

CITY PLAN COMMISSION

THURSDAY, MARCH 2, 2023

Planner: Jenniffer Allgaier, M. Arch, AICP Candidate

FILE NUMBER: Z223-107(JA) **DATE FILED:** October 5, 2022

LOCATION: Northwest line of East Kiest Boulevard, between Kellogg Avenue and Sunnyvale Street

COUNCIL DISTRICT: 4

SIZE OF REQUEST: Approx. 20.801 acres **CENSUS TRACT:** 48113008801

REPRESENTATIVE: Elsie Thurman, Land Use Planning & Zoning Services

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for a Specific Use Permit for a public school other than an open-enrollment charter school on property zoned an R-5(A) Single Family District.

SUMMARY: The purpose of the request is to allow the property to be developed with a new public school to replace the existing school. *[Oliver W. Holmes Humanities/Communications Academy, to be renamed John Lewis Social Justice Academy]*

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

Single Family Districts [Ref. Sec. 51A-4.112(g) for R-7.5(A)]:

https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376

BACKGROUND INFORMATION:

- The area of request is zoned an R-5(A) Single Family District and is currently developed with a public middle school. [O.W. Holmes Academy]
- The applicant proposes to construct a new public middle school [John Lewis Social Justice Academy] and then demolish the existing school. The new facility would be built on the eastern portion of the site, with athletic fields to be located generally in the area of the existing school.
- Platting is required in order to establish a building site for construction of the replacement school. Preliminary plat S212-280 was approved by the City Plan Commission, subject to conditions, on August 18, 2022.
- The current zoning application was initially a request for a new Planned Development District (PD). After submission of the zoning application, however, predevelopment comments provided to the applicant by Development Services (permitting) zoning staff recommended a Specific Use Permit (SUP) in lieu of a PD. The applicant subsequently amended the application to a request for an SUP after determining in coordination with Current Planning staff that, with minor adjustments to the proposed design, the development goals for the property could be accomplished without the need for modified development standards.

Zoning History:

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

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Kiest [IH-35E to Cedar Crest]	Principal Arterial	Minimum-6 lanes-Divided 100 ft ROW; Bike Plan (not built to M-6-D(A) designation)

Traffic:

Student drop off and pick up operations for the existing school (see TMP Appendix included later in this staff report) occur almost exclusively within public rights-of-way, predominantly on East Kiest Boulevard (both directions of traffic). Neighborhood streets to the south and west of the site, as well as the parking lot serving the public library across East Kiest Boulevard, are also used for this purpose. Buses currently queue within the school site in front of the existing school.

The proposed traffic management plan (TMP) allows for queuing to occur entirely within the school site, specifies that student drop off and pick up may not occur on adjacent and neighboring roadways nor at the library, and recommends installation of additional *No Parking During School Zone Hours* signs on both sides of East Kiest

Boulevard. Proposed SUP conditions also specify that queuing is only permitted inside the school property and expressly prohibit student drop off and pick up within city rights-of-way.

The proposed TMP, dated February 17, 2023, is sealed by a licensed professional engineer, and contains the signature of the school principal. Proposed SUP conditions require a traffic study evaluating the sufficiency of the TMP to be submitted by November 1, 2025, or within six months after students first begin classes (whichever is later), and by November 1st of each odd-numbered year thereafter.

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

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan*, adopted by City Council in June 2006, outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The request is consistent with the following 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.

TRANSPORTATION ELEMENT

GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS

Policy 4.2.2 Promote a network of on street and off-street walking and biking paths.

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.

New development should be appropriate to the context of its location in density, intensity, and size, particularly when adjacent to existing residential areas, historic or conservation districts.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

Surrounding Land Uses:

	Zoning	Land Use
Site	R-5(A) Single Family District	Public middle school
North	R-7.5(A) Single Family District MF-2(A) Multifamily District	Church; multifamily (retirement housing)
East	R-7.5(A) Single Family District	Utility (ONCOR right-of-way); single family
South	PD No. 671; MF-2(A) Multifamily District; R-5(A) Single Family District	Undeveloped; public library; single family
Southwest	R-7.5(A) Single Family District	Public park; public elementary school
West	R-7.5(A) Single Family District	Single family; undeveloped

Land Use Compatibility:

The area of request is located in an R-5(A) Single Family District and is currently developed with a public school [O.W. Holmes Academy], which has been in operation at the request site since 1966. Properties surrounding the site on the west, north, and east of the site are zoned R-7.5(A) and predominantly developed with single family uses. However, property to the north is developed with a church use, and there is an Oncor utility easement abutting the site on the east.

Smaller areas to the north and south of the site are zoned MF-2(A), with the property to the north developed with a church use and a multifamily retirement community. Multifamily property to the south remains undeveloped.

To the south across East Kiest Boulevard, property within PD No. 671 is partially undeveloped but otherwise developed with a public library and a large surface parking area serving the library. Further south, there is an established single family neighborhood in an R-5(A) district.

The applicant proposes to construct a new school [John Lewis Social Justice Academy] on the eastern portion of the request site while students continue to attend classes in the existing building. The existing structure will be demolished, and athletic fields will then be built on the western portion of the property. Although public schools were previously

allowed by right in single family zoning districts, the R-5(A) zoning district regulations currently require that an SUP be obtained to authorize a public school.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

The proposed use is compatible with the surrounding neighborhood and is consistent with the existing zoning and with the general provisions for a Specific Use Permit. Additionally, the request is consistent with the Comprehensive Plan goals of ensuring neighborhood access to schools, promoting pedestrian friendly streetscapes, encouraging a balance of land uses within walking distance, and promoting strong and distinctive neighborhoods to enhance Dallas' quality of life.

Staff finds that the current proposal will allow the school to operate in a manner that will not be a detriment to the adjacent properties and the surrounding roadway system and will enhance pedestrian access within and around the request site. Staff supports the zoning request, subject to a site plan, a traffic management plan, and conditions.

Development Standards:

The current zoning application was initially a request for a new Planned Development District (PD). After submission of the zoning change request, however, predevelopment comments provided to the applicant by Development Services Department (permitting) zoning staff recommended a Specific Use Permit (SUP) in lieu of a PD. The applicant subsequently amended the application to a request for an SUP after determining in coordination with Current Planning staff that, with minor adjustments to the proposed design, the development goals for the property could be accomplished without the need for modified development standards.

Because an SUP does not change the zoning classification of a site, a school authorized by an SUP must comply with the development standards for the zoning district in which the school is located, read in conjunction with the yard, lot, and space regulations in Sec. 51A-4.400 of the Dallas Development Code, as amended.

Following is a comparison table showing development standards for R-5(A) Single Family Districts, in general, and development standards for the proposed school at the request site in R-5(A):

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR	Special Standards
	Front	Side/Rear				
R-5(A) in general	20' min	5' / 5' min for single family structures 10' / 10' min for other permitted structures	30' max	45% max for residential structures 25% max for nonresidential structures	No max FAR Min lot area for a residential use is 5,000 sq ft	Continuity of blockface Parking must comply w front yard setback Max 4' tall fence in front yard
Proposed school at this R-5(A) site in particular	E Kiest Blvd: 20' min	10' / 10' min	Any height consistent with FAA airspace limitations and the building code	60% max for institutional uses such as schools	No max FAR No min lot area for a public school	Parking must comply w front yard setback Max 4' tall fence in front yard

¹ 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.

