

FILE NUMBER: Z245-172(LL) **DATE FILED:** March 4, 2025

LOCATION: South line of West Northwest Highway, west line of Midway Road and the north line of Cochran Chapel Road

COUNCIL DISTRICT: 13

SIZE OF REQUEST: Approx. 7.5 Acres **CENSUS TRACT:** 48113007302

OWNER: Cochran Chapel United Methodist Church

TENANT/APPLICANT: Oak Hill Academy

REPRESENTATIVE: Rob Baldwin - Baldwin Associates

REQUEST: An application for a Specific Use Permit for a private school on property within R-10(A) and R-1ac(A) Single Family Districts.

SUMMARY: The purpose of the request is to allow the operation of a private school within a portion of the existing educational building at Cochran Chapel Methodist Church.

STAFF RECOMMENDATION: **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan, a traffic management plan, and conditions.

CPC RECOMMENDATION: **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan, a traffic management plan, and conditions.

BACKGROUND INFORMATION

- The request site is currently developed with four buildings. The original church building is 2,176 square feet in area and was built in 1950 per DCAD records, the educational building and current chapel fronts Midway Road and is 10,818 square feet in floor area and was built in 1970, and a 2,346 square-foot residence, and an outbuilding or storage building per DCAD records was built in 1940.
- The applicant proposes to use the 10,818-square-foot educational building that is connected to the current chapel and fronts Midway Road for a private school for grades 9th through 12th grades, up to 40 students in the first phase, but not to exceed 85 students at buildout [Oak Hill Academy – High School].

Zoning History

There have been two zoning change requests in the surrounding area in the past (5) five years.

1. **Z190-247:** On December 9, 2020, City Council approved a request for a D-1 Liquor Control Overlay; and approval of a Specific Use Permit for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet on property zoned a CR Commercial Retail District with a D Liquor Control Overlay, Specific Use Permit No. 1718 for a tower/antenna for cellular communication, on the west line of Midway Road, north of West Northwest Highway.
2. **Z212-147:** On June 8, 2022, City Council approved a request to establish Planned Development District No. 1084 on property zoned R-10(A) Single Family District, on the south line of W. Northwest Highway, west of Midway Road.

Thoroughfares/Streets

Thoroughfare/Street	Type	Existing ROW	Proposed ROW
W. Northwest Highway/Tx 12-Loop	PA -Principal Arterial	6-lane divided - 107'	-
Midway Road	MA - Minor Arterial	4-lane divided - 80'; on-street bike lane	-
Cochran Chapel Road	RC- Residential Collector	-	-

Traffic

A Traffic Management Plan was submitted with this request. The TMP includes information about the student pick-up and drop-off. The TMP indicates that the school will provide one drop off/pick up (traffic periods) location on the northeast side of the educational building, as indicated on the TMP site plan. The property contains approximately 44 total parking spaces. The queueing lane from the canopy to the entrance on Midway Road can contain up to 40 vehicles on-site at student capacity buildout.

The Transportation Development Services Division of the Transportation Department has reviewed the request and the proposed TMP and determined that the report outlines a comprehensive operation addressing school traffic and anticipated impacts. Based on our review, the plan appears practical and enforceable—provided it is fully implemented as proposed by school staff. Under those conditions, staff would generally have no objection to the proposed TMP. However, our evaluation raised specific concerns regarding operational impacts at the proposed driveway on Midway Road. In particular, staff believes that left turn movements out of the driveway will experience significant delays during peak periods. This could lead to parent frustration and potentially abrupt decision making, and creating operational and safety concerns along Midway. Left turn restrictions would generate other issues further south of the site where U-turns are restricted.

While the school and its consultants have expressed a differing assessment, staff recommends that the proposed operation be allowed to proceed with the condition that the school operations are subject to ongoing performance monitoring. The engineer should be responsible for conducting regular evaluations and implementing appropriate mitigation measures as safety or operational issues emerge.

STAFF ANALYSIS

- **Comprehensive Plan Consistency Review:**
 - ForwardDallas 2.0 is the citywide Comprehensive Plan for future land use in the City of Dallas. Adopted by City Council in September 2024, the plan includes a future land use map and guidance for a future vision of the City of Dallas. It also establishes goals and guidelines for land use and other decisions by the City. According to the City of Dallas's Development Code, the comprehensive plan serves merely as a guide for rezoning requests, but does

not establish zoning boundaries nor does it restrict the City's authority to regulate land use.

- **Consistency Review Recommendation**

- The proposed zoning change of a private school use is consistent with Forward Dallas 2.0 as the site is completely within the Community Residential placetype which is primarily intended for single family residential neighborhoods, parks, schools, and places of worship.

- **Placetype Summary**

Placetypes describe the long term vision and desired building and preservation characteristics for different places within the city including neighborhoods, mixed-use areas, employment and industry centers, and open spaces.

Other Contextual comments related to long-range plan

Area Plans

No Adopted Areas are relevant for this area.

Planning Narrative Response

As a high-level citywide policy document, ForwardDallas 2.0 does not include recommendations at the scale of this request or about Specific Use Permits for schools.

Surrounding Land Uses

	Zoning	Land Use
Site	R-10(A)	Church
North	CR PD No. 851	Retail/Restaurant without Drive-in or Drive-through service
East	TH-3(A) R-10(A)	Single Family Residential/Bachman Branch Creek
South	R-1ac(A)	Single Family Residential/Bachman Branch Creek
West	PD No. 1084	Church [Life in the Trinity Ministry], Single Family Residential/Personal Services [Blume Architecture]

Land Use Compatibility

The site is zoned R-10(A) and R-1ac(A) Single Family Residential District and currently developed with four buildings. The educational building (Micah Center) that also includes the children's center, church office, and the Cochran Chapel UMC fronting onto Midway Road is proposed to be the new location of the Oak Hill Academy High School that is moving from the original location a few miles north on Midway Road. The portion of the existing educational building being used for the children's center is approximately 9,100 square feet in area.

The subject site is generally surrounded by retail and restaurant uses on the north, and single family to the south, east and west.

