED DEVELOPMENT PLAN – EXHBIT 543A
(updated since July 20, 2023)



**EXISTING TRAFFIC MANAGEMENT PLAN – EXHIBIT 543B
(to be changed with this amendment)**



Traffic. Transportation Planning. Parking. Design.

171098



Technical Memorandum

To: Karl Crawley — Masterplan Consultants
From: David Nevarez, PE, PTOE — DeShazo Group, Inc.
Date: May 23, 2017
Re: Traffic Management Plan for DISD J. L. Long Middle School in Dallas, Texas
DeShazo Project Number 17005

Planned Development
District No. 543

Approved
City Plan Commission
June 8, 2017

INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm providing professional service in traffic engineering, transportation planning and related fields. Masterplan Consultants retained the services of DeShazo on behalf of the Dallas Independent School District (DISD) to provide a requisite Traffic Management Plan (TMP) for J. L. Long Middle School. The school is located at 6116 Reiger Avenue in Dallas, Texas.

At the time of this study, the school had an enrollment of 1,372 students in 6th through 8th grade. The school is undergoing a revision of their existing plan. Proposed changes are mainly attributed to additional classrooms with no change to student capacity. A proposed site plan showing proposed building modifications is attached as reference.

The school site is zoned Planned Development [PD] District 543. In order to gain entitlements for the proposed improvements, the school administration is seeking approval of a change to the development plan. As part of the approval process, the City of Dallas requires a TMP as a record of the preferred traffic control strategies and to ensure overall traffic safety and efficient operations. The plan is intended to assess anticipated traffic conditions during the morning drop-off and afternoon pick-up activities on the basis of satisfying these objectives. By consent of the TMP submittal, the school agrees to the strategies presented herein. In addition, the school is held self-accountable to enforce the plan until and unless the City of Dallas deems further mitigation measures are necessary.

TRAFFIC MANAGEMENT PLAN

A school TMP is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing vehicular traffic generated during the critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. **The TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.**

EXISTING TRAFFIC MANAGEMENT PLAN – EXHBIT 543B (to be changed with this amendment)

30535

171098

DeShazo Group, Inc.
May 23, 2017

The analysis summarized below utilizes the proposed school site plan to evaluate aspects such parking and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands. A concerted effort and full participation by the school administration, staff, students, and parents are essential to maintain safe and efficient traffic operations.

School Operational Characteristics

Table 1 summarizes the known operational characteristics for J. L. Long Middle School assumed in this analysis:

Table 1. School Operational Characteristics

Enrollment:	6 th – 8 th Grade > 1,271 students
Daily Start/End Schedule:	> Start: 8:35 AM > End: 3:45 PM
Approximate Number of Students Travelling by Mode Other Than Drop-off/Pick-up:	By School Bus: \approx 10% (~130 students) By Self-Driving: \approx 0% By Walking: \approx 0%
Approximate Number of Students with Alternate Schedules:	Extracurricular Activities: \approx 10% (~130 students)

NOTE #1: To the highest degree practical, the accounts of existing conditions presented in this report were based upon actual on-site observations conducted by DeShazo during typical school day(s) conditions and from personal interviews of school representatives.

NOTE #2: Occasional functions or other events may be held at the school which generate traffic outside of the traditional peak drop-off and pick-up periods. While some of the measures presented in this report may be applicable in such cases, traffic characteristics other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

Site Access and Circulation

The subject site provides a parking area for faculty and staff, which is accessed from N Paulus Avenue and Covington Lane. During the afternoon dismissal period, parents park on street in the vicinity of the school and wait for students. School buses load within the faculty and staff parking lot. Buses enter the parking lot at the west end of the parking lot on N Paulus Avenue and exit at the east end onto N Paulus Avenue. Most of the buses come from the south of the site heading northbound on Reiger Avenue, which operates as a one-way (northbound) operation from Glasgow Drive to N Paulus Avenue during school peak periods.

Passenger Unloading/Loading and Vehicle Queuing

DeShazo conducted field observations during typical school-day conditions on Thursday, January 19 and Tuesday, February 14, 2017. The peak number of parent-vehicles on site was quantified during the afternoon pick-up period. A summary of the peak number of vehicles is provided in **Table 2**.

Table 2. Peak Vehicles Parked and In Queue during Afternoon Pick-Up Period

# of Students	Max. Vehicle Accumulation (Observed)*
~1,017 students** (or 80% of student pop.)	Approx. 113 parent vehicles, plus 10 school buses and one van/shuttle

* Includes vehicles on- and off-site at time of peak demand, including vehicles in queue, standing, and/or parked.

** See Table 1 above

**EXISTING TRAFFIC MANAGEMENT PLAN – EXHBIT 543B
(to be changed with this amendment)**

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DeShazo Group, Inc.
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The school provides designated loading areas along the south side of N Paulus Street between Reiger Avenue and Covington Lane. However, the number of parents picking up students exceeds the designated capacity. Parents also park on the north side of N Paulus Avenue, on both sides of Glasgow Drive, Reiger Avenue and Covington Lane as well as the south side of Slaughter Avenue. Generally, the center lane of all one-way streets remains available for passing traffic.

Recommendations to Facilitate Queue Operations

Queue pick-up participation is a challenge that schools in our community face constantly. Full cooperation of all school staff members, students and parents is crucial for the success of the systematic queue. Proper training of school staff is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

The following recommendations are provided to school administration for the management of vehicular traffic generated by the school during peak traffic conditions. Generally, traffic delays and congestion that occurs during pick-up periods is notably greater than the traffic generated during the morning drop-off period due to timing and traffic concentration. In most instances, achieving efficiencies during the afternoon period is most critical, while the morning traffic operations require nominal active management.

- DeShazo recommends the implementation of the traffic circulation plan depicted in **Exhibit 1** based upon a detailed review of existing traffic conditions.
- All outbound school buses should proceed directly onto Covington Lane to avoid mixing with pedestrian and vehicular traffic congestion on N Paulus Avenue.
- Small school buses and vans should continue to load on-site; all other vehicles should be restricted access from entering the faculty and staff parking lot. However, large school buses should load on N Paulus Avenue as shown in **Exhibit 1** and **Exhibit 2**.
- Staff should continue to direct traffic and coordinate the loading of students on school property. However, only DISD police and/or deputized officers of the law should engage or attempt to influence traffic operations in public streets. There should be an adult school crossing guard present at the intersection of N Paulus Avenue and Reiger Avenue to guide and direct traffic.
- There is no clear evidence of any students walking home after school; school administration should investigate potential opportunities to encourage students to walk home.
- In accordance with the Transportation Code, Section 545.4252, State law prohibits the use of wireless communication devices while operating a motor vehicle during the time a school zone is in effect. Restrictions do not apply to stopped vehicles or the use of handheld free devices.

SUMMARY & RECOMMENDATIONS

This TMP is to be used by DISD J. L. Long Middle School to provide safe and efficient transportation of students, staff, and faculty. The Plan was developed with the intent of optimizing safety and efficiency and the goal of accommodating vehicular traffic generated by the school at peak traffic periods within the site. The details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness.

