

**HONORABLE MAYOR & CITY COUNCIL**

**WEDNESDAY, SEPTEMBER 13, 2023**

**ACM: Majed Al-Ghafry**

**FILE NUMBER:** Z212-342(MP)

**DATE FILED:** September 16, 2022

**LOCATION:** West corner of East Stark Road and Seagoville Road

**COUNCIL DISTRICT:** 8

**SIZE OF REQUEST:** ±100.0 acres

**CENSUS TRACT:** 48113017010

**REPRESENTATIVE:** Karl Crawley, Masterplan

**APPLICANT/OWNER:** Dallas Independent School District

**REQUEST:** An application for an amendment to Planned Development District No. 512.

**SUMMARY:** The purpose of this request is to allow for an addition to an existing high school. [Seagoville High School]

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

**CPC RECOMMENDATION:** **Approval**, subject to revised conditions, a revised development plan, and a revised traffic management plan.

**Planned Development District No. 512:**

<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=512>

## **BACKGROUND INFORMATION:**

- The existing Planned Development District (PD) No. 512 was established in 1998, it was subsequently amended 3 times.
- PD 512 allows R-1/2ac(A) uses, except that a public school is allowed by right, and a youth and family center is allowed by right as an accessory use.
- The existing public school [Seagoville High School] was in operation on the property at the time the PD was established and remains in operation currently.
- There is a second public school on the site in the north corner [Seagoville Middle School]. There are no proposed changes to the middle school facility. The middle school facility has a separate development plan and traffic management plan, for which there are no proposed changes.
- The applicant requests approval for addition to the existing public high school with a new development plan and the modification of PD conditions to enable the expansion.

## **Zoning History:**

There has been one zoning case in the area in the past five years.

1. **Z189-368-** On November 11, 2020, City Council approved an application for an MU-1 Mixed Use District with deed restrictions, on property zoned CR Community Retail District, on the east corner of Woody Road and C F Hawn Freeway.

## **Thoroughfares/Streets:**

<b>Thoroughfare/Street</b>	<b>Type</b>	<b>Existing / Proposed ROW</b>
North Woody Road	Residential Collector	75' / 60' ROW, Bike Plan
Seagoville Road	Minor Arterial	60' / 80' ROW, Bike Plan
Stark Road	Local	55' ROW

## **Traffic:**

The Transportation Development Services Division of the Transportation Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system.

The proposed TMP, dated May 30, 2023, is sealed by a licensed professional engineer, and contains the signature of the school principal. Proposed PD conditions require a traffic study evaluating the sufficiency of the TMP to be submitted by March 1, 2025, or within six months after students first begin attending classes (whichever is later), and by March 1st of each even-numbered year thereafter.

The TMP and proposed development plan include additional space for queuing in the southern parking lot for 9<sup>th</sup> grade students and maintains on-site queueing in the northeastern parking area. As a result, the change reduces queue accumulation in the northeastern lot and increases the overall surplus of queue space to +22. The existing TMP utilizes only the northeastern parking area and had a queue surplus of +9.

The Transportation Department will collaborate with school officials to enforce the TMP.

## **STAFF ANALYSIS:**

### **Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006, outlining several goals and policies which serve as a framework for assisting in evaluating the applicant's request. The request complies with the following land use goals and policies of the Comprehensive Plan:

## **LAND USE ELEMENT**

### **GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**

**Policy 1.1.5** Strengthen existing neighborhoods and promote neighborhoods' unique characteristics

**1.1.5.7** Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks and open space, libraries, and schools.

## **ECONOMIC ELEMENT**

### **GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS**

**Policy 2.5.1** Promote strong and distinctive neighborhoods to enhance Dallas' quality of life.

## **URBAN DESIGN ELEMENT**

### **GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY**

**Policy 5.1.1** Promote pedestrian friendly streetscapes

**Policy 5.1.3** Encourage complementary building height, scale, design, and character.

**GOAL 5.3** ESTABLISHING WALK-TO CONVENIENCE

**Policy 5.3.1** Encourage a balance of land uses within walking distance of each other.

**Area Plan:**

**West Kleberg Community Plan**

The request site is located within the West Kleberg Community Plan, adopted by City Council on April 25, 2007. The West Kleberg community is located in the far southeastern section of the City of Dallas, bordering the cities of Seagoville, Balch Springs, and unincorporated areas of Dallas County. It is generally located south of Interstate 20 and bounded on the east by Stark Road and Dallas city limit; on the south by Seagoville city limit and the Dallas County; and on the west by St. Augustine and Haymarket Roads.

The intent of the West Kleberg Community Plan is to provide an overall vision to create economic development that will stimulate specific types of development for the community. The request site is located within an area that is designated as “Sub-area 1”, which is predominately residential with scattered undeveloped parcels.

**Infrastructure Goal**

1. Provide infrastructure to stimulate economic and residential development and meet the needs of current residents and business owners

Action 2. Identify areas and petition for funding to construct sidewalk, curb and gutter improvements, especially for streets used by children walking to and from school in Sub-areas 1 and 2.

**DISD Goal**

2. Plan for increased enrollment in elementary, middle and high schools.

The plan specifically calls for continual reevaluation of the area’s public school capacity needs and adjustments as needed, while identifying strategic places to support sidewalk infrastructure.

**Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	Planned Development District No. 512	Public School other than an open enrollment charter school (High School, Middle School)
<b>Northeast</b>	R-1/2ac(A) Single Family District, CR Community Retail District	Agricultural, Single Family
<b>Southeast</b>	Outside City Limit, A(A) Agricultural District, CR Community Retail District	Outside City Limit, Single family, Church
<b>Southwest</b>	R-7.5(A) Single Family District	Single family
<b>Northwest</b>	R-10(A) Single Family District, NS(A) Neighborhood Service District	Church, Single Family, Undeveloped

**Land Use Compatibility:**

The property is currently within Planned Development District No. 512 and developed with two public schools other than an open-enrollment charter school [Seagoville High School and Seagoville Middle School]. Across Seagoville Road to the northeast, there are single family and agricultural uses. Across Woody Road to the northwest, there are single family and church uses. A large single family subdivision comprises the southwestern boundary of the PD. Properties to the southeast, across Stark Road, include single family uses, a church, and the city limits of Seagoville.

The request is consistent with the Comprehensive Plan goals to provide greater access to schools and compatibility of school facilities in neighborhoods. Generally, the new development plan includes the 34,600 square foot addition to the south of the existing facility, toward Stark Road, as well the extension of queue lanes and access paths around this addition. The additional floor area proposed on the development plan will accommodate students in new facilities, while being suitable for maintaining compatibility with the surrounding area. The extension of the developed area with paths and through lanes allows for better flow of students, pedestrians, and vehicles around and through the site.

Additionally, the proposed conditions for sidewalk and street furniture will promote more pedestrian friendly streetscapes and support the City Council adopted Comprehensive Environmental and Climate Action Plan (CECAP), which calls for 33% or more tree canopy cover citywide and a 20% reduction in the urban heat island index by 2030. The reduction in parking spaces per classroom meets goals of the West Kleberg Area Plan and CECAP to preserve open and natural space and existing trees, as it allows the school to expand its facility without consuming additional open space or tree canopy with new surface parking.

The conditions calling for sidewalk improvements, street furniture, and targeted improvements to landscaping support both the comprehensive and area plan goals of strategic investment in pedestrian infrastructure to connect homes and schools.

**Development Standards (No changes):**

<b><u>DISTRICT</u></b>	<b>Setbacks (Min/Max)</b>		<b>Height<sup>1</sup></b>	<b>Lot Coverage</b>	<b>Special Conditions</b>
	<b>Front</b>	<b>Side / Rear</b>			
Existing PD no. 512  General standards for a public-school use in reference R-1/2ac	40' min No max	10' res 20' nonres	Any height consistent with FAA airspace limitations and the building code	25% nonres	RPS

<sup>1</sup> Institutional 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.

The PD defaults generally to the development standards of R-1/2ac without modification. The only modification to the basic yard, lot, and space standards pertain to the middle school. The applicant is not proposing any changes to these basic yard, lot, and space standards.

**Parking:**

The proposed development is required to provide parking in accordance with the proposed PD.

The PD conditions call for the required minimum per senior high classroom to be reduced from 6.8 to 5.0. While the conditions call for a reduction in the minimum ratio per classroom, this is mainly to accommodate the increase in classrooms and the

maintenance of existing parking inventory. This is appropriate and necessary to preserve existing trees on site and to maintain the rural character called for by the area plan.

The proposed addition of 15 classrooms at the existing ratio of 6.8 would require the addition of 91 spaces. If constructed with similar dimensions to the existing parking and city code, it would require at least an additional 23,591 square feet of surface parking. The addition with the proposed ratio of 5 spaces per classroom allows the site to maintain its existing parking facilities and meet the area plan and CECAP goals to preserve open space and existing trees. Observed data from the traffic management plan found that a surplus of 151 spaces of the existing 410 spaces which were not utilized during the dates of site observation, or 37% overparking.

The requested reduction in the parking ratio is most suitable when coupled with commensurate improvements in pedestrian infrastructure and amenities. Improvements to sidewalks and connectivity are included in the conditions to adequately accommodate students who would otherwise drive. These recommended improvements aid in roadway safety, traffic generation, and minimize needed parking.

The conditions call for additional sidewalks and for internal access paths, which must link the school facility, the expansion, and the public realm. Additionally, the added conditions call for new trees to be incorporated along the paths and sidewalk which further facilitate walking and biking.

### **Landscaping:**

Initial development of the school predates Article X, so much of the site is substandard with respect to current landscaping requirements. The expansion project will require trees that are removed by construction to be mitigated.

