

FILE NUMBER: Z212-211(JA) **DATE FILED:** March 7, 2022

LOCATION: Property bounded by Toland Street, North Jim Miller Road, Military Parkway, and Wilkes Avenue

COUNCIL DISTRICT: 5

SIZE OF REQUEST: Approx. 10 acres **CENSUS TRACT:** 48113008402

REPRESENTATIVE: Karl Crawley, Masterplan

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for an amendment to Planned Development District No. 638.

SUMMARY: The purpose of the request is to allow for the construction of a new public school to replace the existing public school. [*Urban Park Elementary School*]

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

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

Planned Development District No. 638:
<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=638>

BACKGROUND INFORMATION:

- On May 28, 2003, City Council approved an ordinance changing the zoning classification of the area of request from an R-7.5(A) Single Family District to Planned Development District (PD) No. 638.
- PD 638 allows R-7.5(A) uses, except that a public school other than an open-enrollment charter school is allowed by right. The existing public school [Urban Park Elementary School] was in operation on the property at the time the PD was established and remains in operation currently.
- Minor amendments to the development plan were approved in July 2004 (adjust the allocation of approved floor area from modular buildings to approved two-story addition, new drive approach along Military Parkway, and reconfiguration of parking layout) and April 2010 (additional parking lot west of two-story classroom addition on Military Parkway).
- With the current request, the applicant proposes to construct a new elementary school on the western portion of the property and then remove the existing school upon completion.
- Platting is required in order to establish a building site for construction of the replacement school. Preliminary plat S212-126 was approved by the City Plan Commission, subject to conditions, on April 7, 2022.
- A traffic management plan (TMP) is not part of the existing PD No. 638 ordinance; however, a TMP has been submitted as part of the current zoning request and PD conditions have been updated to include standard TMP language.
- On June 15, 2023, City Plan Commission recommended approval of the request, subject to a development plan, a traffic management plan, and conditions.

Zoning History:

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

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Toland Street	Local Street	-
North Jim Miller Road	Minor Arterial	Minimum-6 lanes-Divided 100' ROW, bike plan
Military Parkway	Principal Arterial	Minimum-6 lanes-Divided 100' ROW, bike plan
Wilkes Avenue	Local Street	-

Traffic:

A traffic management plan (TMP) is not part of the existing PD No. 638 ordinance; however, a TMP has been submitted as part of the current zoning request and proposed PD conditions have been updated to include standard TMP language.

The proposed TMP, dated May 1, 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, 2026, or within six months after students first begin attending classes (whichever is later), and by March 1st of each even-numbered year thereafter.

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

1. 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	Planned Development District No. 638	Public elementary school
North	R-7.5(A) Single Family District	Single family
East	R-7.5(A); SUP No. 2081; CR w D-1 Liquor control overlay	Single family; fire station; auto service center; various retail
South	R-7.5(A)	Single family; church
West	R-7.5(A)	Single family; church

Land Use Compatibility:

Surrounding land uses include single family uses and a church to the south and west, single family uses to the north, a fire station and an auto service station to the east across North Jim Miller Road with single family uses beyond, and various retail uses along an existing commercial corridor to the southeast. The area of request is currently developed with a public school other than an open-enrollment charter school [Urban Park Elementary School].

The existing school has been serving the community for multiple decades and remains compatible with surrounding residential, institutional, and retail uses.

Development Standards:

Except as provided in Sec. 51P-638.107, the yard, lot, and space regulations for the R-7.5(A) Single Family District shown in the table below apply on the Property.

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR
	Front	Side/Rear			
General standards for a public-school use in reference R-7.5(A) Single Family District	25' min	10' / 15' 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

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

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

For a public school other than an open-enrollment charter school, the following modified development standards are specified in the PD 638 ordinance. Except as noted below, R-7.5(A) standards apply.

- Maximum height is 40 feet; and
- Maximum lot coverage is 45 percent.

Landscaping:

Landscaping must be provided in accordance with the landscaping requirements in 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. The city arborist supports the current zoning request and will coordinate with the applicant at permitting for further review of landscaping requirements at the request site.

Parking:

The existing PD 638 ordinance specifies that a minimum of 32 parking spaces must be maintained on the Property for a public school use with 60 classrooms or less, and that one and one half additional off-street parking spaces must be provided for each classroom in excess of 60 classrooms.

With the current request, the applicant proposes that off-street parking must be provided in accordance with Division 51A-4.200 for all uses to be located on the property. For the proposed elementary school, 47 spaces are required (31 classrooms x 1.5 spaces per elementary classroom); 79 parking spaces are proposed for the site.

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 part of an MVA cluster; however, PD 638 is surrounded on all sides by property within an “H” MVA cluster.

Dallas ISD Trustees and Administration

Dallas ISD Board of Trustees:

- District 1 **Edwin Flores**
- District 2 **Dustin Marshall**
- District 3 **Dan Micciche** – First Vice President
- District 4 **Camile White**
- District 5 **Maxie Johnson** – Second Vice President
- District 6 **Joyce Foreman**
- District 7 **Ben Mackey**
- District 8 **Joe Carreon** – Board Secretary
- District 9 **Justin Henry** – President

Dallas ISD Administration:

- Dr. Stephanie Elizalde** – Superintendent of Schools
- Dr. Pamela Lear** – Deputy Superintendent of Staff and Racial Equity
- Dwayne Thompson** – Deputy Superintendent Business Services
- Brent Alfred, AIA** – Chief Construction Services Officer
- Robert Abel** – Chief of Human Capital Management
- Dr. Tamika Alford-Stephens** – Chief Financial Officer
- Libby Daniels** – Chief of Communication
- Tiffany Huitt** – Chief of Schools Officer
- Sean Brinkman** – Chief Technology Officer
- Dr. Brian C. Lusk** – Chief Strategic Officer
- Shannon Trejo** – Chief Academic Officer
- David Bates** – Chief Operations Officer
- Jon T Dahlander** – Chief Partnerships and Intergovernmental Relations Officer

CPC Action
June 15, 2023

Motion: It was moved to recommend **approval** of an amendment to Planned Development District No. 638, subject to a development plan, a traffic management plan, and conditions, as briefed; on property bounded by Toland Street, North Jim Miller Road, Military Parkway, and Wilkes Avenue.