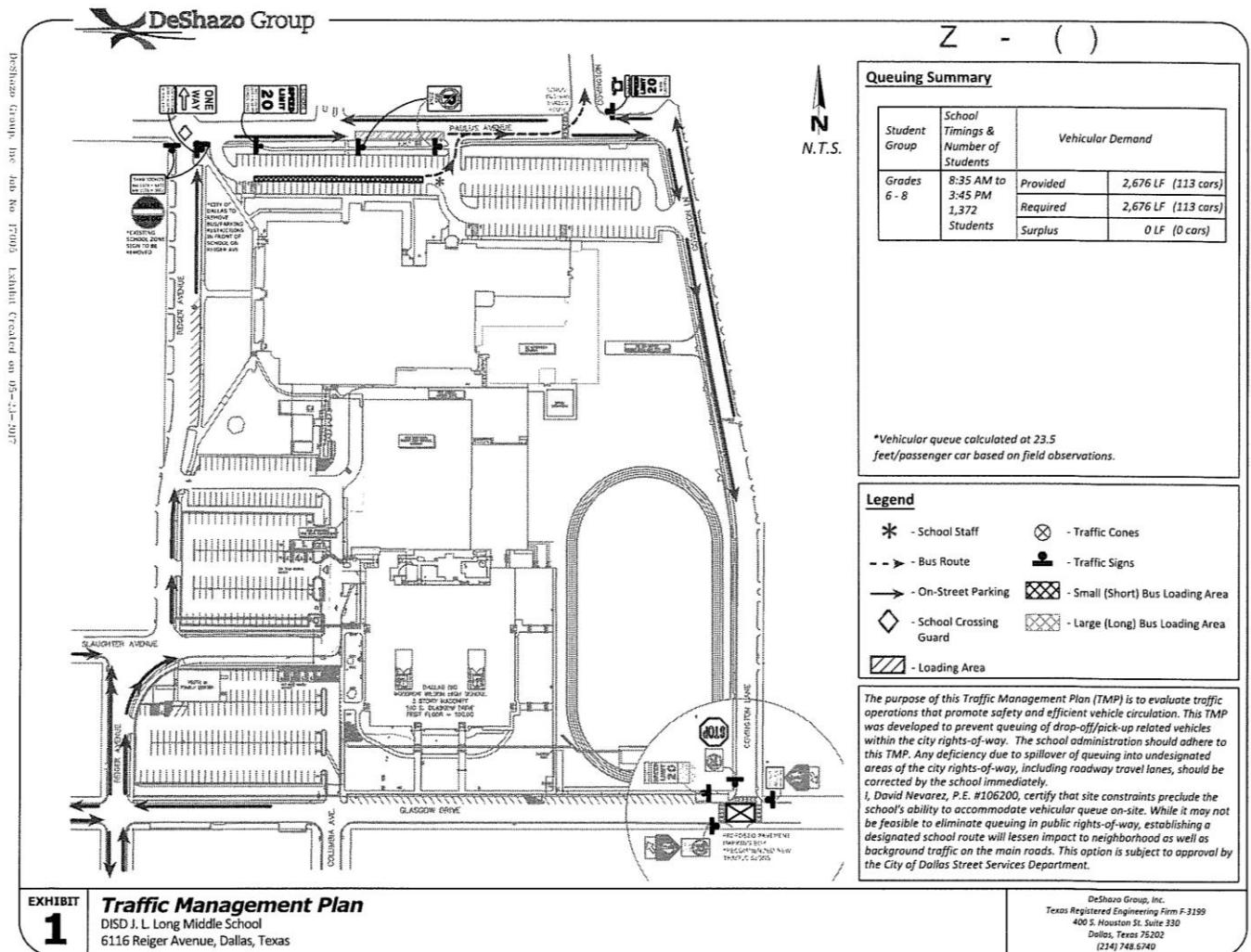
END OF MEMO

*DISD J. L. Long Middle School
Traffic Management Plan
Page 3*

EXISTING TRAFFIC MANAGEMENT PLAN – EXHIBIT 543B (to be changed with this amendment)

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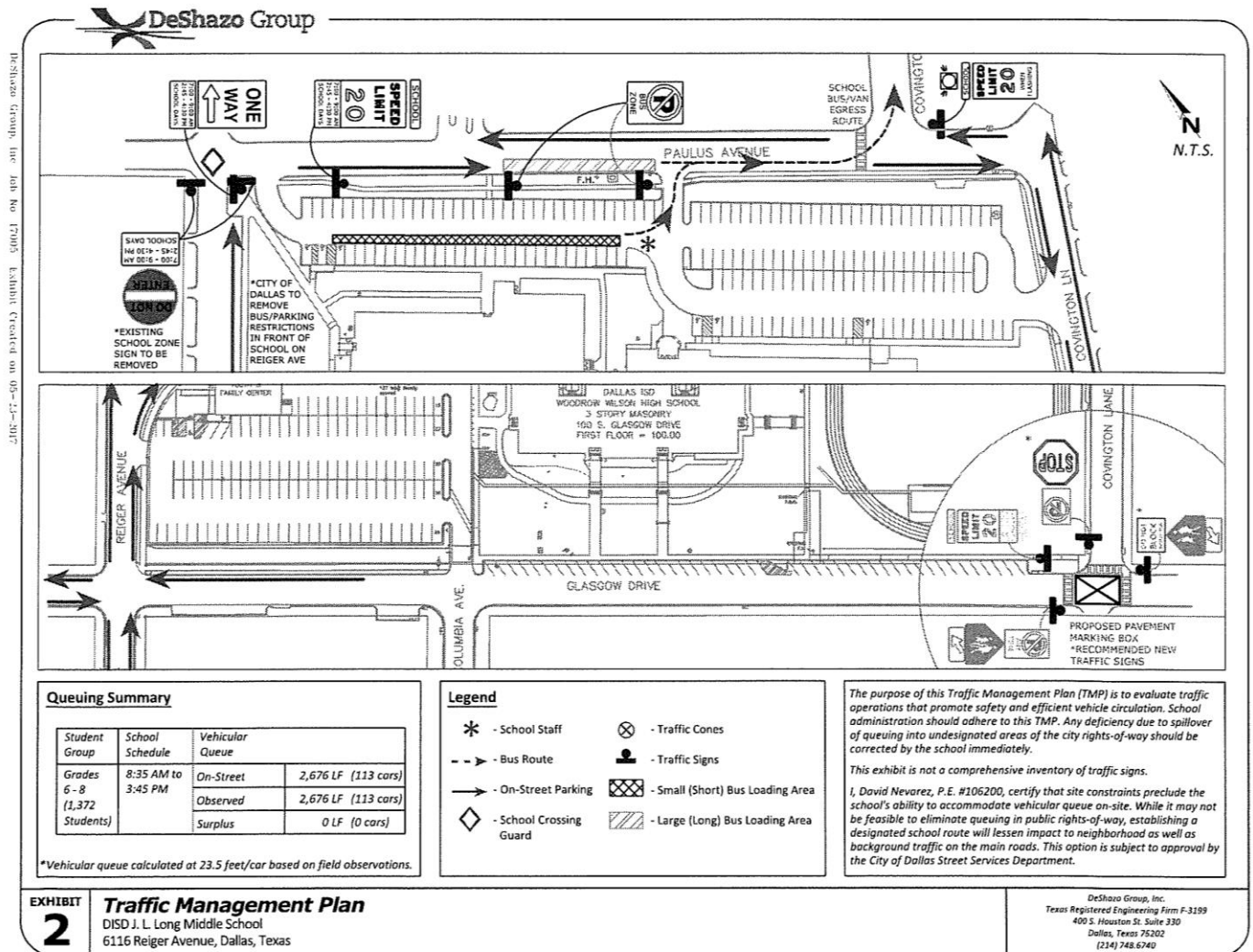
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EXISTING TRAFFIC MANAGEMENT PLAN – EXHIBIT 543B (to be changed with this amendment)

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**EXISTING TRAFFIC MANAGEMENT PLAN – EXHIBIT 543B
(to be changed with this amendment)**



Technical Memorandum

To: Karl Crawley — Masterplan Consultants
From: David Nevarez, PE, PTOE — DeShazo Group, Inc.
Date: May 23, 2017
Re: Traffic Management Plan for DISD Woodrow Wilson High School in Dallas, Texas
DeShazo Project Number 17004

Planned Development
District No. 543

Approved
City Plan Commission
June 8, 2017

INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm providing professional service in traffic engineering, transportation planning and related fields. Masterplan Consultants retained the services of DeShazo on behalf of the Dallas Independent School District (DISD) to provide a requisite Traffic Management Plan (TMP) for DISD Woodrow Wilson High School. The school is located at 100 S Glasgow Drive in Dallas, Texas.

At the time of this study, the school had an enrollment of 1,804 students in 9th through 12th grade. The school is undergoing a revision of their existing plan. Proposed changes are mainly attributed to additional classrooms with no change to student capacity. A proposed site plan showing proposed building modifications is attached as reference.

The school site is zoned Planned Development [PD] District 543. In order to gain entitlements for the proposed improvements, the school administration is seeking approval of a change to the development plan. As part of the approval process, the City of Dallas requires a TMP as a record of the preferred traffic control strategies and to ensure overall traffic safety and efficient operations. The plan is intended to assess anticipated traffic conditions during the morning drop-off and afternoon pick-up activities on the basis of satisfying these objectives. By consent of the TMP submittal, the school agrees to the strategies presented herein. In addition, the school is held self-accountable to enforce the plan until and unless the City of Dallas deems further mitigation measures are necessary.

TRAFFIC MANAGEMENT PLAN

A school TMP is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing vehicular traffic generated during the critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. **This TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.**

EXISTING TRAFFIC MANAGEMENT PLAN – EXHBIT 543B (to be changed with this amendment)

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May 23, 2017

The analysis summarized below utilizes the proposed school site plan to evaluate aspects such as parking and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands. A concerted effort and full participation by the school administration, staff, students, and parents are essential to maintain safe and efficient traffic operations.

School Operational Characteristics

Table 1 summarizes the operational characteristics for Woodrow Wilson High School assumed in this analysis:

Table 1. School Operational Characteristics

Enrollment:	9 th – 12 th Grade > 1,804 students
Daily Start/End Schedule:	> Start: 9:05 AM > End: 4:15 PM
Approximate Number of Students Travelling by Mode Other Than Drop-off/Pick-up:	By School Bus: \cong 20% (~325 students) By Self-Driving: < 10% (~105 students) By Walking: \cong 0%
Approximate Number of Students with Alternate Schedules:	Extracurricular Activities: \cong 10% (~170 students)

NOTE #1: To the highest degree practical, the accounts of existing conditions presented in this report were based upon actual on-site observations conducted by DeShazo during typical school day(s) conditions and from personal interviews of school representatives.
NOTE #2: Occasional functions or other events may be held at the school which generate traffic outside of the traditional peak drop-off and pick-up periods. While some of the measures presented in this report may be applicable in such cases, traffic characteristics other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

Site Access and Circulation

The school provides student parking in front of the school off Reiger Avenue. No off-street area is available for student loading and unloading—all traffic activities take place within public right-of-way. School buses also operate clockwise in the perimeter of the student parking lot at the front of the school. Buses enter the parking lot at the north driveway on Reiger Avenue and exit at the south driveway. Most school buses arrive from the south of the site, heading northbound on Reiger Avenue, which operates as a one-way (northbound) operation from Glasgow Drive to N Paulus Avenue during school peak periods.