For the currently proposed addition, Article X conditions will apply base code landscaping only to the area of construction central to the site. The artificial lot in Article X internalizes the project from the street frontages. As such, conditions have been included to specify that trees must be added along the sidewalks and in the high school parking areas to bring them into compliance with Article X standards. These may include the trees already required to be planted due to mitigation.

### **Market Value Analysis**

[Market Value Analysis \(MVA\)](#), is a tool to aid residents and policymakers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was

prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to 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 area of request is located within the “F” MVA category.



## **Dallas ISD Trustees and Administration**

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**Dr. Pamela Lear** – Deputy Superintendent of Staff and Racial Equity  
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**Jon T Dahlander** – Chief Partnerships and Intergovernmental Relations Officer

**CPC Action**  
**July 20, 2023**

**Motion:** It was moved to recommend **approval** of an amendment to Planned Development District No. 512, subject to revised conditions, a revised development plan, a revised traffic management plan, as briefed; on the west corner of East Stark Road and Seagoville Road.

Maker: Blair  
Second: Kingston  
Result: Carried: 13 to 0

For: 13 - Popken, Hampton, Herbert, Anderson, Shidid,  
Carpenter, Blair, Jung, Treadway, Haqq,  
Stanard, Kingston, Rubin

Against: 0  
Absent: 1 - Housewright  
Vacancy: 1 - District 7

<b>Notices:</b>	Area: 500	Mailed: 203
<b>Replies:</b>	For: 1	Against: 2

**Speakers:** For: Karl Crawley, 2201 Main St., Dallas, TX, 75201  
Against: None

**CPC Recommended PD Conditions**

**ARTICLE**

**512.**

**PD 512.**

**SEC. 51P-512.101. LEGISLATIVE HISTORY.**

PD 512 was established by Ordinance No. 23560, passed by the Dallas City Council on June 24, 1998. Ordinance No. 23560 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. Ordinance No. 23560 was amended by Ordinance No. 24754, passed by the Dallas City Council on October 24, 2001. (Ord. Nos. 19455; 23560; 24754; 26042; 28634)

**SEC. 51P-512.102. PROPERTY LOCATION AND SIZE.**

PD 512 is established on property generally located at the south corner of Woody Road and Seagoville Road. The size of PD 512 is approximately 100.05 acres. (Ord. Nos. 23560; 26042; 28634)

**SEC. 51P-512.103. 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 out-patient 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. 24754; 26042; 28634)

**SEC. 51P-512.103.1. EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit 512A: middle school development plan.
- (2) Exhibit 512B: middle school traffic management plan
- (3) Exhibit 512C: high school development plan
- (4) Exhibit 512D: high school traffic management plan

**SEC. 51P-512.104. DEVELOPMENT PLAN.**

(a) For a public school use, development and use of the Property must comply with the applicable middle school development plan (Exhibit 512A) or the high school development plan (Exhibit 512C). If there is a conflict between the provisions of this article and the development plans, the provisions of this article control.

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

**SEC. 51P-512.105. MAIN USES PERMITTED.**

(a) Public school.

(b) All other uses permitted in an R-1/2ac(A) Single Family District, subject to the same conditions applicable in the R-1/2ac(A) Single Family District, as set out in the Dallas Development Code. For example, a use permitted in the R-1/2ac(A) Single Family District by specific use permit (SUP) only is permitted in this PD by SUP only. A use subject to development impact review (DIR) in the R- 1/2ac(A) Single Family District is subject to DIR in this PD, etc. (Ord. Nos. 24754; 26042; 28634)

**SEC. 51P-512.106. 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) An accessory youth and family center is a permitted accessory use in this PD, but it is only permitted in the location shown on the development plan. (Ord. Nos. 24754; 26042; 28634)

**SEC. 51P-512.107. 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) Except as provided in this section, the yard, lot, and space regulations of the R-1/2ac(A) Single Family District apply.

(b) A minimum front yard setback of 20 feet is permitted for the existing accessory youth and family center and the zone of portable classrooms area fronting on Seagoville Road and the zone of portable classroom areas fronting on Woody Road, as shown on the development plan. (Ord. Nos. 24754; 26042; 28634)

#### **SEC. 51P-512.108. OFF-STREET PARKING.**

(a) In general. Consult the use regulations [Division 51A-4.200] for the specific off-street parking and loading requirements for each use. Consult the off-street parking and loading regulations (Division 51A-4.300) for information regarding off-street parking and loading generally.

(b) Senior high school classrooms: **6.8 5.0** spaces per senior high school classroom are required.

#### **SEC. 51P-512.109. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI. (Ord. Nos. 24754; 26042; 28634)

#### **SEC. 51P-512.110. LANDSCAPING.**

(a) Except as provided below, landscaping must be provided in accordance with Article X. Plant material must be maintained in a healthy, growing condition. Prior to the issuance of a building permit, tree preservation criteria must be met as outlined in Article X.

(b) Within 90 days after the issuance of a certificate of occupancy for the accessory youth and family center, a foundation planting strip must be provided along the entire western, northern, and eastern building facades, exclusive of doorways. The planting strip must consist of shrubs, with a minimum size of five gallons, planted a minimum of 30 inches on center. (Ord. Nos. 24754; 26042; 28634)

**(c) When the high school building addition is completed, the following additional landscaping requirements apply. Soil and planting area requirements and tree location requirements of Sections 51A-10.104 shall be applied.**

**(1) One large tree must be planted and maintained for every 50 linear feet on the property within 15 feet of the edge of sidewalks along Stark Road and Seagoville Road. Preservation of existing trees may be used to satisfy this requirement.**

(2) **Parking areas designated on the development plan must include the following parking lot tree requirements.**

**i. No parking space may be located more than 70 feet from the trunk of a large or medium tree.**

**ii. Trees planted within parking lot islands requires a minimum of 160 square feet of surface soil area.**

**SEC. 51P-512.111. SIGNS.**

Signs must comply with the provisions for non-business zoning districts in Article VII, except that one additional premise sign with a maximum effective area of 75 square feet and a maximum height of 25 feet may be located as shown on the middle school development plan. **All other signs for a public school other than an open enrollment charter school must comply with Article VII of the Dallas Development Code, as amended. Signs for a public school other than an open enrollment charter school are not required to be shown on the attached development plan.** (Ord. Nos. 24754; 26042; 28634)

**SEC. 51P-512.112. ACCESS.**

Ingress and egress must be provided as shown on the development plan. (Ord. Nos. 24754; 26042; 28634)

**SEC. 51P-512.112.1 TRAFFIC MANAGEMENT PLAN.**

Middle school. Operation of the middle school must comply with the middle school traffic management plan (Exhibit 512B).

b High school

(A) **In general. Operation of the high must comply with the attached traffic management plan.**

(B) **Queuing. Queuing is not permitted within city rights-of-way.**

(C) **Traffic study.**

(i) **The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2025, or within six months after the issuance of a certificate of occupancy, whichever is later. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1st 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,**

- 2025, 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.
- (ii) 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.
- (iii) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.
- (a) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
- (b) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.
- (D) Amendment process.
- (i) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
- (ii) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

<sup>1</sup> — In general. — Operation of the high school must comply with the high school traffic management plan (Exhibit 512D).

~~2 Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.~~

~~Traffic study.~~

~~A The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the high school traffic management plan. The initial traffic study must be submitted to the director by March 1, 2018. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1 of each even-numbered year.~~

~~B 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:~~

~~ingress and egress~~

~~points; queue lengths;~~

~~number and location of personnel assisting with loading~~

~~and unloading of students;~~

~~drop-off and pick-up locations;~~

~~drop-off and pick-up hours for each grade level;~~

~~and circulation~~

~~Within 30 days after submission of a traffic study, the director shall determine if the current high school traffic management plan is sufficient.~~

~~If the director determines that the high school traffic management plan is sufficient, the director shall notify the applicant in writing.~~

~~If the director determines that the high school traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended high school traffic management plan. If the Property owner fails to submit an amended high school traffic management plan within 30 days, the director shall notify the city plan commission.~~

~~4 Future expansion area. Before issuance of a building permit for~~



construction in the future expansion area shown on the high school development plan, the Property owner or operator shall:

~~A — submit additional data to the director showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation; and~~

~~B — submit an amended high school traffic management plan. Amendment process.~~

~~A — A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A—1.105(k)(3).~~

~~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 regulations.”~~

#### **SEC. 51P-512.113. 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. 24754; 26042; 28634)

(c) **Prior to the issuance of a certificate of occupancy for the addition to the high school, minimum six-foot wide unobstructed sidewalks with minimum five-foot wide buffer must be provided along the Seagoville Road frontage from the intersection with Stark Road to the northmost high school driveway, as shown on the development plan. The buffer width may be reduced in order to avoid existing trees or utilities.**

(d) **Stark Road access**

1. **Prior to the issuance of a certificate of occupancy for the addition to the high school, minimum six-foot wide unobstructed sidewalks with minimum five-foot wide buffer must be provided along the Stark Road frontage. The buffer width may be reduced in order to avoid existing trees or utilities.**

2. **Prior to the issuance of a certificate of occupancy for the addition to the high school, minimum six-foot wide unobstructed internal path must be provided to directly**

**connect the high school addition entrance to the Stark Road frontage sidewalk.**

**(e) PUBLIC AMENITIES: Prior to the issuance of a certificate of occupancy for the Addition, each of the areas designated on the attached development plan as “Enhanced Pedestrian Amenities Area” must be developed as follows:**

**Area 1: A minimum of four (4) benches, one trash can and one bicycle rack. A minimum of three (3) large trees as defined in Article X.**

**Area 2: A minimum of four (4) benches, one trash can and one bicycle rack and a shade structure with a minimum area of 150 square feet. A minimum of four (4) large trees.**