The current request is for an SUP to allow the use of a portion of the building that includes the chapel for a private school for special needs students in grades 9th through 12th. 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. Staff finds that the 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:

Because an SUP does not change the underlying 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 an R-10(A) District and an R-1ac(A) District, in general, and development standards for the proposed school at the request site, in particular:

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR	Special Standards
	Front	Side/Rear				
R-10(A) general	30' min	6' / 6' min for single family structures 10' / 10' min for duplex structures 15' / 15' 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 10,000 sq ft	Continuity of blockface Parking must comply w front yard setback Max 4' tall fence in front yard Landscaping per Art. X
R-1ac(A) general	40' min	10' min for single family structures 20' min for other permitted structures	36' max	40% max for residential structures 20% max for nonresidential structures	No max FAR Min lot area for a residential use is 1 acre (43,560 sq ft)	Continuity of blockface Parking must comply w front yard setback Max 4' tall fence in front yard Landscaping per Art. X
Proposed school at this R-1ac(A) site (In the existing educational bldg.)	Midway Road: 40' min	15' min (north side – R-10(A)) 20' min. (south side – R-1ac(A)) 20' min. rear – R-1ac(A)	Any height consistent with FAA airspace limitations and the building code ¹	60% max for institutional uses such as schools ²	No max FAR No min lot area for a private 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.

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)]. The proposed SUP conditions specify an alternative parking ratio for the school use at 36 parking spaces in lieu of the required

67 parking spaces that would be required at the standard parking use regulation of 9.5 parking spaces for each senior high school classroom. A total of 7 high school classrooms are proposed at future capacity for the new site, and the proposed ratio is one parent (vehicle) per 2.5 students. Staff supports the request for a reduction in parking because the special needs high school students do not drive and will be dropped off and picked up by parents. Approximately 44 parking spaces are provided on-site.

Landscaping

Landscaping will be in accordance with the landscaping requirements in Article X, as amended. The request does not propose any improvements to the site; therefore, no additional landscaping requirements are triggered by this request.

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 to orange, representing the weakest markets. The area of request Site is within a “D” MVA Category and surrounded to the south and west by the same. It is adjacent to a “C” MVA Cluster to the north and an “A” MVA Cluster to the east.

List of Officers

Cochran Chapel United Methodist Church

Reverend Dr. Jeff Hall, Pastor
Neil Moseley, Director
Deborah Cole, Leadership Board Chairman

Oak Hill Academy

Brit Smart, Executive Director

CPC Action
May 8, 2025

Motion: It was moved to recommend **approval** of a Specific Use Permit for a private school for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan, a traffic management plan, and conditions with the following changes: “The property owner or operator shall submit an update to the traffic study to the director by November 1, 2026, November 1, 2030, and every five years thereafter; and Delete the requirement that the property owner or operator annually submit updates to the traffic study.”, on property within R-10(A) and R-1ac(A) Single Family Districts, on the south line of West-Northwest Highway, the west line of Midway Road, and the north line of Cochran Chapel Road.

Maker: Hall
Second: Housewright
Result: Carried: 13 to 0

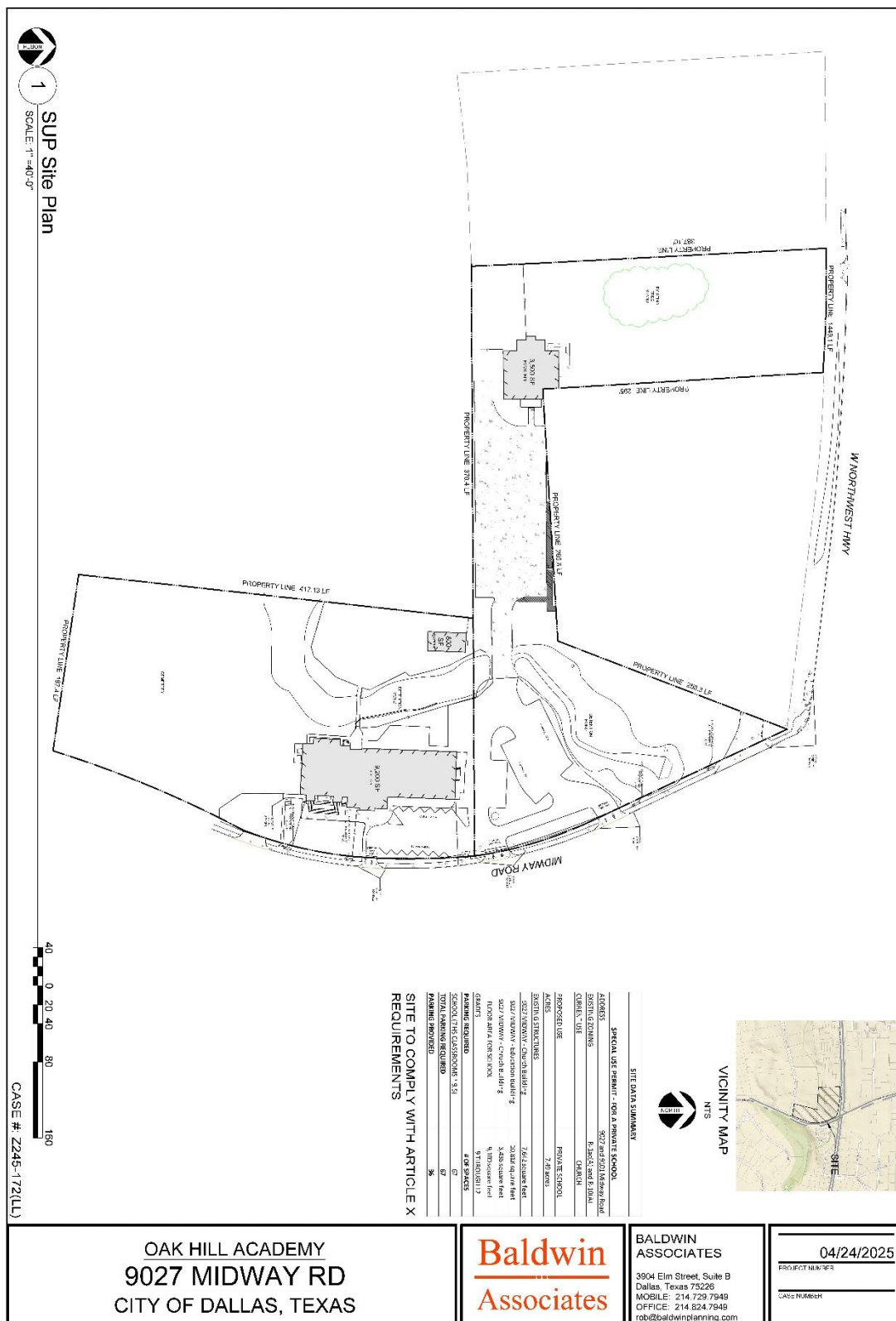
For: 13 - Chernock, Hampton, Herbert, Forsyth,
Shidid, Carpenter, Franklin, Sleeper,
Housewright, Sims, Haqq, Hall, Kingston