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

Landscaping:

Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.

The city arborist reviewed the current zoning request and anticipates that the site can conform to Article X, as proposed. A landscape plan will be required for review at permitting.

Comments shown below are preliminary, based on information provided by the applicant in conjunction with the current zoning application:

- The residential buffer zone is required along two sides (north and west). Where the buffer adjoins the north 'bus loop', a determination regarding whether large or small trees should be planted is pending review of landscape plan at permitting.
 - Avoid a situation where trees impede vehicles and do not disrupt the fire lane.
 - Overhead electric runs along the north side of the unimproved alley along the boundary. Small trees are needed in the restricted space.

- There is no residential adjacency (landscaping) to the east along the trail due to the ONCOR property. Buffering may be suitable for portions of that perimeter but not required.
- The large interior parking lot is designed so that it could meet and exceed Article X standards, provided the planting islands are to Section 51A-10.104 (soil and tree spacing requirements) standards, including 160 square feet of area per tree. These have not been measured. Additional planting could be provided there with the exchange from parking spaces if desired.
- The street buffer zone along Kiest should be able to meet the average 10-foot Street Buffer Zone (SBZ) requirement for the length of the frontage. Any existing trees proposed to remain must be verified based on their proximity to paved (graded) surfaces.
- Preliminary plans for landscaping show a considerable amount of space for tree planting throughout the campus.
- Maintaining existing trees is appreciated. It is recommended that consideration be made through an arborist to determine how to best improve the tree conditions (reduce compaction, etc.) along the street front and to also determine that all of the trees are healthy to grow to maturity.
- Restrict planting from the detention pond.
- Determine landscape design options for permitting.

The city arborist supports the current zoning request as proposed and will coordinate with the applicant at permitting for further review of landscaping requirements at the request site.

Parking:

Pursuant to §51A-4.200 of the Dallas Development Code, if an SUP is required for a school use, the off-street parking requirement may be established in the ordinance granting the SUP [ref. [Sec. 51A-4.204](#)(17)(C)(iv)]. Since the proposed SUP conditions do not specify an alternative parking ratio for the school use, off-street parking must be provided in accordance with the standard use regulations (3.5 spaces for each middle school classroom). Site data summary table on the proposed SUP site plan indicates 105 off-street parking spaces are required; 183 spaces are proposed for the site.

Given the significant number of excess off-street parking spaces proposed, staff recommends a reduction in the total number of parking spaces in order to minimize the amount of impervious paved surface on the property. Staff notes that the paved parking area shown on the SUP site plan between the athletic fields and the new school building is not intended for queuing operations or for student drop off and pick up, and a reduction in paved parking in this area would not interfere with traffic operations internal to the site.

The applicant indicates that additional spaces are to be used for special event parking; however, staff requests that the applicant explore alternate options (such as an agreement to utilize the surface parking lot serving the public library) for event parking. Staff notes that providing a portion of the on-site parking (up to the code-allowed 35 percent of required parking) as compact spaces would further reduce the amount of impervious surface on the property.

Market Value Analysis:

Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to target intervention strategies more precisely in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple, representing the strongest markets (A through C), to orange, representing the weakest markets (G through I). The area of request is not currently part of an MVA cluster; however, the property is embedded within an “H” MVA cluster, and there is an “I” MVA cluster to the southwest across East Kiest Boulevard. In the wider vicinity, there are “G” MVA clusters to the northeast across Illinois Avenue and to the southwest across East Kiest Boulevard, as well as an “F” MVA cluster to the northwest beyond Illinois Avenue and surrounding the public golf course to the north.

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PROPOSED SUP CONDITIONS

1. USE: The only use authorized by this specific use permit is a public school other than an open-enrollment charter school.
 2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
 3. TIME LIMIT: This specific use permit has no expiration date.
 4. LANDSCAPING: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.
 5. SIDEWALKS/BUFFER: Prior to the issuance of a certificate of occupancy, minimum six-foot-wide unobstructed sidewalks with minimum five-foot-wide buffer must be provided along the entire length of all street frontages, typ.
 6. SIGNS: Signs for a public school other than an open-enrollment charter school must comply with Article VII of the Dallas Development Code, as amended, and are not required to be shown on the SUP site plan.
 7. PEDESTRIAN AMENITIES: Prior to the issuance of a certificate of occupancy, each of the following pedestrian amenities must be provided at regular intervals not to exceed 200 feet along the entire length of street frontage:
 - (A) bench;
 - (B) trash receptacle; and
 - (C) bike rack.
- Pedestrian amenities must be accessible from the public sidewalk but may not be located in a manner that reduces the unobstructed sidewalk width to less than what is required.
8. INGRESS-EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.
 9. TRAFFIC MANAGEMENT PLAN:
 - (A) In general. Operation of the public school other than an open enrollment charter school must comply with the attached traffic management plan.

(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.

(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 November 1, 2025, or within six months after students first begin attending classes, whichever is later. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 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 November 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 November 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.

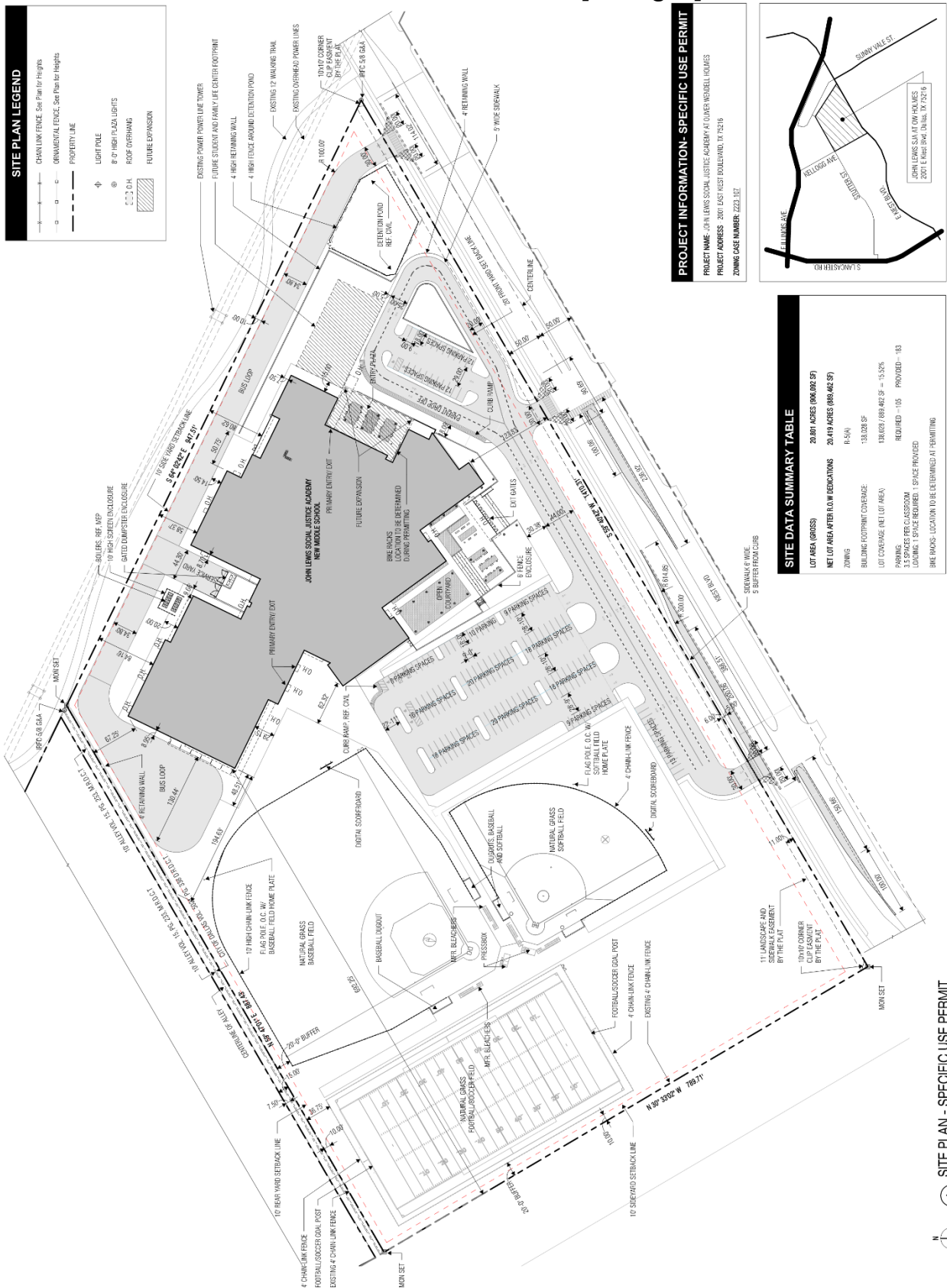
10. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

11. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

PROPOSED SUP SITE PLAN

[illegible]

PROPOSED SUP SITE PLAN [Enlarged]



PROPOSED TRAFFIC MANAGEMENT PLAN



Traffic Management Plan John Lewis Social Justice Academy at Oliver Wendell Holmes Middle School

February 17, 2023

Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth Engineering) were retained to conduct a traffic management plan (TMP) for John Lewis Social Justice Academy at Oliver Wendell Holmes Middle School (John Lewis). The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods. Below is general information about John Lewis.

School:

- Location: 2001 E. Kiest Boulevard, Dallas, TX 75216
- School District: Dallas Independent School District
- School Times: 8:35 AM – 3:55 PM
- Principal: Ms. Sharron Evans Jackson

Zoning:

- Existing Zoning: Single Family, R-5(A)
- Proposed Zoning: SUP
- Project: Replacing existing school facility.

Students:

- Existing Student Enrollment: 588 students in 6th- 8th grades (at time of traffic observations)
- Planned Student Capacity: 833 students in 6th- 8th grades

Staff:

- Existing Staff: 49
- Planned Staff: 55

School Access:

- Surrounding Roadways:
 - E. Kiest Boulevard: Principal Arterial M-6-D(A), Six-lane divided
 - E. Illinois Avenue: Principal Arterial M-6-D(A), Six-lane divided
 - Sunnyvale Street: Community Collector, Two-lane undivided S-4-D south of E. Kiest Blvd and Local Street north of E. Kiest Blvd
 - Kellogg Avenue: Local Street, Two-lane undivided
- Sidewalks are provided on both sides of E. Kiest Boulevard, adjacent to the school.

Parking Supply:

- Surplus parking is provided for special events.

Traffic Management Plan

Existing and Projected Queue

Lambeth Engineering met with DISD staff, school principal and the architect during the process of developing the TMP. Traffic observations were conducted on the following dates and times:

- Wednesday, January 11, 2023 – PM Dismissal
- Friday, January 13, 2023 – PM Dismissal
- Tuesday, January 17, 2023 – AM Arrival
- Tuesday, January 17, 2023 – PM Dismissal
- Thursday, January 19, 2023 – PM Dismissal

The peak queue of parent vehicles picking up students was observed to be about 73 vehicles. Parents are currently parking on both sides of E. Kiest Boulevard, and on both sides of Kellogg Avenue. Parents will be able to pick up students on-site when the new school is constructed. A rate of one parent vehicle per 8.5 students is used for this TMP, as parents will be more managed with the new site.

As expected, the peak period of parent vehicles accumulating at the school occurred during the afternoon dismissal period. Most of the traffic clears the campus within 15-20 minutes once school is dismissed. The current traffic pattern is summarized in the **Appendix**.

The projected vehicular accumulations are summarized in **Table 1** below. As shown, the proposed site plan has adequate space to accommodate the parents on-site.

Table 1. TMP Summary

Student Capacity	School Times	Travel Modes	Projected Parent Vehicles	Provided Spaces for Parents	Surplus Availability for Parents
833 Students	Beginning: 8:35 AM	Parents 50%	98 Veh.	106 Veh.	8 Veh.
Grades: 6th - 8th	Dismissal: 3:55 PM	Walkers 15% Buses 35%	(2,303 Feet)	(2,500 Feet)	(197 Feet)

Double queue lanes accommodate 51 vehicles (1,212 LF). Parent parking on-site accommodates 55 vehicles (1,288 LF).

Recommendations

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

Students

- School is dismissed at 3:55 PM. As needed, school is dismissed in staggered dismissal periods beginning at 3:45 PM.
- Students who are picked up by parents are instructed to walk to their parents' vehicle waiting in the designated pick-up area.
- Students should walk along the sidewalks to enter their parent vehicles.
- Students should not walk to their parent if the parent is still in the "double queue" lane, waiting to reach the on-site parking area.
- Students waiting for parents to pick them up later than ordinary dismissal period should remain in the designated area and wait for their parents' arrival.
- Students walking home should be instructed to walk along sidewalks and cross at crosswalks. Students should not be permitted to cross at midblock.

Parents

- Parents must wait inside their vehicle in the queue line(s) extending around the visitor parking lot to pick up their student in the designated pick-up area, as shown in the TMP exhibit.
- When parents arrive on-site, they should pull all the way forward to the end of the on-site parking area.
- Parents should not pick up their student in the double queue lines leading up to the visitor/admin parking lot. Parents should wait to pick up their student in the designated parent parking areas adjacent to the sidewalk in single parking line.
- After the student arrives to the parent vehicle, the parent may leave via the by-pass lane.
- Parents should continually pull forward to allow room for additional vehicles on-site.
- It is recommended that parents not arrive more than 15 minutes before school dismissal.
- Parents may not park in the events parking spaces since they will be blocked in by queuing vehicles. These spaces may be used outside peak arrival and dismissal periods.
- Parents may not park on-street, adjacent to the school, as shown in the TMP exhibit.

Staff

- During the first week of school, staff should monitor parents as they arrive to direct them to pull forward and not stop early.
- After the first week of school, staff should check parents 10 minutes before dismissal and ensure all parents are pulled forward and not blocking by-pass lanes.
- Staff should monitor students at each area where parents are picking up students until all students are dismissed.
- Staff should continue monitoring pedestrians as they leave the school and ensure they are crossing E. Kiest Boulevard at crosswalk, not mid-block, and cross in groups.
- Staff should not direct traffic on E. Kiest Boulevard if they are not a licensed peace officer.

Buses

- A total of 12 school buses, including special education buses, is planned to use the designated bus driveway on the east side of the campus.
- Based on site visit, 40% of buses turned right onto E. Kiest Boulevard, and 60% of buses turned left onto E. Kiest Boulevard. With the new site plan, buses will no longer be able to turn left onto E. Kiest Boulevard. Alternative routes are provided in the **Appendix**.