Passenger Unloading/Loading and Vehicle Queuing

DeShazo conducted field observations during typical school-day conditions on Thursday, January 19 and Tuesday, February 14, 2017. The peak number of parent-vehicles on site was quantified during the afternoon pick-up period. A summary of the maximum number of vehicles is provided in Table 2.

Table 2. Peak Vehicles Parked and In Queue during Afternoon Pick-Up Period

# of Students	Max. Vehicle Accumulation (Observed)*
~1,020 students** (or 60% of student pop.)	Approx. 128 parent vehicles, plus 13 school buses plus 105 student vehicles

* Includes vehicles on- and off-site at time of peak demand, including vehicles in queue, standing, and/or parked.

** See Table 1 above

**EXISTING TRAFFIC MANAGEMENT PLAN – EXHIBIT 543B
(to be changed with this amendment)**

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In order to accommodate school traffic demands during peak periods, parents park in the perimeter of the school on both sides of Reiger Avenue and Glasgow Drive. Some parents also choose to park available on-street parking spaces designated for students or at the lot directly across the street at the southeast corner of the Columbia Avenue and Glasgow Drive intersection.

Summary of Traffic Queue Operations

Queue pick-up participation is a challenge that schools in our community face constantly. Full cooperation of all school staff members, students and parents is crucial for the success of the systematic queue. Proper training of school staff on their duties and expectations pertaining to this plan is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

The following recommendations are provided to school administration for the management of vehicular traffic generated by the school during peak traffic conditions. Generally, traffic delays and congestion that occurs during pick-up periods is notably greater than the traffic generated during the morning drop-off period due to timing and traffic concentration. In most instances, achieving efficiencies during the afternoon period is most critical, while the morning traffic operations require nominal active management.

- DeShazo recommends the implementation of the traffic circulation plan depicted in **Exhibit 1** based upon a detailed review of existing traffic conditions.
- School buses should continue to operate on-site; all other vehicles should be restricted access from entering the school driveway and student parking lot.
- Staff should continue to direct pedestrian traffic. However, only DISD police and/or deputized officers of the law should engage or attempt to influence traffic operations in public streets. There should be an adult school crossing guard present at the intersection of Reiger Avenue and Glasgow Drive and a second guard at the intersection of Reiger Avenue and Slaughter Avenue to guide and direct traffic.
- There is no clear evidence of any students walking home after school. School administration should investigate potential opportunities to encourage students to walk home.
- In accordance with the Transportation Code, Section 545.4252, State law prohibits the use of wireless communication devices while operating a motor vehicle during the time a school zone is in effect. Restrictions do not apply to stopped vehicles or the use of handheld free devices.

SUMMARY & RECOMMENDATIONS

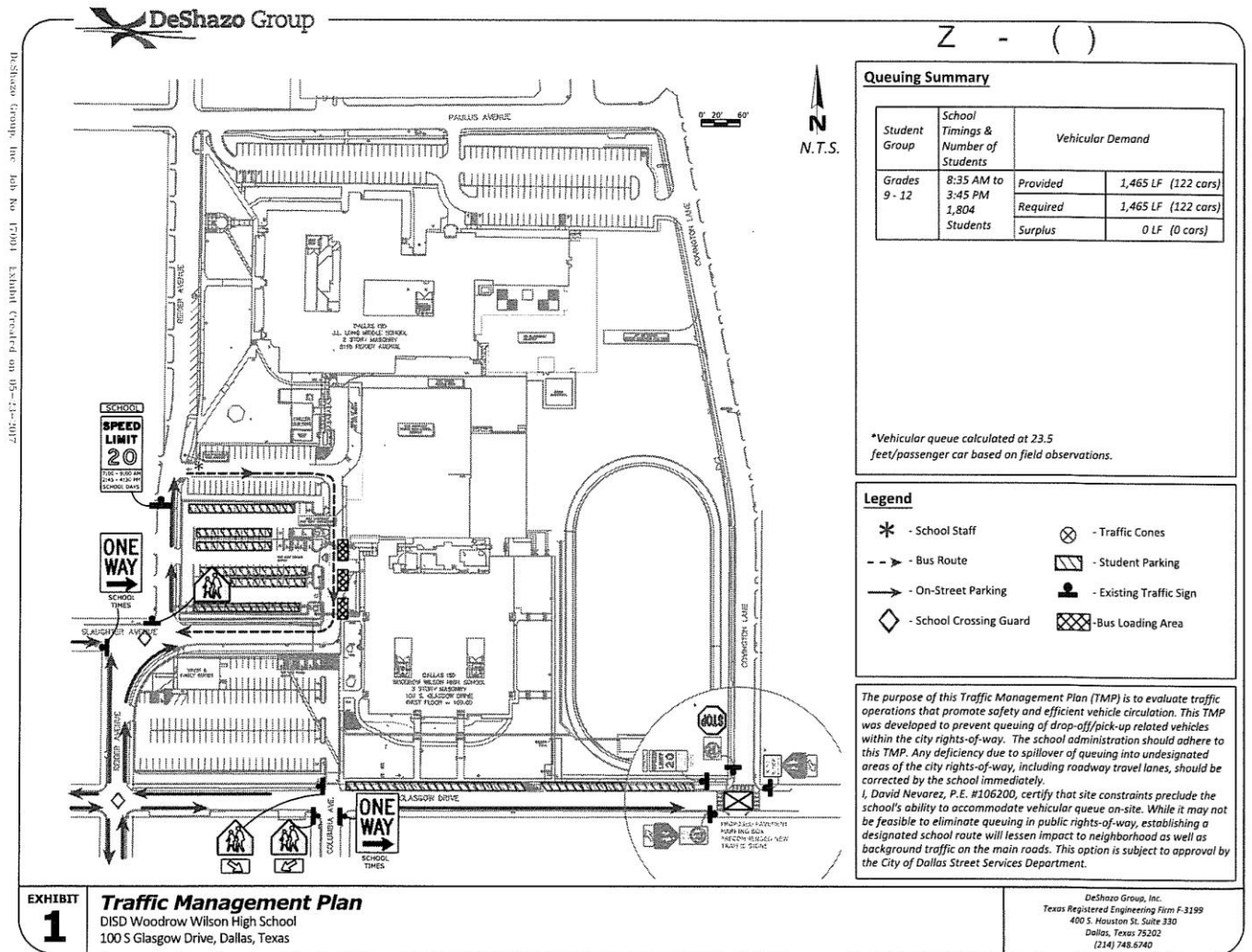
This TMP is to be used by DISD Woodrow Wilson High School to provide safe and efficient transportation of students, staff, and faculty to and from the site. The Plan was developed with the intent of optimizing safety and efficiency and the goal of accommodating vehicular traffic generated by the school at peak traffic periods within the site. The details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness.

END OF MEMO

EXISTING TRAFFIC MANAGEMENT PLAN – EXHBIT 543B (to be changed with this amendment)

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REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B



Traffic Management Plan J.L. Long Middle School



June 29, 2023

Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth Engineering) were retained to conduct a traffic management plan (TMP) for J.L. Long Middle School (Long MS). The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods. Below is general information about J.L. Long Middle School.

School:

- Location: 6116 Reiger Avenue, Dallas Texas 75214
- School District: Dallas Independent School District
- School Times: 8:20 AM – 3:55 PM

Zoning:

- Existing Zoning: PD 543
- Proposed Zoning: Amend PD
- Project: Long MS is adding a playfield which will remove 40 parking spaces from the northeastern parking lot.

Students:

- Existing Student Enrollment: 1,192 students in 6th – 8th grades.

School Access:

- Surrounding Roadways:
 - Reiger Avenue: Two-lane, undivided roadway
 - Paulus Avenue: Two-lane, undivided roadway
 - Covington Lane: Two-lane, undivided roadway
- Sidewalks are provided on all streets adjacent to the school.

REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B



Traffic Management Plan

Queue

Traffic observations were conducted on the following dates and times:

- Wednesday, March 23, 2022 – PM Dismissal
- Monday, March 28, 2022 – PM Dismissal
- Thursday, March 31, 2022 – PM Dismissal

The peak queue of parent vehicles picking up students was observed to be about 123 vehicles. Observations were conducted when the weather was clear and sunny.

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 10-15 minutes once school is dismissed. The current traffic pattern is summarized in the **Appendix**.

The projected vehicular accumulations are summarized in **Table 1** below. As shown, the proposed site plan does not have adequate space to accommodate the parents on-site and on-street, adjacent to the school. As shown, there is a deficit of space for parents to park without parking next to residential homes. Parents should be encouraged to arrive in staggered times and be respectful of neighbors.

