

FILE NUMBER: Z223-147(AU)

DATE FILED: December 30, 2022

LOCATION: East line of Hillcrest Road, between La Bolsa Drive and Arapaho Road

COUNCIL DISTRICT: 11

SIZE OF REQUEST: ± 12.60 Ac

CENSUS TRACT: 48113013605

REPRESENTATIVE: Allan Ross

APPLICANT/OWNER: Shubham Pandey, SS Education Foundation

REQUEST: An application for an amendment to Planned Development District No. 514.

SUMMARY: The purpose of the request is to allow the addition of a natatorium building to the existing open-enrollment charter school. [Pioneer Technology and Arts Academy]

CPC RECOMMENDATION: On February 1, 2024, City Plan Commission held the item to the March 7, 2024 meeting.

STAFF RECOMMENDATION: **Approval**, subject to an amended development plan, a landscape plan for the natatorium, an amended traffic management plan, and amended conditions.

PD No. 514:

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

BACKGROUND INFORMATION:

- The 12.60-acre area of request is currently the campus of an open-enrollment charter school [Pioneer Technology and Arts Academy]. The area of request contains two lots, one located on the northeast corner of Hillcrest Road and Arapaho Road that is 8.47 acres in area, and another one on the west line of Hillcrest Road, north of the terminus point of La Bolsa Drive, that is 4.09 acres in area. The area of request is located within Planned Development District No. 514.
- The area of request contains a three-story building, 246,041 square feet in area on one lot, per DCAD records, and an athletic field with four one-story buildings for the necessary athletic facilities, on the other lot. The school campus currently serves 1,200 students from preschool to 12th grade.
- The purpose of the request is to allow the existing school to add an additional building for a natatorium, approximately 18,000 square feet, in the parking lot behind the building, on the eastern side of Tract I.
- On August 26, 1998, City Council approved PD No. 514 for a private school, with an associated development/landscape plan. A text amendment was approved on February 26, 2020, to allow the open enrollment charter school use by right and to add a Traffic Management Plan. PD No. 514 allows private and open enrollment charter school, church, and mounted antenna uses and standards in addition to uses and standards allowable in a D(A) Duplex District.
- Minor amendments to the development plan were approved in 1999 and 2001.
- The former private school [Shelton School] occupied the campus since 1999 until 2020; the open enrollment charter school has been occupying the current campus since 2020.
- Since the February 1, 2024 City Plan Commission meeting, the PD Conditions have been updated to maintain more of the original provisions in general, to codify more accurately the existing situation as developed, and maintain some operational conditions applicable to private school uses.

Zoning History

There has been one zoning change request in the surrounding area in the past five years.

- 1. Z190-128:** On February 26, 2020, City Council approved an amendment to Planned Development District No. 514 on property generally located on two tracts of land along Hillcrest Road, north of Arapaho Road. [Subject Site]

Thoroughfares/Streets

Thoroughfare/Street	Type	Existing / Proposed ROW
Arapaho Road	Principal Arterial	100 feet
Hillcrest Road	Principal Arterial	100 feet
La Bolsa Drive	Local Street	-

Transportation

The applicant submitted an amended Traffic Management Plan (TMP), dated June 30, 2023, with this request to reflect the change in traffic flow on site due to the addition of the natatorium in the current parking lot. The TMP includes recommended actions and strategies to manage vehicular traffic and parking as well as pedestrian activity and travel by all other modes during peak demand conditions for a planned event.

With the addition of the new natatorium building, while the vehicle paths are slightly modified, the number of vehicle paths and access points will remain the same. The adjustments will not significantly change the pick-up and drop-off operations for the school.

The Transportation Development Services Division of the Transportation Department reviewed the proposed request together with the TMP and determined that the request will not have a negative impact on the existing street system.

STAFF ANALYSIS

Surrounding Land Uses

	Zoning	Land Use
Site	PD No. 514	Open Enrollment Charter School
North	TH-3(A) R-7.5(A)	Single family
East	R-7.5(A) R-10(A)	Single family
South	D(A) CR	Duplex Church
Southwest	MF-2(A)	Multifamily
West	CR MF-2(A)	Retail, personal services Multifamily

Land Use Compatibility

The 12.60-acre area of request is currently the campus of an open-enrollment charter school [Pioneer Technology and Arts Academy]. The area of request contains two lots, one located on the northeast corner of Hillcrest Road and Arapaho Road that is 5.95 acres in area, and another one on the west line of Hillcrest Road, north of the terminus point of La Bolsa Drive, that is 4.07 acres in area. The area of request is located within Planned Development District No. 514.

Surrounding uses consist of single family to the north and east of the property, multifamily to the southwest, and a retail area to the west. PD No. 514 allows private school, open enrollment charter school, and mounted antenna uses and standards in addition to uses and standards allowable in a D(A) Duplex District.

The area of request contains a three-story building, 246,041 square feet in area, on Tract I and an athletic field with four one-story buildings for the necessary athletic facilities on Tract II. The current open-enrollment charter school [Pioneer Technology and Arts Academy - PTAA] school campus currently serves 1,075 students from early childhood education to 12th grade. The school does not currently use the athletic fields in Tract II.

The purpose of the request is to allow the existing school to build a natatorium for the use of the school students on Tract I, behind the main building, along the eastern property line.

Development Standards

The proposed changes to PD No. 514 are intended to accommodate the proposed new building, but to also include a comprehensive update of the conditions and exhibits to reflect the current school operation and align with drafting current standards for PDs.

The natatorium will be a maximum of 18,000 square feet, one-story located approximately 50 feet from the rear property line.

The development plan is updated to include the new building and redrawn per new standards for development plans. The landscape information for the entire site was removed allowing the PD to generally comply with Article X.

The PD Conditions are updated to include the new building, to match the current operations of the school, and to generally align with current standards for drafting PD regulations:

- The yard, lot, and space regulations are now codified to match the existing and updated development plan, the previous conditions only defaulted to the development plan.
- Other extraneous conditions that cannot be applied to open enrollment charter schools were also updated, such as updating the language for a portion of the

restrictions for outdoor band practice, and the cap on seating for the bleachers for the athletic fields; and

- The condition regarding process was also removed to align with the development code and current practices.

Considering the current and continued operation of the school at this location and the proposed improvement, staff does not foresee the building addition to impact the surroundings. Staff also took into consideration all the safeguards included in the PD conditions and the development code regarding amendments to the development plan that will ensure oversight of other future changes when drafting the proposed PD conditions.

Parking

The school contains a total of 55 classrooms spanning from early childhood education to high school, and 200 high school students. Currently, PD No. 514 requires different parking ratios for high school and for faculty, as compared to the Development Code that require parking ratios per classroom only. Considering that the ratios contained the PD cannot interfere with the enrollment and school curriculum, staff is recommending the ratios to default to base code. The proposed PD conditions are amended to revert to parking ratios per the Development Code. A summary of the ratios and provided parking is contained in the table below:

	PD 514 current ratios	PD 514 proposed	
Kindergarten/elementary school classroom	1 ½	1 ½	
Junior or middle school classroom	3 ½	3 ½	
High school	9/10 per student	91/2 per classroom	
Faculty	1/employee	none	
Required parking	338 spaces	193 spaces	
Existing on site			525 spaces
Existing on site after natatorium is built			423 spaces

Considering the existing supply of parking that exceeds the highest ratios and the underutilization of the existing parking supply, staff is supporting the PD to use base code parking requirements.

Landscaping

Currently, PD No. 514 requires landscaping to be provided in accordance with the development/landscape plan included in PD No. 514. The new building for the natatorium will trigger compliance with Article X of the Development Code only for the area that is being built.

The PD amendment includes a proposed landscape plan for the natatorium and modified landscape requirements in the PD conditions. Due to site constraints and utility easement along the eastern property line, the required ten-foot landscape residential buffer cannot be provided. In lieu, the proposal includes a landscape plan for the natatorium portion that includes a requirement for six large-canopy trees to be provided in proximity to the building. Currently, between the eastern property line and the residential area there is a common private area that is a minimum of 15 feet wide and contains mature trees and shrubs.

The proposed development plan does not include the landscaping for the rest of the site. Staff assessed that the site is developed with mature trees and any future changes will trigger compliance with Article X; therefore, staff supports the proposed PD conditions to revert to Article X in tandem with the proposed conditions and landscape plan for the natatorium.

Market Value Analysis

Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to more precisely target intervention strategies in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets to orange, representing the weakest markets. The eastern portion of the request area is currently in a “B” MVA area, and the western portion is in a “C” MVA area. Surrounding the property are “B” and “C” MVA areas.

Z223-147(AU)

List of Officers

SSS Education Foundation

Shubham Pandey – Board Chair

Jyoti Pandey

Proposed PD Conditions

Yellow highlight: proposed changes

Turquoise highlight: proposed changes since the 2.1.2024 CPC meeting and staff notes to explain all of the proposed changes.

ARTICLE 514.

PD 514.

SEC. 51P-514.101. LEGISLATIVE HISTORY.

PD 514 was established by Ordinance No. 23625, passed by the Dallas City Council on August 26, 1998. Ordinance No. 23625 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. (Ord. Nos. 19455; 23625; 26042)

SEC. 51P-514.102. PROPERTY LOCATION AND SIZE.

PD 514 is established on property generally located on two tracts of land along Hillcrest Road, north of Arapaho Road. The size of PD 514 is approximately 12.6031 acres. (Ord. Nos. 23625; 26042)

SEC. 51P-514.103. 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) Except as provided in this section, Tract I is considered to be a residential district and Tract II is considered to be a nonresidential district. For purposes of interpreting Divisions 51A-4.300 through 51A-4.331, Tract I is considered to be a nonresidential zoning district. (Ord. Nos. 23625; 26042)

SEC. 51P-514.103.1. EXHIBITS.

(staff note: Changes triggered by the proposed natatorium.)

The following exhibits are incorporated into this article:

- (1) Exhibit 514A: development/~~landscape~~ plan.

(2) Exhibit 514B: landscape plan for the natatorium.

(2) Exhibit 514BC: traffic management plan. (Ord. 31468)

SEC. 51P-514.104. DEVELOPMENT/LANDSCAPE PLAN.

(staff note: Changes triggered by the proposed natatorium and intent to allow the site to comply with Article X.)

Development and use of the Property must comply with the development/landscape plan (Exhibit 514A). In the event of a conflict between the provisions of this article and the development/landscape plan, the provisions of this article control. (Ord. Nos. 23625; 26042)

SEC. 51P-514.105. MAIN USES PERMITTED.

(a) Tract I.

(1) Except as provided in this subsection, the only main uses permitted are those main uses permitted in the D(A) Duplex District, subject to the same conditions applicable in the D(A) Duplex District, as set out in Chapter 51A. For example, a use permitted in the D(A) Duplex 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 D(A) Duplex District is subject to DIR in this district; etc.

(2) The following additional main uses are permitted:

(A) Private school.

(B) Church.

(C) Mounted cellular antenna.

(D) Open-enrollment charter school.

(b) Tract II. The following uses are the only main uses permitted:

(1) Private school.

(2) Church.

(3) Open-enrollment charter school. (Ord. Nos. 23625; 26042; 31468)

SEC. 51P-514.106. ACCESSORY USES.

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

(b) The following accessory uses are not permitted in this district:

- Accessory community center (private).
- Accessory helistop.
- Accessory medical/infectious waste incinerator.
- Accessory outside display of merchandise.
- Accessory outside sales.
- Accessory pathological waste incinerator.
- Home occupation.
- Private stable.
- Pedestrian skybridges. (Ord. Nos. 23625; 26042)

SEC. 51P-514.107. 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.)

(staff note: Section updated with changes triggered by the proposed natatorium that required a new development plan drafted to standards. The development standards in the development plan were codified in the PD Conditions. Consideration was given to the development code provisions and restrictions applicable to site changes and deviations from the development plan.)

~~(a) — Front yard.~~

~~(1) — For the private school, open enrollment charter school, church, and mounted cellular antenna uses, minimum front yard is as shown on the development/landscape plan.~~

~~(2) — For all other permitted uses, minimum front yard regulations of the D(A) Duplex District apply.~~

~~(b) — Side and rear yard.~~

(1) For the private school, open enrollment charter school, church, and mounted cellular antenna uses, minimum side and rear yard is as shown on the development/landscape plan.

(2) For all other permitted uses, minimum side and rear yard regulations of the D(A) Duplex District apply.

(c) Density. No maximum dwelling unit density.

(d) Height.

(1) For the private school, open enrollment charter school, church, and mounted cellular antenna uses, the following height regulations apply:

(A) Maximum height on Tract I. Maximum structure height for Tract I: must comply with the development/landscape plan. In no event may any structure or portion of a structure exceed the heights indicated for that structure or portion of a structure on the development/landscape plan.

(B) Maximum height on Tract II. Unless further restricted under Subparagraph (C), maximum structure height for Tract II is a variable height, with a maximum of 36 feet. Refer to the development/landscape plan for the specific height of any structure.

(C) Height of bleachers and press box located on Tract II. Maximum permitted height for the soccer and football field bleachers is nine feet three inches. Maximum permitted height for the baseball field bleachers is five feet. Maximum permitted height for the press box is 21 feet.

(2) For all other permitted uses, the height regulations of the D(A) Duplex District apply.

(e) Lot coverage.

(1) For the private school, open enrollment charter school, church, and mounted cellular antenna uses, maximum lot coverage is 35 percent for Tract I and five percent for Tract II

(2) For all other permitted uses, maximum lot coverage is:

(A) 60 percent for residential structures; and

(B) 25 percent for nonresidential structures.

(3) Surface parking lots and underground parking structures are not included in lot coverage calculations.

(f) Lot size.

(1) For the private school, open-enrollment charter school, church, and mounted cellular antenna uses, no minimum lot size.

(2) For all other permitted uses, the lot size regulations of the D(A) Duplex

District apply.

(g) Stories.

(1) For the private school, open-enrollment charter school, church, and mounted cellular antenna uses, maximum number of stories for Tract I is four and maximum number of stories for Tract II is two.

(2) For all other permitted uses, no maximum number of stories.

(h) Floor area and floor area ratio.

(1) For the private school, or open-enrollment charter school, church, and mounted cellular antenna uses, maximum combined floor area for Tracts I and II is 253,000 square feet.

(2) For all other permitted uses, no maximum floor area ratio. (Ord. Nos. 23625; 26042; 31468)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the D(A) Duplex District apply.

(b) For private school, open-enrollment charter school, church, and mounted cellular antenna uses.

(1) Side and rear yard.

a. Tract I. Minimum side and rear yard is 45 feet.

b. Tract II. Minimum side and rear yard is 15 feet.

(staff note: Correction to reflect existing conditions)

(2) Height

(A) Tract I. Except as provide in this subparagraph, the maximum structure height is 58 feet. Maximum structure height is 45 feet for structures within 150 feet of the western property line. Maximum structure height is 98 feet for structures or portions of structures within 330 feet from Hillcrest Road and 310 feet from Arapaho Road.

(staff note: Correction to reflect existing conditions and codify more accurately the existing building height)

(B) Tract II.

- (i) Unless further restricted in this subparagraph, maximum height in Tract II is 36 feet.
- (ii) Maximum height for the soccer and football field bleachers is nine feet three inches.
- (iii) Maximum height for baseball field bleachers is five feet.
- (iv) Maximum height for the press box is 21 feet.

(3) Lot coverage.

- (A) Tract I. Maximum lot coverage is 35 percent.
- (B) Tract II. Maximum lot coverage is five percent.

(4) Lot size. No minimum lot size.

(5) Stories.

- (A) Tract I. Maximum number of stories is four.
- (B) Tract II. Maximum number of stories is two.

(6) Floor area and floor area ratio. Maximum combined floor area for Tracts I and II is 271,000 square feet.

SEC. 51P-514.108. OFF-STREET PARKING AND LOADING.

(staff note: Changes triggered by the proposed natatorium and compliance with state law regarding development regulations for open enrollment charter schools.)

(a) ~~For a private school or open enrollment charter school uses, off street parking must be provided at a ratio of one and one half spaces for each kindergarten or elementary school classroom, three and one half spaces for each junior high or middle school classroom, and nine tenths of one space for each student enrolled as a senior high school student. In addition to these requirements, one off street parking space must be provided for each school employee. Handicapped parking must be provided pursuant to Section 51A-4.305.~~

(b) For all ~~other~~ permitted uses, consult the use regulations (Division 51A-4.200) for the specific off-street parking and loading requirements for each use.