**Area 3: A minimum of three (3) benches, one trash can and one bicycle rack. A minimum of three (3) large trees.**

**Area 4: A minimum of four (4) benches, one trash can and one bicycle rack.**

**Area 5: A minimum of two (2) benches and one trash can. A minimum of two (2) large trees.**

**Area 6: A minimum of two (2) benches and one trash can. A minimum of two (2) large trees.**

**Final location within the designated area will be determined at permitting**

**(f) High School Practice Field Lighting: A maximum of four (4) 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 with the following conditions:**

**(1) These light standards may not be located in the side 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 Thursday between 6:30 a.m. and 9:30 p.m.**

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

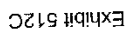
**(5) Athletic field lighting will meet International Dark-Sky Association standards for “Community-Friendly Sports Lighting Design”.**

#### **SEC. 51P-512.114.**

#### **COMPLIANCE WITH CONDITIONS.**

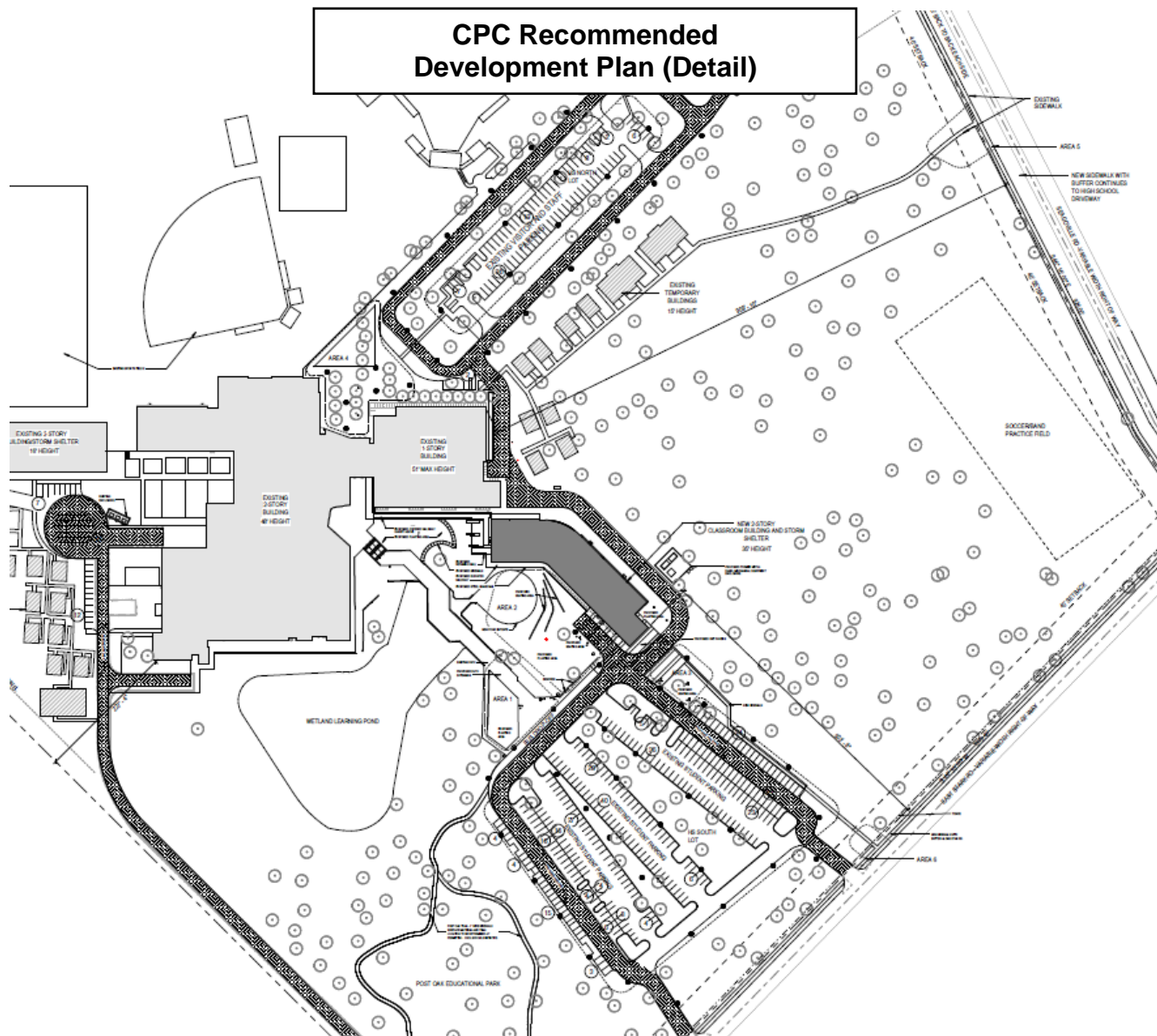
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit 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. 24754; 26042; 28634)





## CPC Recommended Development Plan (Detail)



ZONING:	PD 512
FLOOR AREA:	
EXISTING:	238,000 SQFT
PROPOSED:	34,600 SQFT
<b>TOTAL:</b>	<b>272,600 SQFT</b>
MAX HEIGHT:	44'-6"
NUMBER OF CLASSROOMS:	
EXISTING:	58 CLASSROOMS
PROPOSED:	15 CLASSROOMS
	3 SCIENCE LABS
PARKING REQUIRED (5 SPACES PER CLASSROOM):	365 SPACES
<b>PARKING PROVIDED:</b>	<b>405 SPACES</b>
<b>LOT COVERAGE (TOTAL 100 ACRE SITE)</b>	
EXISTING:	289,491 SQFT
PROPOSED:	20,509 SQFT
ALLOWED:	2,614,919 SQFT

**CPC Recommended  
Traffic Management Plan**

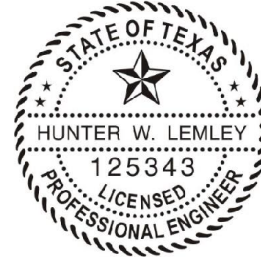
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July 19, 2023

PK# 4079-22.537

# TRAFFIC MANAGEMENT PLAN

Z212-342



DISD Seagoville High School  
CITY OF DALLAS

## Introduction

The services of **Pacheco Koch** (PK) were retained by Perkins & Will on behalf of **Dallas Independent School District (DISD)** to prepare a Traffic Management Plan (TMP), as requested by the City of Dallas, for the existing DISD Seagoville High School described below. The school has an existing enrollment of approximately 1770 students and is anticipated to remain after improvements are complete.

As described in Appendix A6 of the City of Dallas *Street Design Manual*, a school Traffic Management Plan is a "site-specific plan providing guidelines to coordinate traffic circulation during school peak hours. TMPs should promote strategies to manage all modes of transportation and maintain student safety paramount at all times. An effective plan requires continual planning, renewed understanding and coordinated efforts by city staff, school administration and staff, neighbors, parents, and students.

This TMP was prepared by registered engineers at Pacheco Koch who are experienced in transportation and traffic engineering (the "Engineer"). Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional engineering and related services.

The engineer performed most recent on-site dismissal field observations on August 24<sup>th</sup>, 2022, and August 25<sup>th</sup>, 2022, during morning and afternoon periods that validates all information in this report.

## 1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)



7557 Rambler Road, Suite 1400  
Dallas, Texas 75231-2388  
(972) 235-3031 [www.pkce.com](http://www.pkce.com)  
TX.REG: ENGINEERING FIRM F-469  
TX. REG. SURVEYING FIRM LS-100080-00



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## 2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 15920 Seagoville Road, Dallas, Texas
- **Description of adjacent roadways:**
  - Adjacent Streets:
    - Seagoville Road:
      - Cross-section: Four lanes, two-way operation, median divided.
      - No sidewalk connectivity evident along frontage of school. [School Zone]
      - Speed Limit: 40 mph [School Zone of 20 mph]
  - Adjacent Streets:
    - E Stark Road:
      - Cross-section: Two lanes, two-way operation, no median.
      - No sidewalk connectivity evident along frontage of school. [School Zone]
      - Speed Limit: 25 mph
  - **Adjacent Intersections:**
    - Seagoville Road and E Stark Road - no crosswalks on any approaches. Barrier free ramps provided on the southwest and southeast corners.

NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps/sidewalks comply with current ADA accessibility requirements. Pacheco Koch is not certified to provide a full ADA compliance inspection, which is performed by licensed inspectors during the design and permitting process. All pavement markings, traffic signs, school zones, and pedestrian infrastructure improvements are recommended to be upgraded at permitting as applicable and meet current city and TMUTCD standards.

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### 3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**
  - Seagoville Road: Two Driveways (Existing and Proposed)
  - E Stark Road: Three Driveways (Existing and Proposed)
- **Student (Building) Ingress/Egress Points:**
  - Main student pedestrian access is located at the main entrance on the north side of the school building with secondary access to buses and the student parking lot southeast of the school building.

### 4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by DISD for this campus have been validated by on-site dismissal observations conducted on August 24<sup>th</sup>, 2022 and August 25<sup>th</sup>, 2022. All information provided in the table below is strictly for the afternoon student pick-up release period.

See Section 12(b) for specific information on the methodology and calculations used in the table below. Specific separation of modes of transportation was provided by DISD and is provided in Section 6.

Table 1. Queuing Summary Table

Dismissal Period (Loading Zone)	Grades	Start/ End Times*	Total Enrollment		Maximum Vehicle Accumulation	(On-Site) Storage Capacity (veh)	Surplus /Deficit (veh)
			Existing	Proposed			
1A	9 <sup>th</sup>	9:10 AM – 4:30 PM	580	580	57 (57)	57 (0)	0 (-57)
1B	10 <sup>th</sup> – 12 <sup>th</sup>		1190	1190	116 (116)	138 (138)	+22 (+22)

\*All times are subject to change



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## 5. CIRCULATION

This section provides on-site traffic circulation, including any temporary traffic control devices.