Table 1. TMP Summary

Grades: 6 th - 8 th	SCHOOL TIMES:	TRAVEL MODES:		QUEUE SPACE:		
					Veh	Feet
Students: 1,192	Beginning:	Buses	15%	Observed Queue:	123	2,891
	8:20 AM	Parents	65%	Provided Queue, On-site:	0	0
		After School	10%	Deficit Queue Space:	-123	-2,891
	Dismissal:	Walkers	10%	On-Street Queue in TMP:	72	1,692
	3:55 PM			Deficit Queue Space:	-51	-1,199

Recommendations

The TMP recommendations are described below and shown in **Exhibit 1**.

Students

1. Students are driven to and from school, ride the bus or walk home.
2. Following dismissal, students walk to meet parents parked adjacent to school and on residential streets near the school.
3. Five large buses and 10 small buses are provided for students to ride the bus to school.

REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B



Parents

4. Parents may pick up students on-street, adjacent to the school:
 - a. Reiger Avenue, head-in, indented parking, if spaces are available
 - b. Paulus Avenue (north side) east of alley to Covington Lane
 - c. Paulus Avenue (south side) at Reiger Avenue to Covington Lane
 - d. Covington Lane (both sides), north of Paulus Avenue
 - e. Covington Lane (west side), south of Paulus Avenue

Buses

5. Five large buses stage on Reiger Avenue in front of the school. There are ten small buses that stage at the east end of the Long MS parking lot.
 - a. Small buses should continue to load in the Long MS parking lot. The current staging operation reserves an entire row of parking spaces to stage two lines of small buses. This should be discontinued. Buses should stage in the aisle area only and make the spaces available for additional staff parking.
 - b. Large buses currently stage in front of the school on Reiger Avenue.
 - c. After the last bus unloads in the morning, staff should adjust cones to reserve space for all five buses to stage before the dismissal period.

Staff

6. The following locations should be staffed to influence safe operations:
 - In front of the school, to prevent students from walking through the parking lots
 - At Paulus Avenue at Reiger Avenue, to cross students in organized groups

Crossing Guards

7. There are no crossing guards assigned to this school.

Parking Restrictions

8. Many of the streets surrounding the school have posted parking restrictions. Lambeth observed these restrictions to be largely disregarded.
 - a. Staff should encourage parents to arrive during staggered times.
 - b. Staff should encourage parents to park on Covington Lane. There is available parking space, wide sidewalks, and the street does not front to any residences.
 - c. If parents cannot be encouraged/trained to park in non-restricted areas, the City of Dallas should be contacted to request periodic parking enforcement at the four locations listed below. Violations in these areas are causing frequent road blockages and delaying bus operations.
 - Paulus Avenue on the northbound approach to Reiger Avenue
 - Reiger Avenue on the west side (between Slaughter Avenue and Paulus Avenue)
 - Santa Fe Avenue at Glasgow Drive, to prevent parking too close to the intersection
9. Parking should be prohibited around the driveway openings, as illustrated in the TMP exhibit.

REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B



School Zones

10. There are active 20 MPH school zones on Reiger Avenue and Paulus Avenue.

Off-Site Improvements

- Remove conflicting 30 MPH speed limit sign within school zone, northbound Paulus Avenue, south of Reiger Avenue. (Service Request submitted: SR #22-00128033)
- Install School Zone Ahead (S1-1) on East Leg of Covington Lane/Paulus Avenue intersection, westbound Covington Lane, 150-feet east of Paulus Avenue.
- Replace old School Zone Area with School Zone Ahead (S1-1) on eastbound Reiger Avenue, north side of Slaughter Avenue.
- Install Cellphone Usage Sign (099) under the School Zone Assembly sign on eastbound Reiger Avenue, east of Slaughter Avenue.
- Install Flasher to School Zone Assembly on eastbound Reiger Avenue, east of Slaughter Avenue. The sign indicates “When Flashing.” The Flasher is missing.
- Replace RESUME with END SCHOOL ZONE (086) under 30 MPH speed limit sign on Reiger Avenue at Paulus Avenue.
- Replace old School Zone Assembly signs with S5-1 on westbound Reiger Avenue at Paulus Avenue.
- Install 30” Do Not Enter and School Zone Hour Time Plate on the back side of the 36” Stop sign on Reiger Avenue at Paulus Avenue.
- Replace old School Zone Area with School Zone Ahead (S1-1), northeast of Reiger Avenue at Paulus Avenue. Additional AHEAD (SW16-9P) optional.

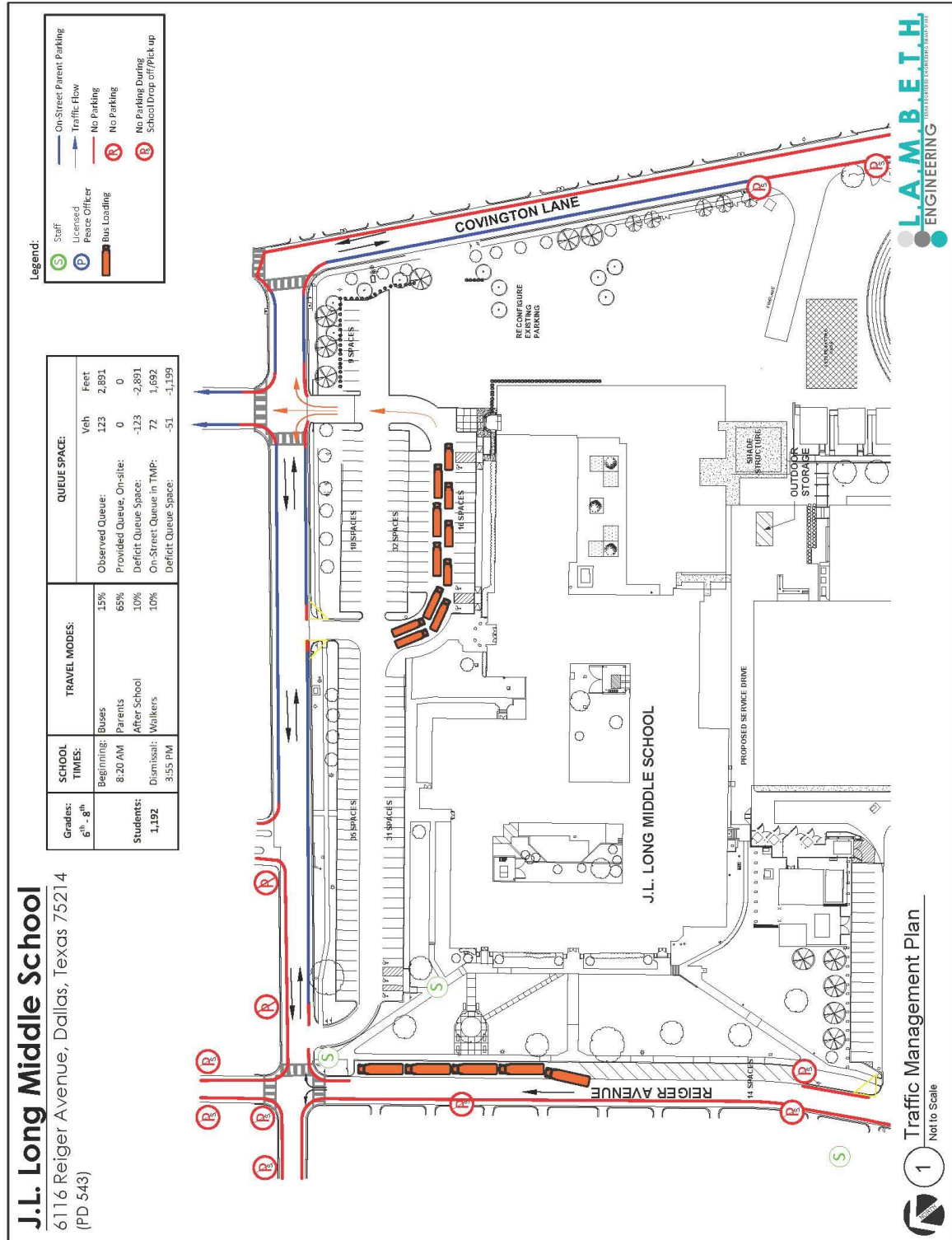
Summary

The J.L. Long Middle School Traffic Management Plan is designed to provide safe vehicular and pedestrian movement to and from school, working with the areas available with the existing school. There is a deficit of space for parents to park without parking next to residential homes. Parents should be encouraged to arrive in staggered times.