Against: 0
Absent: 2 - Wheeler-Reagan, Rubin
Vacancy: 0

Notices:	Area:	400	Mailed:	80
Replies:	For:	6	Against:	5

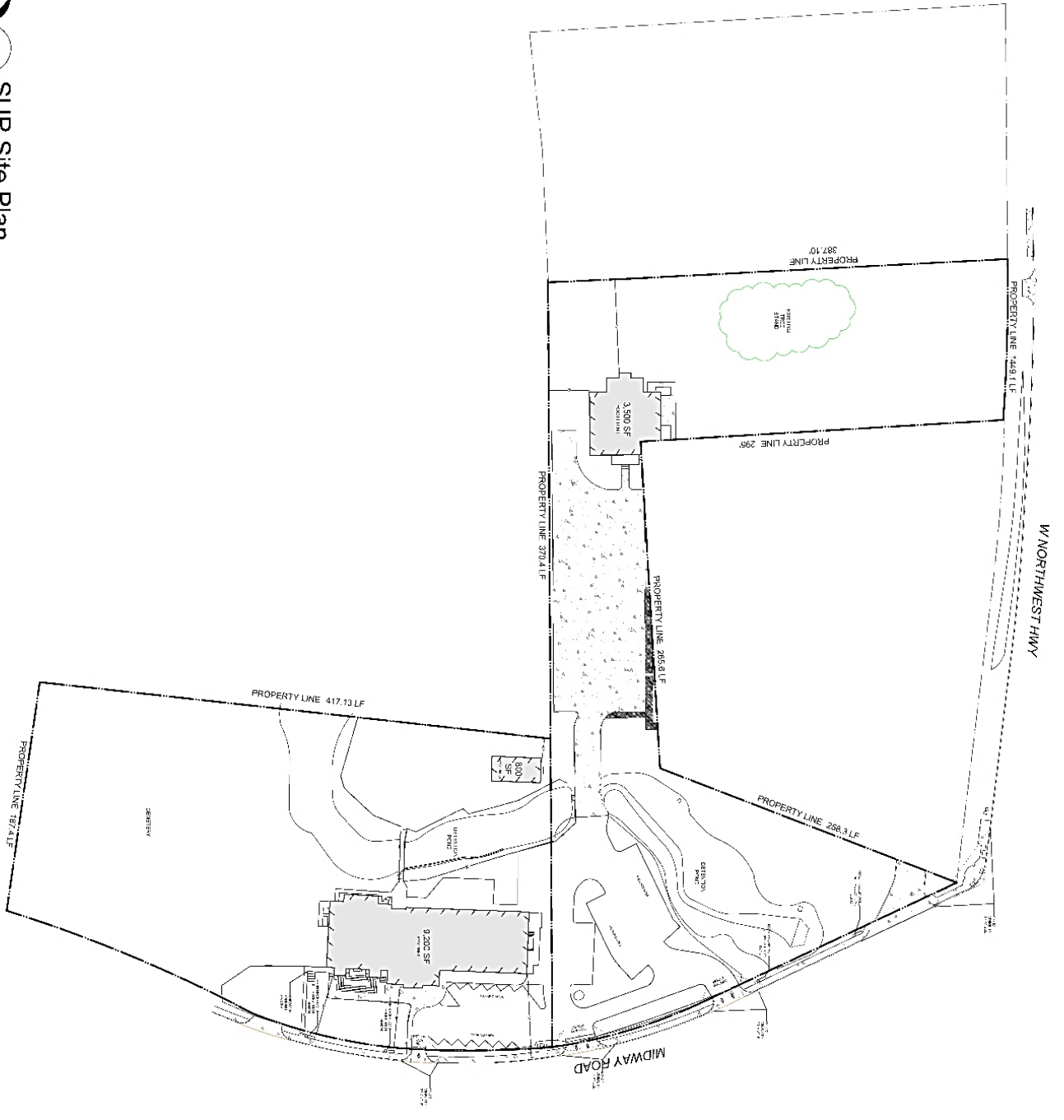
Speakers: None

Proposed SUP Site Plan



Proposed SUP Site Plan (Enlarged)

1 SUP Site Plan
SCALE: 1"=40'-0"



Proposed SUP Conditions

1. USE: The only use authorized by this specific use permit is a private school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires (FIVE YEARS from the passage of this ordinance) and expires on [insert expiration date], but is eligible for automatic renewal for additional five-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. LANDSCAPING: Landscaping must be provided in accordance with Article X, as amended.
5. PARKING: Off street parking and loading for a private school is a minimum of 36 spaces.
6. FENCES: A fence may be located in a required yard along a street frontage up to a maximum height of six feet if:
 - A. Gates for vehicular traffic are located a minimum of 20 feet from the back of the street curb;
 - B. The fence has a minimum 50 percent open surface area in any given square foot surface;
 - C. The fence complies with the visual obstruction regulations in Section 51A-4.602; and
 - D. The fence does not inhibit compliance with landscaping, sidewalks, buffers, or other regulations applicable to the Property.
7. PEDESTRIAN AMENITIES
 - A. Prior to the issuance of a certificate of occupancy for a private school use, a minimum of one of each of the following pedestrian amenities must be provided

at regular intervals not to exceed 200 feet along the entire length of Midway Road:

- Bench.
- Trash receptacle.
- Bicycle rack.

B. 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. SIDEWALKS AND PEDESTRIAN AMENITIES

A. Prior to the issuance of any permits for parking areas required or provided for the private school on the Property after [insert CC date], the following sidewalks and pedestrian paths are required.

B. Sidewalks. Sidewalks along Midway Road existing as of [insert CC date], that are in good repair may remain; however, when an existing sidewalk is replaced, it must be replaced with a minimum six-foot-wide unobstructed sidewalk with a minimum five-foot-wide buffer.

C. Pedestrian pathways.

- i. A minimum four-foot wide permeable unobstructed pathway is required to connect a primary entrance to the main building for the private school to off-street parking spaces. No parking space may be located more than 65 feet from a connected pedestrian pathway.
- ii. Unobstructed sidewalks located within the public right-of-way may count toward the pedestrian pathway requirement when all other criteria in this paragraph are met. Sidewalk connections to pedestrian pathways must be no more than 130 linear feet apart.
- iii. When abutting parking spaces, all pedestrian pathways must be protected by concrete curbs, wheel stops, or other permanent barriers so that no part of a parked automobile extends into the pedestrian pathway.
- iv. When crossing a drive aisle, all pedestrian pathways must be constructed of a contrasting color, material, or texture.

- v. The pathway with the shortest distance between a primary entrance and a lot line on the opposite side of the parking lot from the building must connect to the sidewalk and be raised to the level of the sidewalk when crossing a drive aisle.