### - Description of Existing Conditions

#### On-Site Circulation:

- 9<sup>th</sup> – 12<sup>th</sup> Grade:

Parent traffic enters the area traveling westbound and eastbound on Seagoville Road. Parent traffic queues/stands on the eastbound and westbound curb lanes along Seagoville Road along the frontage of the property.

Traffic enters the site at the driveway on Seagoville Road to queue within the property in two queue lines.

Traffic exits the queueing area continuing north after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

15 school buses are used for this particular school and load and unload students at the south parking lot with access to E Stark Road.

Staff and visitor parking lots are provided north of the school building. Student parking lot is provided southeast of the school building.

#### Temporary traffic control devices:

- Cones are placed in between the queue lines at the front to direct traffic.

### - Description of Proposed Conditions

#### On-Site Circulation:

Queueing is to be split into two separate areas of 9<sup>th</sup> Grade and 10<sup>th</sup>-12<sup>th</sup> Grade:

- 9<sup>th</sup> Grade:

Parent traffic is to enter the area traveling eastbound and westbound on Seagoville Road and turn onto E Stark Road. Parent traffic is then to enter the northernmost driveway and queue/stand within the property throughout the student parking lot as a double queue and an "Administered Sequential Loading System".

Traffic is to exit the queueing area continuing east after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

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- 10<sup>th</sup> – 12<sup>th</sup> Grade:

Parent traffic is to enter the area traveling eastbound and westbound on Seagoville Road. Parent traffic is to queue/stand within the property of the campus by entering the site at the driveway on Seagoville Road queuing in two queue lines as an "Administered Sequential Loading System". Queueing area is also available throughout the parking lot north of the school building.

Traffic is to exit the queueing area continuing north after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

15 school buses are used for this particular school and are to load and unload students on the south parking lot of E Stark Road. Buses are to stack in two separate parking aisle lanes. Students are to walk to the southernmost aisle to load onto buses in the southernmost aisle. Once those buses are loaded, the buses are to leave to allow for the next staggered group of buses to pull up to the same location to load the remaining students. School staff to assist in the operation of buses releasing to minimize conflict with parent and student vehicles.

Staff and visitor parking lots are provided north of the school building. Student parking lot is provided south of the school building. Student parking is to only park at the designated area shown on Exhibit 1.

**Temporary traffic control devices:**

- Cones are placed in between the queue lines at the front to direct traffic.

**EVALUATION OF SCHOOL ZONES:**

- Proposed conditions: School zone on Seagoville Road is to be extended south past Stark Road. Also, a school zone is to be installed on Stark Road to accommodate all school driveways.

## 6. DROP-OFF/PICK-UP COORDINATION

This section provides proposed student drop-off/pick-up coordination information.

- **Subject School Recommended Loading System:**

- Administered Sequential Loading System
- Monitored Non-Sequential System

**DEFINITIONS:**

A "Administer Sequential Loading System" refers to a managed system that enforces a prescribed policy for picking up students at a specific release time. Passenger loading and vehicle departures

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are sequential and consecutive order based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area. In situations with a double queue line, students are loaded in "groups" where students enter several vehicles in an instance. After, that group of vehicles depart, then another group of vehicles pull forward for the next set of students to enter each vehicle. Groups of vehicles can contain 5-10 vehicles at one time.

A "Monitored Non-Sequential System" refers to a more commonly used managed system that includes a passively supervised protocol that monitors and discourages unsafe activity along the perimeter of the site. This protocol manages students that wait to exit the building at parent vehicle arrival to get to their destination. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis.

An "Unmanaged System" refers to an unmanaged protocol where students are not monitored or supervised during the loading period. Vehicle arrivals are non-consecutive and circulate through the area on a more random basis without the supervision of school staff.

- **Separation of modes of transportation:**

- Bus: 35%
- Walk: 10%
- Student Drivers: 5%
- Picked Up by Parent: 50%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 9:10 AM – 4:30 PM (9<sup>th</sup> – 12<sup>th</sup>)

## 7. SCHOOL STAFF ASSISTANCE

- Number:
  - Observed: 2 – 5
  - Desired: 2 – 5
- Location:
  - Observed: South and North sides of school building

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- Desired: South and North sides of school building
- Staff Requirements and expectations:
  - Staff assistance shall be present to allow students to enter and exit the school building in a safe and efficient manner.

#### **8. ADULT SCHOOL CROSSING GUARDS AND/OR OFF-DUTY DEPUTIZED OFFICERS**

- Number:
  - Observed: none
  - Desired: none
- Location:
  - Observed: N/A
  - Desired: N/A

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## 9. SCHOOL ADMINISTRATION INPUT STATEMENT

The engineer collaborated with both the School District personnel and on-site staff/principal and Student Transportation Services as needed, before and during the process of creation of the Traffic Management Plan.

The site engineer, the architect and the traffic engineer have collaborated the traffic patterns of parent routes, bus routes, and recommendations of the TMP with the on-site and District personnel. The onsite and District personnel have completed a thorough review and any changes that have been discussed have been applied to this version of the plan.

### REVIEW AND COMMITMENT

This school traffic management plan (TMP) for DISD Seagoville High School was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. This plan was developed with direct input from individuals familiar with the general characteristics of the traffic needs of the school. It is important to note that a concerted and ongoing effort by and the full participation of the school administration are essential to accomplish these goals.

By the endorsement provided below, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary or that other measures are more appropriate.

DocuSigned by:

Janie Carballo

8/14/2023

Principal Signature

Date

Name: Janie Carballo

Title: Principal

## 10. ENGINEER SEAL

This report is signed, stamped, and dated by a licensed Professional Engineer in the State of Texas with specific expertise in transportation and traffic engineering.

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## 11. REPORT FORMAT

This report follows the City of Dallas Traffic Management Plan format as described in Appendix A6 of the City of Dallas *Street Design Manual*.

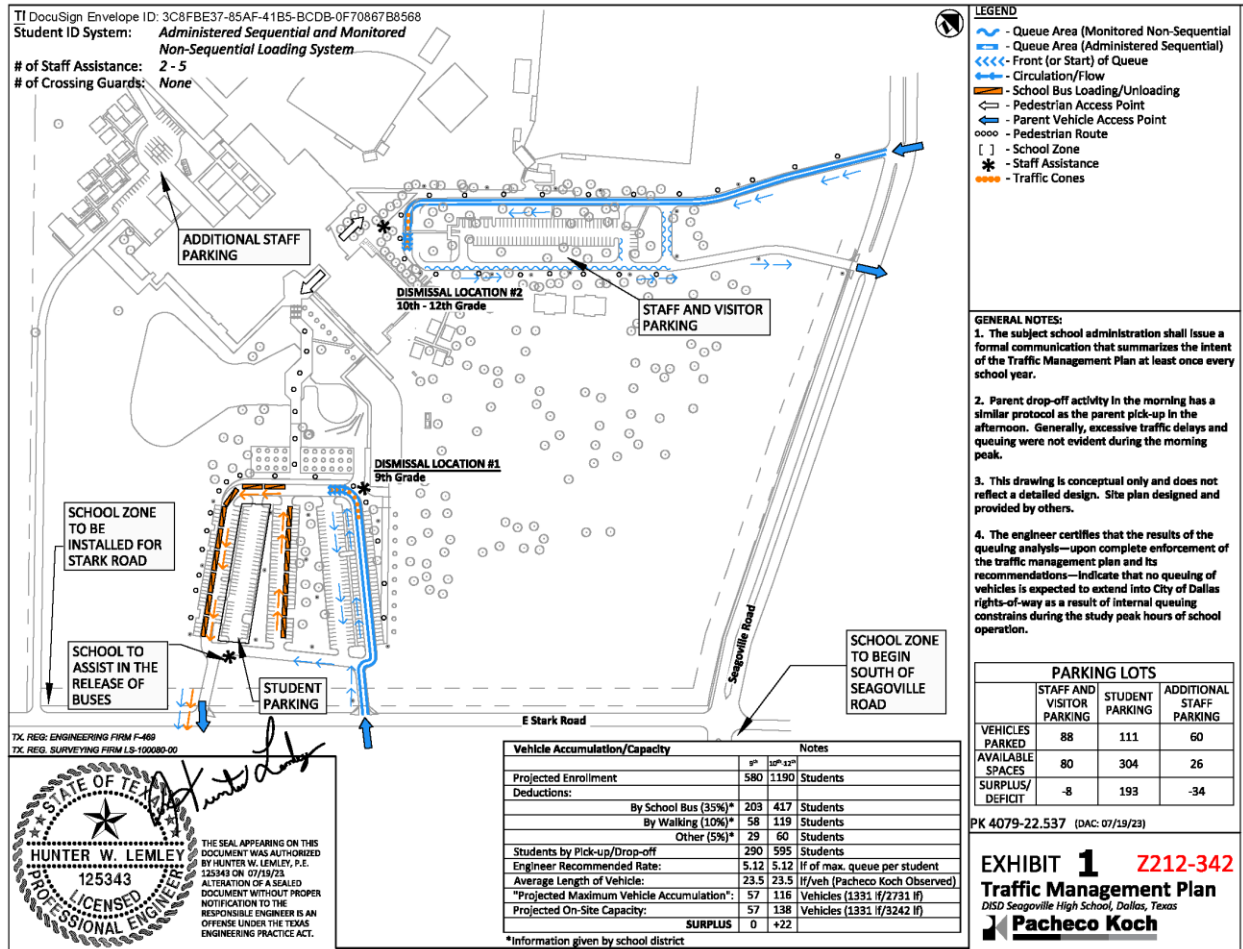
## 12. OTHER ITEMS WHERE APPLICABLE

- a) School Bus Operations: (See Section 5)
- b) Methodology:
  - a. Engineer Recommended Rate: 5.12 linear feet per student
  - b. Average Length of Vehicle: 23.5 feet
  - c. Separation of modes of transportation:
    - i. Bus: 35%
    - ii. Walk: 10%
    - iii. Students Drivers: 5%
    - iv. Picked Up by Parent: 50%
  - NOTE: Information provided by DISD and validated with field observations
  - d. Projected maximum vehicle accumulation: 57/116
  - e. Projected on-site storage capacity: 57/138
  - f. Surplus/Deficit: 0/+22
- c) Proposed Pedestrian Routes: The pedestrian routes are based on the attendance zone map. The attendance zone was provided at the time of this study and the anticipated (and observed) pedestrian routes include the sidewalk paths along Seagoville Road.
- d) Proposed Parking Management Strategies:
  - a. On-street parking restrictions: none
  - b. Staff/Visitor Parking and observed parking utilization:
    - i. North parking lot – 88 vehicles parked, 80 spaces available
  - c. Student Parking and observed parking utilization:
    - i. South parking lot – 111 vehicles parked, 304 spaces available
  - d. Additional Staff Parking and observed parking utilization:
    - i. North parking lot – 60 vehicles parked, 26 spaces available