Maker: Shidid
Second: Blair
Result: Carried: 10 to 4

For: 10 - Popken, Anderson, Shidid, Carpenter, Blair,
Jung, Treadway, Haqq, Stanard, Rubin

Against: 4 - Hampton, Herbert, Housewright, Kingston
Absent: 1 - Wheeler-Reagan
Vacancy: 0

Notices: Area: 500 Mailed: 196
Replies: For: 4 Against: 2

Speakers: For: Karl Crawley, 2201 Main St., Dallas, TX, 75201
Steven Smith, 5646 Milton St., Dallas, TX, 75206
Kathleen Lenihan, 9400 N. Central Expressway, Dallas, TX, 75231
Against: None

CPC-Recommended PD Conditions

**ARTICLE
638.**

PD 638.

SEC. 51P-638.101. LEGISLATIVE HISTORY.

PD 638 was established by Ordinance No. 25263, passed by the Dallas City Council on May 28, 2003. (Ord. 25263)

SEC. 51P-638.102. PROPERTY LOCATION AND SIZE.

PD 638 is established on property located on the south line of Toland Street, the west line of Jim Miller Road, the north line of Military Parkway, and the east line of Wilkes Avenue. The size of PD 638 is approximately 10 acres. (Ord. 25263)

SEC. 51P-638.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. **In this article:**

(1) **OPEN FENCE** means a fence with a minimum of 50 percent open surface area in any given square foot of surface.

(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. 25263)

SEC. 51P-638.104. EXHIBITS.

The following exhibits are incorporated into this article:

(1) **Exhibit 638A: development plan**

(2) **Exhibit 638B: traffic management plan.**

SEC. 51P-638.105. DEVELOPMENT PLAN.

(a) For a public school **other than an open-enrollment charter school** use, development and use of the Property must comply with the development plan (Exhibit 638A). In the event of a conflict between the text of this article and the development plan, the text of this article controls.

(b) For all other permitted uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule and landscape plan do not apply. (Ord. 25263)

SEC. 51P-638.106. MAIN USES PERMITTED.

The only main uses permitted in this district are those main uses permitted in the R-7.5(A) Single Family District, subject to the same conditions applicable in the R-7.5(A) Single Family District, as set out in the Dallas Development Code, as amended, except that a public elementary school other than an open enrollment charter school is permitted by right. For example, a use permitted in the R-7.5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP, and a use subject to development impact review (DIR) in the R-7.5(A) Single Family District is subject to DIR in this district. (Ord. 25263)

SEC. 51P-638.107. ACCESSORY USES.

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 in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A- 4.217. (Ord. 25263)

SEC. 51P-638.108. 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. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

(a) Except as provided below, the yard, lot, and space regulations set forth in Chapter 51A for an R-7.5(A) Single Family District apply.

(b) The following regulations apply for a public-school **other than an open enrollment charter school** use.

- (1) ~~Minimum front yard is as shown on the development plan~~
- (2) ~~Minimum side and rear yard is as shown on the development plan.~~

(3) ~~1~~ Maximum height is ~~32~~ **40** feet.

(4) ~~2~~ Maximum lot coverage is 45 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not. (Ord. 25263)

SEC. 51P-638.109. OFF-STREET PARKING AND LOADING.

Consult the use regulations contained in Division 51A-4.200 for the specific off-street

parking/loading requirements for each use, other than a public school. Off-street parking for a public school use is allowed in the required yards. A minimum of 32 parking spaces must be maintained on the Property at all times for a public school use with 60 classrooms or less. One and one-half additional off-street parking spaces must be provided for each classroom on the Property in excess of 60 classrooms. (Ord. 25263)

SEC. 51P-638.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 25263)

SEC. 51P-638.111. LANDSCAPING.

(a) Landscaping must be provided in accordance with Article X.

(b) All plant materials must be maintained in a healthy, growing condition.

(c) — Street trees must be planted in accordance with the following requirements for any structure remaining within the area labeled “Expansion Area” on the development plan by May 28, 2005, and for any structure added to the Expansion Area:

(1) — Street trees are required in the area where the right-of-way intersects a 300-foot radius of a new or remaining structure. The required trees must be planted within six months of the issuance of the building permit for a new structure within the Expansion Area or before November 28, 2005 for an existing structure.

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

(3) — Street trees must be a minimum of three caliper inches in size and planted no further apart than 50 feet, measured from the center of the tree to the center of the next tree, and must be planted between the structure and the right-of-way. (Ord. Nos. 25263; 26894)

SEC. 51P-638.112. SIGNS.

(a) Except as provided in this section, signs must comply with the provisions for non-business zoning districts in Article VII.

(b) 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 attached development plan. (Ord. 25263)

SEC. 51P-638.113. FENCES.

(a) A maximum six-foot high fence is allowed in the required front yard. Unless otherwise specifically provided for in this section, fences must be constructed and maintained in

accordance with the fence standards in Sec. 51A-4.602(a).