9. TRAFFIC MANAGEMENT PLAN:

- A. In general. The 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, 2026, November 1, 2030, and every five years thereafter.
 - 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 locations for each grade level;
 - f. hours for each grade level; and
 - g. circulation.
 - iii. Within 30 days of 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. SIGNS: Signs for an open-enrollment charter school must comply with the provisions for business zoning districts in Article VII of the Dallas Development Code, as amended, and signs are not required to be shown on the attached site plan.
11. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
12. 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 Traffic Management Plan



Traffic Management Plan Oak Hill Academy – High School Z245-172(LL)

April 3, 2025

Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth Engineering) were retained to conduct a traffic management plan (TMP) for Oak Hill Academy – High School (Oak Hill). The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods for Oak Hill's high school students at their new high school campus located in Cochran Chapel Church (educational building) at 9027 Midway Road in Dallas, Texas.

Oak Hill is planning to have a small growth over the course of several years.

Below is general information about Oak Hill.

School:

- Current Location: 9407 Midway Road, Dallas, Texas, 75220;
Oak Hill is located northwest of the W. Northwest Highway/Midway Road intersection. Pre-K through 12th grades are at the existing location.
- Future High School Location: 9027 Midway Road, Dallas, Texas, 75209;
The high school is being moved to the new location and Pre-K - 8th grades will remain at the current location.
The future Oak Hill Academy High School location is located southwest of the W. Northwest Highway/Midway Road intersection, located in Cochran Chapel Church.
- School District: Private School
- School Times:
 - Monday – Thursday: 8:00 AM – 3:30 PM
 - Friday: 8:00 AM – 2:30 PM

Zoning:

- Existing Zoning: R-10(A) and R-1ac(A)
- Proposed Zoning: SUP
- Project: Oak Hill is relocating their high school students from their current campus at 9407 Midway Road to Cochran Chapel Church at 9027 Midway Road.

Students:

- Existing High School Student Enrollment: 40 students in 9th – 12th grade
- Projected Student Enrollment:
 - Phase 1: 48 students in 9th – 12th grade
 - Buildout: 85 students in 9th – 12th grade
 - It is important to note that the planned growth will happen over time with natural growth. The school anticipates this could be a 5-year period to reach buildout, which would give the school ample time to adjust the traffic flow accordingly to ensure vehicles remain on site. **Table 1** summarizes the total number of students per grade

Table 1. Student Enrollment

Grade	Current Enrollment	Phase 1 Enrollment	Buildout Enrollment
9 th	9	12	22
10 th	10	12	21
11 th	5	12	21
12 th	16	12	21
9th - 12th:	40	48	85
Total:	40	48	85

School Access:

- Surrounding Roadways:
 - Midway Road: Four-lane, divided roadway
 - Northwest Highway (Loop 12): Six-lane, divided roadway
- Sidewalks are provided on both sides of Midway Road, adjacent to the school.

Traffic Management PlanQueue

Lambeth Engineering met with Oak Hill staff and Brit Smart, Executive Director, during the process of developing the TMP. Traffic observations were conducted on the following dates and times:

- Monday, March 25, 2024 – PM Dismissal
- Tuesday, March 26, 2024 – AM Arrival
- Tuesday, March 26, 2024 – PM Dismissal
- Wednesday, March 27, 2024 – PM Dismissal

The peak queue of parent vehicles picking up students was observed to be about 18 vehicles. For planning purposes, a rate of one parent vehicle per 2.5 students is used for this TMP.

As expected, the peak period of parent vehicles accumulating at the school occurred during the afternoon dismissal period. All traffic clears the campus within ten (10) minutes once school is dismissed.

The projected vehicular accumulation is summarized in **Table 2** below. As shown, the proposed site plan has adequate space to accommodate all parent vehicles on-site.

Table 2. TMP Summary

Planned Student Capacity	Travel Modes	Loading Zone	Projected Parent Vehicles	Provided Queue Space for Parents On-Site	Surplus Availability for Parents On-Site
85 Students	Parents 100% Walkers 0% Buses 0%	9 th - 12 th	34 Veh. (799 Feet)	40 Veh. (941 Feet)	6 Veh. (142 Feet)
Grades	School Times				
9th - 12th	Beginning: 8:00 AM Dismissal: 3:30 PM (Monday - Thursdays) Dismissal: 2:30 PM (Fridays)				

Recommendations

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

Students

- 9th – 12th Grade Students: Drop off and pick up on the north side of the school.
- Students waiting for parents to pick them up should remain in the designated area and wait for their parents' arrival.
- No students were observed walking home. All students are picked up by parent vehicle.

Parents

- Parents pick up students in the following location:
 - 9th – 12th grade parents enter the middle driveway on Midway Road. Parents will join the queue lane, and students will unload/load at the designated area, to the north of the school. Parents will then exit via the center or southernmost school driveway.
 - Parents will not be allowed to park in the parking spaces behind the queue lanes during drop-off and pick-up.

Buses

- No school buses are planned to serve Oak Hill.

Staff

- Staff will continue monitoring students at the loading area where parents are picking up students until all students are dismissed.



7. If a student is not near the loading area when the parent arrives, staff will direct the parent to move forward so that other parents may approach the loading area and the queue line is not delayed.
8. Staff will direct parent vehicles to exit the southernmost driveway in the event parent vehicles begin to back up from waiting to turn left onto northbound Midway Road.

Licensed Peace Officers

9. A designated, licensed peace officer is not assigned to Oak Hill, and one is not recommended.

Parking Restrictions

10. Staff will notify parents not to park on Midway Road.
11. It is recommended that parents will not be allowed to park in spaces behind the queue lanes. If parents need to park, parents should park in the spaces away from the queue lane.

School Zones

12. Currently there is no school zone on Midway Road at the new campus.
13. No students are expected to walk to school. Therefore, a school zone is not recommended at this time. If students do walk to school in the future, a school zone should be considered.

Off-Site Improvements

14. Install "Do Not Enter" signs at the southern driveway entrance, as shown in the **Exhibit 1**.

Summary

The Oak Hill Academy 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 without blocking through traffic.

If traffic congestion or unsafe movements are noticed, or parent vehicles begin to back near to Midway Road, the plan should be reviewed and updated promptly.