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

END

REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B

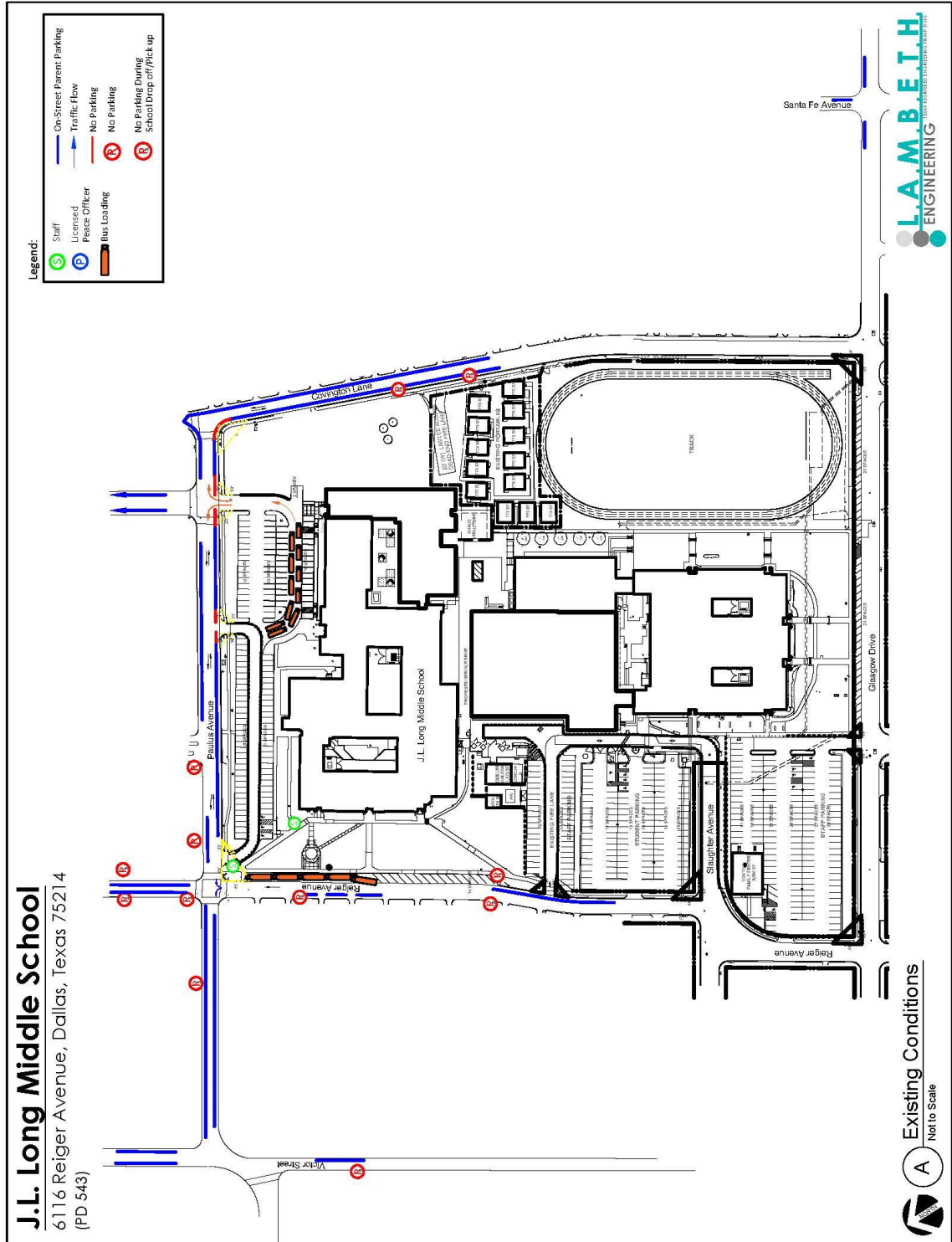


REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B



Appendix

REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B



REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B



J.L. Long Middle School Off-Site Improvements

Northbound Paulus Avenue, south of Reiger Avenue — Remove conflicting 30 MPH speed limit sign within School Zone (SR #22-00128033)



Westbound Covington Lane, 150' east of Paulus Avenue — Install School Zone Ahead (S1-1) .



Eastbound Reiger Avenue, north side of Slaughter Avenue — Replace old School Zone Area with School Zone Ahead (S1-1)



Eastbound Reiger Avenue, east of Slaughter Avenue — Install Cellphone Usage sign (099) under the School Zone Assembly sign. The sign indicated "When Flashing." The Flasher is missing.



REVISED TRAFFIC MANAGEMENT PLAN – EXHBIT 543B



J.L. Long Middle School Off-Site Improvements

Eastbound Reiger Avenue at Paulus Avenue —
Replace RESUME with END SCHOOL ZONE
(086) under 30 MPH speed limit sign.



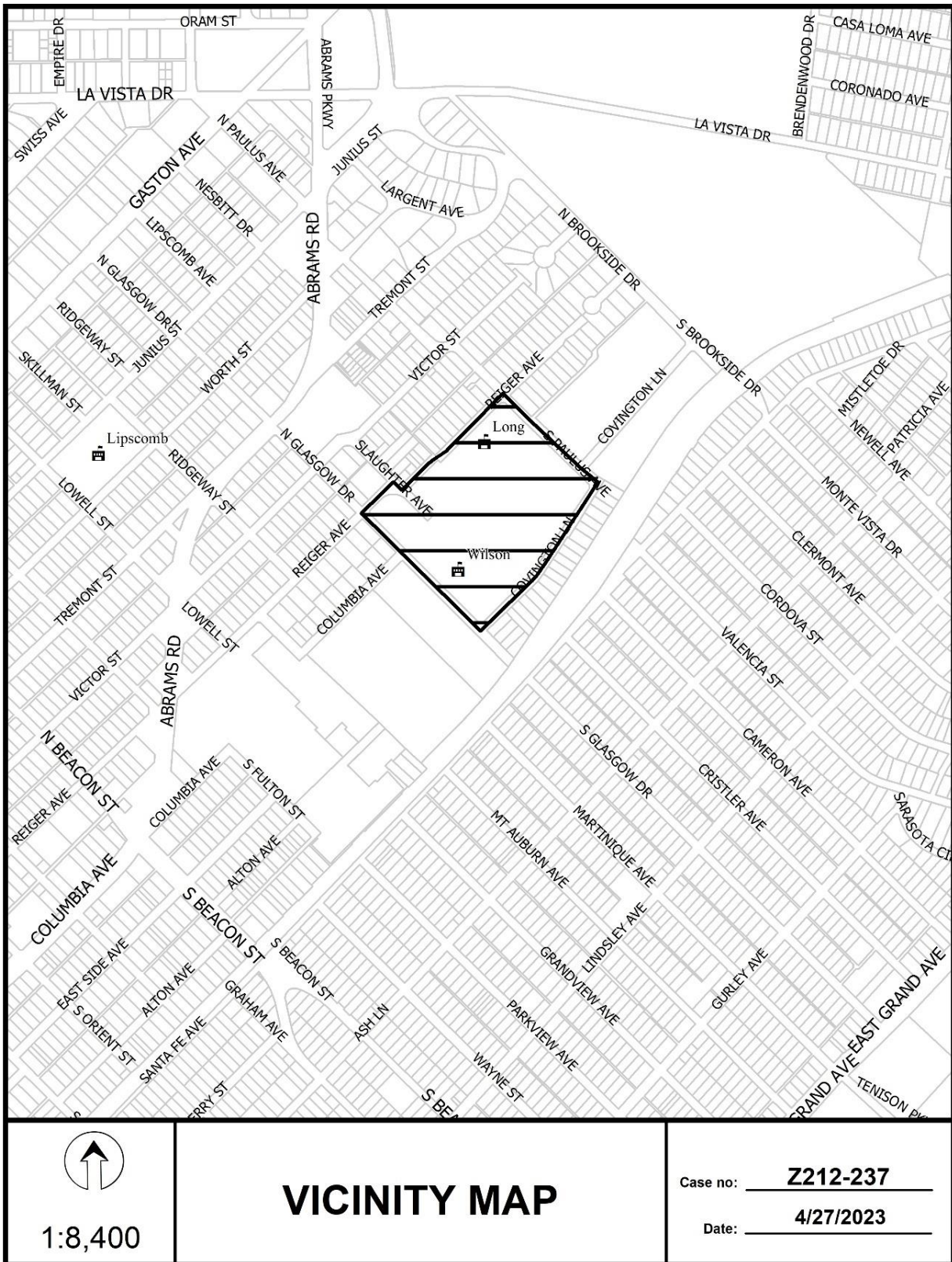
Westbound Reiger Avenue at Paulus Avenue —

- Replace old School Zone Assembly with S5-1.
- Install 30" Do Not Enter and School Zone Hour Time Plate on the back side of the 36" Stop Sign.



Northeast of Reiger Avenue at Paulus Avenue —
Replace old School Zone Ahead (S1-1).
Additional AHEAD (SW16-9P) optional.