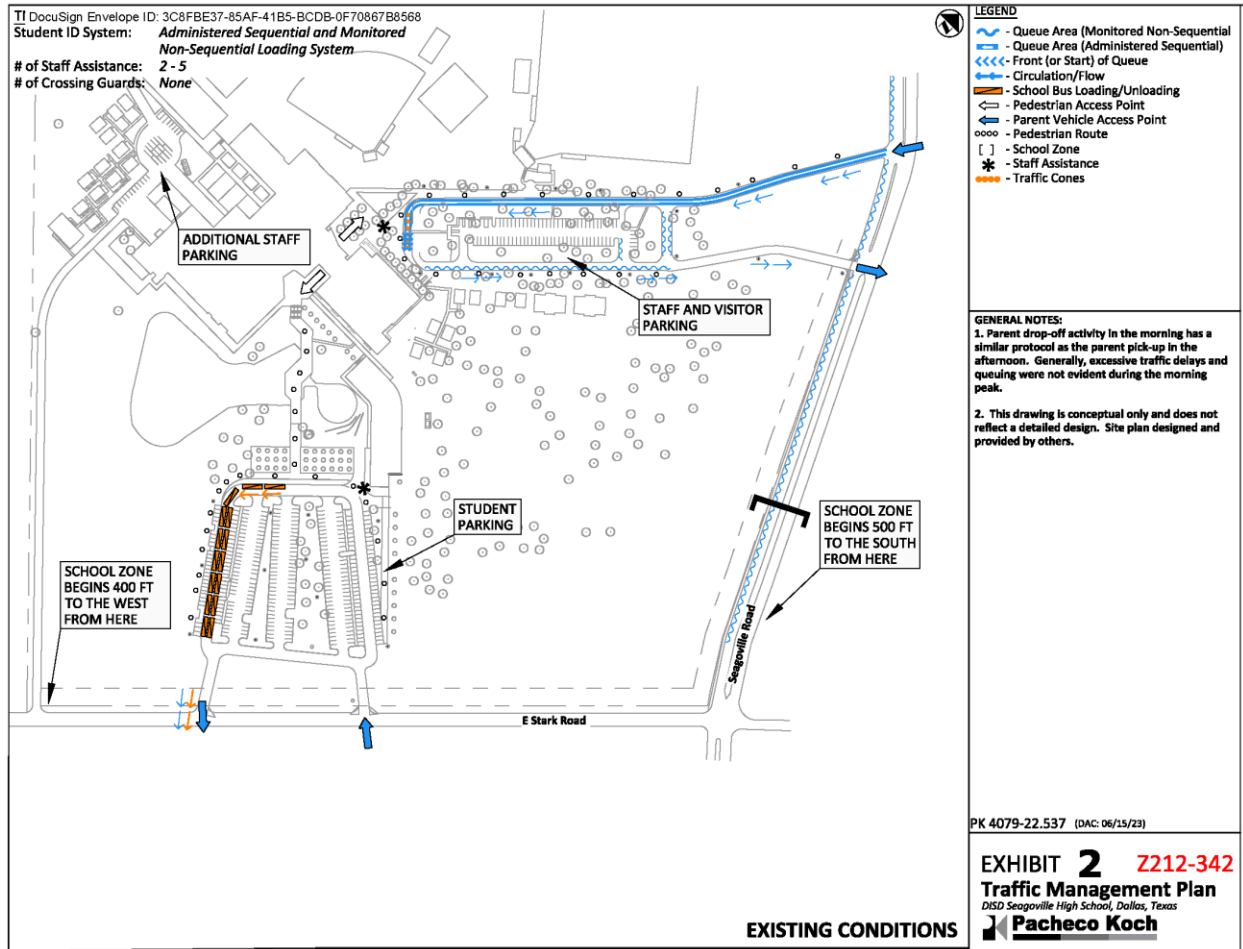
*July 19, 2023*

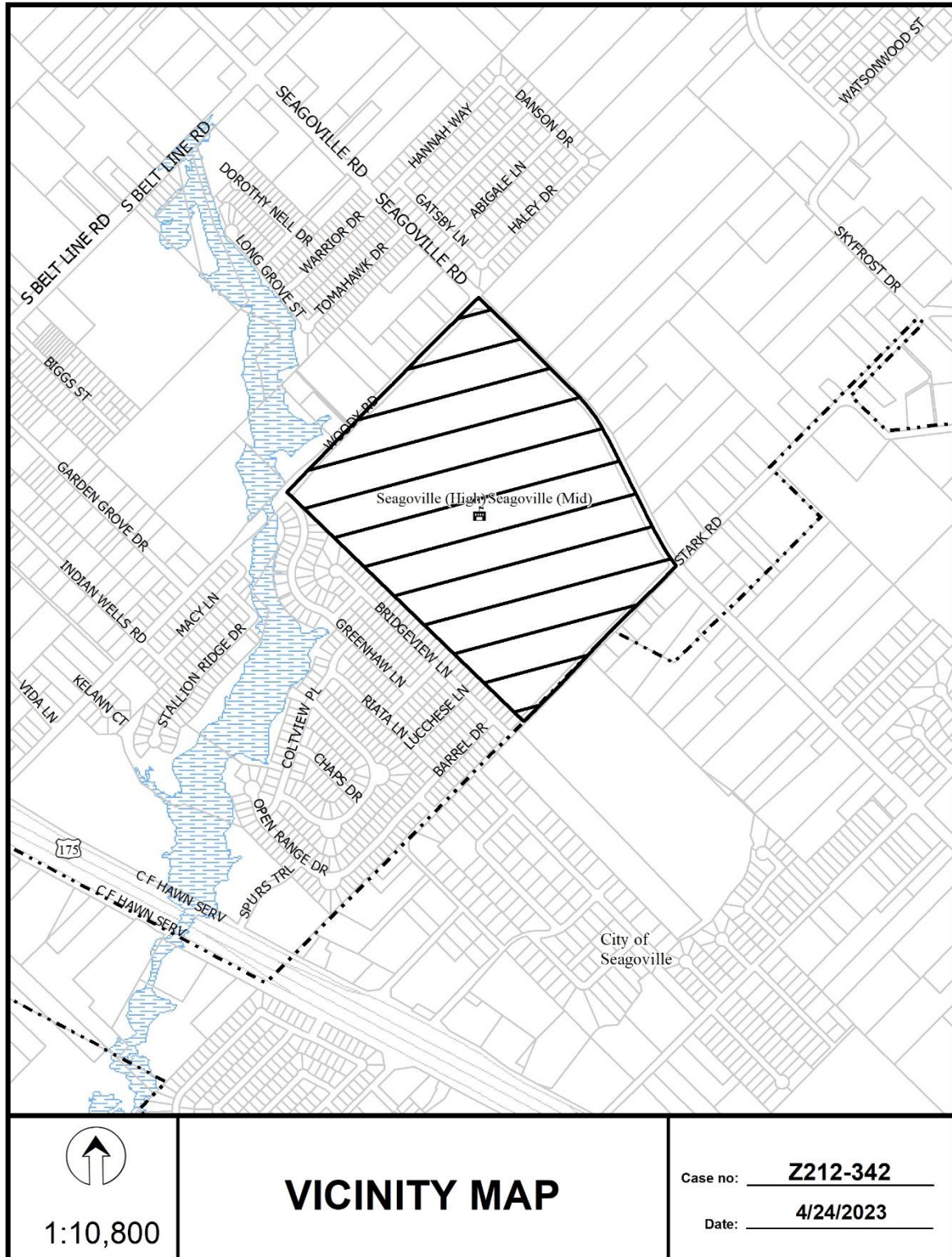
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