END

REVIEW AND COMMITMENT

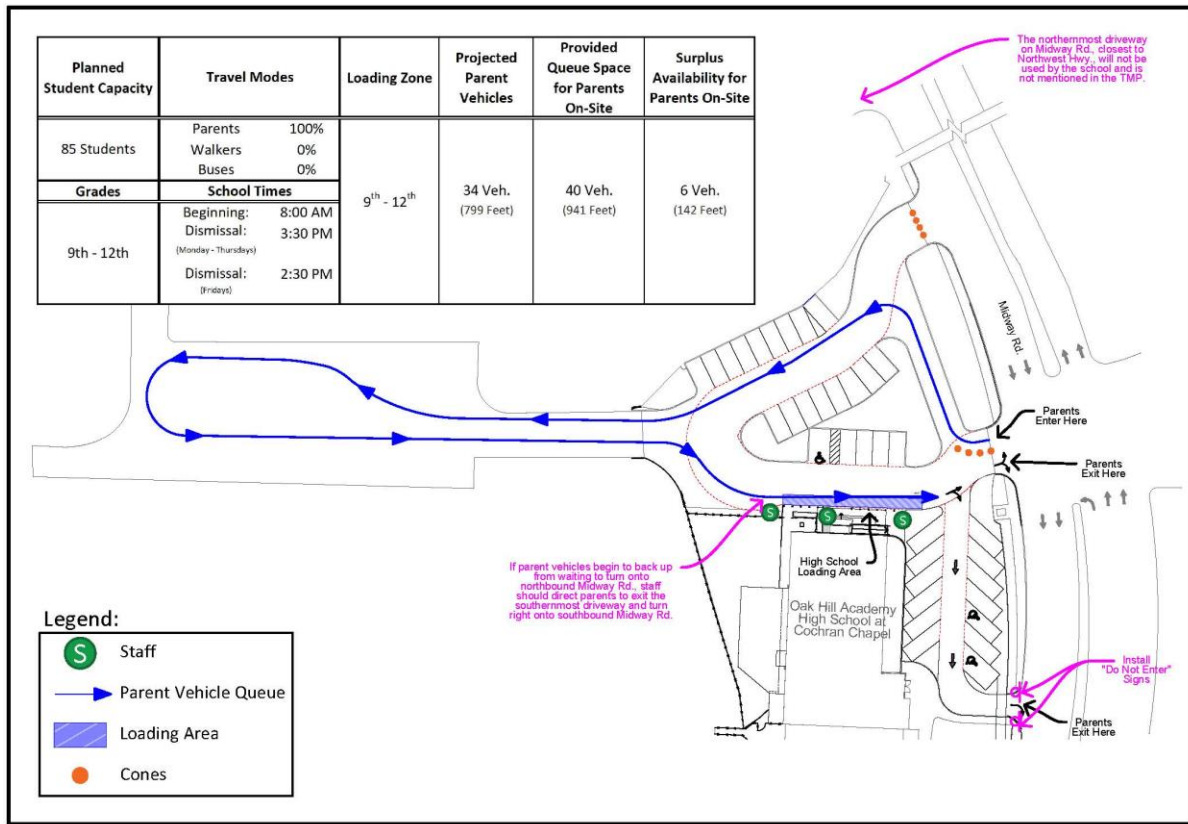
The **Oak Hill Academy** traffic management plan (TMP) was developed with the intent of optimizing safety and accommodating vehicular traffic queues generated during school peak hours. A concerted effort and full participation by the school administration are essential to maintain safe and efficient traffic operations.

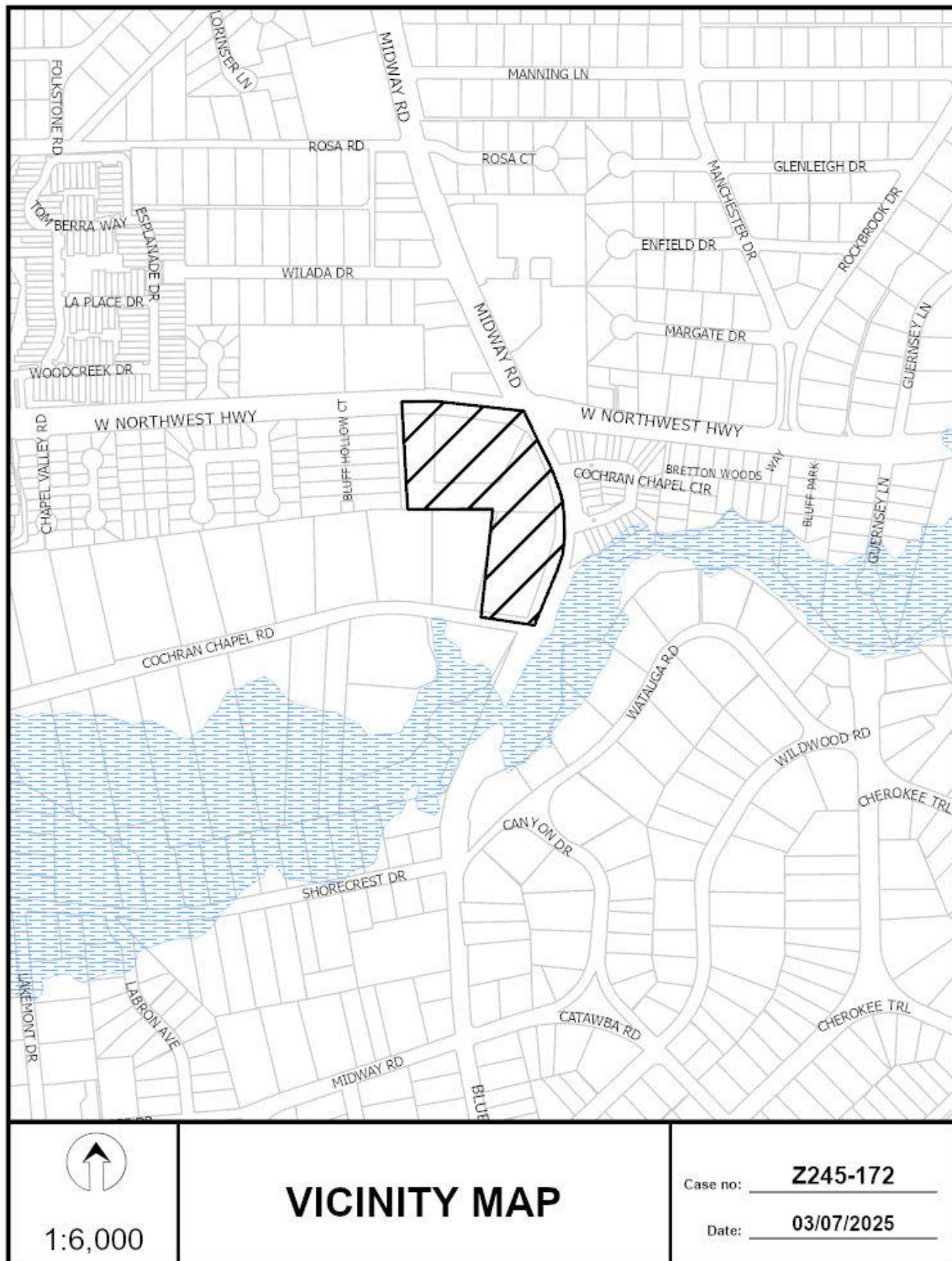
By consent of this TMP submittal, the school administration agrees to the strategies presented herein for which the school is held responsible unless the City of Dallas deems further measures are appropriate.