Licensed Peace Officers

A licensed peace officer is not assigned to John Lewis to assist with traffic, and one is not recommended.

Crossing Guards

There are currently no official crossing guards assigned to the surrounding intersections near John Lewis. City of Dallas does not typically provide crossing guards for middle schools. However, pedestrian safety should be monitored due to E. Kiest Boulevard being a six-lane, divided roadway, a crossing guard in front of the school or at the intersection of E. Kiest Boulevard/Kellogg Avenue may be beneficial.

Parking Restrictions

Currently, there is a small section of restricted parking in front of the school on the north side of E. Kiest Boulevard. Parking should be prohibited on both sides of E. Kiest Boulevard between Sunnyvale Street and Kellogg Avenue, especially around the driveway openings, as illustrated in the TMP exhibit.

School Zones

There is currently a school zone on E. Kiest Boulevard adjacent to the school. It is recommended this school zone remain.

Off-Site Improvements

- Update school-related signs to satisfy current TxMUTCD criteria. Detailed description will be provided with the engineering plan submittal.
- Install additional No Parking during school zone hours signs along both sides of E. Kiest Boulevard in front of the school between Kellogg Avenue and Sunnyvale Street, as shown on the TMP.

Summary

The John Lewis Traffic Management Plan is designed to provide safe vehicular and pedestrian movement to and from school and can accommodate the projected vehicular queues on campus.

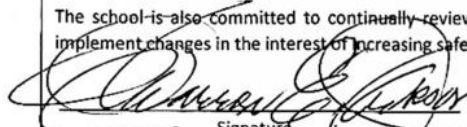
If traffic congestion or unsafe movements are noticed, the plan should be reviewed and updated promptly.

REVIEW AND COMMITMENT

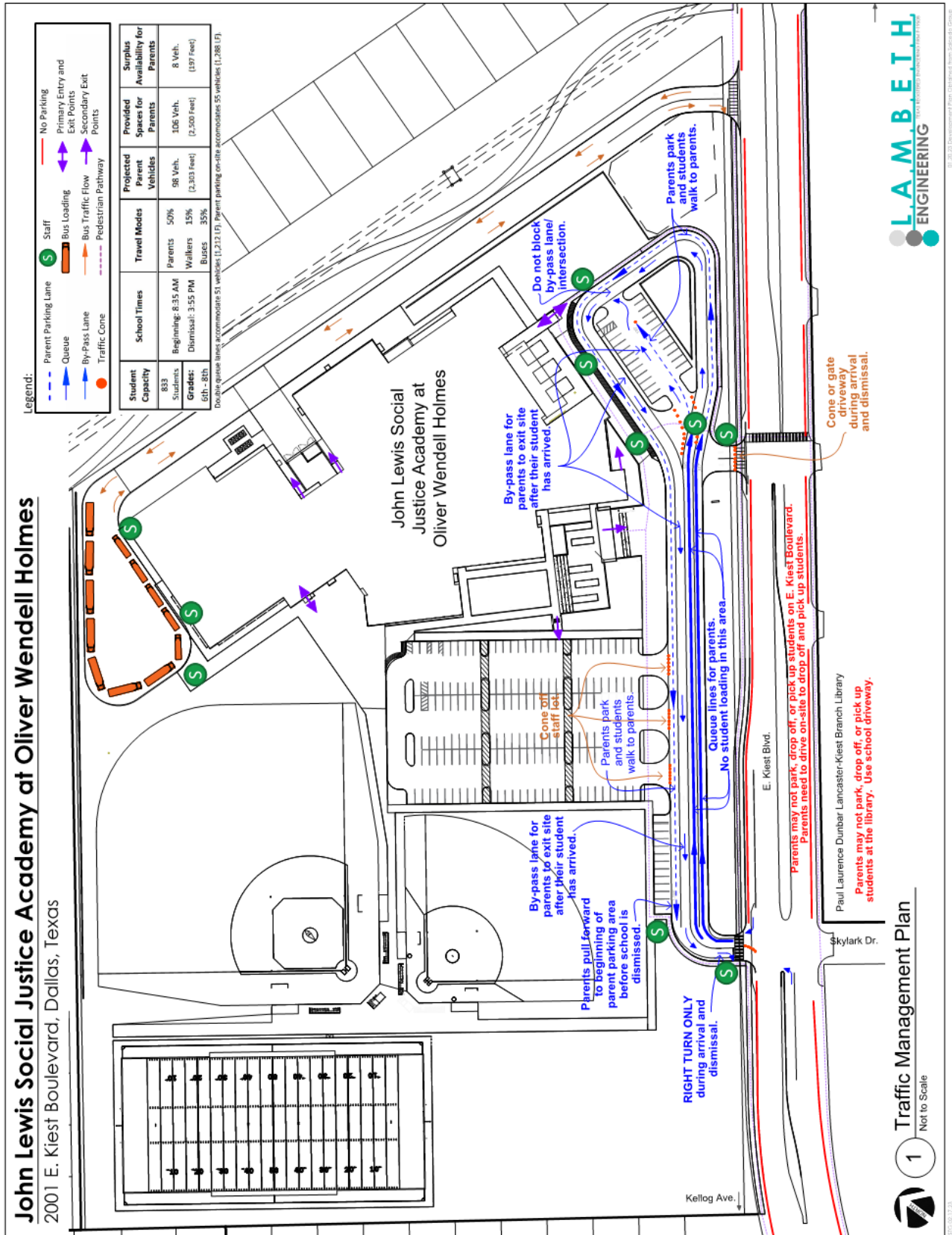
The John Lewis Social Justice Academy at Oliver Wendell Holmes Middle School traffic management plan (TMP) for was developed with the intent of optimizing safety and accommodating vehicular traffic queues generated during school peak hours. A concerted effort and full participation by the school administration are essential to maintain safe and efficient traffic operations.

By consent of this TMP submittal, the school administration agrees to the strategies presented herein for which the school is held responsible unless the City of Dallas deems further measures are appropriate.

The school is also committed to continually review and assess the effectiveness of this plan and if warranted, implement changes in the interest of increasing safety and minimizing impacts on the surrounding community.