(b) ~~Fences shown on the development plan may be located in the visibility triangle.~~ For a public school other than an open-enrollment charter school, an open fence with a maximum height of six feet may be located in a required yard along a street frontage if all of the following conditions are met:

(1) No gates for vehicular traffic may be located less than 20 feet from the back of the street curb;

(2) The Property complies with the visual obstruction regulations in [Sec. 51A-4.602\(d\)](#); and

(3) Fences shall not be erected or maintained in a location that inhibits compliance with landscaping, sidewalk/buffer, or other regulations applicable to the Property. (Ord. 25263)

SEC. 51P-638.114. TRAFFIC MANAGEMENT PLAN.

(a) In general. The operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 638B).

(b) Queuing. Except as shown on the traffic management plan, queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2026, or within six months after students first begin attending classes in the new school building, 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 1 of each even-numbered year.

(A) If the Property owner or operator fails to submit the required initial traffic study to the director by March 1, 2026, or within six months after students first begin attending classes in the new school building, 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 even-numbered year, the director shall notify the city plan commission.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and

pick-up times over a two-week period, and must contain an analysis of the following:

- (A) ingress and egress points;
- (B) queue lengths;
- (C) number and location of personnel assisting with loading and unloading of students;
- (D) drop-off and pick-up locations;
- (E) drop-off and pick-up hours for each grade level;
- (F) hours for each grade level; and
- (G) circulation.

(3) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

(A) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

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

(d) Amendment process.

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

(2) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

SEC. 51P-638.115. ADDITIONAL PROVISIONS.

(a) Maintenance. The entire Property must be properly maintained in a state of good repair and neat appearance.

(b) Compliance with laws. 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.

(c) Private license granted. The city council hereby grants a private license to the owner for the purpose of authorizing compliance with the landscape provisions of this article. A property owner is not required to pay an initial or annual fee for this license. This private license shall not terminate at the end of any specific time period, however, the city council retains the right to terminate this license whenever in its judgment the purpose or use of this license is inconsistent with the public use of the right- of-way or whenever the purpose or use of this license is likely to become a nuisance. (Ord. Nos. 25263; 26894)

(d) 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. The minimum buffer width may be reduced to zero feet at the indented drop off/pick up lane on Wilkes Avenue if a minimum eight-foot wide unobstructed sidewalk is provided in this area.

(e) PEDESTRIAN AMENITIES: Prior to the issuance of a certificate of occupancy, the following pedestrian amenities must be provided:

(1) Wilkes Avenue: A minimum of two groupings, each of which includes a six-foot bench with wheelchair access space and a trash receptacle, must be provided adjacent to the public sidewalk in the locations shown on the attached development plan (Exhibit 638A).

(2) Toland Street: A minimum of two groupings, each of which includes a bicycle rack, a six-foot bench with wheelchair access space, and a trash receptacle, must be provided adjacent to the public sidewalk in the locations shown on the attached development plan (Exhibit 638A).

(3) Play Areas and Open Space east of school building (between queuing areas):

(A) A minimum of six six-foot benches, including wheelchair access spaces, and two trash receptacles must be provided in the locations shown on the attached development plan (Exhibit 638A).

(B) Loop Trail. Paved pedestrian path internal to the site, including the loop trail, must be provided as shown on the attached development plan (Exhibit 638A).

(C) Bicycle Racks. Five bicycle racks for a total of 45 bicycles must be provided between the school building and play area in the location shown on the attached development plan (Exhibit 638A).

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. Construction of the amenities must be completed prior to the final inspection of the new school building and prior to the issuance of a certificate of occupancy.

SEC. 51P-638.114. 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 planned development district 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. 25263; 26102)

SEC. 51P-638.115. ZONING MAP.

PD 638 is located on Zoning Map Nos. J-10 and K-10. (Ord. 25263)

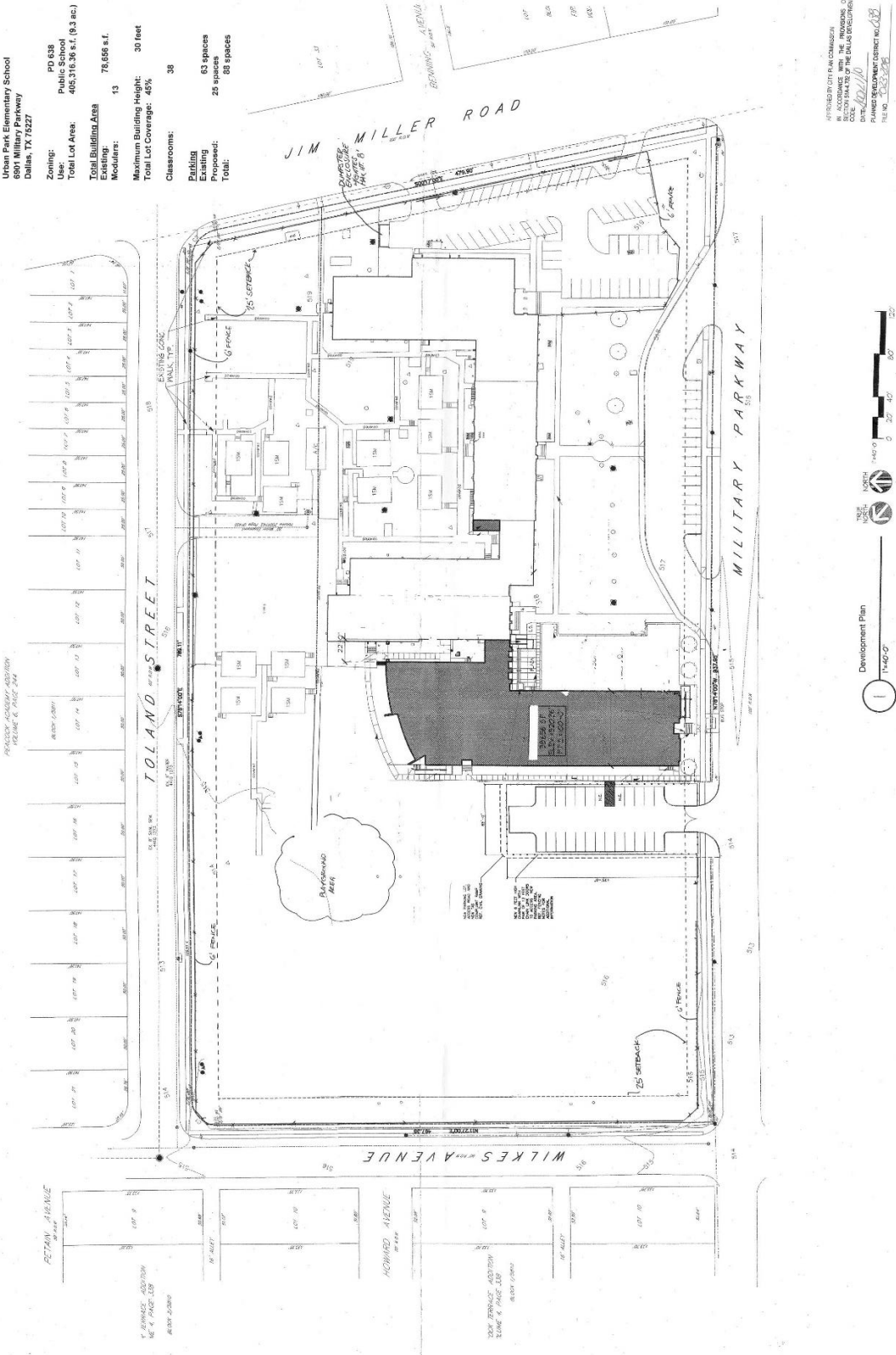
Existing PD No. 638 Development Plan [for reference] (approved 4.1.10)