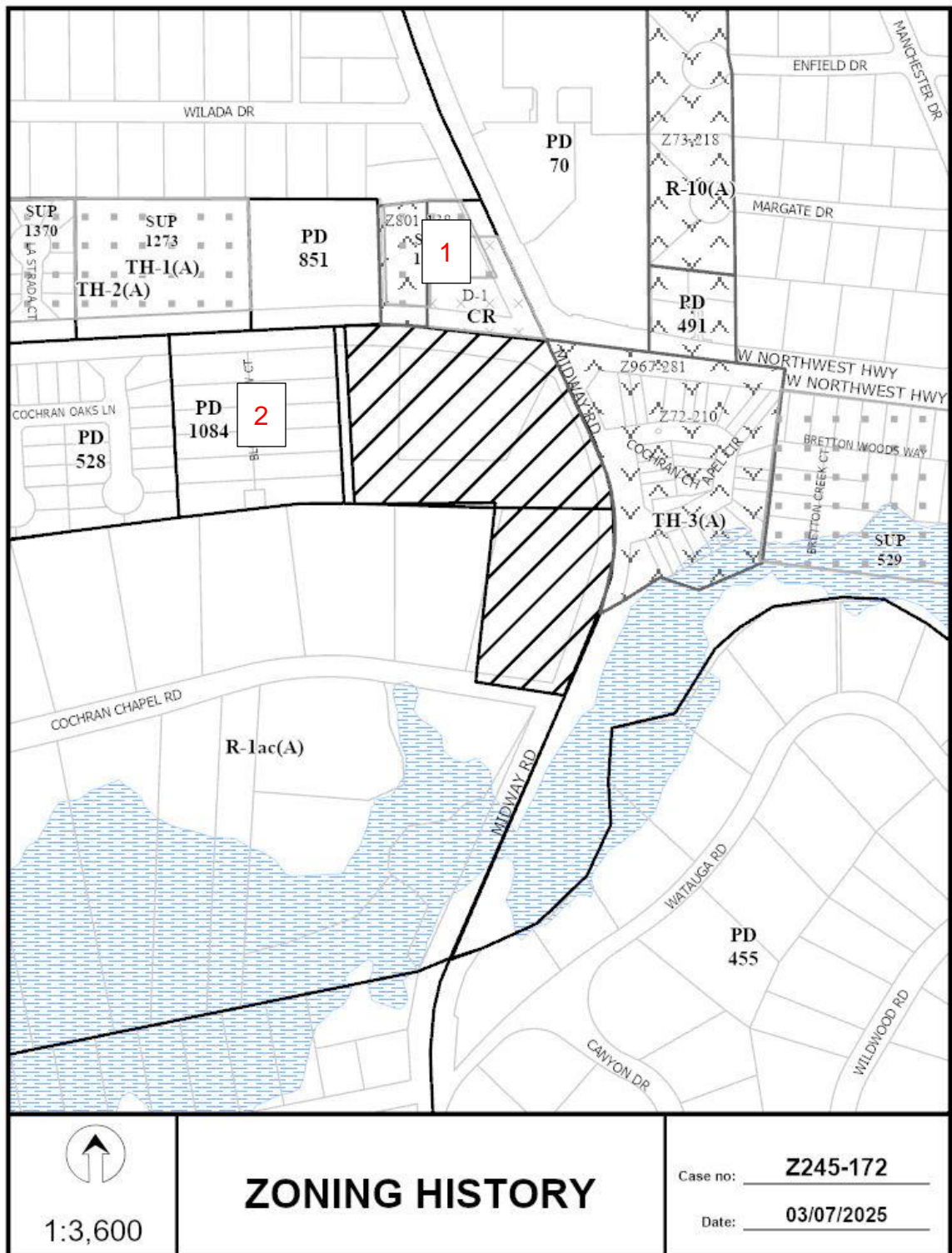
The school is also committed to continually reviewing and assessing the effectiveness of this plan and if warranted, implementing changes in the interest of increasing safety and minimizing impacts on the surrounding community.