Z212-237(AU)

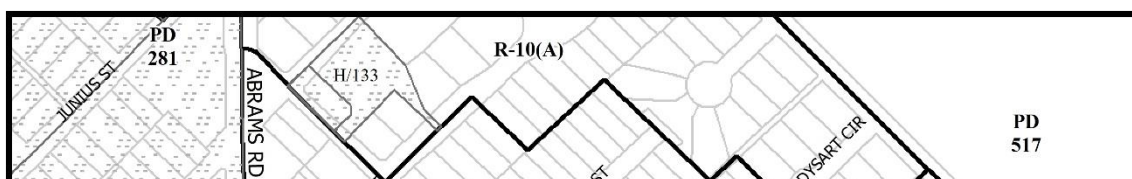


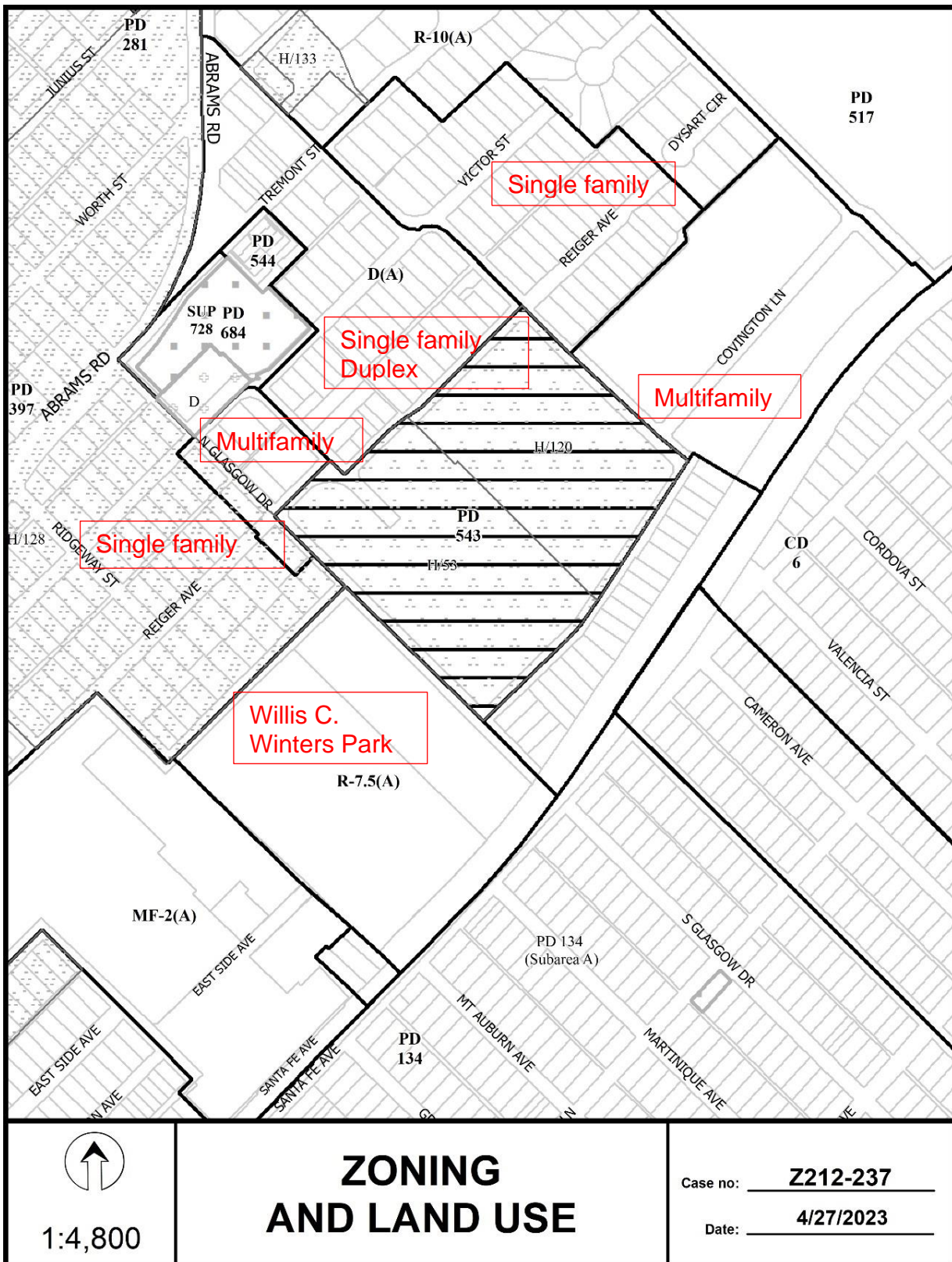
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AERIAL MAP