(c) Except for special parking provided pursuant to Division 51A-4.320, all required off-street parking must be located on Tract I. **Parking may be located in the required front yard along La Bolsa Drive.**

(staff note: To reflect existing condition)

(d) **Aboveground parking structures are prohibited on the Property.**
(staff note: Revert to original provision)

(e) Consult the off-street parking and loading regulations (Division 51A-4.300 et seq.) for information regarding off-street parking and loading generally. (Ord. Nos. 23625; 26042; 31468)

SEC. 51P-514.109. HOURS OF OPERATION OF THE PRIVATE SCHOOL, OPEN-ENROLLMENT CHARTER SCHOOL, AND CHURCH USES.

(a) Outdoor athletic facilities. For the outdoor athletic facilities located on Tract II, the hours of operation are restricted to the hours between 8:45 a.m. and 6:00 p.m., Monday through Friday, and 9:00 a.m. and 6:00 p.m. on Saturday, except scheduled games which must conclude by 7:00 p.m.

(b) Outdoor band practice.

(1) Tract I. No outdoor band practice is permitted.

(2) Tract II. Outdoor band practice for the private school or open- enrollment charter school uses is restricted to the hours between 10:00 a.m. and 5:00 p.m. In addition, for a private school, outdoor band practice is limited to a maximum of one hour per day and a maximum of 50 practices per year with a maximum of two practices per week. (Ord. Nos. 23625; 26042; 31468)

(staff note: Revert to original provision as applicable to private schools and to ensure compliance with state law requirements regarding open enrollment charter schools.)

SEC. 51P-514.110. LIGHTING OF THE PRIVATE SCHOOL, OPEN-ENROLLMENT CHARTER SCHOOL, AND CHURCH USE.

(a) Lighting for Tract I must comply with Sections 51A-4.301(e)(2) and 51A-6.104.

(b) Lighting for Tract II must comply with Sections 51A-4.301(e)(2)(B) through (E) and 51A-6.104 and the following:

(1) Lighting may not exceed 30 feet in height.

(2) All light fixtures must be hooded, shielded, and direct light vertically downward.

(3) Lighting must be solely for the purpose of security. Lighting of the athletic fields for the purpose of illuminating athletic events is prohibited.

Z223-147(AU)

(4) Except as shown on the development/landscape plan, no light fixture may be located within 20 feet of the northern or western boundary of Tract II.

(c) Spillover light from Tract II onto adjacent property must not exceed 0.1 footcandle measured at a point five feet inside the adjacent lot line and five feet above the ground surface. (Ord. Nos. 23625; 26042)

SEC. 51P-514.111. ROADWAY AND ACCESS PROVISIONS.

Prior to the issuance of a certificate of occupancy for a private school or open-enrollment charter school, the following roadway and access improvements must be completed:

(1) Improvements of the driveway pavement width from the Property to Arapaho Road to a minimum of 30 feet.

(2) Installation of warning flashers to be located in advance of the crosswalk along both directions of Hillcrest Road. These warning flashers must be operating during the hours of operation of the private school and open-enrollment charter school uses. The design and installation of the warning flashers must be approved by the director of public works and transportation. (Ord. Nos. 23625; 26042; 31468)

SEC. 51P-514.112. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. Nos. 23625; 26042)

SEC. 51P-514.113. LANDSCAPING.

(a) ~~Private school, open enrollment charter school, church, and mounted cellular antenna uses.~~ (b) In general. Except as provided in this section, landscaping must be provided in accordance with Article X.

(b) Private school and open enrollment charter school.

(1) If a natatorium is provided landscaping must be provided as shown on the landscape plan. If there is a conflict between the text of this article and the landscape plan, the text of this article controls.

(2) If a natatorium is proved, a minimum of six large trees must be planted at least 15 feet from any structure, as shown on the landscape plan.

I. (3) A residential buffer zone is not required along the east property line of Tract

(2) — Landscaping for Tract I must be provided prior to the issuance of a certificate of occupancy for a private school on Tract I or June 1, 1999, whichever occurs last.

(3) — Landscaping for Tract II must be provided prior to the issuance of a certificate of occupancy for any use on Tract II.

(c) Maintenance. Plant material must be maintained in a healthy, growing condition.

(d) Tree preservation. Tree preservation as outlined in Article X applies to this PD. (Ord. Nos. 23625; 26042; 31468)

SEC. 51P-514.114. SIGNS.

Signs must comply with the provisions for non-business zoning districts contained in Article VII. (Ord. Nos. 23625; 26042)

SEC. 51P-514.115. ENROLLMENT IN THE PRIVATE SCHOOL.

The number of students enrolled in the private school may not exceed 1,200.

SEC. 51P-514.116. ADDITIONAL PROVISIONS FOR THE PRIVATE SCHOOL, OPEN-ENROLLMENT CHARTER SCHOOL, CHURCH, AND MOUNTED CELLULAR ANTENNA USES.

(a) No amplified sound is permitted on Tract II.

(b) For a private school, bleacher seating for Tract II must not exceed 278 for the baseball field and 840 for the football or soccer field.
(staff note: Revert to original provision as applicable to private schools and to ensure compliance with state law requirements regarding open enrollment charter schools.)

(c) ~~The location of the press box and the baseball, soccer, and football field bleachers, as shown on the development/landscape plan, may not be altered through the minor development plan amendment process contained in Section 51A-4.702(h).~~ (Ord. Nos. 23625; 26042; 31468)
(staff note: Updated language to allow the processes as outlined in the development code to apply)

SEC. 51P-514.116.1. TRAFFIC MANAGEMENT PLAN.

(staff note: Updated language for TMP for constancy with current practices)

(a) In general. Operation of a private school, open-enrollment charter school, or public school must comply with the traffic management plan (Exhibit 514B).

(b) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by ~~November 1, 2021~~ March 1, 2026. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by ~~November 1~~ March 1 of each odd-numbered year.

(a) If the Property owner or operator fails to submit the required initial traffic study to the director by March 1, 2026, or within six months after students first begin attending classes, whichever is later, 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 March 1st of each odd-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) of Chapter 51A of the Dallas City Code, as amended.

(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. 31468)

SEC. 51P-514.117. ADDITIONAL PROVISIONS.

(a) The entire 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. 23625; 26042)

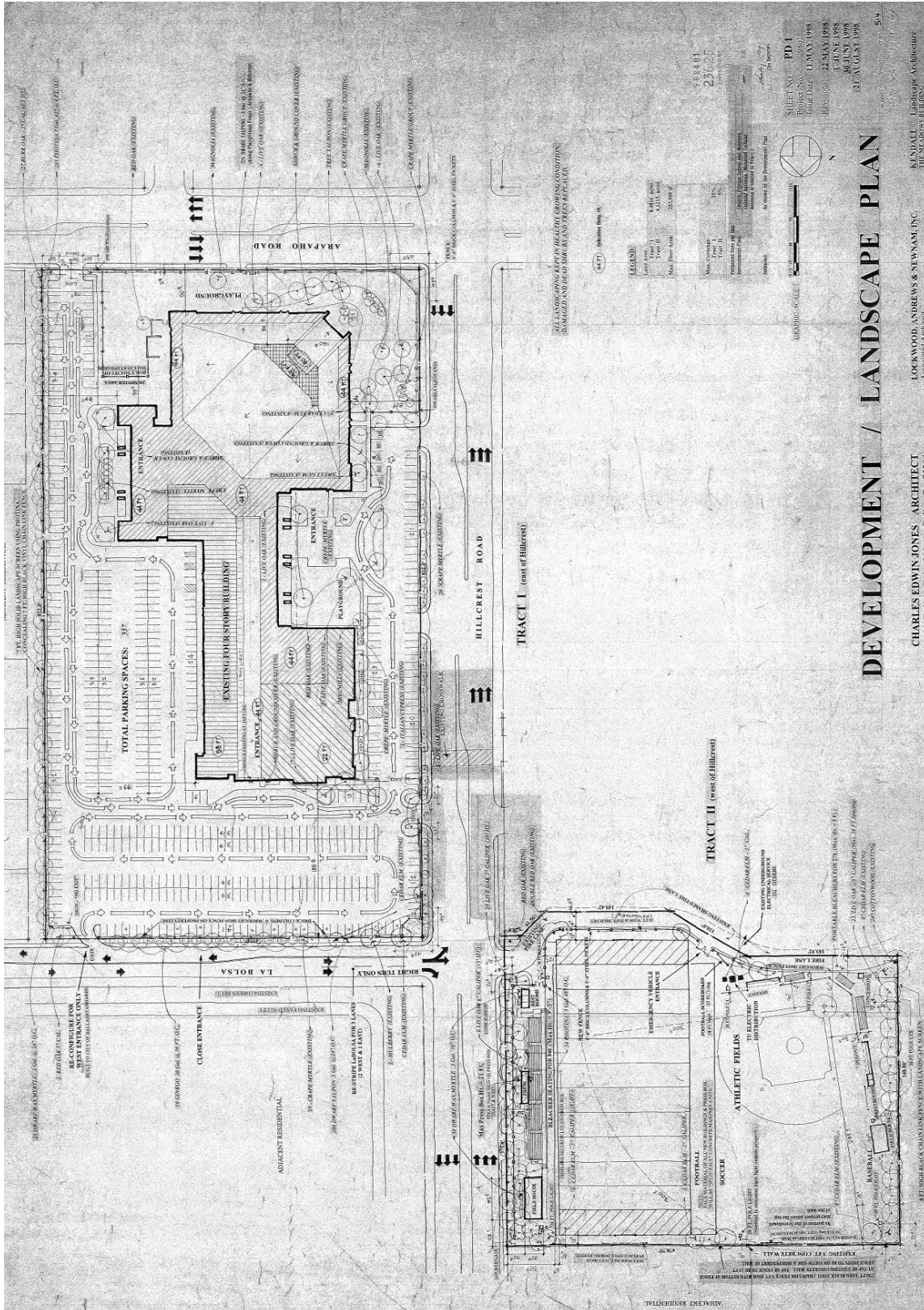
SEC. 51P-514.118. PAVING.

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. (Ord. Nos. 23625; 26042)

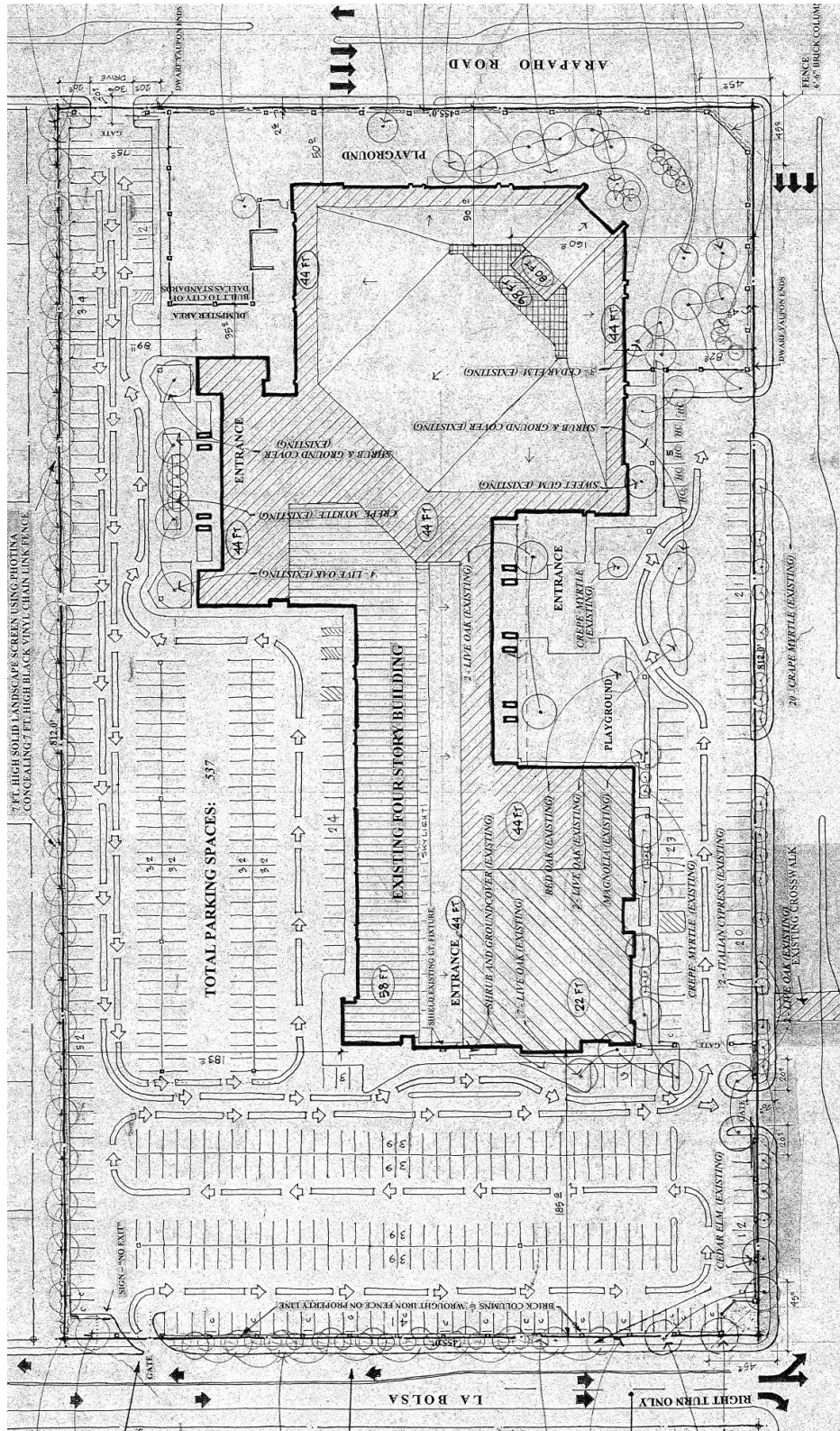
SEC. 51P-514.119. COMPLIANCE WITH CONDITIONS.

The building official shall not issue a building permit or certificate of occupancy for a use in this PD 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. 23625; 26042)

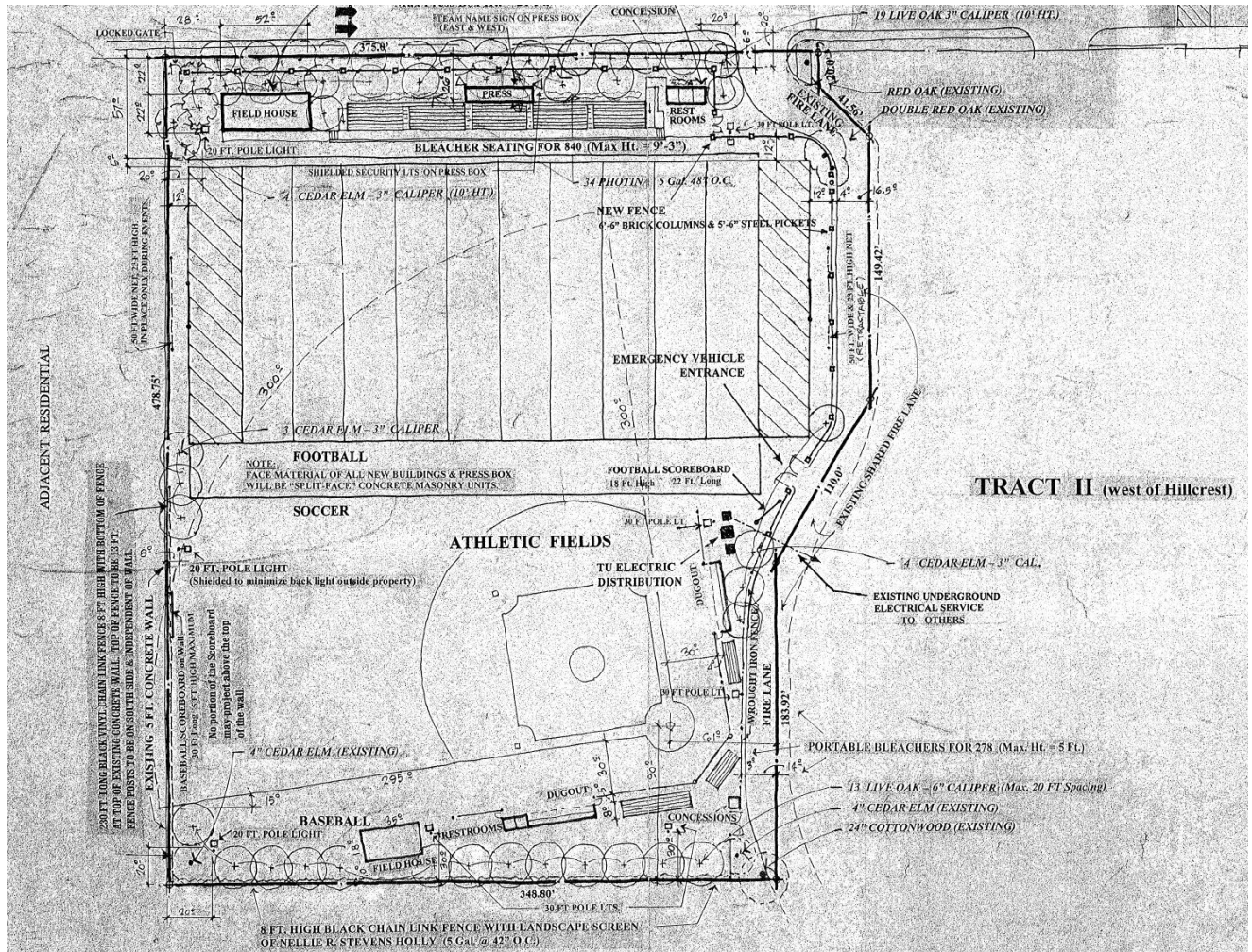
514A Existing Development / Landscape Plan