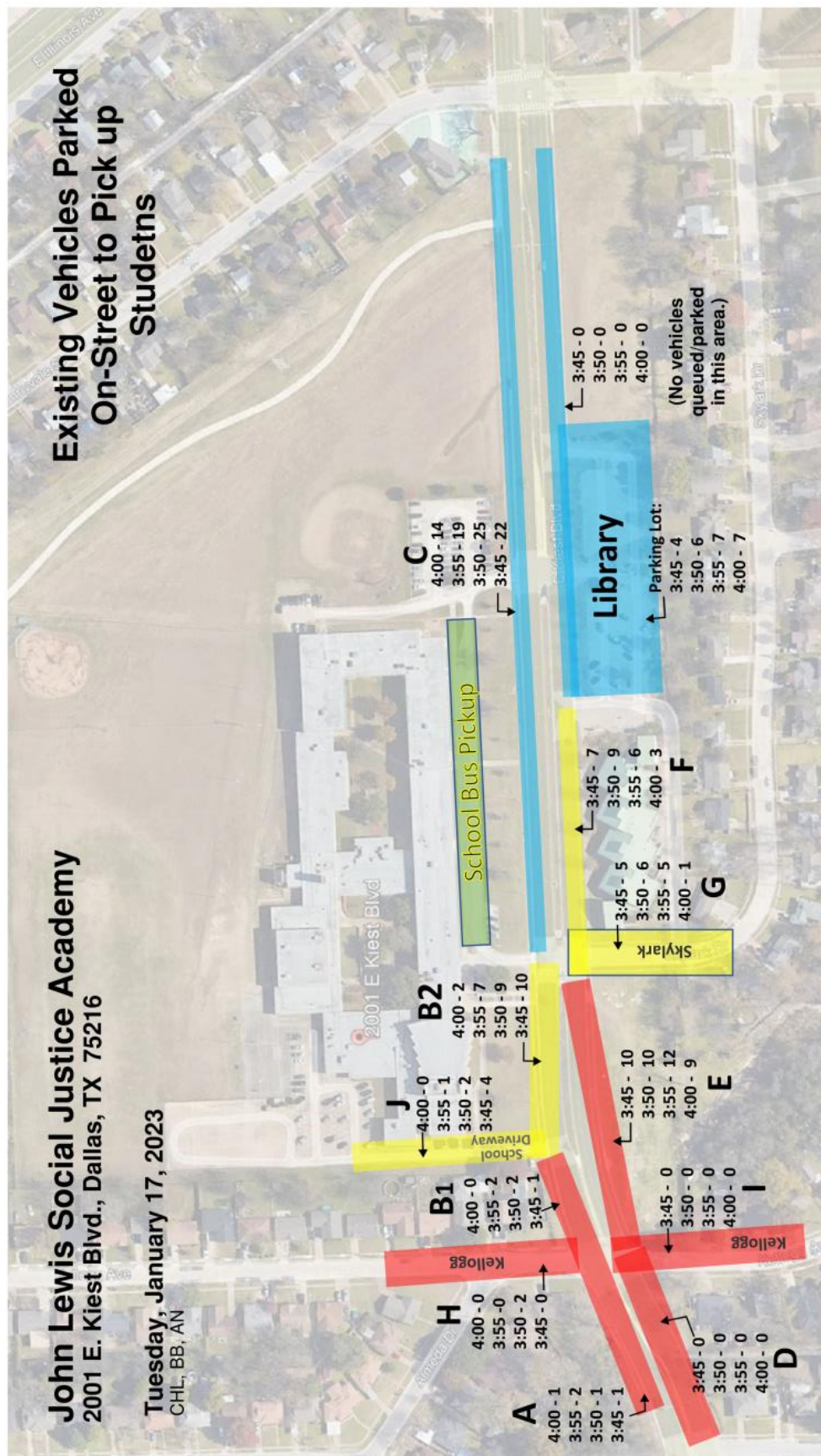

 Signature _____ Date Jan. 26, 2023
SHARONE E. JACKSON PRINCIPAL
 Name Title

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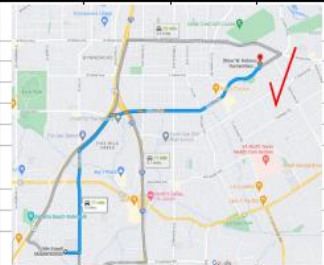
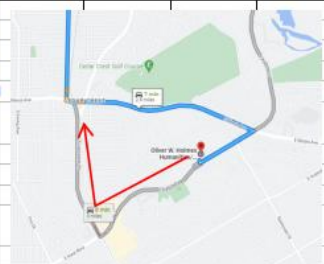




Appendix





Current Bus Routes**Alternative Routes with No Left-Turn onto E. Kiest Boulevard from School**

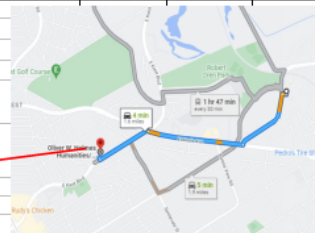

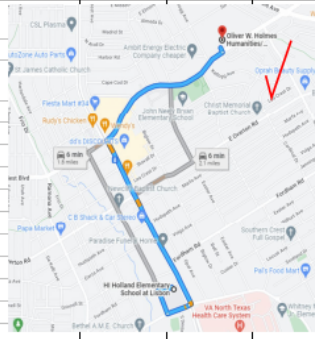
2022-2023				Early Release December 16 - December 21	
John Lewis Social Justice Academy @ Oliver Wendell					
ROUTE	AM PICK-UP TIME	STOP(S) PICK-UP & DROP-OFF LOCATION	PM DROP-OFF		
1232	6:55 AM	RICE ES	5:25 PM	3:05 PM	
	7:15 AM	RUNYON	5:04 PM	2:44 PM	
	7:26 AM	CUELLAR	4:58 PM	2:38 PM	
	7:46 AM	W. HUTCHINS ES	4:36 PM	2:16 PM	
	8:05 AM	ARRIVE @ ATWELL (INTERSESSION)	4:19 PM	1:59 PM	
	8:20 AM	ARRIVE @ OW HOLMES	4:05 PM	1:45 PM	
Notes:	No change needed				
4019	7:51 AM	STELLA AVE 75216 & S DENLEY DR 75216	4:11 PM	1:55 PM	
	7:52 AM	LYNN HAVEN AVE 75216 & S DENLEY DR 75216	4:13 PM	1:54 PM	
	7:54 AM	STRICKLAND ST 75216 & S DENLEY DR 75216	4:15 PM	1:52 PM	
	7:55 AM	HENDRICKS AVE 75216 & S DENLEY DR 75216	4:16 PM	1:51 PM	
	8:05 AM	ARRIVE @ OW HOLMES	4:05 PM	1:35/1:45 PM	
Notes:	May require alternate route as shown in grey on map				
4025	7:51 AM	S EWING AVE 75216 & WINTERS ST 75216 (17)	4:13 PM	1:52 PM	
	7:52 AM	HARLANDALE AVE 75216 & MORRELL AVE 75203	4:15 PM	1:54 PM	
	7:58 AM	HUTCHINS RD & HULSE BLVD (20)	4:20 PM	1:59 PM	
	8:05 AM	ARRIVE @ OW HOLMES	4:05 PM	1:35/1:45 PM	
Notes:	May require alternate route as shown below				
4026	7:42 AM	MICHIGAN AVE 75216 & GEORGIA AVE 75216	4:25 PM	2:04 PM	
	7:46 AM	W. LOUISIANA AVE & ARGENTA DR (18)	4:21 PM	2:00 PM	
	7:52 AM	2400 MICHIGAN AVE 75216	4:17 PM	1:56 PM	
	7:58 AM	E OVERTON RD & S EWING AVE 75216	4:10 PM	1:50 PM	
	8:05 AM	ARRIVE @ OW HOLMES	4:05 PM	1:35/1:45 PM	
Notes:	No change needed				

Bus Routes from DISD Transportation Website 01.25.23

https://docs.google.com/spreadsheets/d/1cdjd-i1Y-Qh1BGFU1iB4TneV8_08FV7F3jth339wC2k/edit#gid=1200635438

Maps from Google Maps 01.25.23

Current Bus Routes**Alternative Routes with No Left-Turn onto E. Kiest Boulevard from School**