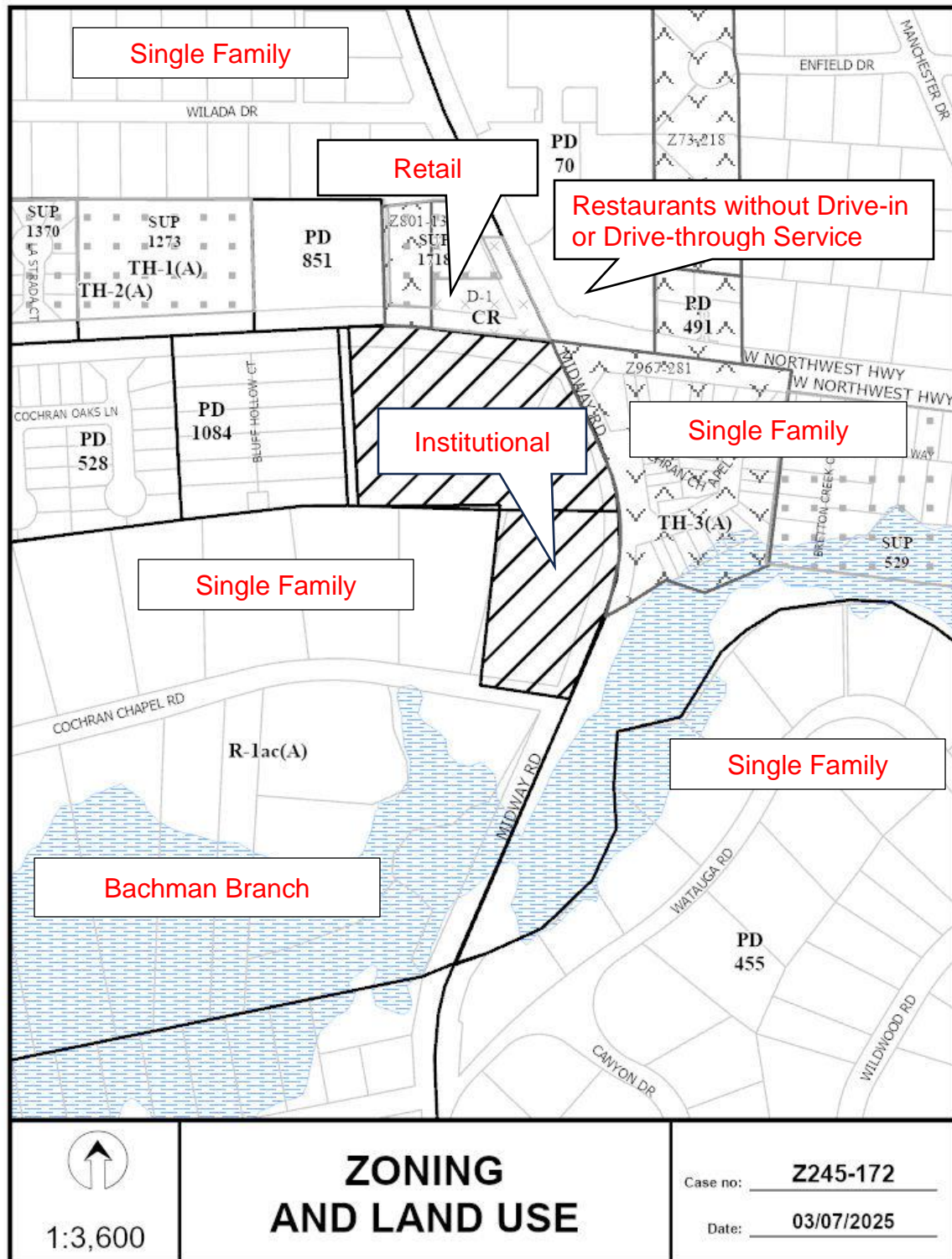
Brit Smart
Signature
Brit Smart
Name

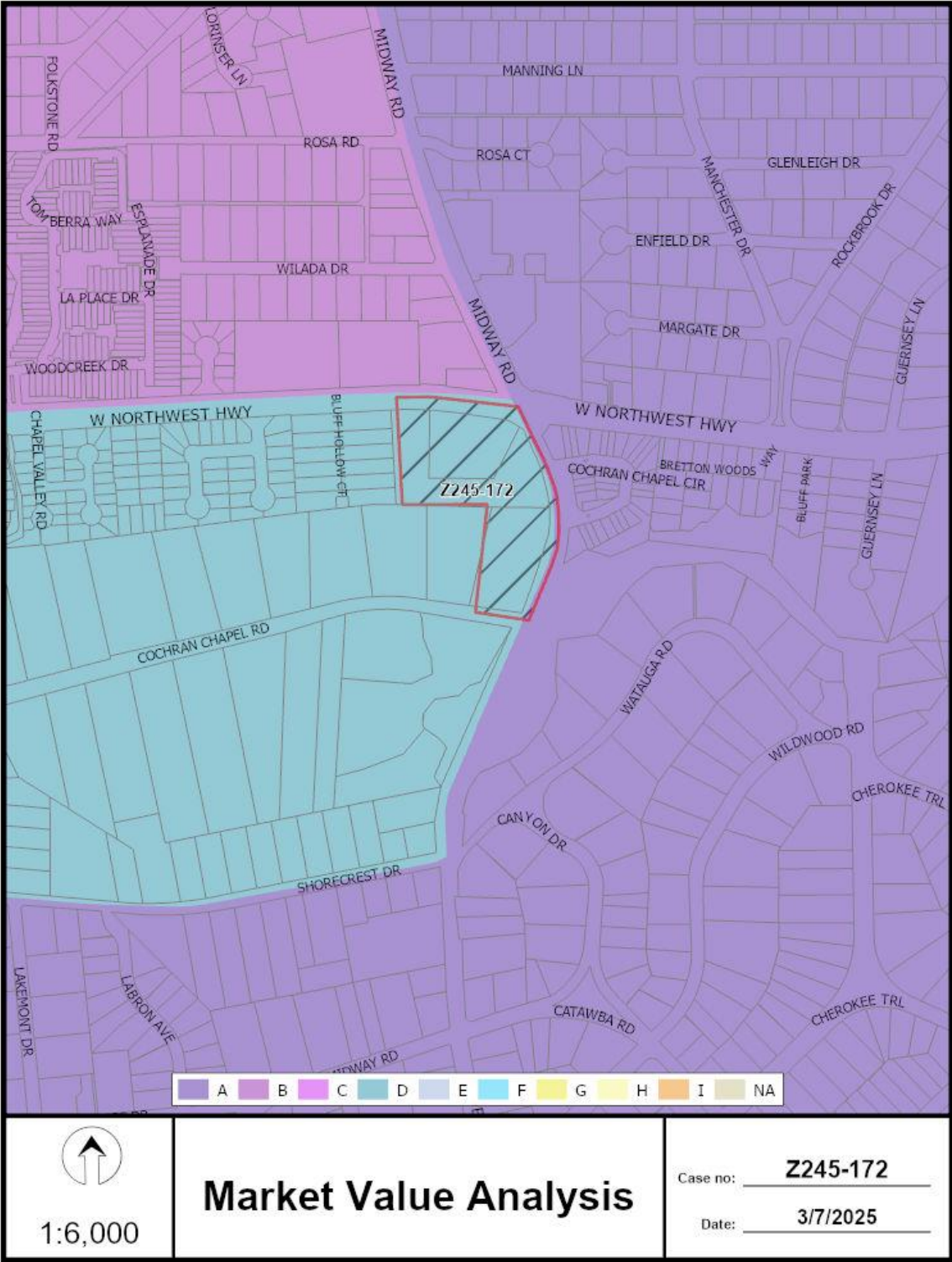
10/29/2024
Date
10/29/2024
Title













05/07/2025

05/07/2025

Reply List of Property Owners***Z245-172******80 Property Owners Notified 6 Property Owners in Favor 5 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
O	1	9101 MIDWAY RD	COCHRAN CHAPEL
	2	9027 MIDWAY RD	COCHRAN CHAPEL METHODIST
	3	4255 COCHRAN CHAPEL RD	WOOD RICHARD H
	4	4605 WATAUGA RD	4605 WATAUGA ROAD TRUST THE
	5	4615 WATAUGA RD	HICKMAN MARY BETH
	6	4241 COCHRAN CHAPEL RD	BLUMENFELD ADAM L &
	7	4215 COCHRAN CHAPEL RD	DURST TIMOTHY S &
	8	4229 COCHRAN CHAPEL RD	RIGGS JACK A
	9	4242 COCHRAN CHAPEL RD	MEWHINNEY MICHAEL & LINDA
	10	4275 W NORTHWEST HWY	AIRPORT FREEWAY FUEL CENTER LP
	11	4174 WILADA DR	NELSON HEATHER G &
	12	4180 WILADA DR	KNIGHT ALLAN M
	13	4188 WILADA DR	MOORE NICKY N
	14	4194 WILADA DR	MORADI MASOUD &
	15	9241 MIDWAY RD	MCINNIS MARILEE ANN
	16	9227 MIDWAY RD	MCGILL MANDY
	17	4304 COCHRAN CHAPEL CIR	NELSON KAREN S
O	18	4306 COCHRAN CHAPEL CIR	MAZUR MICHELLE HO
	19	4310 COCHRAN CHAPEL CIR	BARRINGER WILLAM VAN FOSSEN LIFE ESTATE
	20	4314 COCHRAN CHAPEL CIR	MANN DON & HELEN C
	21	4318 COCHRAN CHAPEL CIR	TWJ LIVING TRUST
X	22	4322 COCHRAN CHAPEL CIR	VESSELS BARBARA J
X	23	4326 COCHRAN CHAPEL CIR	WELLS LORETTA SUE
	24	4330 COCHRAN CHAPEL CIR	TURNER DAVID C & VANNIE
	25	4334 COCHRAN CHAPEL CIR	RYAN PETER M & SUZANNE A
	26	4338 COCHRAN CHAPEL CIR	YONACK CAROL MINNETTE

05/07/2025

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	4342 COCHRAN CHAPEL CIR	WATT MELISSA
	28	4346 COCHRAN CHAPEL CIR	GRAHAM LAURA ELAINE &
	29	4350 COCHRAN CHAPEL CIR	STAFFORD JOHN MATTHEW
	30	4354 COCHRAN CHAPEL CIR	BLODGETT HENRY DAVID
	31	4358 COCHRAN CHAPEL CIR	LIPSCOMP LINDA
	32	4362 COCHRAN CHAPEL CIR	LINDLEY ANN
	33	4366 COCHRAN CHAPEL CIR	ELLIS DAWN BELEN 2001 TRUST
	34	4370 COCHRAN CHAPEL CIR	REYNOLDS PETER RUTLEDGE &
	35	4374 COCHRAN CHAPEL CIR	TERRELL ASHLEY WARFEL
	36	4378 COCHRAN CHAPEL CIR	SHIRATORI HIROAKI
	37	4382 COCHRAN CHAPEL CIR	WALKER ELIZABETH &
	38	4386 COCHRAN CHAPEL CIR	MORGAN EVAN