514A - Existing Development / Landscape Plan Tract I Enlarged



514A - Existing Development / Landscape Plan Tract II Enlarged




514A Proposed Development Plan

WOOD
architecture

NATORIUM
POKER TECHNOLOGY AND ARTS ACADEMY
15720 HILLCREST RD
DALLAS, TEXAS 75248

DALLAS, TEXAS 75248
15720 HILLCREST RD
NATORIUM
POKER TECHNOLOGY AND ARTS ACADEMY



CONSTRUCTION
FEB 07, 2023
PROJECT #
2027-217

14802 Preston Road
Suite 404
Dallas, Texas 75224
817.691.5821
BR 1575

REVISIONS

800' 0" 600' 0" 400' 0" 200' 0" 0' 0" 100' 0"

SCALE: 1" = 80'

A2.01

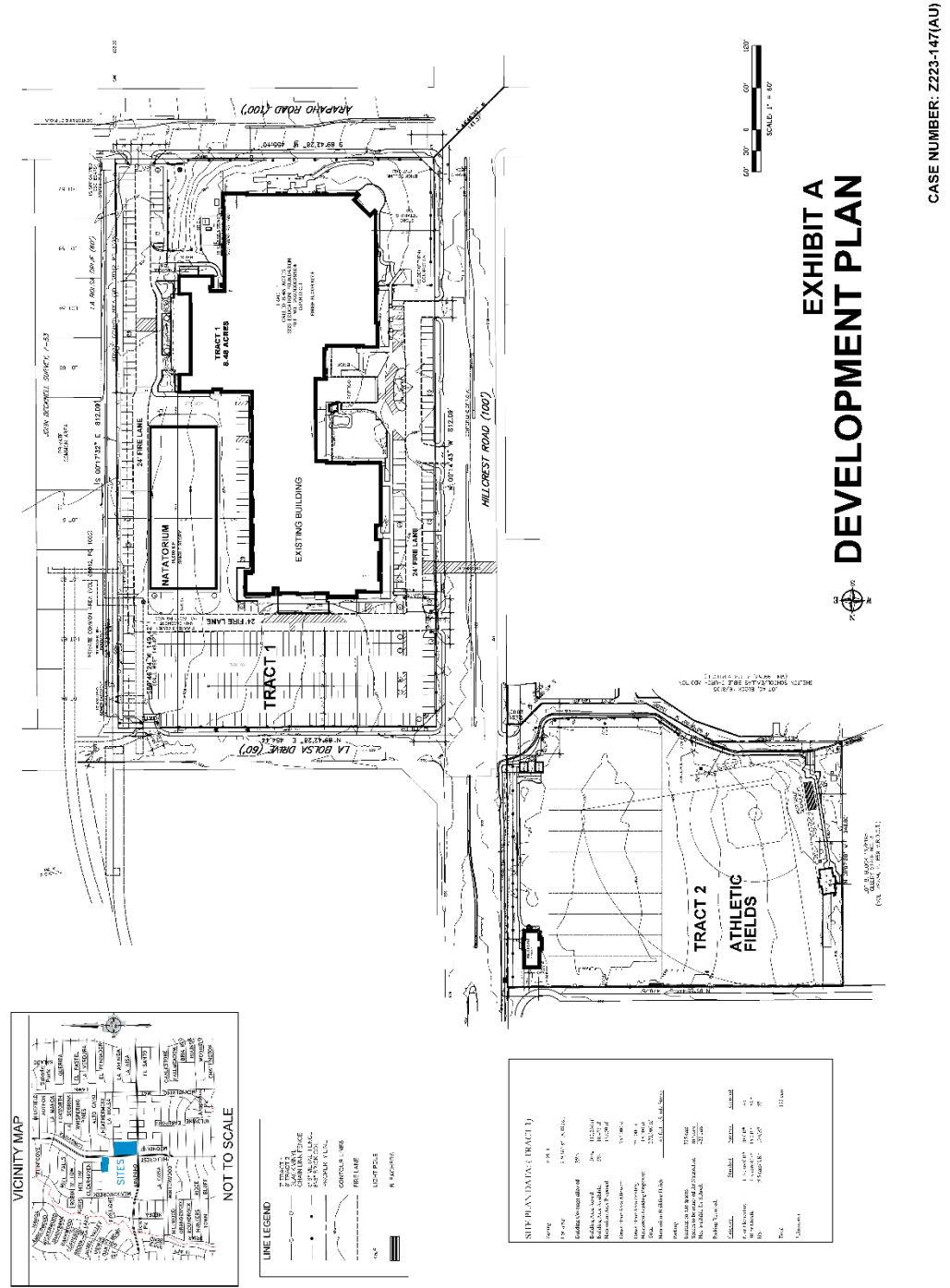
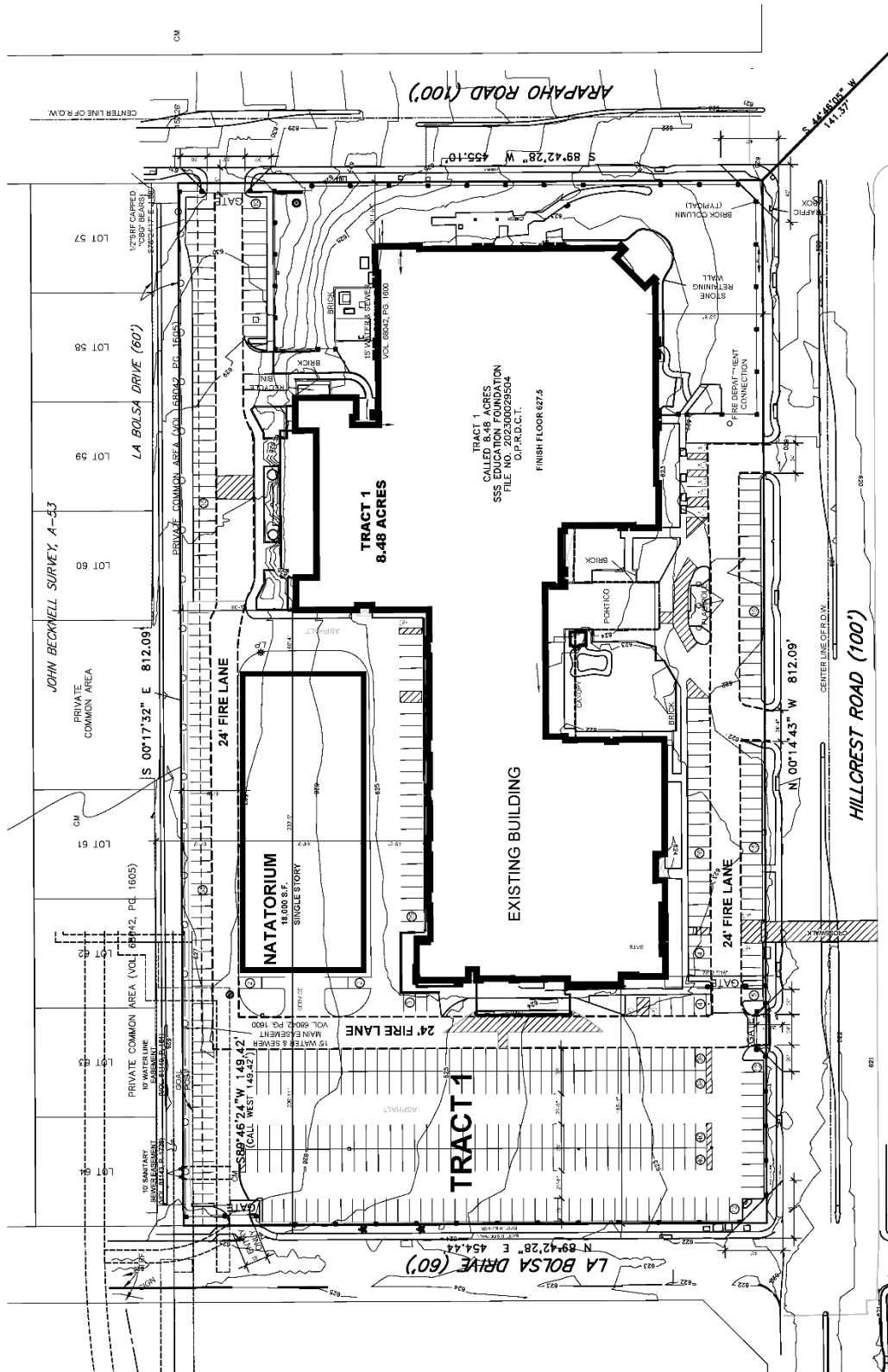


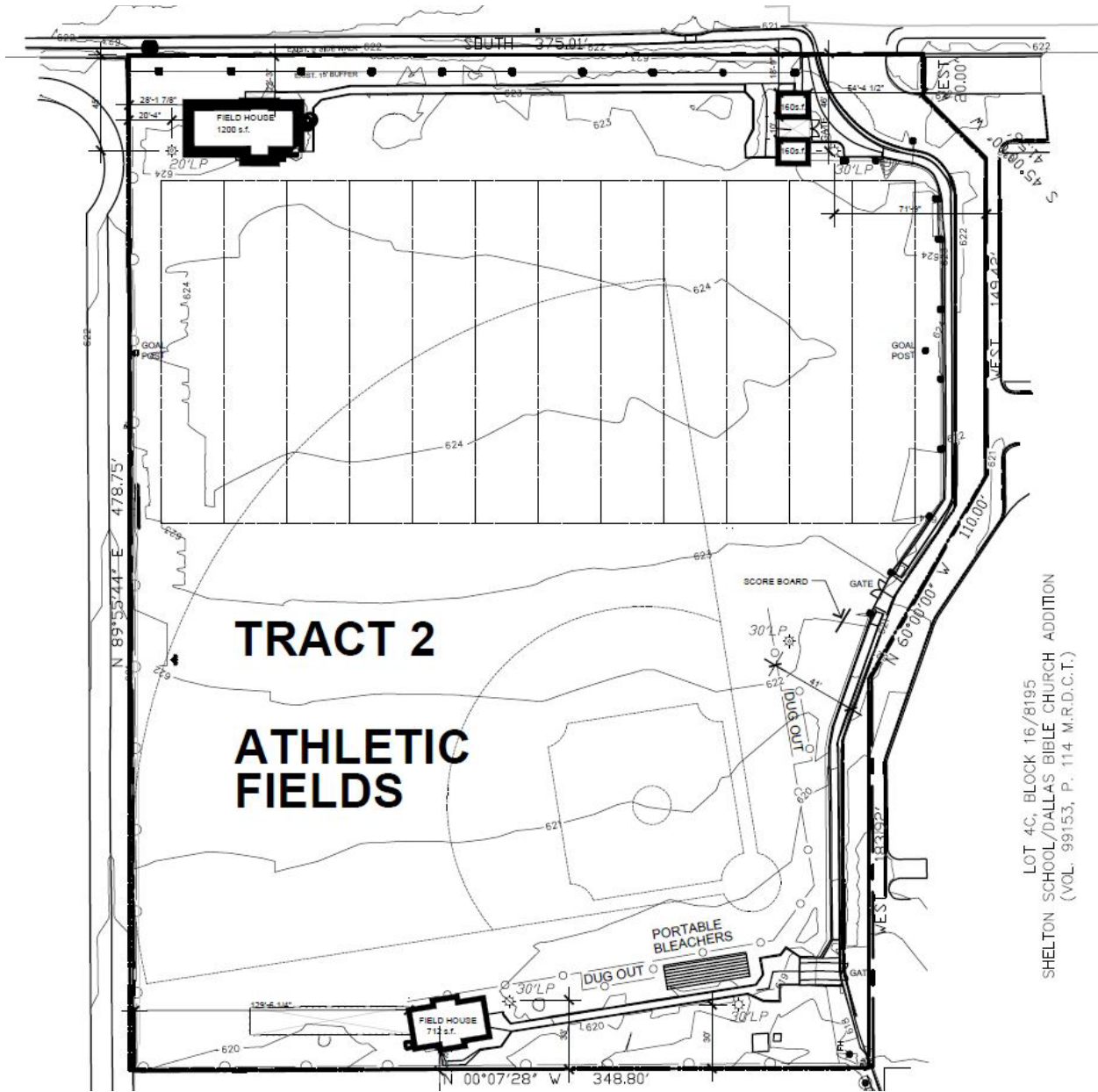
EXHIBIT A DEVELOPMENT PLAN

CASE NUMBER: Z223-147(AU)

514A – Proposed Development Plan Tract I Enlarged

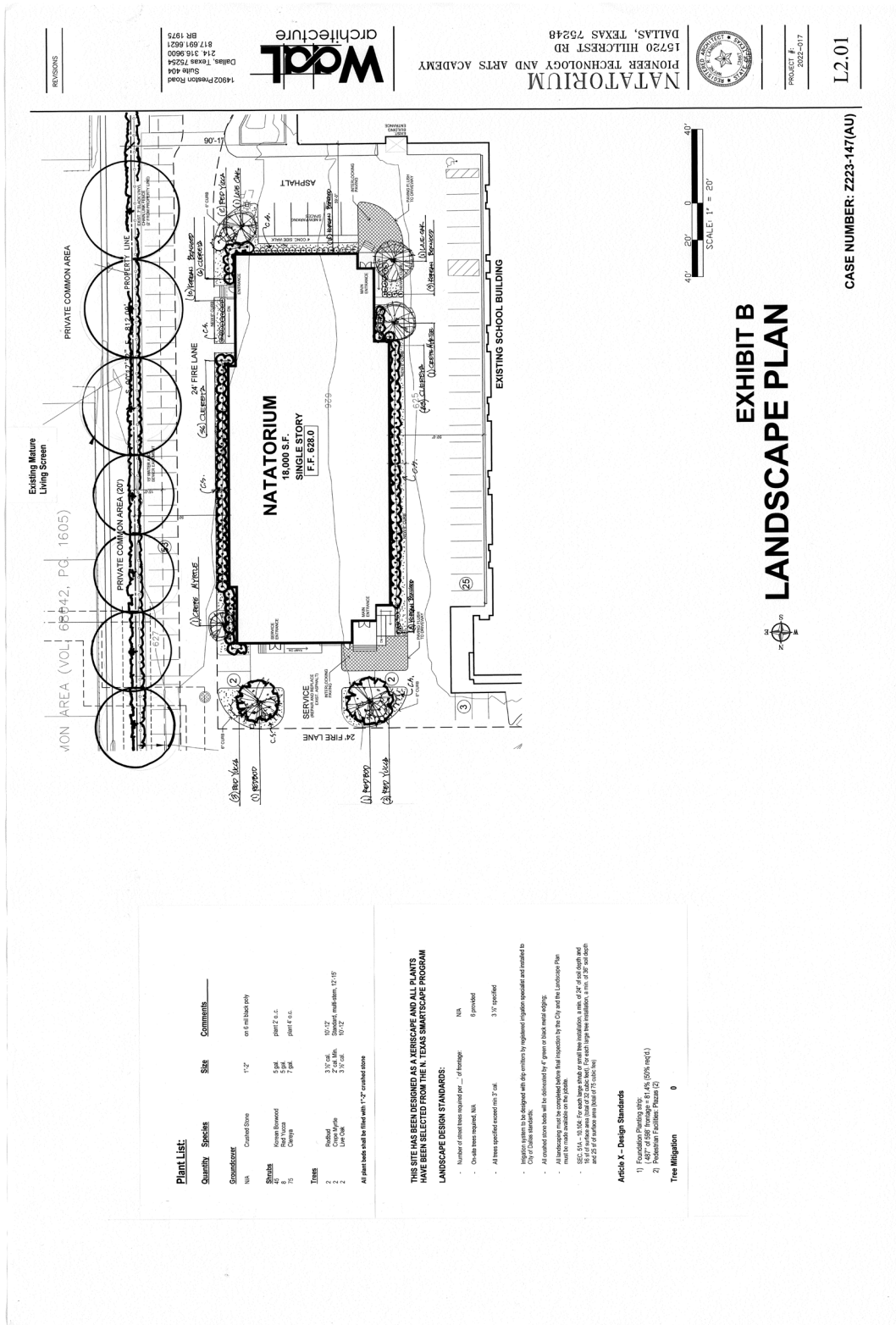


514A - Proposed Development Plan Tract II Enlarged



LOT 4C, BLOCK 16/8195
SHELTON SCHOOL/DALLAS BIBLE CHURCH ADDITION
(VOL. 99153, P. 114 M.R.D.C.T.)