Site Data Summary

Urban Park Elementary School
 4971 Military Parkway
 Dallas, TX 75227

Zoning: PD 638
 Use: Public School
 Total Lot Area: 495,316 sq. ft. (9.3 ac.)
 Total Building Area: 78,606 s.f.
 Modules: 13
 Maximum Building Height: 30 feet
 Total Lot Coverage: 45%

Classrooms: 38
 Existing: 63 spaces
 Proposed: 28 spaces
 Total: 88 spaces



APPROVED BY CITY PLANNING COMMISSION
 IN ACCORDANCE WITH THE PROVISIONS OF
 CHAPTER 216, SUBCHAPTER 216.010, D.M.S.
 DATE: 10/10/10
 DISTRICT: DISTRICT NO. 10
 FILE NO. 10-33-202

CPC-Recommended Traffic Management Plan

DocuSign Envelope ID: CDBB83C4-99BC-4AA4-9118-6A2504B35392

May 1, 2023

PK# 3195-21.564

TRAFFIC MANAGEMENT PLAN

Z212-211



Dallas Independent School District (DISD) Urban Park Elementary School
CITY OF DALLAS

Introduction

The services of **Pacheco Koch** (PK) were retained by **Masterplan** 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 Urban Park Elementary School described below.

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 Monday, February 28th and Tuesday, March 1st 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
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

May 1, 2023



2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 6901 Military Parkway, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Military Parkway:
 - Cross-section: Four lanes, two-way operation, median divided
 - Sidewalk connectivity evident along frontage of school [School Zone]
 - Speed Limit: 40 mph [School Zone of 20 mph]
 - (Frontage Road for Military Parkway is one-way westbound during school pick-up/drop-off hours)
 - N Jim Miller:
 - Cross-section: Six lanes, two-way operation, median divided
 - Sidewalk connectivity evident along frontage of school [School Zone]
 - Speed Limit: 35 mph [School Zone of 20 mph]
 - Wilkes Avenue:
 - Cross-section: Two lanes, two-way operation
 - Sidewalk connectivity evident along frontage of school
 - Speed Limit: 30 mph
 - Toland Street:
 - Cross-section: Two lanes, two-way operation
 - Sidewalk connectivity evident along frontage of school
 - Speed Limit: 30 mph

May 1, 2023



- Adjacent Intersections:
 - Military Parkway and N Jim Miller - Marked crosswalks (faded) on all approaches, no barrier free ramps provided on the southeast corner.
 - Military Parkway and Grover Drive – Marked crosswalks on east leg of the intersection, no barrier free ramps provided on any corners, no sidewalk on the south side of Military Parkway
 - Military Parkway and Wilkes Avenue – Marked crosswalks on all approaches, no barrier free ramps provided on any corners, no sidewalk on the south side of Military Parkway

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. No changes to school zones are recommended for this particular campus.

3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**
 - Grover Drive: One entrance driveway, one exit driveway
 - N Jim Miller Road: One entrance driveway, one exit driveway (existing). No driveways (Proposed)
 - Toland Street: One entrance driveway (existing); One entrance driveway, one exit driveway (proposed)
- **Student (Building) Ingress/Egress Points:**
 - Main student pedestrian access is located at the main entrance to the east 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 Dallas Independent School District (DISD) for this campus have been validated by on-site dismissal observations conducted on Monday, February 28th and Tuesday, March 1st. All information provided in the table below is strictly for the afternoon student pick-up release period.

May 1, 2023



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	Pre-K – K	8:15 AM – 3:30 PM	408	57	10 (6)	10 (0)	+0 (-6)
1B	1 st – 2 nd	8:15 AM – 3:30 PM		207	36 (23)	36 (16)	+0 (-7)
1C	3 rd – 5 th	8:15 AM – 3:30 PM		386	67 (42)	69 (0)	+2 (-42)

5. CIRCULATION

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

- Description of Existing Conditions

On-Site Circulation:

- Pre-K - 5th Grade:

Parent traffic enters the area traveling via Military Parkway and N Jim Miller Road. Parent traffic queues at the queueing area provided on site along the frontage road of Military Parkway and queues back on to the road to N Jim Miller Road.