*END OF MEMO*

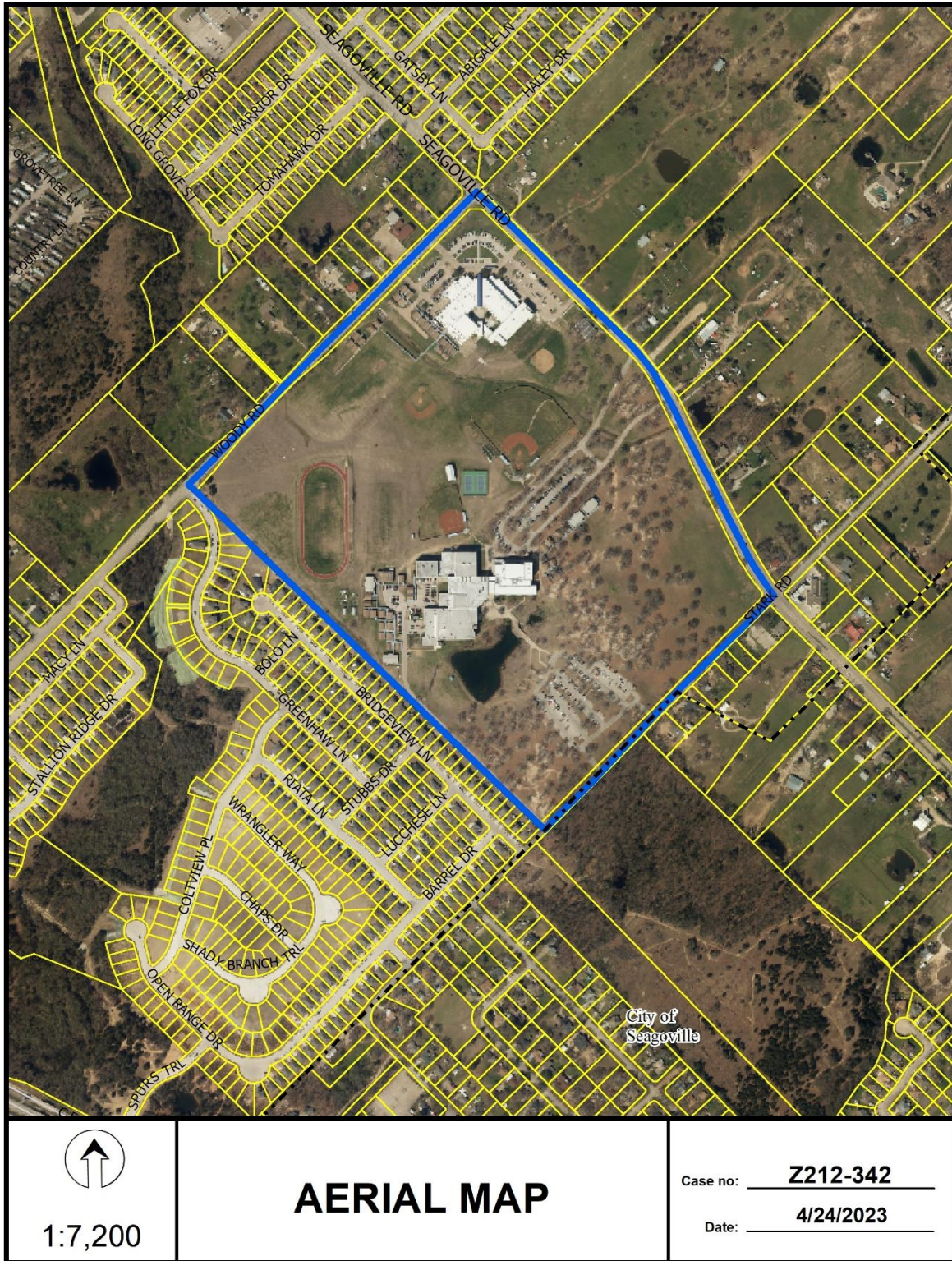




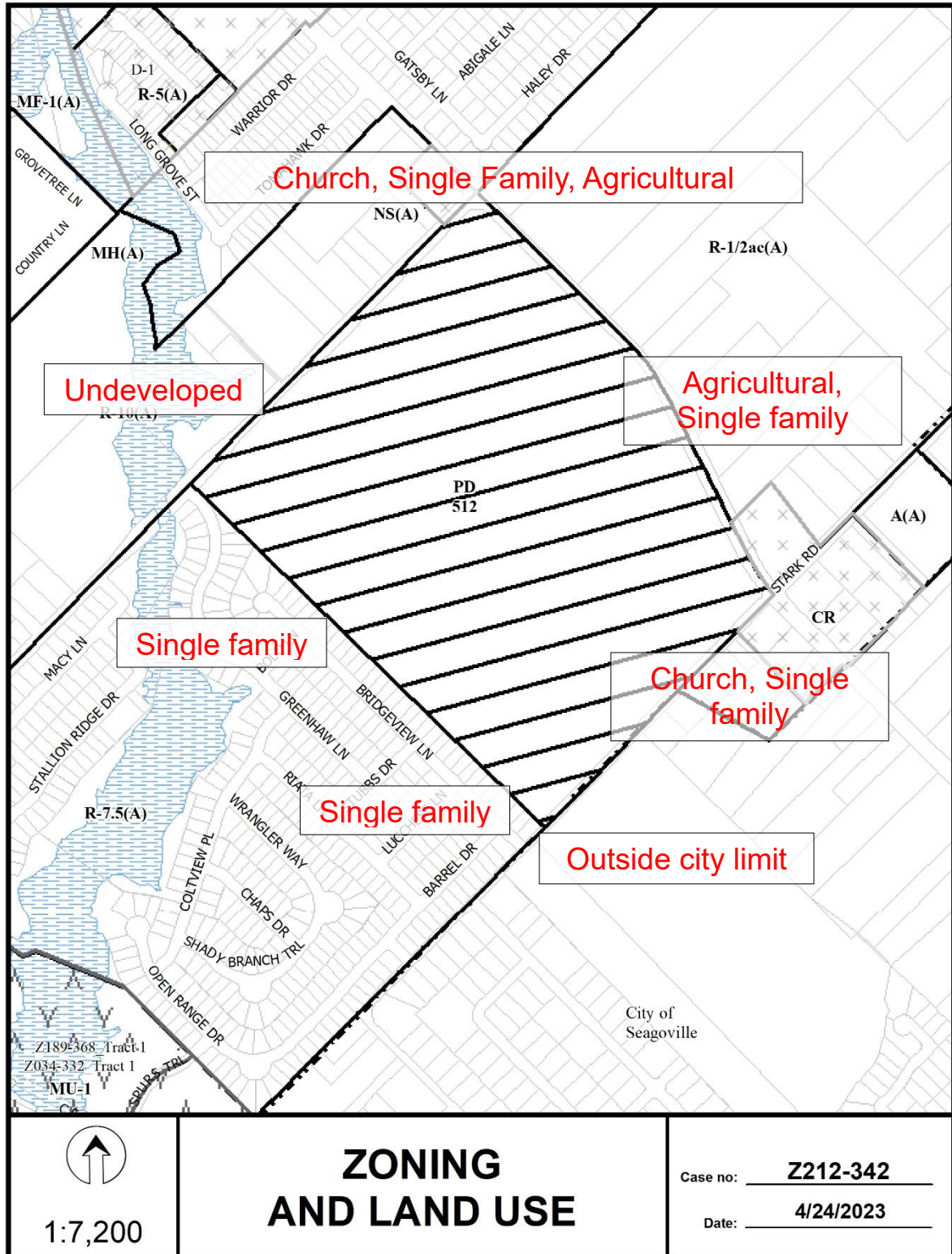






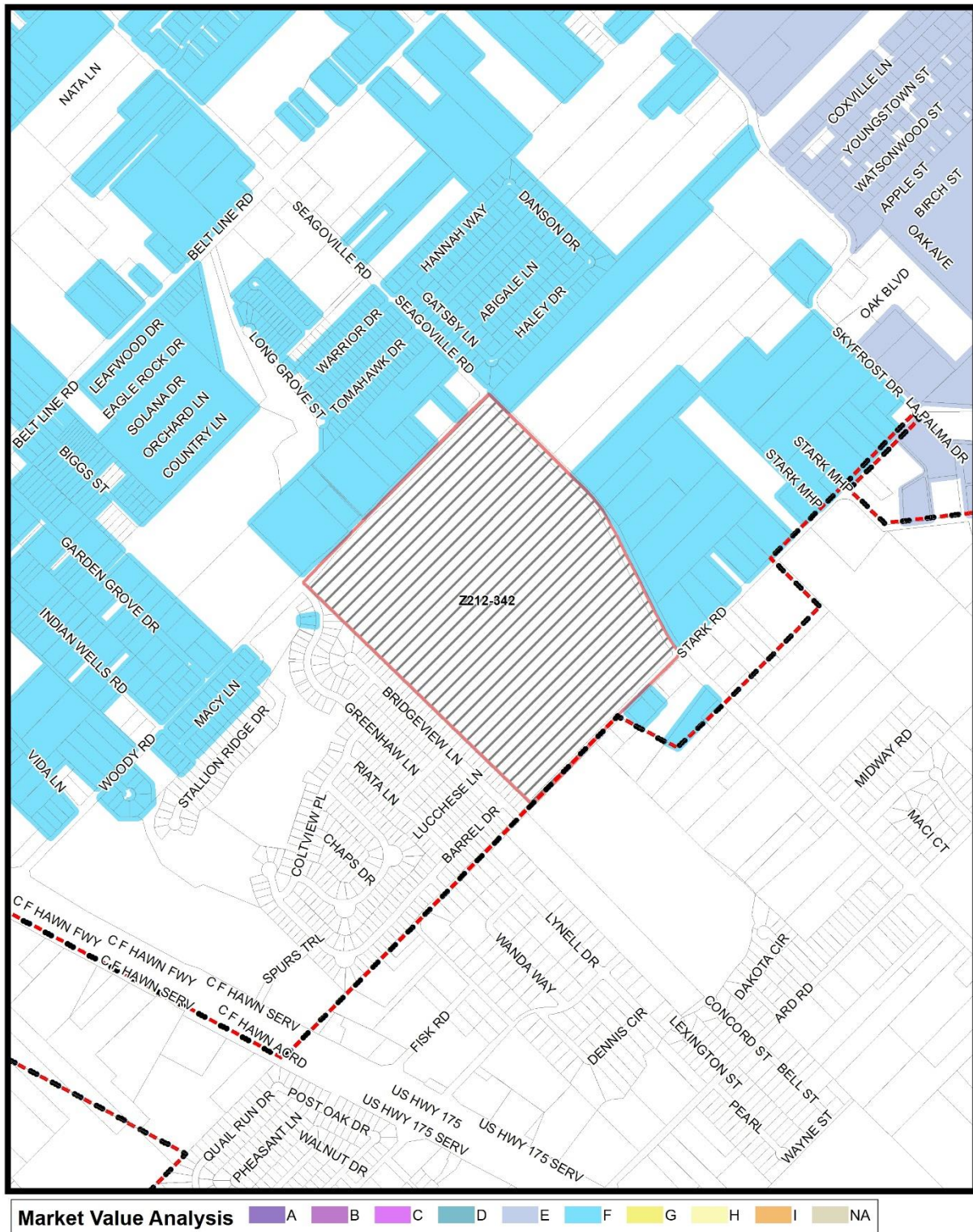




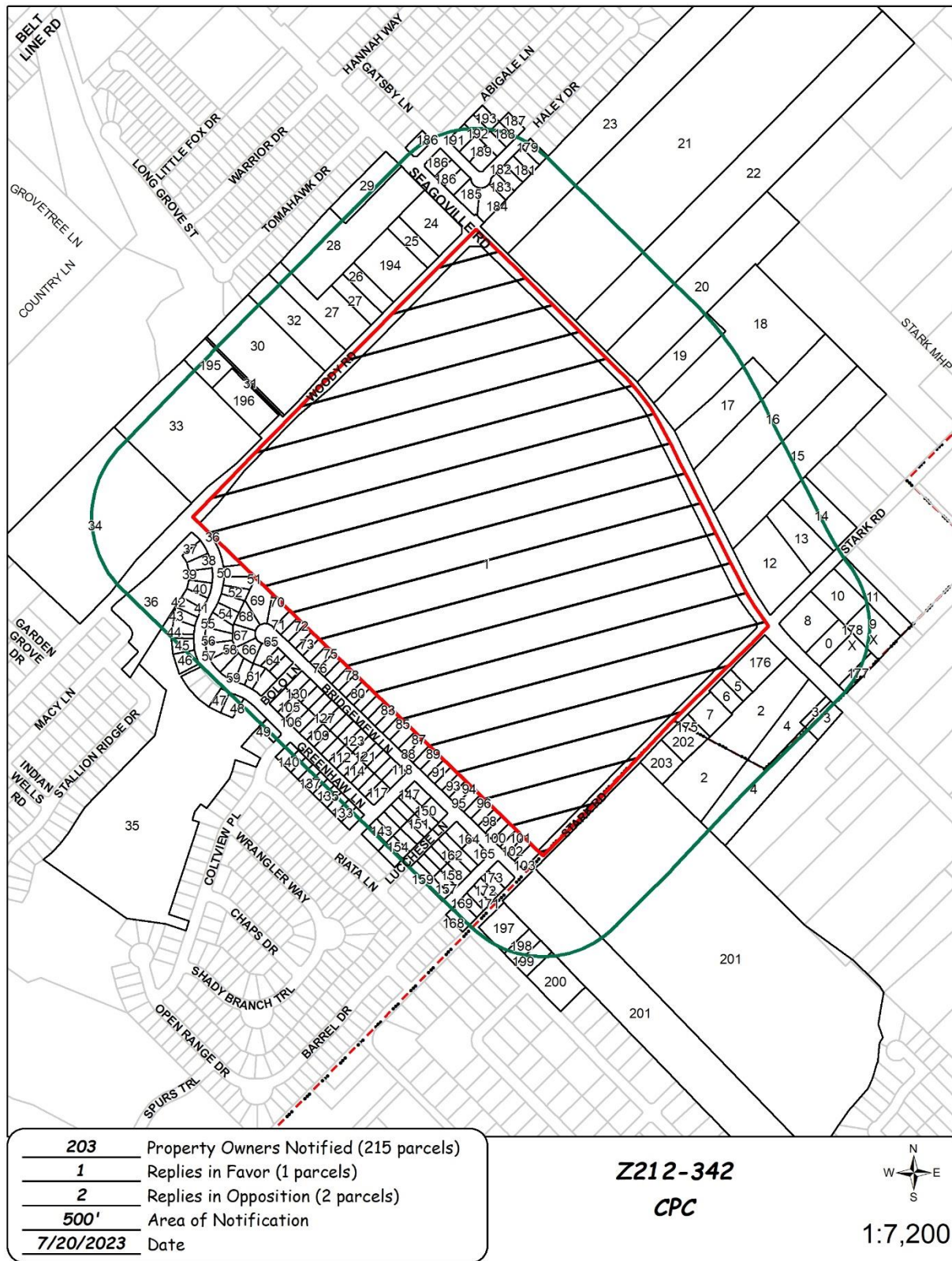








Z212-342(MP)





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***Reply List of Property Owners******Z212-342******203 Property Owners Notified******1 Property Owners in Favor******2 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	15920 SEAGOVILLE RD	Dallas ISD
	2	16210 SEAGOVILLE RD	CORREAFLORES HUMBERTO &
	3	16228 SEAGOVILLE RD	ESCARENO FEDERICO V
	4	16220 SEAGOVILLE RD	MANRIQUEZ JOSE E & MARIA I
	5	1730 STARK AVE	HALLMARK WILLIAM E
	6	1738 STARK RD	REED PAMELA R
	7	1762 STARK AVE	RUTHERFORD JERRY D
	8	16201 SEAGOVILLE RD	MUNARA INVESTMENT LLC
X	9	1618 STARK RD	ANDERSON WILLIAM SR &
	10	1618 STARK RD	HERNANDEZ VALENTINO &
	11	1500 STARK AVE	MALDONADO MARIO &
	12	16135 SEAGOVILLE RD	TILZA L P
	13	1617 STARK AVE	COLUNGA CLAUDIA H RODRIGUEZ
	14	1549 STARK AVE	HERNANDEZBAILON IRINCO &
	15	16111 SEAGOVILLE RD	LARUE BILLIE
	16	16021 SEAGOVILLE RD	LARUE BILLIE G
	17	16005 SEAGOVILLE RD	GUANAJUATO RAMIRO M
	18	15931 SEAGOVILLE RD	BRAVO JORGE & ELISA
	19	15921 SEAGOVILLE RD	Taxpayer at
	20	15901 SEAGOVILLE RD	GOVEA YOLANDA MARI
	21	15741 SEAGOVILLE RD	AGUILAR SANTOS &
	22	15851 SEAGOVILLE RD	RHINOS CAR CO INC
	23	15701 SEAGOVILLE RD	MARTINEZ MILAGRO D J
	24	15610 SEAGOVILLE RD	MONSIVAIS EDI &