Proposed Landscape Plan for the Natatorium



Plant List:

Quantity	Species	Size	Comments
1	Courtyard Stone	1'-2"	on fire lane only
5	Knowns Broomed	5 gal.	plant 2 s.c.
5	Plant	5 gal.	plant 6 s.c.
15	C-5	5 gal.	plant 6 s.c.
2	Redbud	3'-9" cal.	10'-12" cal.
2	Calibretta	3'-9" cal.	10'-12" cal.
2	C-5	3'-9" cal.	10'-12" cal.
2	C-6	3'-9" cal.	10'-12" cal.

All plant beds shall be filled with 1" coarse stone

THIS SITE HAS BEEN DESIGNED AS A YENSCHKE AND ALL PLANTS HAVE BEEN SELECTED FROM THE N. TEXAS SMARTSCAPE PROGRAM

LANDSCAPE DESIGN STANDARDS:

- Number of trees required per ... of footage: N/A
- On-site trees required: N/A
- All trees specified exceed min. 7' cal.
- 3" cal. provided
- 10'-12" cal. provided

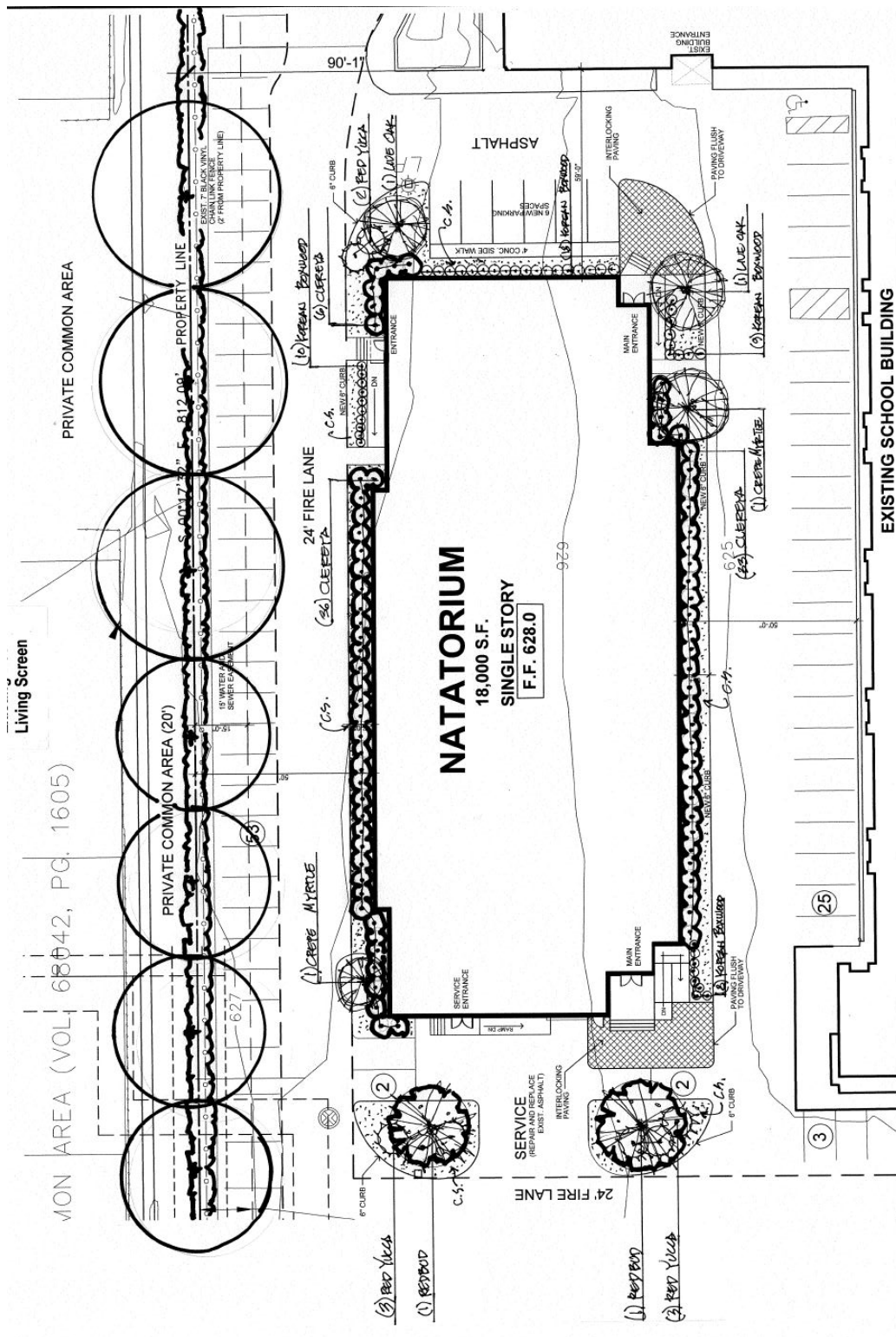
Article X - Design Standards

- Foundation Parking strip:
 - 60" of 60# rebar @ 8 ft o.c. (50% req'd)
 - Foundation (Minimum: 12" min)

Tree Mitigation

0

514B – Proposed Landscape Plan for the Natatorium
 (enlarged)



514B – Existing Traffic Management Plan

31468

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Traffic Management Plan and Queueing Analysis

Pioneer Technology & Arts Academy, Shelton School Campus
 15720 Hillcrest Road, Dallas, Texas 75248
 December 27th, 2019

Introduction:

The Pioneer Technology & Arts Academy (PTAA) will move into the existing Shelton School for the upcoming 2020-2021 school year. The Shelton School has been in operation on the site since 1997, the year that the property was purchased from Prestonwood Baptist Church. The Shelton School currently has approximately 1,200 students across its lower, upper elementary, middle, and high schools. PTAA will use the same student population. Observations of the current Shelton School operations were made on Tuesday, November 12th and Wednesday, November 13th, 2019. These were standard school days with no extraordinary events on the school calendar.

Previous Traffic Management Plan (TMP) Operation:

The Shelton School has been using the same TMP for approximately a decade. That TMP was based on 1,200 students. However, the number of students in each grade level has shifted. The previous and current enrollment are compared in **Table 1**.

Table 1 – Shelton School Attendance

	Previous Enrollment	Current Enrollment	Observed Arrival	Observed Dismissal
Lower School	200	150	8:00 AM	2:45 PM
Upper Elementary	500	350	8:30 AM	3:00 PM
Middle School	350	450	8:35 AM	3:25 PM
High School	150	250	8:40 AM	4:00 PM
Total	1,200	1,200		

On weekdays, the 1,200-student school operates from 8:00 AM until 4:00 PM. Parent automobile drop-off and pick-up is organized with one loading area in the northern parking loop (Northern Loop) and one loading area in the southern parking loop (Southern Loop). There are three loading areas: the Northern Loading Area, the Western Loading Area, and the Southern Loading Area. The separate loops, loading areas, and existing pick-up and drop-off operations are illustrated in the **Existing Queueing Observations Exhibit** attached to the end of this report.

Presently, traffic for the Northern Loop enters from La Bolsa Drive and exits to Hillcrest Road on the western edge of the lot. The Northern Loading Area is used by the Upper Elementary school pick-up and drop-off drivers. The Lower school drivers also use the Northern Loop, but instead of using the Northern Loading Area, they by-pass the Upper Elementary school drivers and use the Western Loading Area before exiting to Hillcrest Road.

514B – Existing Traffic Management Plan

31468

200391

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Page 2 of 6

Traffic for the Southern Loop enters from and exits to Arapaho Road on the southern edge of the site. In both areas, entries and exits are limited to right turns to simplify operations. The Southern Loading Area serves the Middle and High schools.

Student pick-up procedure is in the modern style with multiple pick-up points, vehicles displaying student ID, and names being called ahead to match students with vehicles as they arrive. Each division of the Shelton School uses a slightly different method to match the students but achieve the same effect.

The drop-off operations for the Shelton School operate well. The maximum queue observed for either the Northern Loop or the Southern Loop was 17 vehicles, a fraction of the capacity of either queueing area.

A summary of the observations made during the current Shelton School pick-up operation is included below as **Table 2**. As a general observation, the Shelton School staff for all divisions of the school is very efficient at moving vehicles through the queue. The Lower School and Upper Elementary pick-up operations function well. Both maintained all queueing on the Shelton School campus.

The Middle School has the most students dismissed at once and generates the largest queue of any of the schools. The maximum observed queue was 88 vehicles on November 12th and 93 vehicles on November 13th. For the higher day, 41 vehicles were observed queueing on Arapaho Road. Vehicles were observed queueing on-campus before 2:45 PM, more than 40 minutes before dismissal time. Though the queue moved rapidly once the dismissal began, cars were observed queueing on Arapaho Road at 3:14 PM on November 12th and at 3:11 PM on November 13th. Generally, the vehicles queued on Arapaho Road respected the local streets and did not block the intersections. However, the Arapaho Road queueing will be addressed in the proposed TMP operation.

A licensed peace officer controls the queue operations at Arapaho Road. Because of the officer, there are relatively few delays incurred as drivers leave the Middle School Southern Loading area. Furthermore, there is a fair amount of outbound queueing area between the Southern Loading area and Arapaho Road for drivers leaving the school to queue until the officer permits them to leave. While the licensed peace officer is useful for vehicles exiting the Southern Loading area, it was observed that the outbound traffic was able to enter Arapaho Road with few delays on November 12th when no officer was present.

It should be noted that the current Shelton School by design serves students that have special needs. This may mean that PTAA, which does not specifically cater to a special needs student base, will be able to operate more quickly than the existing Shelton School. This consideration will not affect this analysis, but it should be noted nonetheless.

The High School has a high percentage of students who park on campus and drive themselves. Therefore, only a 27-vehicle queue developed, which was easily contained in the Southern Loop. The high school drivers who park on-campus park in the Northern and Southern Loops. Some of the High Schoolers are released early due to off-campus class periods. These coincide with the Upper Elementary and Middle School pick-up operations, but the High School drivers do not significantly affect the pick-up queues. Any delays incurred are temporary and minor, and the queues recover quickly.

514B – Existing Traffic Management Plan

31468

200391



Table 2 – Shelton School Observed TMP Operation Summary

Pick-Up Queuing Summary						
Group Grades Dismissed	Observed Dismissal Time	Students Dismissed	Observed Maximum Queue	Observed Available Stacking	Observed Surplus (Deficiency)	Vehicles Queued per Student Dismissed
Western Loading Area Lower School	2:45 PM	150	18 Vehicles	70 Vehicles	52 Vehicles	1 Vehicle per 8.3 students
Northern Loading Area Upper Elementary	3:00 PM	350	40 Vehicles	50 Vehicles	10 Vehicles	1 Vehicle per 8.8 students
Southern Loading Area Middle School	3:25 PM	450	93 Vehicles	52 Vehicles	-41 Vehicles	1 Vehicle per 4.8 students
Southern Loading Area High School	4:00 PM	250	27 Vehicles	52 Vehicles	25 Vehicles	1 Vehicle per 9.3 students

Proposed TMP Operation and Queue Analysis:

The proposed TMP assumes that the PTAA will have the same enrollment as the current Shelton School. The enrollment will likely start below these maximums and approach them over time. Furthermore, a significant portion of the PTAA high school will be taking classes off-campus at Richland Community College, further reducing the on-campus pick-up volumes.

For the Lower School, Upper Elementary, and High School, the same arrival times, dismissal times, and TMP operations are recommended. The current operations for these grades are very effective and should be continued. Since the maximum number of students per group will remain the same after PTAA moves into the Shelton Campus, the maximum queues are expected to remain the same and continue to be contained within the campus. The arrival operations are recommended to remain the same for each arrival group.

In order to contain the large Middle School pick-up queue, additional queuing length is proposed for the Southern Loop. The existing Southern Loop queue is one single-stacked queue stretching 1,230' for a capacity of 52 vehicles. As shown in the **Proposed TMP Exhibit**, four additional queuing areas are proposed to allow for more vehicles to be stored on-campus. The five queuing areas total 2,405' of queuing area, which is enough for 102 vehicles.

To properly implement the four extra queuing lanes for the Southern Loop, two parking spaces must be periodically blocked off (as noted on the **Proposed TMP Exhibit**) and additional coordination is required from campus staff to operate the queuing lanes. Currently, two traffic administrators are used to run the Southern Loop of the Shelton School pick-up. In the proposed plan, five staff members will be needed. The extra three staff will open queue lanes when the previous queue lane is full.

When Queue 1 fills up back to Traffic Administrator T2, he/she will remove the cones and allow Queue 2 to fill. Once Queue 2 fills up to T3, he/she will open Queue 3. In this manner, all five queues should be able to contain the Middle School queue.

514B – Existing Traffic Management Plan

31468

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Page 4 of 6

When dismissal begins, T4 will direct those in Queue 1 to move forward to the Southern Loading area. Once Queue 1 has emptied, Queue 2 will be directed to follow suit. Queues 3-5 will be directed in due time. If needed, an emptied queue lane can be refilled as more vehicles arrive. Early arriving High School pick-up drivers can be directed into Queue 1, which should be empty by the time they arrive. The traffic administrators should have walkie-talkies or some other form of communication device so that each administrator can know what is happening and when to allow each queue lane to fill. **Table 3** shows the proposed dismissal times, maximum projected queue lengths, and projected surplus of each dismissal group. Each queuing area can handle its projected queue.

A licensed peace officer is not necessary to allow vehicles to enter Arapaho Road from the Southern Loading area. However, it is recommended to continue utilizing the peace officer for traffic control during the peak times. Presence of the peace officer may be periodically reviewed by the Dallas Police Department and may be discontinued with their approval.

Table 3 – PTAA Projected TMP Operation Summary

Pick-Up Queuing Summary						
Group Grades Dismissed	Dismissal Time	Students Dismissed	Maximum Queue	Available Stacking	Surplus (Deficiency)	Vehicles Queued per Student Dismissed
Western Loading Area Lower School	2:45 PM	150	18 Vehicles 423'	70 Vehicles 1,650'	52 Vehicles 1,227'	1 Vehicle per 8.3 students
Northern Loading Area Upper Elementary	3:00 PM	350	40 Vehicles 940'	50 Vehicles 1,170'	10 Vehicles 230'	1 Vehicle per 8.8 students
Southern Loading Area Middle School	3:25 PM	450	93 Vehicles 2,186'	102 Vehicles 2,405'	9 Vehicles 219'	1 Vehicle per 4.8 students
Southern Loading Area High School	4:00 PM	250	27 Vehicles 635'	52 Vehicles 1,230'	25 Vehicles 595'	1 Vehicle per 9.3 students

514B – Existing Traffic Management Plan

31468

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Page 5 of 6

Summary:

This TMP defines the drop-off and pick-up procedures for the Pioneer Technology & Arts Academy Shelton Campus. The proposed TMP provides a significant improvement in on-site queue storage over the existing operations, which will translate to a reduction in the number of vehicles stopping temporarily on the adjacent roadways. The TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. With the TMP operating as shown and the dismissed students balanced between the loading areas, the school traffic will not need to queue vehicles in the right-of-way of any City street. Inbound vehicles should always have an open receiving space on the campus. There may be reasonable delays from opposing traffic or traffic officer control of the intersections when making the entering maneuver, but this will not form constant queues of static vehicles. The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. The TMP should be reevaluated at intervals as directed by the City in the SUP language.

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at the PTAA School will extend onto City of Dallas rights-of-way.

In order to ensure that all queuing of vehicles is completely accommodated on school property, Pioneer Technology & Arts Academy administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Only uniformed, licensed peace officers should be allowed to direct and control traffic operating within the public right-of-way.

514B – Existing Traffic Management Plan

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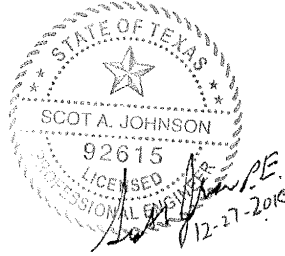
200391

Kimley»Horn

Page 6 of 6

Prepared by:

Kimley-Horn and Associates, Inc.
 Scot A. Johnson, P.E., PTOE
 Jake Halter, EIT
 Iman Rahim, EIT
 13455 Noel Road, Suite 700
 Dallas, TX 75240
 (972) 770-1300
 December 27th, 2019




Pioneer Technology & Arts Academy has reviewed and will comply with the approved traffic management plan. The school will monitor the operation on a continuing basis to ensure that school traffic does not form queues in the public right-of-way. If any queuing should begin to occur in the public right-of-way the school agrees to take the necessary action to mitigate it as soon as possible. The school also agrees that any expansion of the total enrollment of the school or any changes in the grades enrolled will require the school to update this study and have a new traffic management plan approved before applying such changes.