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

A single school bus is used for this particular school and loads and unloads students along the same queueing area however arrives and leaves before pick-up/drop-off times.

Staff and visitor parking lots are provided surrounding the site.

At the request of City staff, and existing conditions Exhibit is provided as Exhibit 2.

May 1, 2023



Temporary traffic control devices:

- Temporary traffic control devices were not observed to be used for existing conditions order to facilitate drop-off/pick-up operations.

- Description of Proposed Conditions

On-Site Circulation:

- Queuing is to separate into 3 sections:
 - Pe-K – Kindergarten
 - 1st Grade – 2nd Grade (South Queue)
 - 3rd Grade – 5th Grade (North Queue)

- Pre-K – Kindergarten

Parent traffic is to enter the area traveling via Military Parkway and N Jim Miller Road. Parent traffic is to queue at the provided queueing areas along Wilkes Avenue traveling Northbound. In the case that queuing exceeds the provided storage along Wilkes Avenue, traffic is to circulate around the site in a clockwise manner via Toland Street, Jim Miller Road and then westbound Military Parkway to queue along the curbside adjacent to the site (See Exhibit 1).

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

The need for the indent drop-off/pick-up area on Wilkes Avenue for the Pre-k – Kindergarten is needed to provide enough on-site storage for all the queueing for the school. Separation of Pre-k and Kindergarten is also desired by the District for the younger students.

- 1st Grade – 2nd Grade

Parent traffic is to enter the area traveling via Military Parkway and N Jim Miller Road. Parent traffic is to queue at the provided queueing area along the frontage road of Military Parkway (south queue). The queue is to form into two separate lines and then be merged by staff assistance into a single line at the point of student pick-up.

Traffic is to exit the queueing area by turning right and traveling westbound on the frontage road of Military Parkway after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

- 3rd Grade - 5th Grade:

Parent traffic is to enter the area traveling via Military Parkway and N Jim Miller Road. Parent traffic is to queue at the provided queueing

May 1, 2023



area along Toland Street (north queue). The queue is to form into two separate queue lines and be loaded in two separate queue lines. Staff to assistance as much as possible.

Traffic is to exit the queueing area by turning onto Toland Street after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

A single school bus is used for this particular school and loads and unloads students in front of the Pre-K – Kindergarten queue by arriving before pick-up/drop-off times.

Staff and visitor parking lots are provided surrounding the site.

The existing median opening between north of Military Parkway and the frontage road will be closed. In order for vehicles to access Military Parkway, vehicles must access via Wilkes Avenue and Jim Miller Road.

Temporary traffic control devices:

- Temporary traffic control devices are not proposed to be used for this TMP in order to facilitate drop-off/pick-up operations.

6. DROP-OFF/PICK-UP COORDINATION

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

- **Passenger ID system:**
 - Managed Loading System

NOTE: A "managed loading system" at schools refers to the established protocol for picking up passengers at a specific release time. Passenger loading and vehicle departures are sequential 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.

- **Separation of modes of transportation:**
 - Bus and Walk: 20%
 - Picked Up by Parent: 80%

NOTE: Information provided by Dallas Independent School District (DISD) and validated with field observations

- **Staggered times:**
 - 7:15 AM – 3:30 PM (Pre-Kindergarten - 5th)

May 1, 2023



7. SCHOOL STAFF ASSISTANCE

- Number:
 - Observed: 6 - 10
 - Desired: 6 -10
- Location:
 - Observed: Queuing areas
 - Desired: Queueing areas
- 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: 3
- Location:
 - Desired: Intersection of Military Parkway and N Jim Miller Road and intersection of Toland Street and N Jim Miller Road

May 1, 2023



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 Urban Park Elementary 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.



 Principal Signature

5/23/2023

 Date

Name: Lisa Falcon

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.

May 1, 2023



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 and Walk: 20%
 - ii. Picked Up by Parent: 80%

NOTE: Information provided by Dallas Independent School District (DISD) and validated with field observations

 - d. Projected maximum vehicle accumulation: 10/36/67
 - e. Projected on-site storage capacity: 10/36/69
 - f. Surplus: +0/+0/+2
- c) Pedestrian Routes: The pedestrian routes will be/are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study however, the anticipated (and observed) pedestrian routes include the sidewalk paths along Military Parkway and Toland Street.
- d) Parking Management Strategies:
 - a. On-street parking restrictions:
 - b. Faculty Parking:
 - c. Visitor Parking:
 - d. Student Parking:
- e) Recommendations for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