	39	4390 COCHRAN CHAPEL CIR	SHAMBLEY KIMBERLY
	40	4394 COCHRAN CHAPEL CIR	GOODLOE ROBERT W JR LIFE ESTATE
	41	9001 COMMON AREA	COCHRAN CHAPEL CIR HMOWNR
	42	4347 COCHRAN CHAPEL CIR	BROWN DEBBIE & MARVIN
X	43	4343 COCHRAN CHAPEL CIR	JOHNSTON JANET S
O	44	4339 COCHRAN CHAPEL CIR	PRICE LINDA R
X	45	4335 COCHRAN CHAPEL CIR	AMD LIVING TRUST
	46	9102 COCHRAN CHAPEL CIR	SMITH CONSTANCE C
X	47	9106 COCHRAN CHAPEL CIR	ASTON SUSAN U
	48	9110 COCHRAN CHAPEL CIR	MIHAL BOBBI K
	49	9114 COCHRAN CHAPEL CIR	COCHRAN CHAPEL TRUST
	50	4629 WATAUGA RD	THOMPSON PATRICK J & AMY R
	51	4621 WATAUGA RD	SINELLI JEFF &
	52	9142 BLUFF HOLLOW CT	UMBERGER DIANNE O &
	53	9134 BLUFF HOLLOW CT	ZOLLARS MARY CATHERINE
	54	9126 BLUFF HOLLOW CT	COTTER CHARLES H & SHELLY
	55	9118 BLUFF HOLLOW CT	STEINBRECHER PAUL & HOLLY
O	56	9110 BLUFF HOLLOW CT	HORNBERGER ELIZABETH ANITA
O	57	9102 BLUFF HOLLOW CT	CARGILL C KEITH & KATHLEEN N

05/07/2025

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	9103 BLUFF HOLLOW CT	TJODI INC
	59	9111 BLUFF HOLLOW CT	DIGIUSEPPE NICK & DIANE
	60	9119 BLUFF HOLLOW CT	LANTHIA L HOGG REVOCABLE
	61	9100 BLUFF HOLLOW CT	PLATINUM SERIES DEVELOPMENT LLC
	62	9127 BLUFF HOLLOW CT	STETLER CHARLES D & LORI
	63	9135 BLUFF HOLLOW CT	JEJURIKAR LIVING TRUST THE
	64	9143 BLUFF HOLLOW CT	PLATINUM SERIES
	65	4252 COCHRAN CHAPEL RD	COOLEY CLAY E & LISA C
	66	4235 W NORTHWEST HWY	MIDWAY NORTHWEST HIGHWAY SHOPPING CENTER LLC
	67	4201 W NORTHWEST HWY	PARSONS HOUSE PRESTON HOLLOW LP
	68	9215 MIDWAY RD	CONSTANCE MIDWAY LTD
	69	4303 MARGATE DR	MEYRAT RICHARD B & HELINDA MCCLENDON
	70	4302 MARGATE DR	YOUNG JAMES F & CAROLE S
	71	4393 W NORTHWEST HWY	DEVENDORF MICHAEL &
	72	4383 W NORTHWEST HWY	GRAFFAM FRED A III
	73	4373 W NORTHWEST HWY	BROWN ROBERT &
	74	4363 W NORTHWEST HWY	WARD JOHN & HEDDY B
	75	4343 W NORTHWEST HWY	HEB GROCERY COMPANY LP
	76	4343 W NORTHWEST HWY	PRESTON HOLLOW INDIAN SCHOOL &
	77	4300 W NORTHWEST HWY	BRITTON WOODS HOMEOWNERS ASSN INC
O	78	3 BRETTON CREEK CT	STRONG JAMES M & LESLIE KAY
	79	5 BRETTON CREEK CT	GREEN TINA R &
	80	7 BRETTON CREEK CT	ALTEMORE J M III ASSET TRUST &