<p style="text-align: center;"><i>[Handwritten Signature]</i></p> <p>Signature _____</p> <p>Name <u>Shabnam Bidey</u></p>	<p style="text-align: center;">12/27/19</p> <p>Date _____</p> <p>Title <u>Executive Director</u></p>
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Attachments

1. Existing Queueing Observations Exhibit
2. Proposed Traffic Management Plan Exhibit

514B – Existing Traffic Management Plan



3500 QUATE DRIVE
ARLINGTON, TX 76010

Kimley»Horn

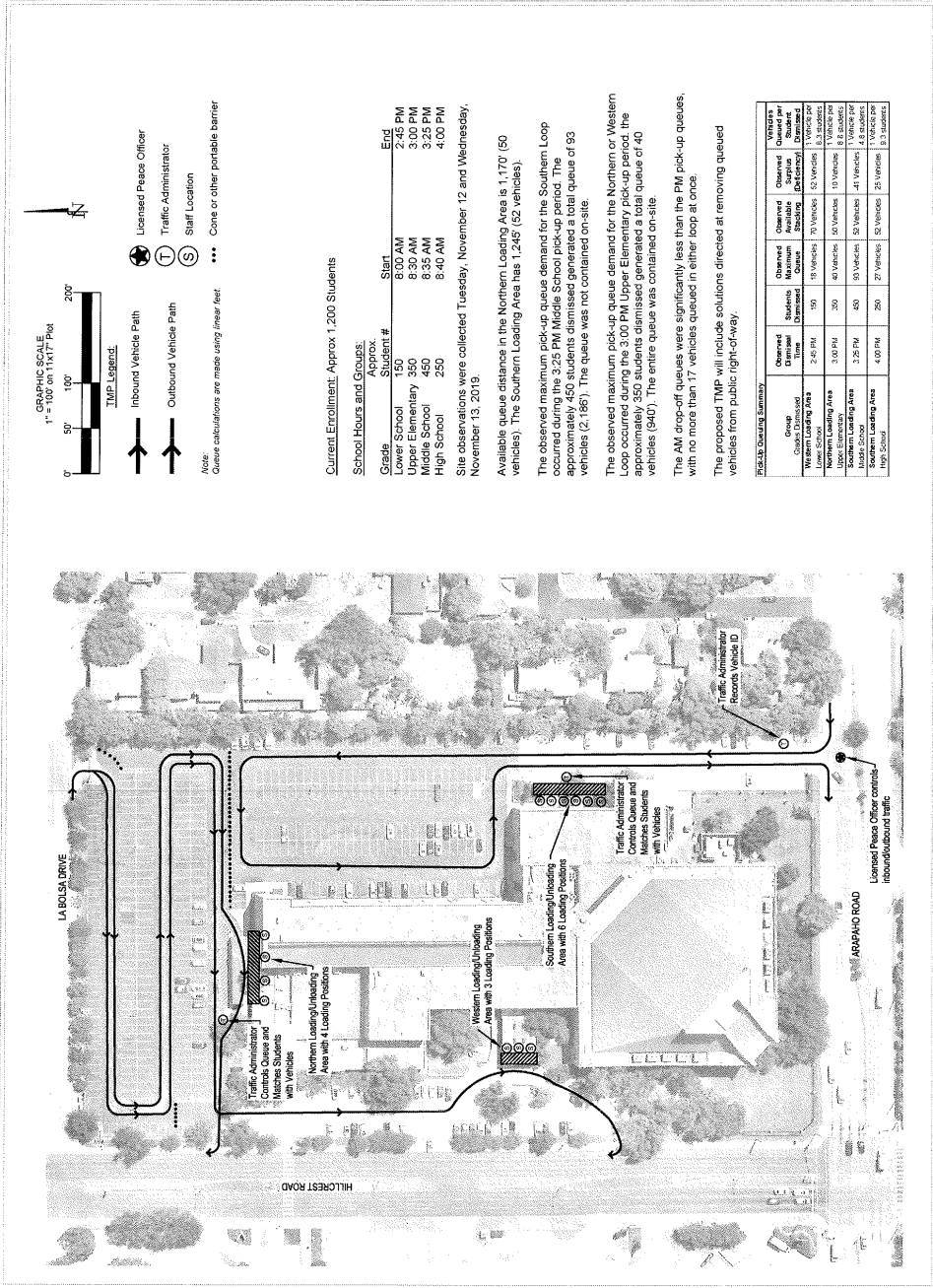
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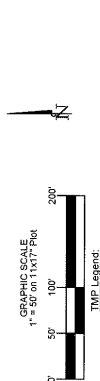
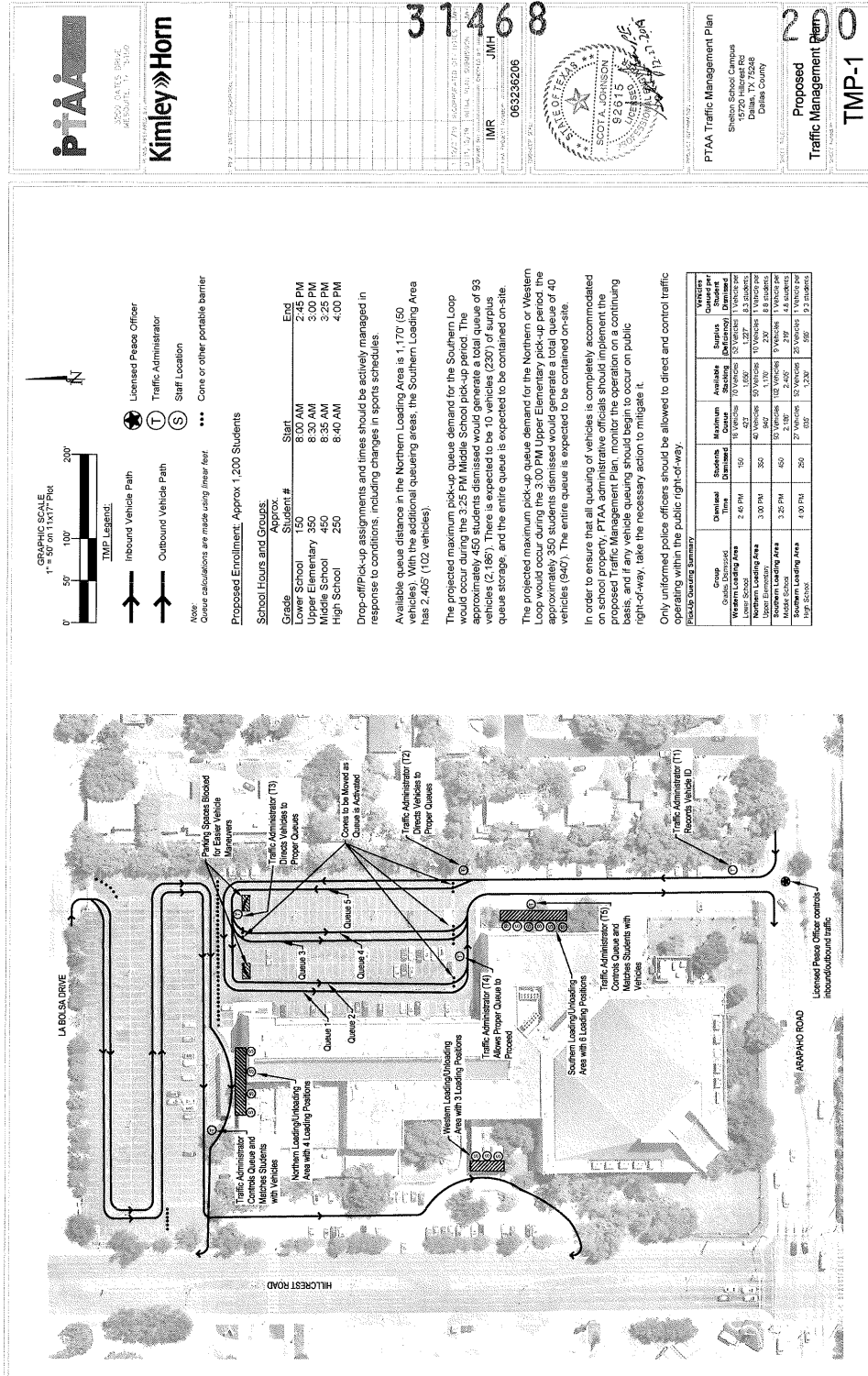
PTAA Traffic Management Plan
Shelton School Campus
15720 Hillcrest Rd
Dallas, TX 75244
Dallas County

200391

Existing
Queueing Observations
OBS-1



514B – Existing Traffic Management Plan



Proposed Enrollment: Approx. 1,200 Students

School Hours and Groups:

Grade	Approx. Student #	Start	End
Upper School	350	8:00 AM	3:00 PM
Upper Elementary	350	8:30 AM	3:25 PM
Middle School	450	8:35 AM	3:25 PM
High School	250	8:40 AM	4:00 PM

Note: Queue calculations are made using linear feet.

Drop-off/pick-up assignments and times should be actively managed in response to conditions, including changes in sports schedules.

Available queue distance in the Northern Loading Area is 1,170 (50 vehicles). With the additional queuing areas, the Southern Loading Area has 2,405 (102 vehicles).

The projected maximum pick-up queue demand for the Southern Loop would occur during the 3:25 PM Middle School pick-up period. The maximum queue length would be approximately 100 vehicles of 93 vehicles (2,163). There is expected to be 10 pickup 230 vehicles in queue storage, and the entire queue is expected to be contained on-site.

The projected maximum pick-up queue demand for the Northern or Western Loop would occur during the 3:00 PM Upper Elementary pick-up period. The maximum queue length would be approximately 100 vehicles of 40 vehicles (407). The entire queue is expected to be contained on-site.

In order to ensure that all queuing of vehicles is completely accommodated on school property, PTAA administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

Pickup Queuing Summary

Group	Dismissal Time	Students Dismissed	Minimum Available Vehicles	Maximum Available Vehicles	Surplus Student Vehicles	Vehicle Storage
Western Loading Area	2:50 PM	350	437	1,607	1,257	1,257
Upper School	3:00 PM	350	40	1,607	1,257	1,257
Upper Elementary	3:00 PM	350	40	1,607	1,257	1,257
Lower School	3:25 PM	450	10	1,607	1,157	1,157
Southern Loading Area	3:25 PM	450	10	1,607	1,157	1,157
High School	4:00 PM	250	10	1,607	1,407	1,407

Kimley-Horn

3000 DAVIS DRIVE
MEMPHIS, TN 38106

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SCOT A. JOHNSON
GOVERNOR
JANUARY 17, 2015

PTAA Traffic Management Plan

Shelton School Campus
10000 N. W. 10th St.
Dallas, TX 75248
Dallas County

200391

Proposed Traffic Management Plan
TMP-1

514C - Proposed Traffic Management Plan



Traffic Management Plan and Queueing Analysis

Pioneer Technology & Arts Academy, Hillcrest School Campus

15720 Hillcrest Road, Dallas, Texas 75248

Updated Submission: June 30, 2023

Original Submission: November 29, 2022

Introduction:

The Pioneer Technology & Arts Academy (PTAA) has operated the Hillcrest Campus, located at the northeast corner of Hillcrest Road and Arapaho Road in Dallas, Texas, since the 2020-2021 school year. Previously, The Shelton School has been in operation on the site since 1997, the year that the property was purchased from Prestonwood Baptist Church. The PTAA Hillcrest School currently has approximately 1,075 students across its lower, upper elementary, middle, and high schools. Observations of the current PTAA Hillcrest School operations were made on Tuesday, November 15th, and Wednesday, November 16th, 2022. These were standard school days with no extraordinary events on the school calendar.

A TMP for the PTAA Hillcrest School was prepared by Kimley-Horn in 2019 for the upcoming 2020-2021 school year. The PTAA Hillcrest School has implemented that TMP with some minor adjustments for their current operations. That 2021 TMP was based on the projected 1,200 students and used the previous Shelton School as a baseline. This TMP update will document the existing TMP operation, analyze a planned increase in high school attendance, and provide recommendations to accommodate a proposed Natatorium.

Existing Traffic Management Plan (TMP) Operation:

The elementary and middle schools are operating at their planned enrollment capacity, and the high school is currently operating with only half of its future predicted enrollment. The current and projected enrollment are compared in **Table 1**.

Table 1 – PTAA Hillcrest School Attendance

	Current Enrollment	Future Enrollment	Observed Arrival	Observed Dismissal
Lower School	150	150	8:00 AM	3:30 PM
Upper Elementary	350	350	8:00 AM	3:30 PM
Middle School	450	450	8:00 AM	3:45 PM
High School	125	250	8:00 AM	3:45 PM
Total	1,075	1,200		

On weekdays, the 1,075-student school operates from approximately 8:00 AM until 4:00 PM. All parental pick-up and drop-off vehicles enter from La Bolsa drive along the northern edge of the site. All vehicles use the northern portion of the parking lot queue as they are sorted into their respective entrances. There are three loading areas: the Northern Loading Area, the Central Loading Area, and the Southern Loading Area. The separate loops, loading areas, and existing pick-up and drop-off

514C - Proposed Traffic Management Plan



operations are illustrated in the **Existing Traffic Management Plan Exhibit** attached to the end of this report.

Presently, traffic for the Northern Loading Area exits to Hillcrest Road on the western edge of the site. The Northern Loading Area is used by the Lower and Upper Elementary school pick-up and drop-off drivers. When the drivers using the Northern Loading Area queue back into the parking circulation, they leave enough room in the aisle for drivers for the Southern and Central Loading Areas to drive around them. The Northern Loading Area queue does not prevent the Southern and Central Loading Area drivers from reaching their queueing locations.

Traffic for the Southern and Central Loading Areas exit to Arapaho Road on the southern edge of the site. The Southern and Central Loading Area serve the Middle and High schools. The Southern Loading Area has two queueing locations. The western queue forms along the school, leaves a gap for the Central Loading Area's exiting vehicles, and then restarts in the eastern parking aisle. The eastern queue begins in the eastern row of parking across from the Southern Loading Area and continues northward. The formation of each queue is organic; there was no observed traffic coordinator directing vehicles to line up in a certain queue. The drivers seemed to choose whichever they preferred, and there were no observed problems either day of observations.

During the pick-up operation, the school staff matches the students, who wait on the sidewalk or just inside the school, with their vehicle. The queue functions smoothly and efficiently when school is dismissed. The maximum observed queues were 25 vehicles for the Southern Loading Area, 15 vehicles for the Central Loading Area, and 17 vehicles for the Northern Loading Area. Each of the areas can accommodate its queue with room to spare.

The drop-off operations for the PTAA Hillcrest Campus operate well. The maximum queue observed for any Loading Area was 6 vehicles, a fraction of the capacity of any of the three queueing areas.

At no point during the pick-up or drop-off operations were students observed crossing Hillcrest Road. The only walking students were accompanied by adults and came from and departed to the neighborhood to the east of the school.

A summary of the observations made during the current PTAA Hillcrest School pick-up operation is included in **Table 2**.

When the Southern and Central Loading Areas exit to Arapaho Road, the vehicles queue back into the school, but they do not affect the loading operations for the Southern and Central Loading Areas. The vehicles are able to exit efficiently to Arapaho Road without any assistance. The same is true for the Northern Loading Area when its drivers exit to Hillcrest Road. The queued vehicles do not significantly affect the loading operations, and the vehicles need no assistance as they efficiently turn onto Hillcrest Road. Both exiting maneuvers are right-turn only, which helps keep the delays to a minimum.

The PTAA Hillcrest School administration does not currently follow the 2021 TMP exactly as proposed; instead, they have slightly adjusted the proposed plan, and their adjustments do not cause vehicles to queue onto City right-of-way.