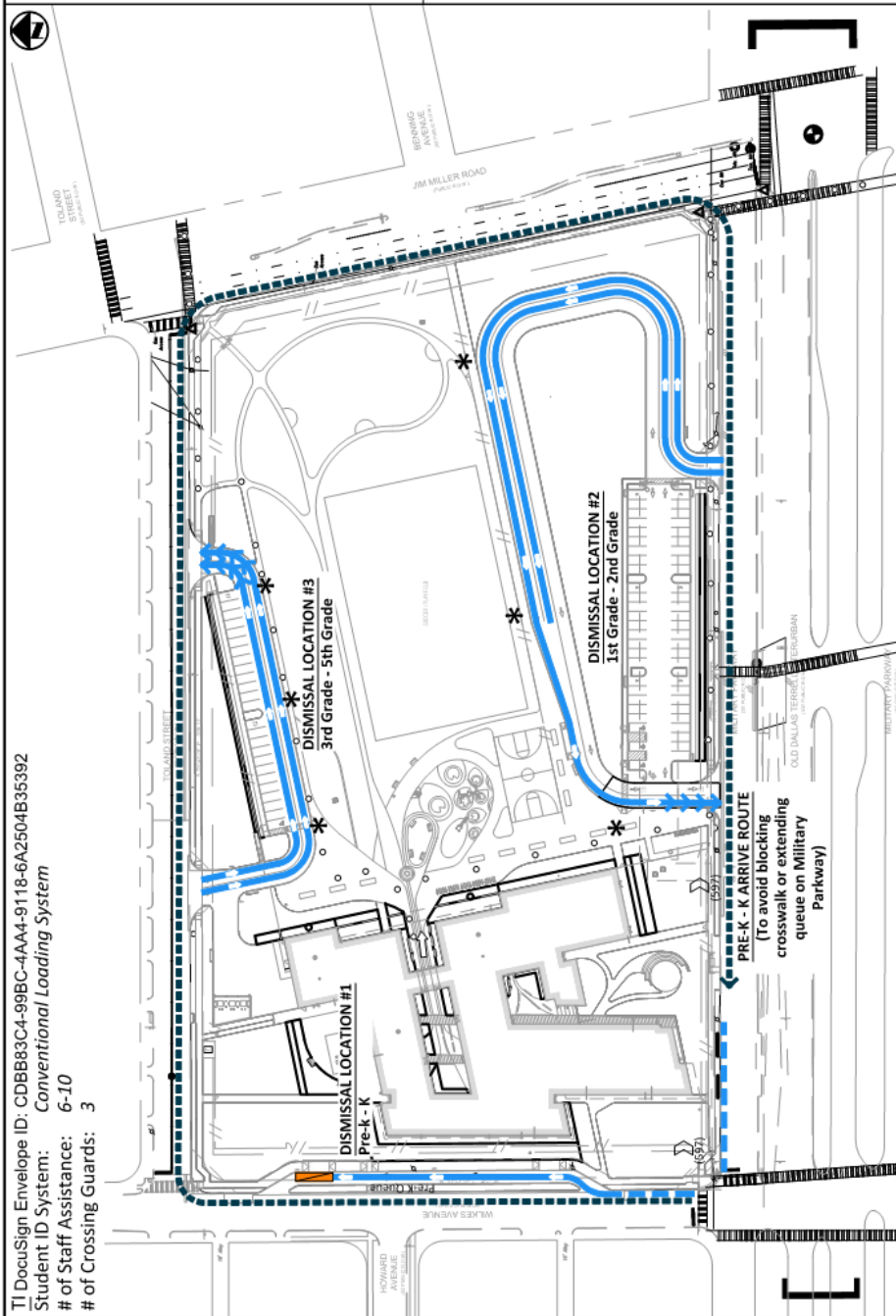
END OF MEMO

TI DocuSign Envelope ID: CDBB83C4-99BC-4A44-9118-6A2504B35392
 Student ID System: Conventional Loading System
 # of Staff Assistance: 6-10
 # of Crossing Guards: 3

- LEGEND**
- Queue Area (Conventional Loading)
 - Queue Area (Overflow Queue)
 - Front (or Start) of Queue
 - School Bus Loading/Unloading
 - Pedestrian Access Point
 - Crosswalk
 - Pedestrian Route
 - School Zone
 - Public Transit Stop (DART Route No.)
 - No Parking/Queueing within 40'
 - Traffic Signal
 - Staff Assistance
 - Crossing Guard
 - Pre-K - K Arrival Route

GENERAL NOTES:

- The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
- Parent drop-off activity in the morning has a similar protocol as the parent pick-up in the afternoon. Generally, excessive traffic delays and queuing were not evident during the morning peak.
- This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.
- Queues are not to obstruct crosswalks at intersections - as parents arrive on Wilkes Avenue from Military Parkway and queue exceeds capacity, parents must process ahead (past drop off/pick up driveway), circulate clockwise around the school campus, turn right onto Wilkes Avenue from Military Parkway without obstructing bus or crosswalk.



VEHICLE ACCUMULATION CAPACITY				
PRE-K - 5TH GRADE	1st - 2nd	3rd-5th	STUDENTS	NOTES
PROJECTED ENROLLMENT:	57	207	386	
DEDUCTIONS:				
STUDENTS BY PICK-UP/DROP-OFF:	12	41	77	
ENGINEER RECOMMENDED RATE:	366	309		
AVERAGE LENGTH OF QUEUE:	5.12			# OF MAX QUEUE PER STUDENT
"PROJECTED MAXIMUM VEHICLE ACCUMULATION":	10	36	67	VEHICLES (L662 LF)
PREDICTED OFF-STREET CAPACITY:	10	36	69	VEHICLES (L773 LF)
	0	0	2	SURPLUS

* INFORMATION PROVIDED BY SCHOOL DISTRICT

TX REG-ENGINEERING FIRM F-469
 TX REG-SURVEYING FIRM LS-102689-00

THE SEAL APPEARING ON THIS DOCUMENT IS VALIDATED BY HUNTER W. LEMLEY, P.E. 125343 ON 05/22/23. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