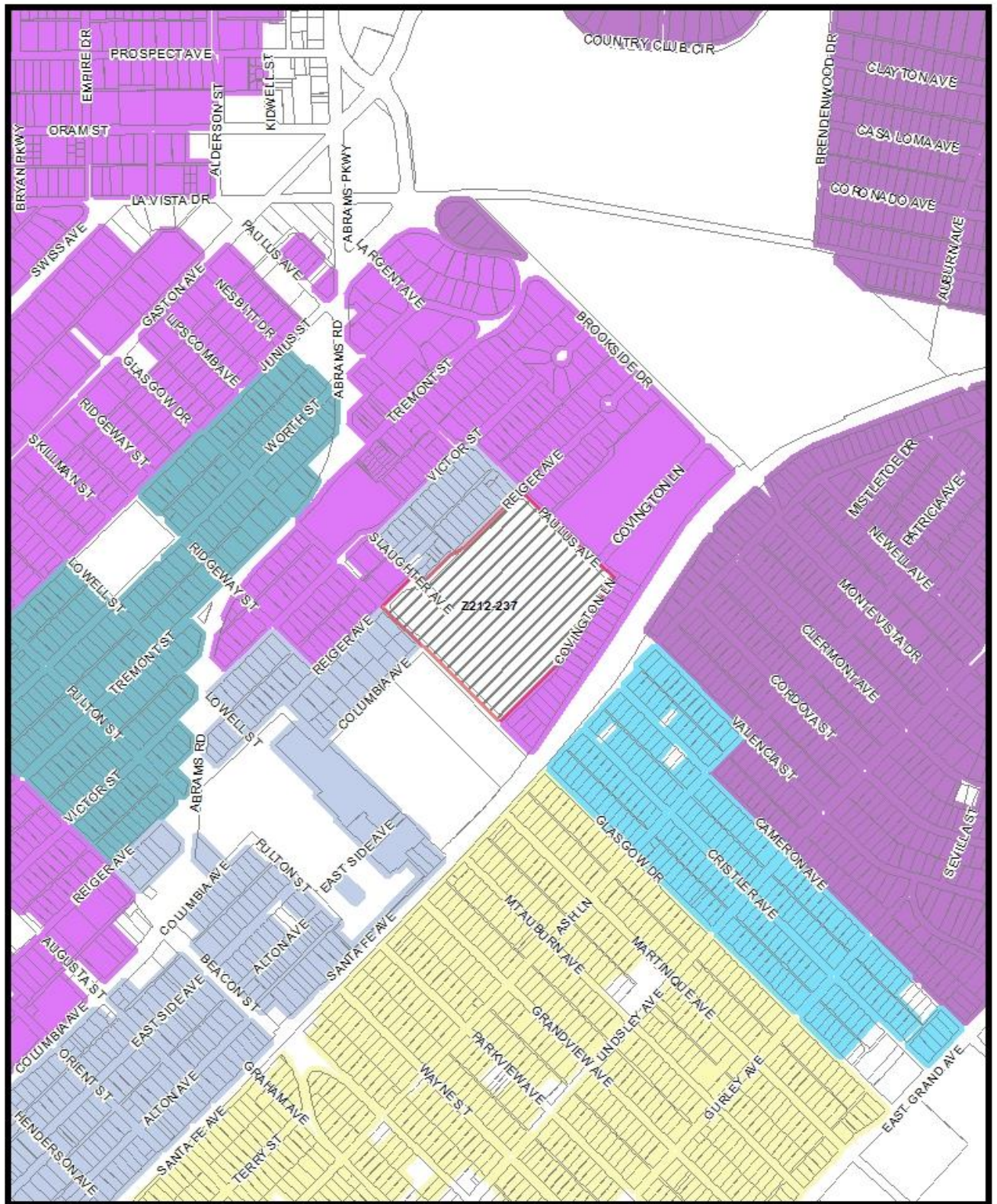
Case no: Z212-237

Date: 4/27/2023









Market Value Analysis

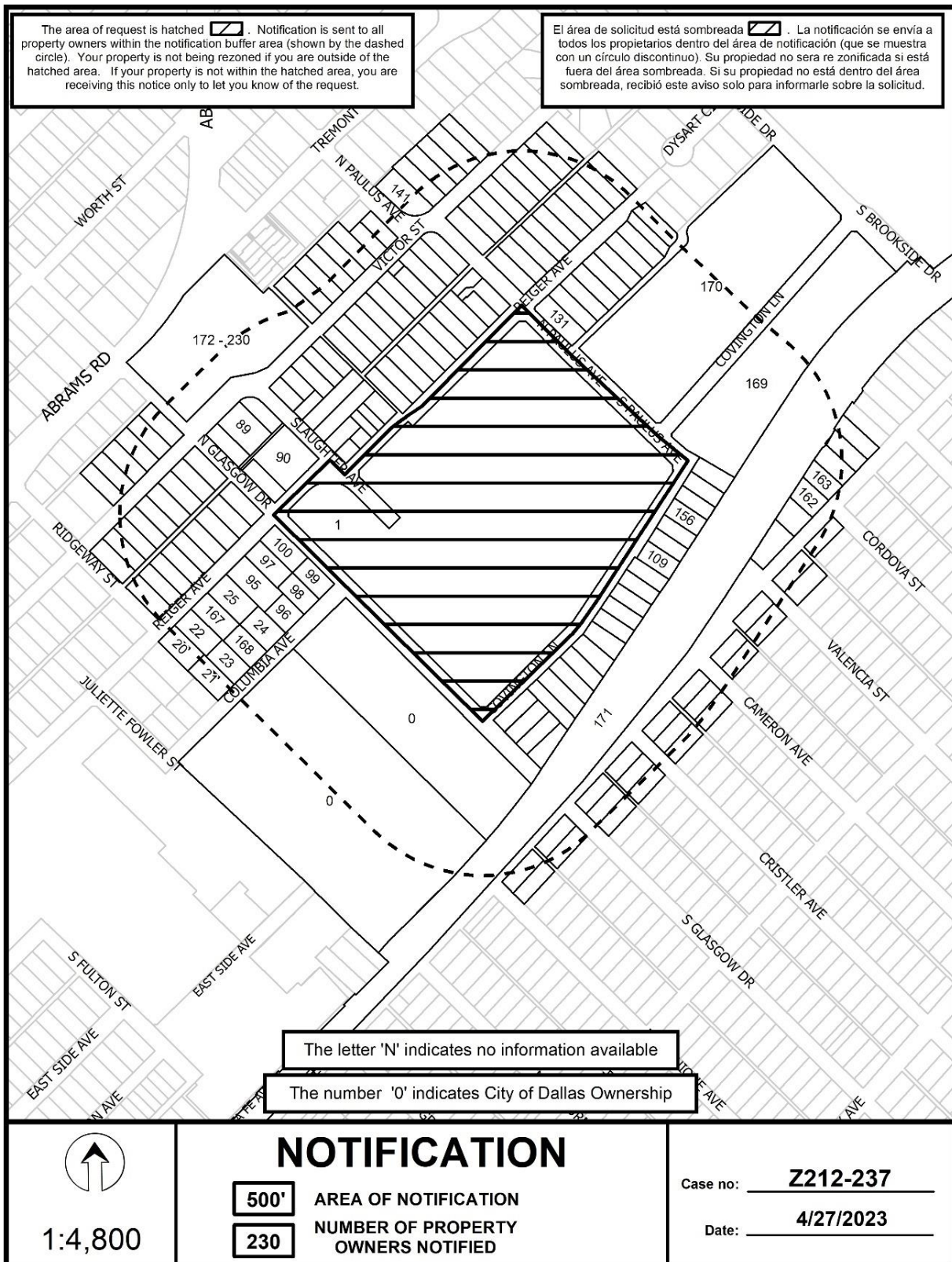
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1:8,400

Market Value Analysis

Printed Date: 4/27/2023



04/27/2023

Notification List of Property Owners***Z212-237******230 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	100 S GLASGOW DR	Dallas ISD
2	404 MARTINIQUE AVE	JAIMES MARGARITA C
3	400 MARTINIQUE AVE	SANCHEZ JAIME
4	407 S GLASGOW DR	GERMAN NANCY
5	401 S GLASGOW DR	ENDERBY JOSEPH EDWARD &
6	408 S GLASGOW DR	TOVAR STEPHANIE
7	404 S GLASGOW DR	SVENDSGAARD JASON E
8	400 S GLASGOW DR	TORRES ROSA & EDUARDO
9	409 CRISTLER AVE	CROSSMAN DEVELOPERS LLC
10	405 CRISTLER AVE	RAMIREZ CARLOS R
11	401 CRISTLER AVE	BUENO ALFREDO &
12	408 CRISTLER AVE	GENTRY TRIEU L & ZACHARY
13	404 CRISTLER AVE	BCH DEVELOPMENT LLC
14	400 CRISTLER AVE	THORNTON CHRISTIAN M
15	411 CAMERON AVE	KNITCH STEPHEN & DENISE
16	407 CAMERON AVE	GILL ETIENNE A & NICOLE A
17	403 CAMERON AVE	RAMOS HECTOR &
18	404 CAMERON AVE	MANGOCHANGO LLC
19	400 CAMERON AVE	SUAREZ CIRO
20	5834 REIGER AVE	SCHIMBAX INVESTMENTS LLC
21	5837 COLUMBIA AVE	KNAPP ZACHARY &
22	5906 REIGER AVE	ANDERSON JOSEPH H MRS EST
23	5907 COLUMBIA AVE	SANCHEZ CHRISTOPHER F & SHELSEA N MONTES
24	5919 COLUMBIA AVE	ARCHIBALD FAMILY LIVING TRUST
25	5918 REIGER AVE	URQUHART FISHER CAROL L
26	5919 VICTOR ST	ROSE PERSTON WESTAWAY

04/27/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	5915 VICTOR ST	JORDAN JACQUELINE
28	5900 VICTOR ST	THOMAS CHARLES MASTERSON TRUST
29	5906 VICTOR ST	Taxpayer at
30	5910 VICTOR ST	WONG DIXON
31	5914 VICTOR ST	MUNOZ ORALIA HINOJOSA EST OF&
32	5918 VICTOR ST	LONG CHRISTOPHER
33	5917 REIGER AVE	MICHEL JORDAN S &
34	5915 REIGER AVE	ARIA GABRIELA A & JUAN CARLOS AGUAYO
35	5911 REIGER AVE	OLINGER HEATH &
36	5907 REIGER AVE	PAT BURKE COMPANY THE
37	5901 REIGER AVE	CHU RAUL AH &
38	6101 VICTOR ST	WILSON TREVOR
39	6107 VICTOR ST	KLIEWER AIMEE NOEL &
40	6109 VICTOR ST	JONES WILLIAM WARREN TR &
41	6115 VICTOR ST	COVELL PETER LLOYD
42	6119 VICTOR ST	SCAMMEL WILLIAM & MARIE
43	6123 VICTOR ST	STRICKLAND RICHARD & PAMELA
44	6127 VICTOR ST	SHRIME LAKEWOOD INV LLC
45	6131 VICTOR ST	MOWERY DORRIE C
46	6137 REIGER AVE	Taxpayer at
47	6100 VICTOR ST	KLARICH SARAH CARROLL
48	6106 VICTOR ST	FRIDAY RONALD C
49	6110 VICTOR ST	WHITLOCK MICHAEL JON
50	6112 VICTOR ST	RKW VENTURES LLC
51	6116 VICTOR ST	DECASTRO ALESSANDRA INNECCO
52	6122 VICTOR ST	EDEN MICHAEL A & MELONY A
53	6124 VICTOR ST	PINON MONICA L
54	6128 VICTOR ST	HASBANY MARIA BIONDE
55	6132 VICTOR ST	CROMEENS PAMELA
56	6136 VICTOR ST	BATEY NICHOLAS
57	311 PAULUS AVE	GRELLE MARY A & FRANK L

04/27/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	6135 REIGER AVE	Taxpayer at
59	6131 REIGER AVE	DOYLE ELISHA K
60	6125 REIGER AVE	NCRS LLC
61	6121 REIGER AVE	MARRERO MIGUEL M &
62	6119 REIGER AVE	DCH COMMUNITY HOLDINGS LLC
63	6113 REIGER AVE	MILYO KEITH G
64	6109 REIGER AVE	MANER STEPHEN D & CHEN LU
65	6105 REIGER AVE	FAIREY JEFF
66	6101 REIGER AVE	ZIEGLERLOVELACE HOLDINGS LLC
67	6026 VICTOR ST	MARTIN BEVERLY A
68	6024 VICTOR ST	Taxpayer at
69	6034 VICTOR ST	MENDENHALL DANIEL G &
70	6038 VICTOR ST	ZANDER RONALD LEE
71	6030 VICTOR ST	DUMAIS STEVEN M &
72	318 SLAUGHTER AVE	SMITH HOWARD & VIVIAN
73	314 SLAUGHTER AVE	TREVINO RICHARD
74	310 SLAUGHTER AVE	MARSHALL JASON C
75	304 SLAUGHTER AVE	MR GREATER DALLAS REAL ESTATE
76	6041 REIGER AVE	ANDRADE AMY L
77	6039 REIGER AVE	FROGFAM LLC
78	6045 REIGER AVE	ITKIN ALAN J & BETH A KRESSEL
79	302 SLAUGHTER AVE	LAVIEJA EDUARDO A BILBAO
80	300 SLAUGHTER AVE	BRAUN SETH & ANA VICTORIA
81	5935 VICTOR ST	BEAL MARK
82	5931 VICTOR ST	LEE RYAN M
83	5929 VICTOR ST	ROWE RONALD DAMON &
84	5925 VICTOR ST	HAMMOND MATTHEW K &
85	5922 VICTOR ST	PINNEBOG INVESTMENTS LLC
86	5926 VICTOR ST	STANCO MICHELE JENNY B
87	5930 VICTOR ST	ARONSON KAI
88	5934 VICTOR ST	EAKINS GREG