2022-2023				Early Release December 16 December 21	
John Lewis Social Justice Academy @ Oliver Wendell					
ROUTE	AM PICK-UP TIME	STOP(s) PICK-UP & DROP-OFF LOCATION	PM DROP-OFF		
4038	7:39 AM	E 10TH ST & N CLIFF ST 75203	4:33 PM	2:09 PM	
	7:41 AM	MONAGHAN CT 75203 & STATE HWY 180 75203	4:27 PM	2:06 PM	
	7:48 AM	CHILDS ST 75203 & AVENUE G 75203	4:20 PM	1:58 PM	
	7:59 AM	VOLARA APTS 3550 E OVERTON RD 752216	4:10 PM	1:50 PM	
	8:05 AM	ARRIVE @ OW HOLMES	4:05 PM	1:35/1:45 PM	
Notes:	May require alternate route as shown below				
					
4200	7:05 AM	TOLBERT	4:58 PM	2:34 PM	
	7:21 AM	MCNAIR ES	4:45 PM	2:23 PM	
	7:39 AM	THORNTON	4:31 PM	2:09 PM	
	7:49 AM	PEASE	4:18 PM	1:59 PM	
	7:57 AM	HOLLAND ES	4:12 PM	1:51 PM	
	8:05 AM	ARRIVE @ OW HOLMES	4:05 PM	1:35/1:45 PM	
Notes:	No change needed				

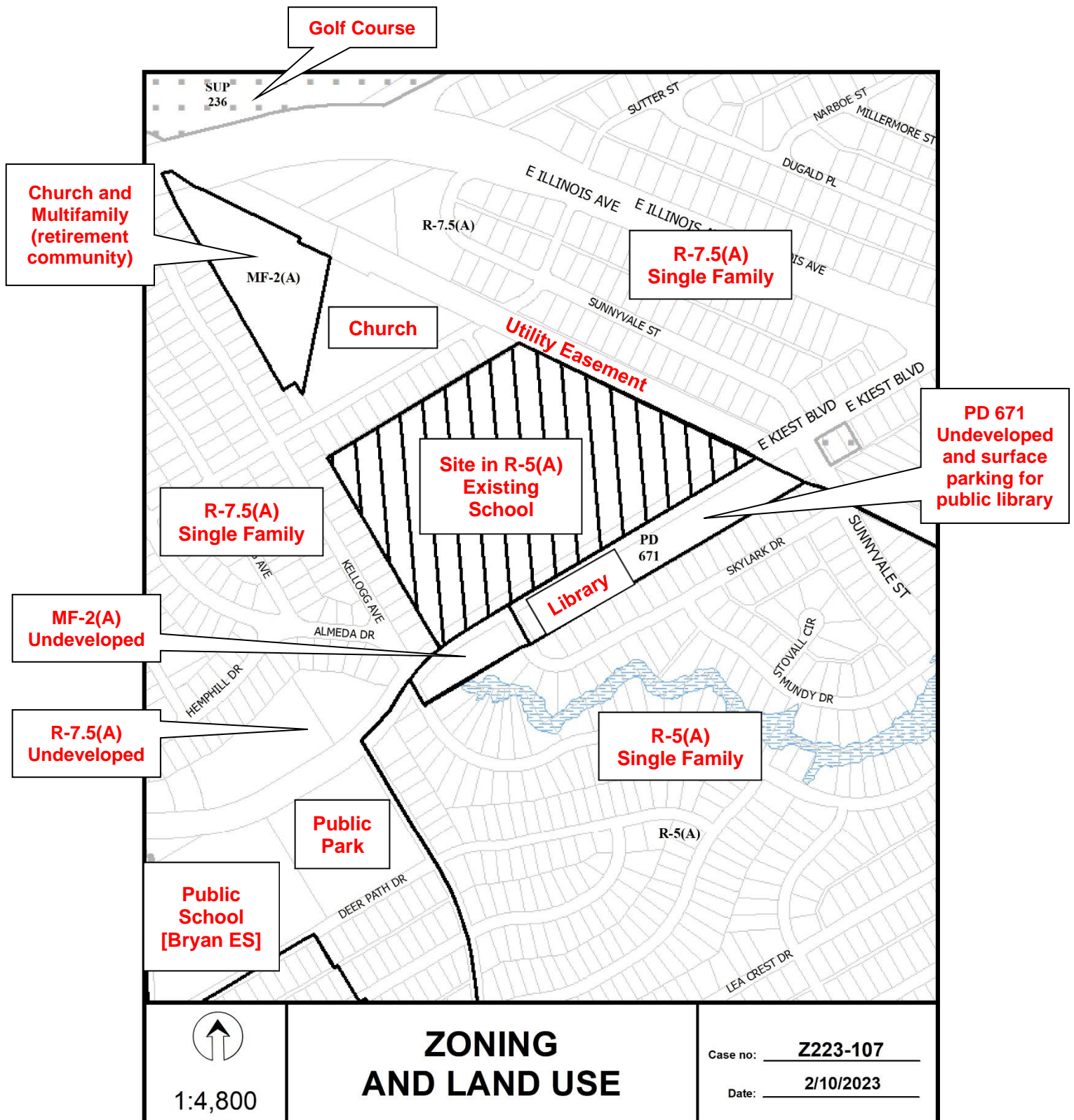
Bus Routes from DISD Transportation Website 01.25.23

https://docs.google.com/spreadsheets/d/1cdjd-i1Y-QhIBGFU1iB4TneV8_08FV7F3jth339wC2k/edit#gid=1200635438