514C - Proposed Traffic Management Plan



Table 2 – PTAA Hillcrest School Observed TMP Operation Summary

Pick-Up Queuing Summary						
Group Grades Dismissed	Observed Dismissal Time	Students Dismissed	Observed Maximum Queue	Observed Available Stacking	Observed Surplus (Deficiency)	Vehicles Queued per Student Dismissed
Northern Loading Area Lower + Upper Elementary	3:30 PM	500	17 Vehicles	47 Vehicles	30 Vehicles	1 Vehicle per 29.4 students
Central Loading Area Middle / High School	3:45 PM	287.5	15 Vehicles	32 Vehicles	17 Vehicles	1 Vehicle per 19.2 students
Southern Loading Area Middle / High School	3:45 PM	287.5	25 Vehicles	36 Vehicles	11 Vehicles	1 Vehicle per 11.5 students

Future TMP Operation and Queue Analysis:

The PTAA Hillcrest School will have the same Elementary and Middle School enrollment in the future. The High School is planned to double in the near future as the students in the lower grades reach the upper high school grades. As the upper high school grades fill, a portion of these students will drive themselves and will no longer enter the drop-off or pick-up queues. To project the future queues in this analysis, it was conservatively assumed that all of the additional high school students would need to utilize the queue and that none would drive themselves.

Before the natatorium is built, the PTAA Hillcrest School's currently operational Traffic Management Plan is not recommended to be altered. The school's drop-off and pick-up operations currently operate with excess unused queue storage space and are not close to queuing onto public right-of-way. As shown in **Table 3**, the proposed increase in high school students leaves a 20-vehicle surplus in the combined Southern and Central Loading Areas. This 20-vehicle surplus is measured from the split point between the Northern Loading Area queue and the Southern and Central Loading Area queues. The Southern and Central Loading Areas could, if needed, queue nearly all the way to La Bolsa Drive alongside the Northern Loading Area queue. Therefore, when this additional 35-vehicle queue storage space is accounted for, the Southern and Central Loading Areas have a 55-vehicle surplus of queue storage.

Table 3 – PTAA Future TMP Operation Summary

Pick-Up Queuing Summary						
Group Grades Dismissed	Dismissal Time	Students Dismissed	Maximum Queue	Available Stacking	Surplus (Deficiency)	Vehicles Queued per Student Dismissed
Northern Loading Area Lower + Upper Elementary	3:30 PM	500	17 Vehicles 425'	47 Vehicles 1,175'	30 Vehicles 750'	1 Vehicle per 29.4 students
Central Loading Area Middle / High School	3:45 PM	350	18 Vehicles 450'	32 Vehicles 800'	14 Vehicles 350'	1 Vehicle per 19.4 students
Southern Loading Area Middle / High School	3:45 PM	350	30 Vehicles 750'	36 Vehicles 900'	6 Vehicles 150'	1 Vehicle per 11.7 students
Additional Queuing Middle / High School	Additional Queuing available for the Central and Southern Queues. This distance represents the portion of the Northern Queue that can be double-stacked to provide additional queuing without interfering with the Northern Loading Area's queuing operations.			35 Vehicles 875'	35 Vehicles 875'	

514C - Proposed Traffic Management Plan



Proposed TMP Operation and Queue Analysis with Natatorium:

The PTAA Hillcrest School plans to build a Natatorium in the parking lot located on the eastern side of the school at the location marked on the **Proposed (with Natatorium) Traffic Management Plan Exhibit**. The parking which is removed for the Natatorium is currently unnecessary. There were very few vehicles parked in the spaces to be removed, and the remaining parking spaces have enough capacity to handle the existing parking demands. Furthermore, the majority of the parking in the northern parking lot is currently unused and can serve as additional overflow parking.

The Natatorium will only affect the queueing for the Central Loading Area, removing its eastern queueing aisle. As shown in **Table 4**, this leaves the Central Loading Area with 500' of dedicated queueing area as opposed to the previous 800'. 500' is still able to contain the Central Loading Area projected queue length with only a single queue. If the PTAA Hillcrest School desires additional queueing capacity, the administration can set up a double stacked queue or utilize the existing additional queueing space through the northern parking lot. No adjustments are required to accommodate the projected queue for the Central Loading Area after the construction of the Natatorium.

The Southern and Northern Loading Areas are unaffected by the location of the Natatorium and also require no adjustments.

Table 4 – PTAA Projected TMP Operation Summary with Natatorium

Pick-Up Queuing Summary						
Group Grades Dismissed	Dismissal Time	Students Dismissed	Maximum Queue	Available Stacking	Surplus (Deficiency)	Vehicles Queued per Student Dismissed
Northern Loading Area Lower + Upper Elementary	3:30 PM	500	17 Vehicles 425'	47 Vehicles 1,175'	30 Vehicles 750'	1 Vehicle per 29.4 students
Central Loading Area Middle / High School	3:45 PM	350	18 Vehicles 450'	20 Vehicles 500'	2 Vehicles 50'	1 Vehicle per 19.4 students
Southern Loading Area Middle / High School	3:45 PM	350	30 Vehicles 750'	36 Vehicles 900'	6 Vehicles 150'	1 Vehicle per 11.7 students
Additional Queueing Middle / High School	Additional Queueing available for the Central and Southern Queues. This distance represents the portion of the Northern Queue that can be double-stacked to provide additional queueing without interfering with the Northern Loading Area's queueing operations.			35 Vehicles 875'	35 Vehicles 875'	

514C - Proposed Traffic Management Plan



Summary:

This TMP documents the drop-off and pick-up procedures for the Pioneer Technology & Arts Academy Hillcrest Campus. The existing TMP operates well and should be continued until the construction of the Natatorium. After the construction of the Natatorium, the Central Loading Area queue will be reduced to one queuing aisle, but no changes are needed to accommodate its projected queue lengths. With the existing TMP operating as observed, the school traffic will not need to queue vehicles in the right-of-way of any City street. Inbound vehicles should always have an open receiving space on the campus. The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. The TMP should be reevaluated at intervals as directed by the City in the SUP language.

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Jacob Halter, P.E. #140914, certify that the results indicate that no queuing of vehicles dropping off or picking up students at the PTAA School will extend onto City of Dallas rights-of-way. In order to ensure that all queuing of vehicles is completely accommodated on school property, Pioneer Technology & Arts Academy administrative officials should continue its existing Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Prepared by:
Kimley-Horn and Associates, Inc.
Jacob Halter, P.E., PTOE
Scot A. Johnson, P.E., PTOE
13455 Noel Road, Suite 700
Dallas, TX 75240
(972) 770-1300
June 30, 2023




Pioneer Technology & Arts Academy has reviewed and will comply with the approved traffic management plan. The school will monitor the operation on a continuing basis to ensure that school traffic does not form queues in the public right-of-way. If any queuing should begin to occur in the public right-of-way the school agrees to take the necessary action to mitigate it as soon as possible. The school also agrees that any expansion of the total enrollment of the school or any changes in the grades enrolled will require the school to update this study and have a new traffic management plan approved before applying such changes. The school will update its traffic management plan at proper intervals to satisfy the requirements of the City of Dallas.

	6/30/23
Signature	Date
Shubham Pandey	Executive Director
Name	Title

Attachments

- Existing Traffic Management Plan Exhibit
- Proposed (with Natatorium) Traffic Management Plan Exhibit

514C - Proposed Traffic Management Plan



PTAA
3200 OWATS DRIVE
MCKINNEY, TX 75150

Kimley-Horn

13405 INVEL ROAD, SUITE 700
TWO CHALLENGE DALLAS, TX 75248
WWW.KH.COM | 409.214.1000

PROJECT NO. 063236207


DATE: 11/29/23

DESIGNED BY: SAJ

CHECKED BY: JMH

IN CHARGE: JMH

PROJECT NUMBER: 063236207



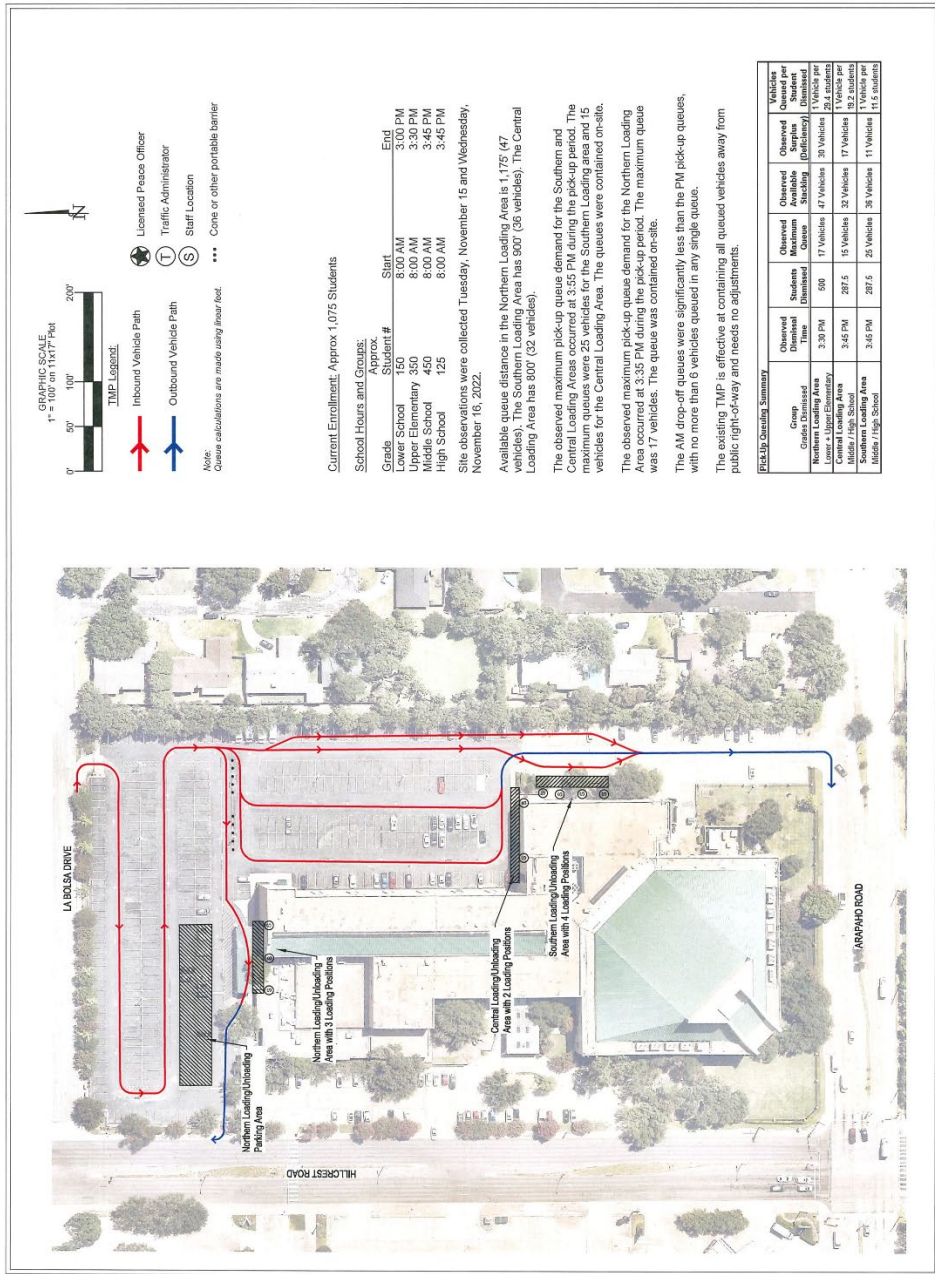
PROJECT: PTAA Traffic Management Plan

LOCATION: Shiloh School Campus, Dallas, TX 75248, Dallas County

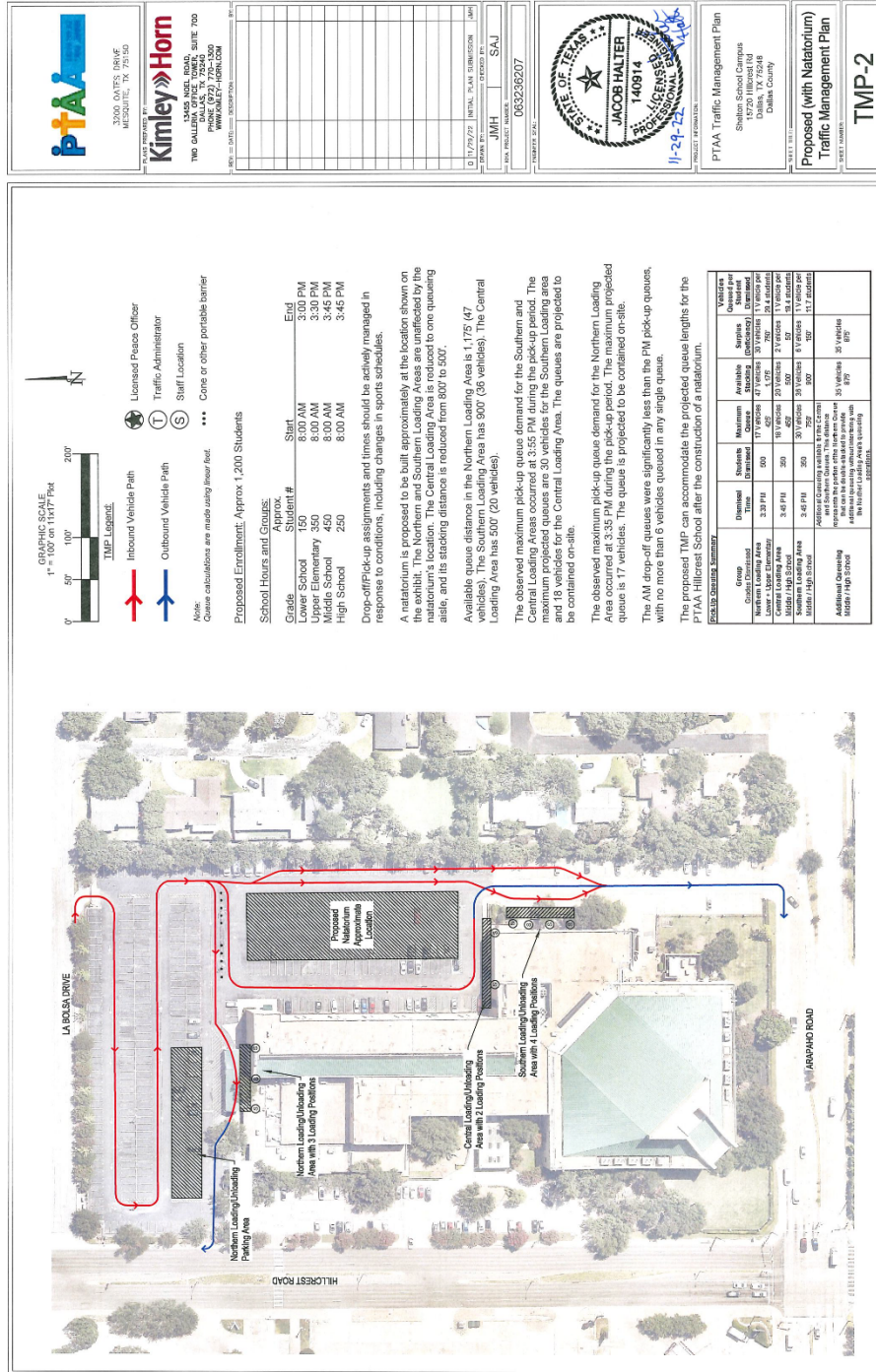
DATE: 11/29/23

PROJECT: Existing Traffic Management Plan

SHEET: TMP-1



514C - Proposed Traffic Management Plan



School Hours and Grades:

Grade	Student #	Start	End
Lower School	150	8:00 AM	3:00 PM
Upper Elementary	350	8:00 AM	3:30 PM
Middle School	450	8:00 AM	4:00 PM
High School	250	8:00 AM	3:45 PM

Drop-off/Pick-up assignments and times should be actively managed in response to conditions, including changes in sports schedules.

A natatorium is proposed to be built approximately at the location shown on the exhibit. The Northern and Southern Loading Areas are unaffected by the natatorium's location. The Central Loading Area is reduced to one queuing aisle, and its stacking distance is reduced from 800' to 500'.

Available queuing distance in the Northern Loading Area is 1,175' (47 vehicles). The Southern Loading Area has 900' (30 vehicles). The Central Loading Area has 500' (20 vehicles).

The observed maximum pick-up queue demand for the Southern and Central Loading Areas is 30 vehicles. The maximum pick-up queue demand for the Northern Loading Area is 18 vehicles for the Central Loading Area, and 18 vehicles for the Southern Loading Area. The queues are projected to be contained on-site.

The observed maximum pick-up queue demand for the Northern Loading Area is 17 vehicles during the pick-up period. The maximum projected queue is 17 vehicles. The queue is projected to be contained on-site.

The AM drop-off queues were significantly less than the PM pick-up queues, with no more than 6 vehicles queued in any single queue.

The proposed TMP can accommodate the projected queue lengths for the PTAA Hillcrest School after the construction of a natatorium.