	25	923 WOODY RD	MONASTERIO ROLANDO &
	26	1003 WOODY RD	MARTINEZ GERARDO JIMENEZ



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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1009	WOODY RD	PELAYO ARTURO
28	15622	SEAGOVILLE RD	ORTIZ INOCENCIO T & MARIA
29	15602	SEAGOVILLE RD	ADAME DORIAN I TAPIA &
30	1123	WOODY RD	MUNOZ MARIA
31	1123	N WOODY RD	MUNOZ MARIA
32	1043	WOODY RD	AVILA ARMANDO &
33	1143	WOODY RD	SOLIS VICTOR
34	1315	WOODY RD	BUSTOS HONORIA
35	1327	COLTVIEW PL	LGI HOMES TEXAS LLC
36	14	MACY LN	SHADY OAKS DALLAS HOMEOWNERS
37	14102	GREENHAW LN	ROSA NOELLE N & WILLIAM A
38	14106	GREENHAW LN	COMPTON LAURIN
39	14114	GREENHAW LN	NEALY TRAMAL &
40	14120	GREENHAW LN	Taxpayer at
41	14124	GREENHAW LN	GONZALEZ JESSE &
42	14128	GREENHAW LN	PEREZ JOVITA
43	14132	GREENHAW LN	HILL STETRON & ANITA MCCARVER
44	14136	GREENHAW LN	WARREN RAYMOND
45	14140	GREENHAW LN	LOPEZ JESUS
46	14144	GREENHAW LN	ARIZMENDI JHONY HERNANDEZ
47	14162	GREENHAW LN	CANENGUEZ CARLOS &
48	14168	GREENHAW LN	CASTILLO JOSE R PALACIOS &
49	1303	COLTVIEW PL	DAVILA BRENDA
50	14113	GREENHAW LN	MENDOZA RICARDO PAZ
51	14117	GREENHAW LN	ROBINSON MARCET
52	14121	GREENHAW LN	DELGADO JACQUELINE
53	14125	GREENHAW LN	AGUILAR JESSICA ANN
54	14129	GREENHAW LN	ROJAS JORGE ANGEL MARTINEZ &
55	14133	GREENHAW LN	SCOTT DEMETRA
56	14139	GREENHAW LN	WILLIAMS LINDA JONES
57	14145	GREENHAW LN	LEGARRETTA BRYAN