Maps from Google Maps 01.25.23









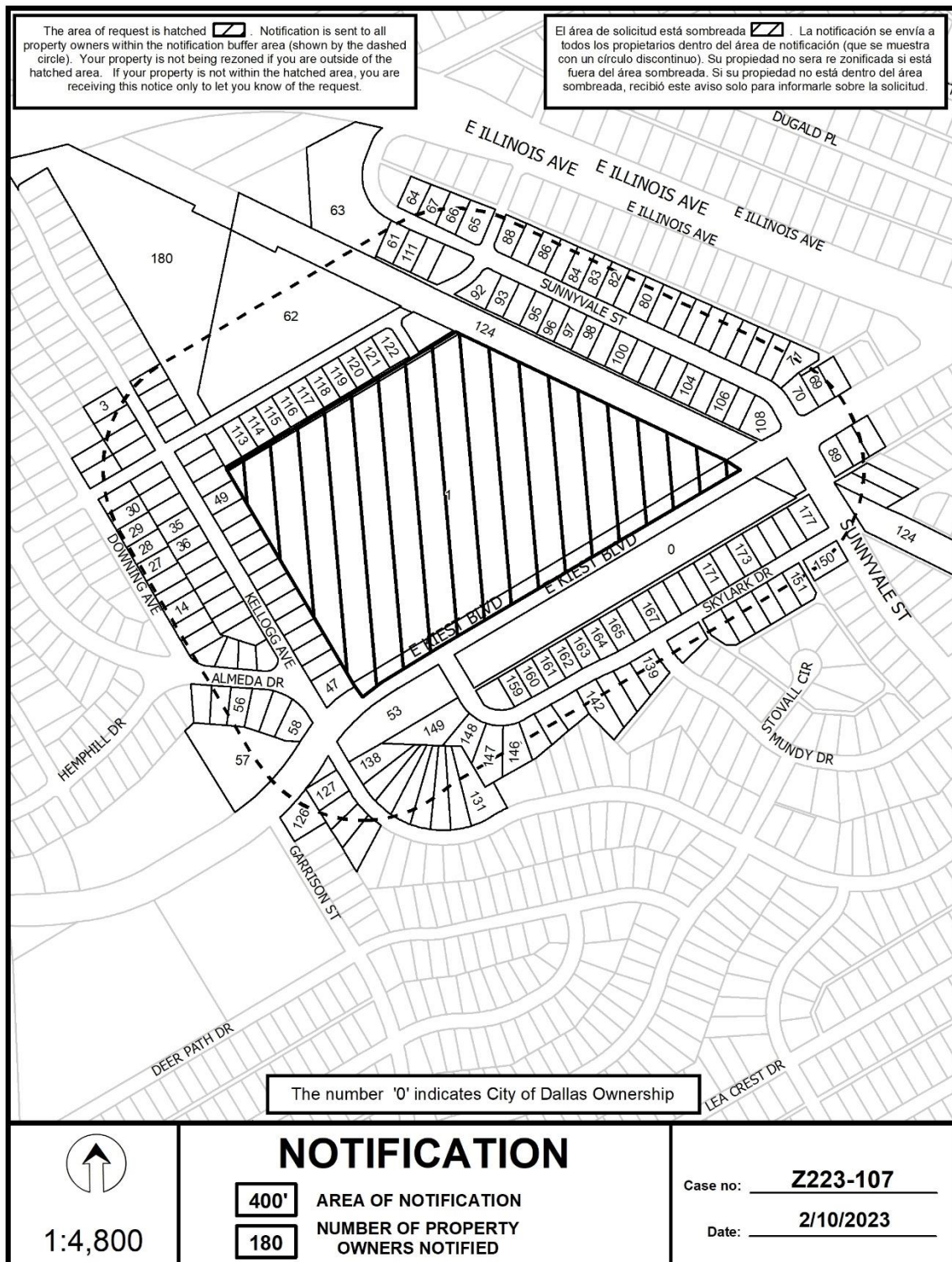
Market Value Analysis



1:8,400

Market Value Analysis

Printed Date: 2/10/2023



02/10/2023

Notification List of Property Owners***Z223-107******180 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	2001 E Kiest Blvd	Dallas ISD
2	2670 Downing Ave	Taxpayer at
3	2661 Kellogg Ave	CRADDOCK STEPHEN
4	2665 Kellogg Ave	CURTIS THEODORE H & OLA
5	2671 Kellogg Ave	CULBERSON MELINDA
6	2675 Kellogg Ave	SOLIS AZUCENA F MARTINEZ
7	2676 Downing Ave	Taxpayer at
8	2660 Kellogg Ave	JACKSON CHARLES
9	2666 Kellogg Ave	PRICE RACHAEL D
10	2670 Kellogg Ave	COLEMAN MATT L
11	2676 Kellogg Ave	JONES DOROTHY N
12	2724 Downing Ave	VARELA ROMMALDO &
13	2730 Downing Ave	COLUNGA CINDY &
14	2734 Downing Ave	SUAREZ ALMA LETICIA
15	2738 Downing Ave	LOCKETT LARRY D & JACQUELINE DENISE
16	2742 Downing Ave	GUERRA GLAUDIA
17	2748 Alameda Dr	JORDAN BETTY R
18	2754 Alameda Dr	CONNOR ARCRESSIA EST OF
19	2760 Alameda Dr	ENGLISH NORMA J N
20	2764 Alameda Dr	STEELE EVELYN Y
21	2727 Kellogg Ave	BALDERAS JOVANNY
22	2733 Kellogg Ave	KEY BRENDA
23	2735 Kellogg Ave	KELLY LAWANDA
24	2739 Kellogg Ave	COLEMAN CALVIN E
25	2743 Kellogg Ave	PNTHR HOLDINGS LLC
26	2751 Kellogg Ave	MICKENS REFUS E

02/10/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2720 DOWNING AVE	SUNDAY LILLIAN
28	2716 DOWNING AVE	TILLEY RACHEL E
29	2710 DOWNING AVE	TOBAR CARLOS A SALAZAR &
30	2706 DOWNING AVE	KRAUSE CHELSI JO & TIMOTHY HOLT
31	2702 DOWNING AVE	NASH JOE D
32	2703 KELLOGG AVE	TRAYLOR ORA
33	2707 KELLOGG AVE	RIVERBANK PECAN LLC
34	2711 KELLOGG AVE	TORRES ROBERTO
35	2717 KELLOGG AVE	SOLIS SABINO
36	2723 KELLOGG AVE	KHAZEM TEXAS INV LLC
37	2726 KELLOGG AVE	4 HAPPY HOMES INC
38	2730 KELLOGG AVE	TARDY FLORA ANN &
39	2734 KELLOGG AVE	CARCENAS CHRISTIAN OMAR C &
40	2738 KELLOGG AVE	SAUNDERS ERROL F &
41	2742 KELLOGG AVE	MORENO LUIS YANEZ
42	2748 KELLOGG AVE	Taxpayer at
43	2752 KELLOGG AVE	Taxpayer at
44	2756 KELLOGG AVE	SMITH SHANNELL
45	2760 KELLOGG AVE	MCDUFFY JOYCE
46	2802 KELLOGG AVE	WATSON DIMPLE ESTATE OF
47	2806 KELLOGG AVE	MARTINEZ J SALOMON &
48	2722 KELLOGG AVE	JACKSON KATINA
49	2716 KELLOGG AVE	KULICK RONIT
50	2710 KELLOGG AVE	DAVENPORT ARSIDA
51	2706 KELLOGG AVE	BROOKS JEFFERY CARL &
52	2702 KELLOGG AVE	RANGEL LUCIA O
53	2004 E Kiest BLVD	Taxpayer at
54	2761 ALMEDA DR	ROBINSON SANDRA
55	2765 ALMEDA DR	FRIDIA CHARLOTTE KAY
56	2769 ALMEDA DR	STREDIC VELMA TR
57	1805 E Kiest BLVD	VALPARAISO HOLDINGS LLC

02/10/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	2809 KELLOGG AVE	PRINCE TRACY
59	2779 ALMEDA DR	PATTERSON ALBERT H EST OF
60	2773 ALMEDA DR	LEIJA ELEAZAR & SINDY MANCIA
61	2951 SUNNYVALE ST	RANDALL JACQUELYN
62	1835 SUTTER ST	GREATER ST JAMES BAPTIST
63	2945 SUNNYVALE ST	ST JOHNS LUTHERAN CHURCH
64	2952 SUNNYVALE ST	SIMS HERMAN M & CLAUDINE
65	2966 SUNNYVALE ST	HENRY SHARON
66	2960 SUNNYVALE ST	WARSTEANE C B
67	2956 SUNNYVALE ST	JONES DORATHY M
68	2215 E Kiest BLVD	CORTES EDUARDO JR
69	2209 E Kiest BLVD	ESPARZA GABRIELA MARGARITA GALLEGOS
70	2205 E Kiest BLVD	STALLWORTH MAXINE
71	3080 SUNNYVALE ST	HASELL NANCY M ESTATE OF
72	3076 SUNNYVALE ST	PRINCE NECIE EST OF
73	3072 SUNNYVALE ST	WARD JONATHAN D
74	3068 SUNNYVALE ST	SALDANA SANTOS & ROCIO DELPILAR DE
75	3064 SUNNYVALE ST	SHELBY VICTOR
76	3058 SUNNYVALE ST	FINCH ARTHUR R
77	3054 SUNNYVALE ST	EDWARDS DOROTHY
78	3050 SUNNYVALE ST	RHONE MARY J
79	3046 SUNNYVALE ST	D&D PPTIES
80	3040 SUNNYVALE ST	FRYE NICOLE
81	3036 SUNNYVALE ST	ELLIS KATIE V EST OF &
82	3032 SUNNYVALE ST	ARMOUR CORA MAE EST OF
83	3026 SUNNYVALE ST	Taxpayer at
84	3022 SUNNYVALE ST	Taxpayer at
85	3016 SUNNYVALE ST	FONSECA HOLDING LLC
86	3012 SUNNYVALE ST	SPRINGFUL PROPERTIES LLC
87	3008 SUNNYVALE ST	CAMPBELL DANIEL JR
88	3002 SUNNYVALE ST	REDMON MINNIE ALFORD