HUNTER W. LEMLEY
 125343
 LICENSED PROFESSIONAL ENGINEER

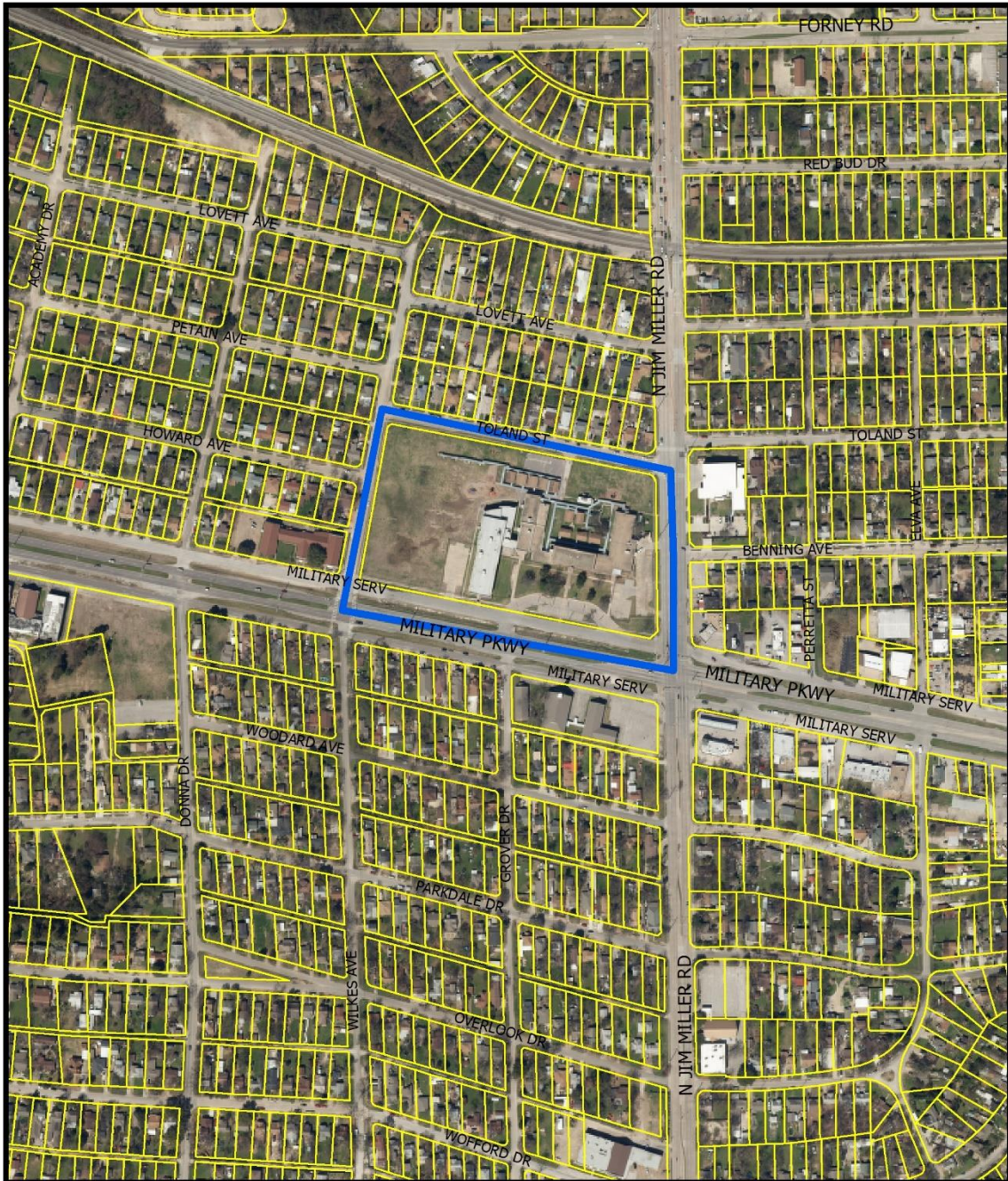
STATE OF TEXAS

EXHIBIT 1 Z212-211
Traffic Management Plan
 DISD Urban Park Elementary School, Dallas, Texas

Pacheco Koch

PK 3195-21.564 (LHC: 05/22/23)