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	14151 GREENHAW LN	CROOM JASON
	59	14157 GREENHAW LN	SMITH OMARI & KIMBREA
	60	14163 GREENHAW LN	Taxpayer at
	61	14169 GREENHAW LN	SHIELS MARCUS
	62	14171 GREENHAW LN	MANZANARES JOSE RICARDO &
	63	14222 BRIDGEVIEW LN	SFR JV 1 2020 1 BORROWER LLC
	64	14218 BRIDGEVIEW LN	DOMINGUEZMARTINEZ MARCO &
	65	14214 BRIDGEVIEW LN	FANNER LARRY
	66	14210 BRIDGEVIEW LN	SFR JV2 PROPERTY LLC
	67	14206 BRIDGEVIEW LN	AGUILERA WILMER
	68	14202 BRIDGEVIEW LN	MONDRAGON ROGELIO JARAMILLO &
	69	14201 BRIDGEVIEW LN	CHAVARRIA SANTOS BALMORE M &
	70	14205 BRIDGEVIEW LN	MARTINEZ RODOLFO ADAME
	71	14209 BRIDGEVIEW LN	KEMP AMINA S
	72	14213 BRIDGEVIEW LN	LANDRUM CHRISTOPHER
	73	14221 BRIDGEVIEW LN	GUERRA OMAR
	74	14225 BRIDGEVIEW LN	NADOMA MARQUITA
	75	14229 BRIDGEVIEW LN	PORTUGAL JESUS &
	76	14233 BRIDGEVIEW LN	DENSON ELIZA
O	77	14237 BRIDGEVIEW LN	CROCKETT DAVID
	78	14241 BRIDGEVIEW LN	SNEED CLIFFORD D & DEBORAH L
	79	14245 BRIDGEVIEW LN	PETROS SAMSON ASHAGRE &
	80	14249 BRIDGEVIEW LN	CRAWFORD DANIEL LEE
	81	14253 BRIDGEVIEW LN	RUBERTONE DARA
	82	14257 BRIDGEVIEW LN	VUONG NGHIA TRONG &
	83	14261 BRIDGEVIEW LN	BROWN RUBY
	84	14265 BRIDGEVIEW LN	SILVER STRAND LLC
	85	14269 BRIDGEVIEW LN	PAGAYA SMARTRESI F1 FUND
	86	14273 BRIDGEVIEW LN	REZA VERONICA PEREZ
	87	14277 BRIDGEVIEW LN	MENDIOLA HUMBERTO
	88	14281 BRIDGEVIEW LN	FKH SFR PROPCO D LP

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	14285 BRIDGEVIEW LN	GONZALEZ LIZBETH &
	90	14303 BRIDGEVIEW LN	COBB MELVIN JUNIOR &
	91	14307 BRIDGEVIEW LN	SWIFT CRYSTAL & JOSHUA DANIEL
	92	14311 BRIDGEVIEW LN	ORTIZ JUAN
	93	14315 BRIDGEVIEW LN	PENNON MARY LEE
	94	14319 BRIDGEVIEW LN	ALSTON JONATHAN HUNTER
	95	14323 BRIDGEVIEW LN	MOHSEN MURAD KHALIED
	96	14327 BRIDGEVIEW LN	VILLA SANDRA
	97	14331 BRIDGEVIEW LN	BANKS SHEDDRICK
	98	14335 BRIDGEVIEW LN	KIFLE ASBE
	99	14339 BRIDGEVIEW LN	LESLIE BRIAN
	100	14343 BRIDGEVIEW LN	OBRIEN FRANK JR & FRANCES
	101	14347 BRIDGEVIEW LN	ALVAREZ DANIEL
	102	14351 BRIDGEVIEW LN	BECERRA ARMANDO & WENDY
	103	14355 BRIDGEVIEW LN	GARCIA LUIS & DANIELLA
	104	14227 GREENHAW LN	FLORES MARIA &
	105	14231 GREENHAW LN	RIVAS MILTON E HERNANDEZ &
	106	14235 GREENHAW LN	GARCIA JOSE RODRIGUEZ &
	107	14239 GREENHAW LN	GASPER RIGOBERTO YANEZ &
	108	14243 GREENHAW LN	OGLETREE PAMELA
	109	14247 GREENHAW LN	WHITFIELD BEATRICE
	110	14251 GREENHAW LN	JONES JERRY W
	111	14255 GREENHAW LN	LUNA CRISTIAN
	112	14259 GREENHAW LN	VILLEGAS ROLANDO
	113	14263 GREENHAW LN	HARTMANN EDWIN THOMAS
	114	14267 GREENHAW LN	RIVERA ROBERTO SILVA &
	115	14271 GREENHAW LN	GAJA HOMES LLC
	116	14275 GREENHAW LN	CALK MICHAEL
	117	14279 GREENHAW LN	CORNELIUS EDWINA
	118	14282 BRIDGEVIEW LN	THOMPSON WILLIAM & VIOLET
	119	14278 BRIDGEVIEW LN	CURRIE JOHN & MEGAN ANN

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	14274	BRIDGEVIEW LN	DAVIS CLEVETTE
121	14270	BRIDGEVIEW LN	DEROY MICHAEL &
122	14266	BRIDGEVIEW LN	QUINONEZ JORGE
123	14262	BRIDGEVIEW LN	CLAYBORNE SOLOMON &
124	14258	BRIDGEVIEW LN	AVERY SALIDIA
125	14254	BRIDGEVIEW LN	GONZALEZ KARINA
126	14250	BRIDGEVIEW LN	TAYLOR DETORIE L SR
127	14246	BRIDGEVIEW LN	BANUELOS CASSANDRA L &
128	14242	BRIDGEVIEW LN	PAGAYA SMARTRESI F1 FUND
129	14238	BRIDGEVIEW LN	ANDERSON DARELL
130	14234	BRIDGEVIEW LN	BOOKER SHIRONDA LYNETTE
131	14230	BRIDGEVIEW LN	JACKSON REGINA DANETTE
132	14280	GREENHAW LN	LOZANO TIFFANY & PEDRO
133	14276	GREENHAW LN	BATTU VENKATA SESHU &
134	14272	GREENHAW LN	Taxpayer at
135	14268	GREENHAW LN	MATAMOROS SERGIO EMILIANO
136	14264	GREENHAW LN	JOHNSON BETHEL & GAYLA
137	14260	GREENHAW LN	HARRISROBINSON NORANICE &
138	14256	GREENHAW LN	TODJRO KAFUI & ESIMNA AGBA
139	14252	GREENHAW LN	ATKINSON DEBBION
140	14248	GREENHAW LN	MIDDLETON JANICE
141	14244	GREENHAW LN	PYLE JAMES
142	1326	STUBBS DR	CASTROHERNANDEZ CONNIE &
143	1322	STUBBS DR	ALFARO OSCAR A RUBIO & RUBY M
144	1318	STUBBS DR	ELIZARDE LUCY
145	1314	STUBBS DR	GOMEZ FLORES CRISTHIAN A &
146	1310	STUBBS DR	CERVANTES TOMAS JOSE MARTINEZ &
147	1306	STUBBS DR	ZAVALA FIDENCIO LUCERO &
148	1302	STUBBS DR	FLORES EMMAUEL A GOMEZ &
149	1301	LUCCHESE LN	MARTINEZ JOSE LUIS & JACQUELINE
150	1305	LUCCHESE LN	RANGEL MARIA ANA ROSA CARRANZA

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	151	1309 LUCCHESE LN	MENDOZA SERGIO ADAN GUZMAN &
	152	1313 LUCCHESE LN	FARMER PERCY &
	153	1317 LUCCHESE LN	MCINNIS ADRIAN DERAN &
	154	1321 LUCCHESE LN	DAVIS BREE L
	155	1325 LUCCHESE LN	GARDNER LAKEISHA
	156	1343 BARREL DR	FKH SFR PROPCO I LP
	157	1335 BARREL DR	MIMS WANDA
	158	1327 BARREL DR	LOZOYA LIZETTE &
	159	1322 LUCCHESE LN	GLEATON TAMMY
	160	1318 LUCCHESE LN	BATTLE CORRINNE
	161	1314 LUCCHESE LN	DOMINGUEZ ROSS &
	162	1310 LUCCHESE LN	FAULKNER ANGELA
	163	1306 LUCCHESE LN	MCRAE ELISE &
	164	1302 LUCCHESE LN	GARCIA RAUL &
	165	1303 BARREL DR	VASQUEZ FELIPE
	166	1311 BARREL DR	RAY SHONQUALLA
	167	1319 BARREL DR	CARRASCO AUDEN
	168	1350 BARREL DR	ROMAN ANEWDY FIGUEROA &
	169	1342 BARREL DR	SFR JVHD PROPERTY LLC
	170	1334 BARREL DR	ALTAMIRANO JUAN
	171	1326 BARREL DR	PINE GROVE RESIDENTIAL FUNDING LLC
	172	1318 BARREL DR	GARCIA RUFINO NUNEZ
	173	1310 BARREL DR	GARCIA HUGO &
	174	1302 BARREL DR	MUNOZ NOHEMI
	175	1804 E STARK RD	RUTHERFORD DWAIN R &
	176	1700 E STARK RD	CALVARY EAST BAPTIST CHURCH
	177	16225 SEAGOVILLE RD	DILTS ESTER R
X	178	16219 SEAGOVILLE RD	ANDERSON WILLIAM W &
	179	952 HALEY DR	RESIDENTIAL HOMEOWNER 1 LLC
	180	956 HALEY DR	GOMEZ BLANCA
	181	960 HALEY DR	AGUILAR JORGE BAILON

07/19/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	182	964 HALEY DR	FKH SFR PROPCO I LP
	183	968 HALEY DR	2018 1 IH BORROWER LP
	184	972 HALEY DR	Taxpayer at
	185	15656 GATSBY LN	MARTINEZ RAUL &
	186	15652 GATSBY LN	BT PEGASUS LLC
	187	953 HALEY DR	ARROYO REMIGIO BURGOS
	188	957 HALEY DR	RIVASROMO YESSICA Y
	189	15653 GATSBY LN	FELTON REBECCA MARIE &
	190	15647 GATSBY LN	FLOYD ZANETTA L
	191	15641 GATSBY LN	SANTOS ROBERTO &
	192	954 ABIGALE LN	ENGLISH TANYA & KEITH
	193	950 ABIGALE LN	TAH 2017 1 BORROWER LLC
	194	941 WOODY RD	TEXAS CONFERENCE ASSOC SEVENTH
	195	1129 WOODY RD	ARRIAGA JUAN F
	196	1131 N WOODY RD	GARCIA ANDRES A
	197	402 STARK RD	Taxpayer at
	198	3004 LYNELL	HERRERA PAUL
	199	3002 LYNELL	AGUIRRE INOSENSIO
	200	2920 LYNELL	HENDERSON JAMES A
	201	408 STARK RD	FAJATO LLC
	202	1804 E STARK RD	RUTHERFORD ANN
	203	1810 E STARK RD	HERNANDEZ MARIA &