Table 10. Queueing Summary

Queue	Vehicle Queue Length	Pick-Up Time	Maximum Queue	Available Space (Capacity)	Available Space (Observed)	Vehicle Queue per Hour
Northern Loading Area	3.20 PM	500	17 vehicles	47 vehicles	33 vehicles	1 vehicle per hour
Central Loading Area	3.45 PM	500	18 vehicles	23 vehicles	23 vehicles	1 vehicle per hour
Southern Loading Area	3.45 PM	500	30 vehicles	30 vehicles	30 vehicles	18 students
Additional Queuing						
Additional queuing requirements on Hillcrest Road						35 vehicles
Additional queuing requirements on Arapaho Road						875

PTAA
3200 DAVIS DRIVE
MCKENZIE, TX 75150

Kimley-Horn
1100 WEST WINDYBROOK DRIVE, SUITE 700
FITCH SPRING, TX 75134
PHONE: (972) 772-1500
WWW.KH1.COM

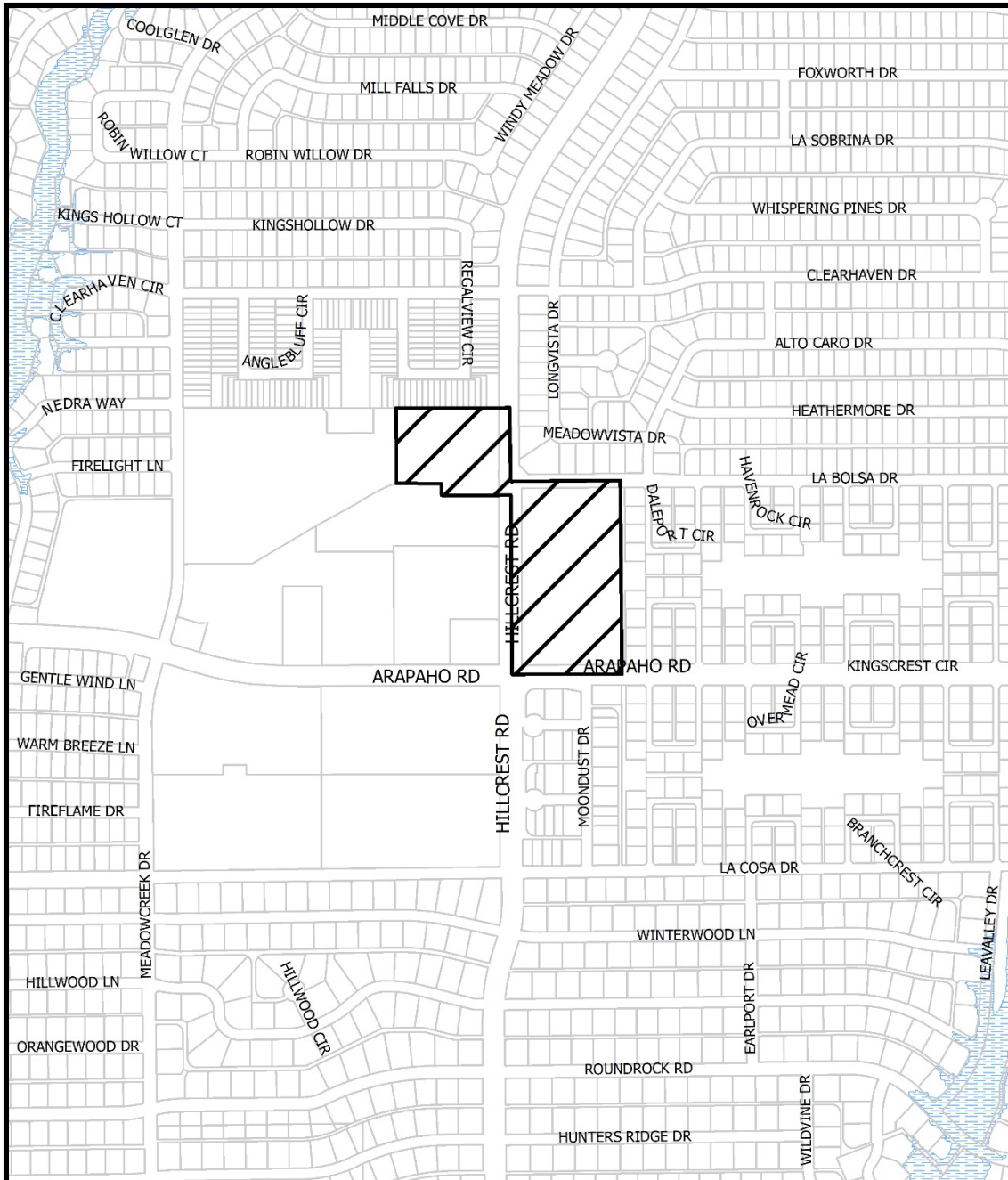
DATE: 11/27/22
DRAWN: JMH
CHECKED: SAJ
PROJECT NO.: 062326207

STATE OF TEXAS
JACOB HALTER
140914
PROFESSIONAL ENGINEER
11-24-22

PTAA Traffic Management Plan
Shiloh Middle Campus
10720 Hillcrest Court
Dallas, TX 75248
Dallas County

Proposed (with Natatorium) Traffic Management Plan

TMP-2



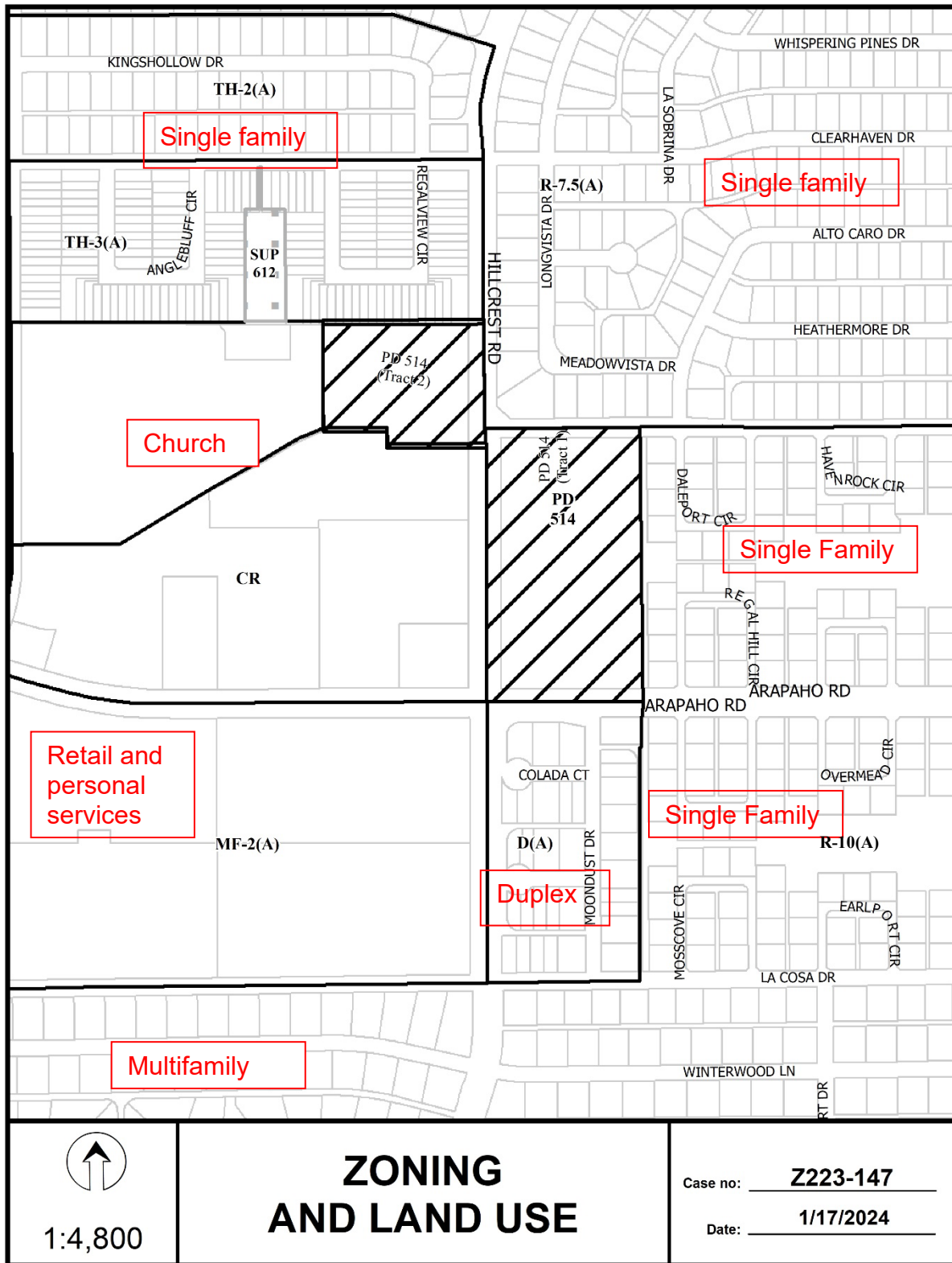
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VICINITY MAP

Case no: Z223-147

Date: 1/17/2024





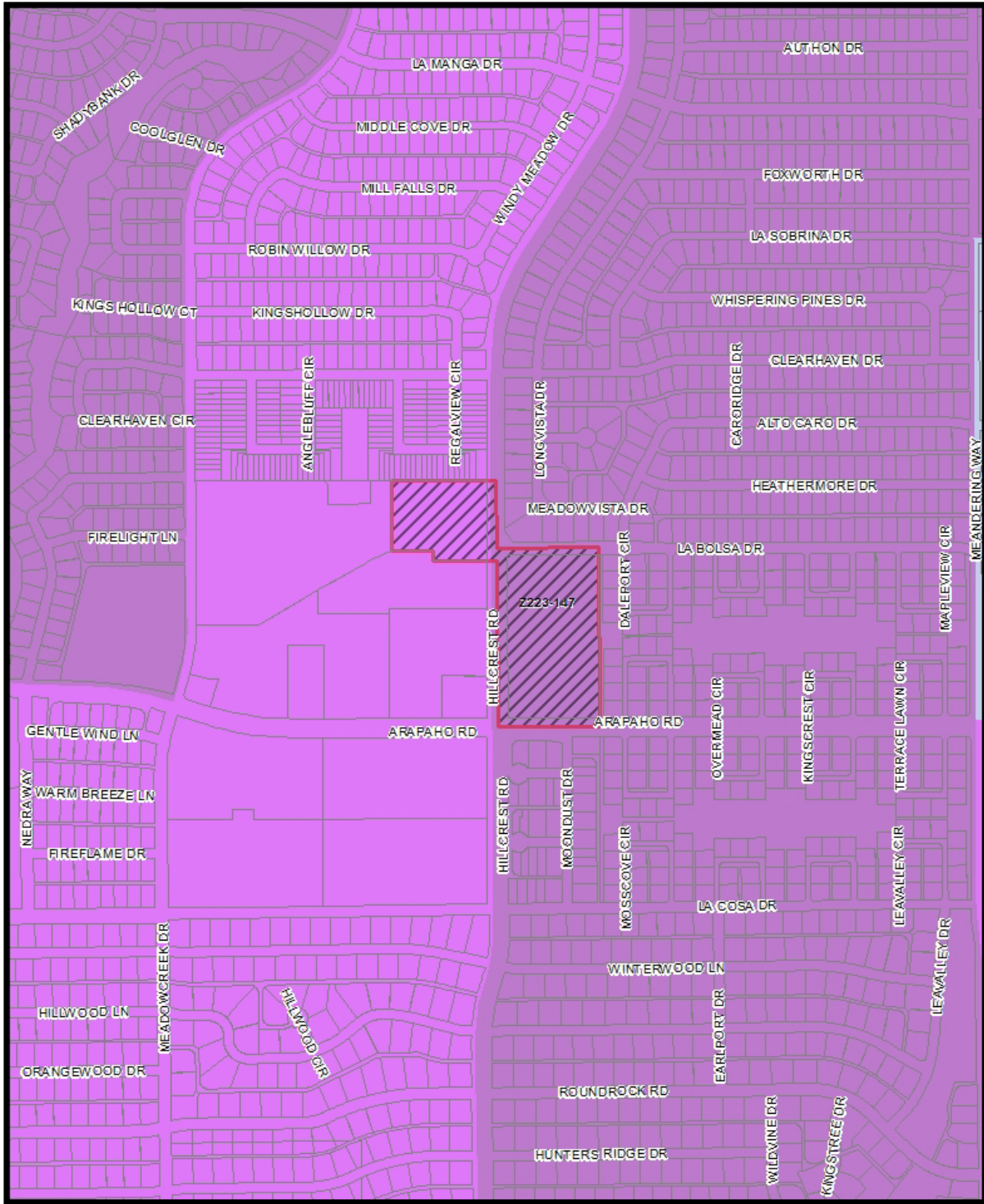


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ZONING HISTORY

Case no: Z223-147

Date: 1/17/2024

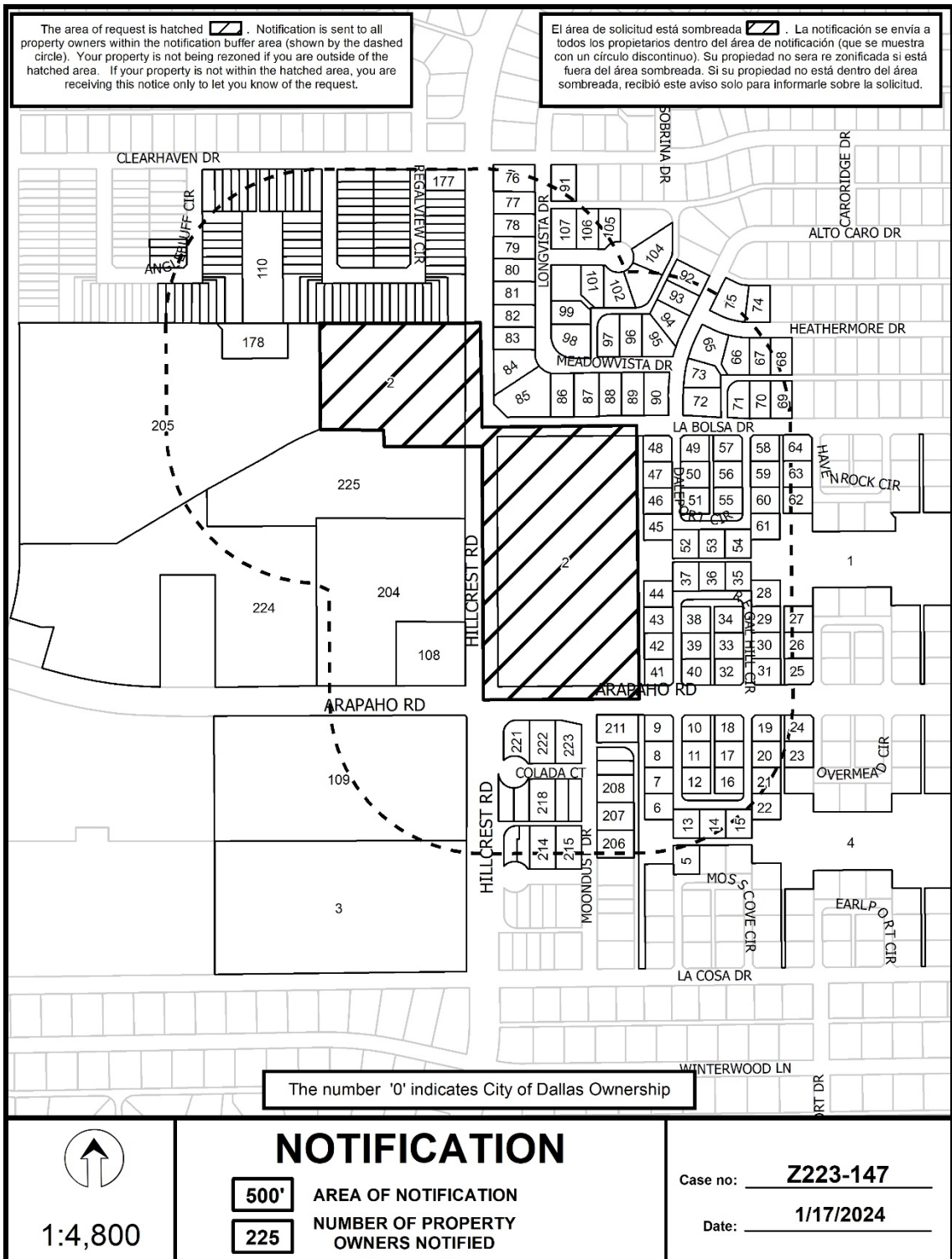


Market Value Analysis A B C D E F G H I NA

1:7,200

Market Value Analysis

Printed Date: 1/17/2024



01/17/2024

Notification List of Property Owners***Z223-147******225 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	7300 LA BOLSA DR	HOLIDAY PARK HM OWNRS
2	15720 HILLCREST RD	SSS EDUCATION FOUNDATION
3	15505 HILLCREST RD	PHA ASSOCIATES LLC
4	15527 LA COSA DR	PRESTONWOOD 1 A HOME
5	15525 MOSSCOVE CIR	MCGILL JERRY A &
6	15621 REGAL HILL CIR	BUI DINH THI & MAUD ALICE
7	15615 REGAL HILL CIR	HARRISON ABBY J & THOMAS G
8	15611 REGAL HILL CIR	BENDER ANNETTE & JONATHAN
9	15605 REGAL HILL CIR	KRENIK JORDAN &
10	15606 REGAL HILL CIR	CARO PEDRO &
11	15612 REGAL HILL CIR	AMBROZAVITCH DANIEL J &
12	15616 REGAL HILL CIR	ROMER NAIRIOSANGH &
13	15625 REGAL HILL CIR	NICHOLSON VICTORIA
14	15631 REGAL HILL CIR	HIGBY SCOTT & KATHY
15	15635 REGAL HILL CIR	BLOOM JOHN &
16	15644 REGAL HILL CIR	RISOLIO NINALOU
17	15650 REGAL HILL CIR	RISOLIO TERESA MARIE
18	15656 REGAL HILL CIR	PELTON RICHARD M JR
19	15655 REGAL HILL CIR	CHIODO MICHAEL A
20	15651 REGAL HILL CIR	RANKIN GREGORY
21	15645 REGAL HILL CIR	DAVIS SPOTSWOOD E
22	15641 REGAL HILL CIR	SCOGGINS HAILEE A &
23	15611 OVERMEAD CIR	Taxpayer at
24	15605 OVERMEAD CIR	ABBS GARRY LEE II & JOY I
25	15705 OVERMEAD CIR	CARRILLO LEOPOLD & EDNA
26	15711 OVERMEAD CIR	FORT JULIANA M &