02/10/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	2204 E Kiest Blvd	ABAD VINCENTE A &
90	2208 E Kiest Blvd	Homebuyers LLC
91	2214 E Kiest Blvd	SPENCER NORMA &
92	3003 Sunnyvale St	Stevenson Bobbie H Life Estate
93	3007 Sunnyvale St	RUIZ MANUEL T &
94	3011 Sunnyvale St	ZAVALA SANTIAGO
95	3015 Sunnyvale St	GRAY TOMMY
96	3021 Sunnyvale St	MAJORS DORIS L EST OF
97	3027 Sunnyvale St	HENDERSON CATHY ANN
98	3033 Sunnyvale St	CARSON CHARLES
99	3037 Sunnyvale St	URBINA MARTIN
100	3041 Sunnyvale St	WATKINS TEXAS LLC
101	3047 Sunnyvale St	REYES HERMELINDA SANTOS &
102	3051 Sunnyvale St	RAFTER WALKER REAL ESTATE V
103	3055 Sunnyvale St	CHAVEZ JUAN
104	3059 Sunnyvale St	ALVAREZ JOSE
105	3065 Sunnyvale St	CARR YVONNE T
106	3071 Sunnyvale St	BOWIE LEWIS T
107	3077 Sunnyvale St	GREAT INVESTMENTS LLC
108	3083 Sunnyvale St	PORTILLO JARLIN JOSUE R &
109	2967 Sunnyvale St	SANTIBANEZ PROPERTIES LLC
110	2959 Sunnyvale St	ROSALES ELIAS
111	2955 Sunnyvale St	BASS ALPHONSE
112	1802 Sutter St	LYNNCO LLC
113	1806 Sutter St	WINGHAM C ELLIOTT &
114	1812 Sutter St	TORRES MARCELINA
115	1816 Sutter St	Taxpayer at
116	1822 Sutter St	BERRY JENNIFER
117	1826 Sutter St	THOMAS PAUL S
118	1832 Sutter St	GUZMAN ALFREDO
119	1836 Sutter St	IKOVIC KIMBERLY K

02/10/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	1842 SUTTER ST	DILLARD JERRY DONALD &
121	1846 SUTTER ST	WILKERSON KENAN D
122	1852 SUTTER ST	DOSS JAMES E
123	1902 SUTTER ST	MOTEN EUGENE & STELLA
124	2100 E Kiest BLVD	ONCOR ELEC RIC DELIVERY COMPANY
125	2100 E Kiest BLVD	ONCOR ELEC RIC DELIVERY COMPANY
126	3008 GARRISON ST	COX ALICE
127	2905 KELLOGG AVE	Taxpayer at
128	2909 KELLOGG AVE	WILLIAMS DEBRA JOE
129	2913 KELLOGG AVE	CASTROTORRES DEBORAH
130	2917 KELLOGG AVE	LOZA IVAN FERNANDO
131	3110 KELLOGG AVE	DAVIS SHAKEITHA
132	3102 KELLOGG AVE	BENAVIDES RICARDO ROMEO
133	3010 KELLOGG AVE	METCALF ROSIE L
134	3006 KELLOGG AVE	PENA MARIA
135	3002 KELLOGG AVE	VILLATORO MARIA
136	2912 KELLOGG AVE	KT PROPERTY HOLDING LLC
137	2908 KELLOGG AVE	LOPEZ ANTONIO DIAZ &
138	2904 KELLOGG AVE	KING BESSIE
139	2120 SKYLARK DR	QUINTERO RUBICEL
140	2114 SKYLARK DR	SIERRA ALFREDO
141	2108 SKYLARK DR	AVELLANEDA ALVARO
142	2104 SKYLARK DR	CARRENORAMIREZ ESTEBAN &
143	2032 SKYLARK DR	MARTINEZMANJARRES AARON &
144	2026 SKYLARK DR	MOORE MILDRED ELAYNE
145	2020 SKYLARK DR	CARRIZALES VICTORIA ROSE
146	2016 SKYLARK DR	LANE B L
147	2010 SKYLARK DR	RHONE GOLDEN L EST OF
148	2006 SKYLARK DR	GALINDEZ DIAZ SIMON &
149	2002 SKYLARK DR	HAB PROPERTIES I LLC
150	3203 SUNNYVALE ST	BROWN LEE A

02/10/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	2316 SKYLARK DR	MONROE CRAIG
152	2312 SKYLARK DR	CORREA LIZ
153	2306 SKYLARK DR	OFC PRODUCING YOUR MAIN EVENT MTG & EVENT CTR
154	2302 SKYLARK DR	RAMIREZ MARIA TERESA & RICARDO
155	2218 SKYLARK DR	RETANA LUIS GONZALEZ &
156	2214 SKYLARK DR	THOMPSON LUCIOUS EST OF
157	3102 MUNDY DR	ROGERS DOROTHY M
158	2011 SKYLARK DR	GARCIA MARGARITO
159	2015 SKYLARK DR	LUCAS BESSIE M ET AL
160	2021 SKYLARK DR	Taxpayer at
161	2025 SKYLARK DR	MARTINEZ JOSE CRUZ A &
162	2103 SKYLARK DR	MONK ANDREW
163	2109 SKYLARK DR	YOUNG DORIS
164	2115 SKYLARK DR	SALAS JULIO
165	2119 SKYLARK DR	MOSS GREGORY ALLEN EST OF &
166	2123 SKYLARK DR	HEARD CATHERINE D
167	2203 SKYLARK DR	GOMEZNAVARRO JOSE &
168	2207 SKYLARK DR	IBARRA NOE & EULALIA
169	2211 SKYLARK DR	WATSON LATRICE
170	2217 SKYLARK DR	GEE CASSANDRA L
171	2221 SKYLARK DR	HILL MERCEDES
172	2303 SKYLARK DR	FRANCO MARCO A &
173	2307 SKYLARK DR	Taxpayer at
174	2311 SKYLARK DR	BROWN GRACIE MAE
175	2317 SKYLARK DR	GORDON EUNICE
176	2321 SKYLARK DR	TAYLOR AMIE L EST OF
177	2327 SKYLARK DR	JB III INVESTMENTS
178	2403 SKYLARK DR	PALOMO JAVIER CONTRERAS
179	2407 SKYLARK DR	RENTERIA ALVARO & EUGENIA
180	1700 E ELMORE AVE	CEDAR OAKS RETIREMENT CENTER