04/27/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	320 N GLASGOW DR	6010 VICTOR STREET LLC
90	6015 REIGER AVE	6015 REIGER LLC
91	6003 REIGER AVE	PITTS MACK ALBERT
92	5935 REIGER AVE	LAKEWOOD WEST SHORE
93	5927 REIGER AVE	HILBERT AARON
94	5921 REIGER AVE	ACKERMAN ROBERT L
95	5926 REIGER AVE	MARTINEZ ANNA S &
96	5925 COLUMBIA AVE	ALDANA HECTOR M
97	5930 REIGER AVE	NEWTON GLORIA
98	5933 COLUMBIA AVE	LONG CHRISTOPHER PROPERTIES LLC
99	203 N GLASGOW DR	5715 HUDSON LLC
100	5936 REIGER AVE	Taxpayer at
101	6302 COVINGTON LN	ANDREASON KIMBERLY
102	6306 COVINGTON LN	THELEN ADAM PATRICK
103	6308 COVINGTON LN	Taxpayer at
104	6314 COVINGTON LN	OFFENBURGER KRISTY A
105	6318 COVINGTON LN	JENSON CARIE YVONNE
106	6322 COVINGTON LN	WILLIAMSON JACK H ESTATE
107	6402 COVINGTON LN	ROOT CHANDA
108	6406 COVINGTON LN	SAUCEDO SANTOS R
109	6410 COVINGTON LN	DEAN REVOCABLE TRUST
110	6218 COVINGTON LN	TORRES VERONICA
111	306 S GLASGOW DR	KARIMI ROOZBE &
112	310 S GLASGOW DR	DENNISON LINDA &
113	314 S GLASGOW DR	CRAWFORD KELLY SUZANNE &
114	302 S GLASGOW DR	TELLO ESPERANZA
115	6214 COVINGTON LN	RODRIGUEZ MICHAEL S
116	407 VALENCIA ST	SMITH MACKENZIE &
117	403 VALENCIA ST	WOOD GLORIA KAY
118	406 VALENCIA ST	EHMANN CHARLES RICHARD &
119	402 VALENCIA ST	MULCAHY MARY

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	403 CORDOVA ST	DELGADO PAUL &
121	6201 REIGER AVE	MADDOX KATHERINE G & WILL C
122	6207 REIGER AVE	JORDAN ROBERT & KATHERINE
123	6211 REIGER AVE	SCOLES SARA J &
124	6215 REIGER AVE	LEE ROBERT E
125	6219 REIGER AVE	POWERS CRAIG &
126	6223 REIGER AVE	GORMAN JULIAN WESLEY JR
127	6227 REIGER AVE	KEMP CHARLES E
128	6231 REIGER AVE	BEVEL PHYLLIS
129	6235 REIGER AVE	KEARNS ROBERT J &
130	6239 REIGER AVE	STROOPE COURTNEY D & DONALD C
131	6200 REIGER AVE	ARMSTRONG KRISTIE M &
132	6206 REIGER AVE	RANEY JASON C
133	6210 REIGER AVE	YOUPA CHRIS ETAL
134	6214 REIGER AVE	NUNN RACHEL ELIZABETH
135	6218 REIGER AVE	HEIM GARRETT BRENNAN
136	6222 REIGER AVE	KILLION SCOTT LOUIS & JESSICA EMILY
137	6226 REIGER AVE	HOTCHKISS TROY R & GINA L
138	6230 REIGER AVE	SANCHEZ RAYMOND A & ROSALIE E
139	6234 REIGER AVE	MARHANKA EDWARD C &
140	6238 REIGER AVE	GWIN EVAN R
141	400 PAULUS AVE	LONG CHRISTOPHER R
142	6203 VICTOR ST	ROBINSON CHERYL A
143	6207 VICTOR ST	KAYNE DANIEL
144	6211 VICTOR ST	HALIMAN PROPERTIES LLC
145	6213 VICTOR ST	NEWSRING HOMES LLC
146	6219 VICTOR ST	WILLIAMS HEATHER
147	6200 VICTOR ST	GATEWOOD ERNEST ELVA III
148	6210 VICTOR ST	SORRELS MARGARET E
149	6214 VICTOR ST	IBARRA GUADALUPE
150	6218 VICTOR ST	LEWIS VERNON E JR &

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	6222 VICTOR ST	NORRIS RANDALL K
152	6226 VICTOR ST	FRAGA MARTHA A V
153	6230 VICTOR ST	YANK KIMBER
154	6232 VICTOR ST	CKN PROPERTIES LLC
155	6619 SANTA FE AVE	ROBINETTE ERIN O
156	6426 COVINGTON LN	MORENO OMAR
157	6430 COVINGTON LN	Taxpayer at
158	6434 COVINGTON LN	MIX PATTI KAY
159	6438 COVINGTON LN	WATSON JIM A
160	6509 SANTA FE AVE	CARHILL FAMILY TRUST
161	6517 SANTA FE AVE	WOODWARD STEPHEN B &
162	6523 SANTA FE AVE	GANNON MARY S &
163	6603 SANTA FE AVE	WILLIAMS ROSS
164	6609 SANTA FE AVE	Taxpayer at
165	6615 SANTA FE AVE	ABERG THOMAS BARRY
166	6418 COVINGTON LN	HOME ALONE CORP THE
167	5912 REIGER AVE	SLAUGHTER VANNA KAY
168	5915 COLUMBIA AVE	GENTRY MARTHA NAVAR
169	101 N BROOKSIDE DR	TX LAKEWOOD APARTMENTS LLC
170	101 N BROOKSIDE DR	101 NORTHBROOK DR LLC
171	401 S BUCKNER BLVD	DART
172	1600 ABRAMS RD	BURGDORF BRADLEY CARL
173	1600 ABRAMS RD	GHAEMMAGHAMI AREZOU
174	1600 ABRAMS RD	BROWN KIRSTEN MICHELLE
175	1600 ABRAMS RD	PANDYA JAYESH V
176	1600 ABRAMS RD	MADISON BARBARA
177	1600 ABRAMS RD	SCIANTARELLI EMILY
178	1600 ABRAMS RD	FULVIO LORETTA C
179	1600 ABRAMS RD	HART EDWARD T & KAREN
180	1600 ABRAMS RD	COLQUITT CHRIS C
181	1600 ABRAMS RD	HANNA ANN ELIZABETH

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
182	1600 ABRAMS RD	ROBERTSON STEPHEN
183	1600 ABRAMS RD	KITCHENS MARY L
184	1600 ABRAMS RD	GUTHRIE EMILY MUSCARELLA
185	1600 ABRAMS RD	COPELAND TRACY
186	1600 ABRAMS RD	WHITTINGTON J RICHARD &
187	1600 ABRAMS RD	KULWICKI BILLY & SHERRIE
188	1600 ABRAMS RD	WALKUP MICHAEL
189	1600 ABRAMS RD	SCLAFANI NICHOLAS ANTHONY
190	1600 ABRAMS RD	THAKRAR AMAR
191	1600 ABRAMS RD	THORNE JACQUELINE D
192	1600 ABRAMS RD	FERGUSON WILLIAM R
193	1600 ABRAMS RD	NIEDZIELSKI ANTHONY
194	1600 ABRAMS RD	SELLERS THOMAS M
195	1600 ABRAMS RD	RHODES KYLE C
196	1600 ABRAMS RD	HAMIDKHANI BENJAMIN A
197	1600 ABRAMS RD	BENNETT PAULA K
198	1600 ABRAMS RD	SCHAAB ELIZABETH M
199	1600 ABRAMS RD	BOHLMANN FRNAK J &
200	1600 ABRAMS RD	GUELKER BROOKE LEE &
201	1600 ABRAMS RD	MURCHISON WILLIAM VINCENT
202	1600 ABRAMS RD	LEWIS KEVIN KYLE & SUSAN V
203	1600 ABRAMS RD	BARBIEUX JANN
204	1600 ABRAMS RD	CASTREJON ALEJANDRA
205	1600 ABRAMS RD	NEVILL KENNA D
206	1600 ABRAMS RD	DAVIS CATHY & BILL
207	1600 ABRAMS RD	SEVAK MILAN S & AMANDA P SEVAK
208	1600 ABRAMS RD	RGP RESOUCES LLC
209	1600 ABRAMS RD	MURRIETACELAYA JAIME
210	1600 ABRAMS RD	BENEDICT BRANDON
211	1600 ABRAMS RD	CYS KENT
212	1600 ABRAMS RD	JACINTO JUSTIN CODY &

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
213	1600 ABRAMS RD	DANDRIDGE MICHELE
214	1600 ABRAMS RD	MILLIKAN LAURA ELIZABETH
215	1600 ABRAMS RD	KNIGHT JENNIFER
216	1600 ABRAMS RD	LEE SYANN &
217	1600 ABRAMS RD	YORK ASHLEY M
218	1600 ABRAMS RD	HSU IVANN
219	1600 ABRAMS RD	CHIRIBOGA RYAN
220	1600 ABRAMS RD	HARVEY WILLIAM P III &
221	1600 ABRAMS RD	JARESKE CRYSTAL ANN &
222	1600 ABRAMS RD	FITZPATRICK SYBIL
223	1600 ABRAMS RD	HEWITT MORGAN
224	1600 ABRAMS RD	DJABALI YACINE &
225	1600 ABRAMS RD	IONITESCU JONATHAN A &
226	1600 ABRAMS RD	PATEL SHOAB
227	1600 ABRAMS RD	WERNER BRADLEY JOHN
228	1600 ABRAMS RD	PETRILA PATRICE DACIAN
229	1600 ABRAMS RD	YOUNG MARTI
230	1600 ABRAMS RD	WAGNER CHARLES BRAGDON &