01/17/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	15715 OVERMEAD CIR	COHEN JUDITH M
28	15741 REGAL HILL CIR	TOMLINSON MARC & ERICA
29	15745 REGAL HILL CIR	VAZQUEZ ISAAC D & KAYLEE M
30	15751 REGAL HILL CIR	Taxpayer at
31	15755 REGAL HILL CIR	VU THONG DINH &
32	15756 REGAL HILL CIR	WILLIAMS SANFORD B &
33	15750 REGAL HILL CIR	MENARD RYAN
34	15744 REGAL HILL CIR	TANAMACHI RODNEY H REVOCABLE
35	15735 REGAL HILL CIR	GRIERSON EMILY L & DAVID S MARTIN
36	15731 REGAL HILL CIR	SIMPSON GREGORY &
37	15725 REGAL HILL CIR	PAZ CESAR A PERALTA & DIANA L
38	15716 REGAL HILL CIR	COMPEAN MARTHA M
39	15712 REGAL HILL CIR	LATTMAN MICHAEL &
40	15706 REGAL HILL CIR	AGUIRRE DELFINA
41	15705 REGAL HILL CIR	FROMM ADELE
42	15711 REGAL HILL CIR	DAVIS LEO W
43	15715 REGAL HILL CIR	ADLER WARREN
44	15721 REGAL HILL CIR	SAVAGE KENNETH D & SANDRA
45	15721 DALEPORT CIR	Taxpayer at
46	15715 DALEPORT CIR	KELLEY CARYN E
47	15711 DALEPORT CIR	SIRINOGLU CELINE &
48	15705 DALEPORT CIR	DERBEZ ELSA
49	15706 DALEPORT CIR	REINA ANGELA
50	15712 DALEPORT CIR	COELHO KIMBERLY
51	15716 DALEPORT CIR	XIE SHANG KUI
52	15725 DALEPORT CIR	MOLECHAT LILLIAN CAITLIN
53	15731 DALEPORT CIR	Taxpayer at
54	15735 DALEPORT CIR	ATON THOMAS J & BEATRICE
55	15744 DALEPORT CIR	FEDERICO DEANNA L
56	15750 DALEPORT CIR	TREADAWAY COURTNEY M &
57	15756 DALEPORT CIR	ALDRICH RYAN & KATHARINE

01/17/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	15755 DALEPORT CIR	Taxpayer at
59	15751 DALEPORT CIR	MAULDING ROBERT
60	15745 DALEPORT CIR	MARTIN MARILYN K
61	15741 DALEPORT CIR	RAMOS JULIO
62	15715 HAVENROCK CIR	EMMETT BARRY & MIREILLE
63	15711 HAVENROCK CIR	EMMETT MIREILLE P
64	15705 HAVENROCK CIR	VOGES ROBERT
65	7208 HEATHERMORE DR	ANDERSON MARY L &
66	7214 HEATHERMORE DR	JONES JENNIFER DIANE
67	7220 HEATHERMORE DR	DOCZI ROBERT F TR &
68	7226 HEATHERMORE DR	GRACE JULIA &
69	7229 LA BOLSA DR	FRANKS FAMILY TRUST
70	7223 LA BOLSA DR	SUTTON GREG S & JILL LYNN
71	7217 LA BOLSA DR	Taxpayer at
72	7208 ALTO CARO DR	MORRISON KARA
73	7216 ALTO CARO DR	RICHARDSON CATHERIN ELIZABETH
74	7219 HEATHERMORE DR	WALL DAVID E ET AL
75	7211 HEATHERMORE DR	MALEY MARIAN
76	15941 LONGVISTA DR	HESS JAMES B
77	15935 LONGVISTA DR	RHODES COLTON &
78	15931 LONGVISTA DR	MIMON PROPERTIES LLC
79	15925 LONGVISTA DR	LIANE ALANA & MADISON
80	15921 LONGVISTA DR	MORENO JASON RANDOLPH &
81	15915 LONGVISTA DR	BURFORD DAVID EDUARD &
82	15911 LONGVISTA DR	RICH CARLO T & EMILY P
83	15905 LONGVISTA DR	HONG DAVID & JANET
84	15901 LONGVISTA DR	DUNCAN BRADLEY L
85	15839 MEADOW VISTA DR	JOHNSTON DARLA
86	15833 MEADOW VISTA DR	WHITE SUSAN A
87	15827 MEADOW VISTA DR	DOWNS MELINDA &
88	15821 MEADOW VISTA DR	COX STEPHANIE S &

01/17/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	15815 MEADOW VISTA DR	CARLYLE FAMILY TRUST
90	15807 MEADOW VISTA DR	TUTTLE RANDALL S
91	7124 CLEARHAVEN DR	THIGPEN MICHAEL & JANICE
92	7237 ALTO CARO DR	MULKEY MATHEW & EMILY
93	7231 ALTO CARO DR	STACY MARILYN
94	7225 ALTO CARO DR	SNYMAN KRISTINA MARIE
95	15808 MEADOW VISTA DR	Taxpayer at
96	15814 MEADOW VISTA DR	PALANT JONATHAN & MARK MULLANEY
97	15820 MEADOW VISTA DR	KABIR MANAGEMENT LLC
98	15906 LONGVISTA DR	MCGEE KRISTEN ANN &
99	15910 LONGVISTA DR	DAVIDOFF KAYLA MARIE &
100	15916 MEADOW VISTA PL	HALL KATHRYN C & DAVID E II
101	15920 MEADOW VISTA PL	WARREN LINDA RAY
102	15924 MEADOW VISTA PL	LEVITT LIV REV TR THE
103	15928 MEADOW VISTA PL	VICE JAMES R LIVING TRUST THE
104	15932 MEADOW VISTA PL	LEE JEREMY M & ASHLI R
105	15940 MEADOW VISTA PL	Taxpayer at
106	15944 MEADOW VISTA PL	MEYER STUART
107	15948 MEADOW VISTA PL	LOYD WILLIAM AARON &
108	15707 HILLCREST RD	7-ELEVEN INC
109	7050 ARAPAHO RD	ALENA APARTMENTS LLC
110	6926 CLEARHAVEN DR	PRESTONWOOD HILLCREST
111	6849 ANGLEBLUFF CIR	NEPOMNICK DIANE
112	6851 ANGLEBLUFF CIR	Taxpayer at
113	6853 ANGLEBLUFF CIR	RHOADES JOHN RUSSELL
114	6855 ANGLEBLUFF CIR	BLEVINS LAWRENCE C
115	6857 ANGLEBLUFF CIR	HERSH DEBRA J S LIFE EST&
116	6859 ANGLEBLUFF CIR	POOLE CAROLYN C &
117	6861 ANGLEBLUFF CIR	YEATON WILLIAM L
118	6863 ANGLEBLUFF CIR	MAYNARD KEN
119	6865 ANGLEBLUFF CIR	KEAHEYBLASIUS BARBARA &

01/17/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	6867 ANGLEBLUFF CIR	MIERTSCHIN WILLIAM R
121	6869 ANGLEBLUFF CIR	COOPER GRAFTON M
122	6871 ANGLEBLUFF CIR	BARRETT MICHAEL & LYN S
123	6873 ANGLEBLUFF CIR	PANELLI PERDRO F &
124	6875 ANGLEBLUFF CIR	CONNAUGHTON THERESA A
125	6877 ANGLEBLUFF CIR	MCKEEVER MARY H
126	6879 ANGLEBLUFF CIR	AUSTIN JESSIE L EST OF
127	6904 CLEARHAVEN DR	ROSENFELD WENDY
128	6908 CLEARHAVEN DR	CLEAR CREEK ASSETS LP
129	6912 CLEARHAVEN DR	MCAFEE RANDY J & BARBARA M
130	6916 CLEARHAVEN DR	CRAWFORD CORNELIA A
131	6920 CLEARHAVEN DR	QUINN JAMES Y III & JANE
132	6924 CLEARHAVEN DR	ANGLE JULIE
133	6928 CLEARHAVEN DR	COLDWELL MARY CARLA
134	6932 CLEARHAVEN DR	CHACON KURT B
135	6936 CLEARHAVEN DR	VOLKER DARLENE
136	6940 CLEARHAVEN DR	FERNANDEZ ANA SOFIA
137	6944 CLEARHAVEN DR	DWYER STEPHEN J
138	6948 CLEARHAVEN DR	MAXVILL WILLIAM S
139	6952 CLEARHAVEN DR	MURPHY PAULA GOLDSTEIN
140	7011 REGALVIEW CIR	THOMAS STEVEN E & JOAN W
141	7015 REGALVIEW CIR	FERNANDEZ JORGE &
142	7017 REGALVIEW CIR	HOWARD KATHLEEN K
143	7019 REGALVIEW CIR	PEARCE JAMES CALLAHAN JR &
144	7021 REGALVIEW CIR	KELLAGHER MARY
145	7023 REGALVIEW CIR	CRAWLEY JOSEPH D &
146	7025 REGALVIEW CIR	CASEY ELEANOR LIVING TRUST
147	7027 REGALVIEW CIR	PHILLIPS ROBERT E LIVING TRUST
148	7029 REGALVIEW CIR	ATON THOMAS J & BEATRICE
149	7031 REGALVIEW CIR	MACON MARY
150	7033 REGALVIEW CIR	ROTHSCHILD BARI & JONATHAN

01/17/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	7035 REGALVIEW CIR	KELLAGHER SHEILA & WILLIAM
152	7037 REGALVIEW CIR	MEHLMAN FLORENCE
153	7039 REGALVIEW CIR	JOHNSON LISA TABER
154	7041 REGALVIEW CIR	ROBNETT NOLAN J JR
155	7043 REGALVIEW CIR	FERNANDEZ DANIELA
156	7045 REGALVIEW CIR	BRUNNER VONDA M
157	7047 REGALVIEW CIR	IMERY EDUARDO &
158	7049 REGALVIEW CIR	BYRNE KATHLEEN B
159	7051 REGALVIEW CIR	MCCULLOUGH PAMELA
160	7053 REGALVIEW CIR	RUMBLE ROBERT W
161	7055 REGALVIEW CIR	HEALY REVOCABLE TRUST UAD 092794
162	7057 REGALVIEW CIR	HERBST JOSEPH &
163	7059 REGALVIEW CIR	TOBIANSKI ANTHONY W & RITA BETH
164	7061 REGALVIEW CIR	BLAIR MARTHA J
165	7063 REGALVIEW CIR	FRIEND MARY
166	7065 REGALVIEW CIR	RODRIGUEZ ROCIO
167	7067 REGALVIEW CIR	WOLFF LESLEY C
168	7069 REGALVIEW CIR	NEVANT THEODORE & LISA A
169	7071 REGALVIEW CIR	HOWARD KATHLEEN K
170	7073 REGALVIEW CIR	BECK BONNIE
171	7075 REGALVIEW CIR	DANEMAN GAY PETERSON &
172	7077 REGALVIEW CIR	GABRIEL KYLE GOLDWYN &
173	7079 REGALVIEW CIR	REHKEMPER LIVING TRUST THE
174	7081 REGALVIEW CIR	KONGABEL HAROLD F & PATRICIA A
175	7083 REGALVIEW CIR	MENDENHALL SCOTT
176	7085 REGALVIEW CIR	AYLMER JUDITH ANN
177	7087 REGALVIEW CIR	HARRISON MARY BETH
178	7000 REGALVIEW CIR	ONCOR ELECRTCIC DELIVERY COMPANY
179	6872 ANGLEBLUFF CIR	ABNER PHILIP & ISLA MARGARET
180	6870 ANGLEBLUFF CIR	MCQUADE KENNETH J
181	6868 ANGLEBLUFF CIR	STARR SUSAN R

01/17/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
182	7022 REGALVIEW CIR	PRATHER BRIAN L & KRISTIN CAMPBELL
183	7020 REGALVIEW CIR	HITCH ROBERT & JUDITH S
184	7018 REGALVIEW CIR	BLACK VIVIAN
185	7016 REGALVIEW CIR	Taxpayer at
186	7014 REGALVIEW CIR	CALLAHAN DAVID N REV LIVING TRUST SR &
187	7012 REGALVIEW CIR	FUDALA CATHY ANN
188	7010 REGALVIEW CIR	GER ADRIA L &
189	7008 REGALVIEW CIR	ANDREWS JOHN C &
190	7006 REGALVIEW CIR	HOLTZMAN THEODORE & RHONDA
191	7004 REGALVIEW CIR	DAVIS JOAN M
192	7002 REGALVIEW CIR	BEZPROZVANNAYA SVETLANA
193	7088 REGALVIEW CIR	DABBS GORDON & DABBS ILA
194	7086 REGALVIEW CIR	SAUNDERS SONDR A M TR
195	7084 REGALVIEW CIR	BRANDT RANDALL & KATHRYN
196	7082 REGALVIEW CIR	Taxpayer at
197	7080 REGALVIEW CIR	Taxpayer at
198	7078 REGALVIEW CIR	STANCIU JESSICA RENAE
199	7076 REGALVIEW CIR	HARDY JOHN LANCE
200	7074 REGALVIEW CIR	RING ANNETTE C
201	7072 REGALVIEW CIR	MENACHEMSON ROY & MARILYN
202	7070 REGALVIEW CIR	SAAGE WANDA NAN
203	7068 REGALVIEW CIR	KENNY MARCUS JOHN &
204	7007 ARAPAHO RD	FITNESS INTERNATIONAL LLC
205	5200 MEADOWCREEK DR	MEADOWCREST PROPERTIES LP
206	15618 MOONDUST DR	WILLMS MICHAEL T & AMY A
207	15624 MOONDUST DR	HAIGLER JASON P &
208	15626 MOONDUST DR	HAIGLER JASON P & MAGGIE L
209	15630 MOONDUST DR	DUQUE ISIDRO ROBLES &
210	15632 MOONDUST DR	SEYMOUR INVESTMENT LLC
211	15634 MOONDUST DR	MEDALI INVESTMENTS INC
212	7101 CASABLANCA CT	BRANUM DARREL DUANE &

Z223-147(AU)

01/17/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
213	7103 CASABLANCA CT	HAYNES-OLIVER LYNETTA
214	7107 CASABLANCA CT	LONG ELIZABETH BETSIE
215	7109 CASABLANCA CT	PRESTON HAVEN VENTURES LTD &
216	7112 COLADA CT	EPSTEIN DONALD M & JOANNE B
217	7110 COLADA CT	DALLAS SIOSH LLC
218	7108 COLADA CT	LOUIS RISOLIO PROPERTIES LLC
219	7102 COLADA CT	PERRELLA GAVIN
220	7104 COLADA CT	NURRE MICHAEL THEODORE
221	7101 COLADA CT	ESFANDIARI MEHDI &
222	7105 COLADA CT	JOHNSON JOHN B
223	7109 COLADA CT	WALK JAMES
224	6959 ARAPAHO RD	HV DEVELOPMENT PARTNERS LP
225	15775 HILLCREST RD	DALLAS BIBLE CHURCH