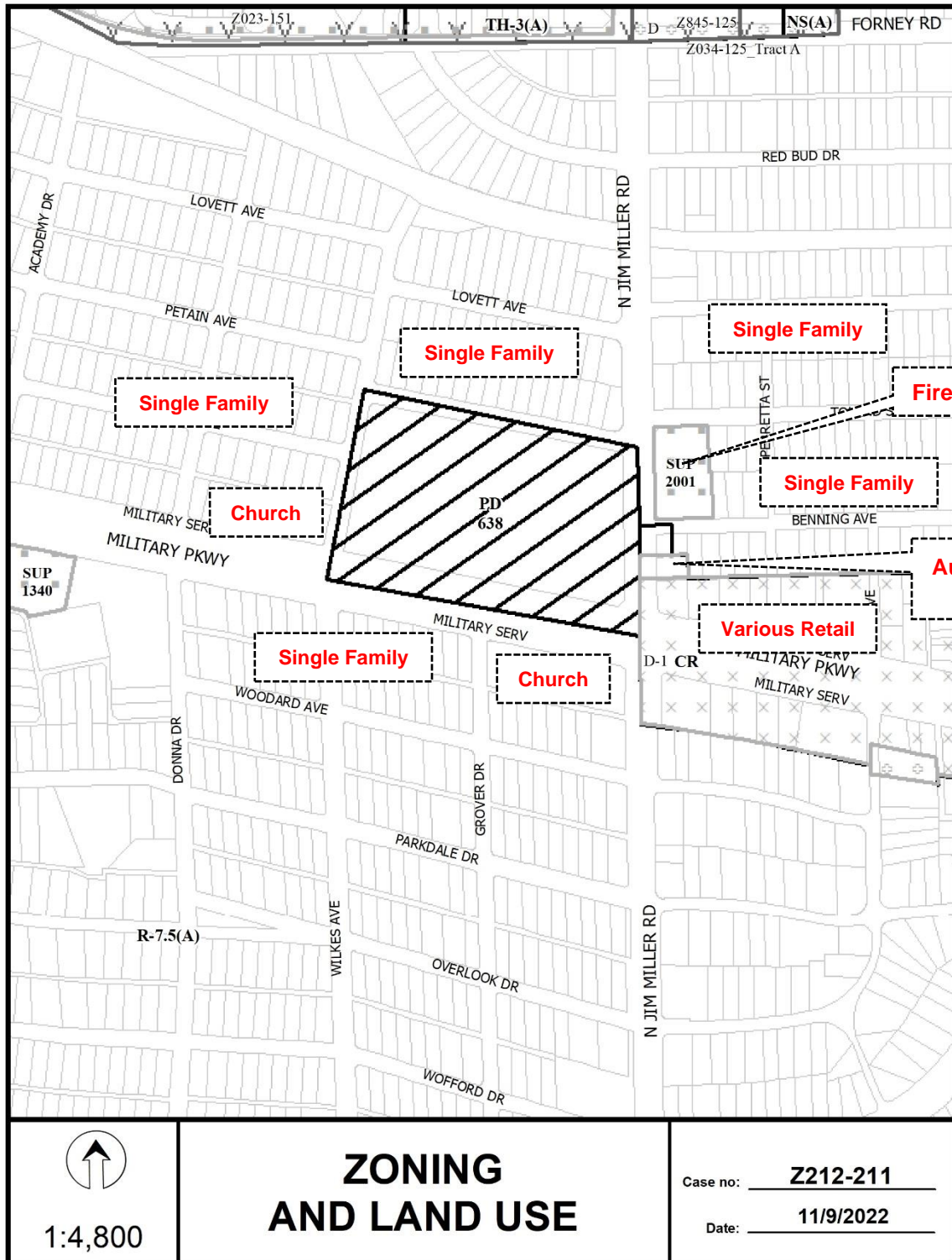


1:4,800

AERIAL MAP

Case no: Z212-211

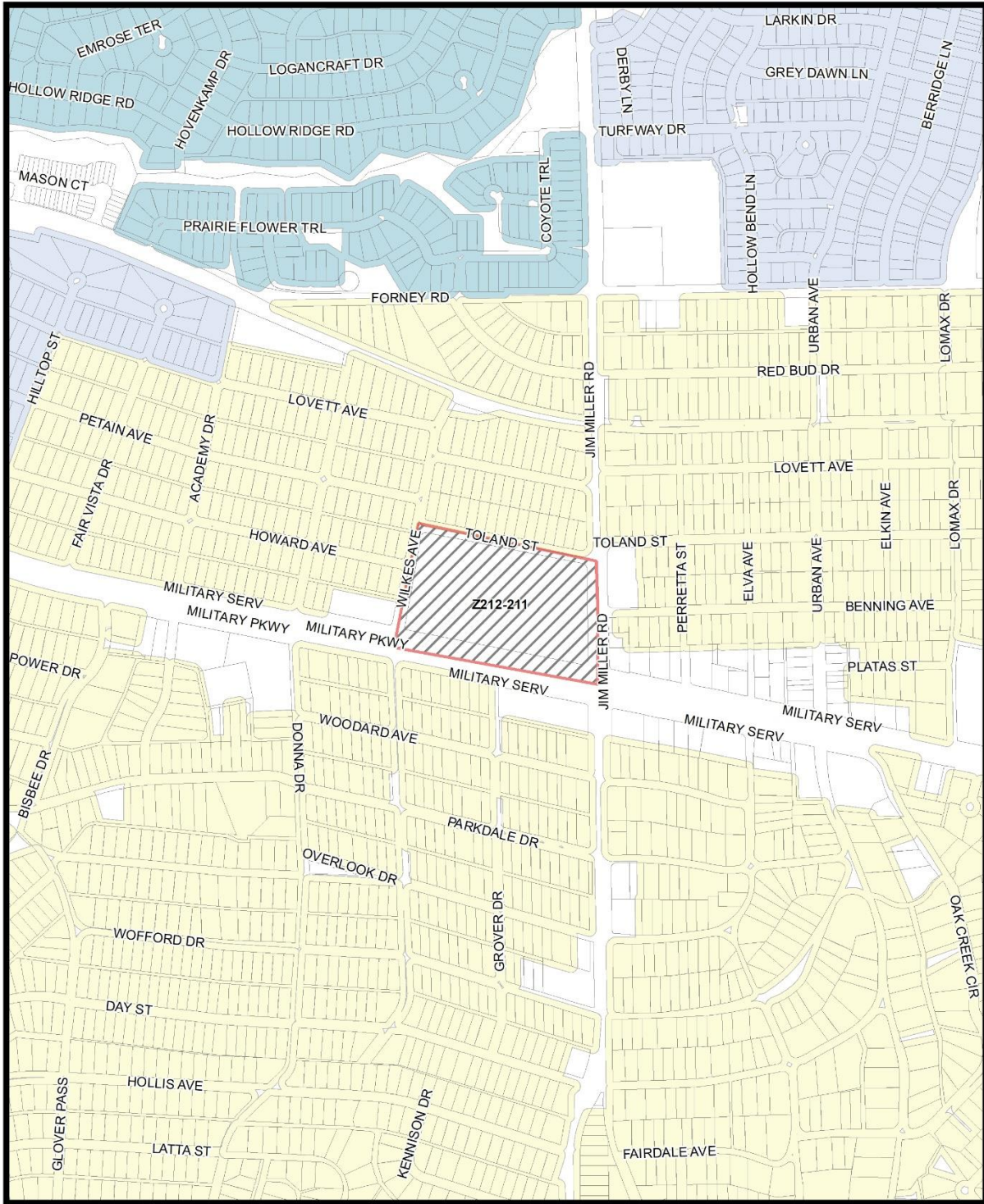
Date: 11/9/2022



1:4,800

ZONING AND LAND USE

Case no: Z212-211
Date: 11/9/2022

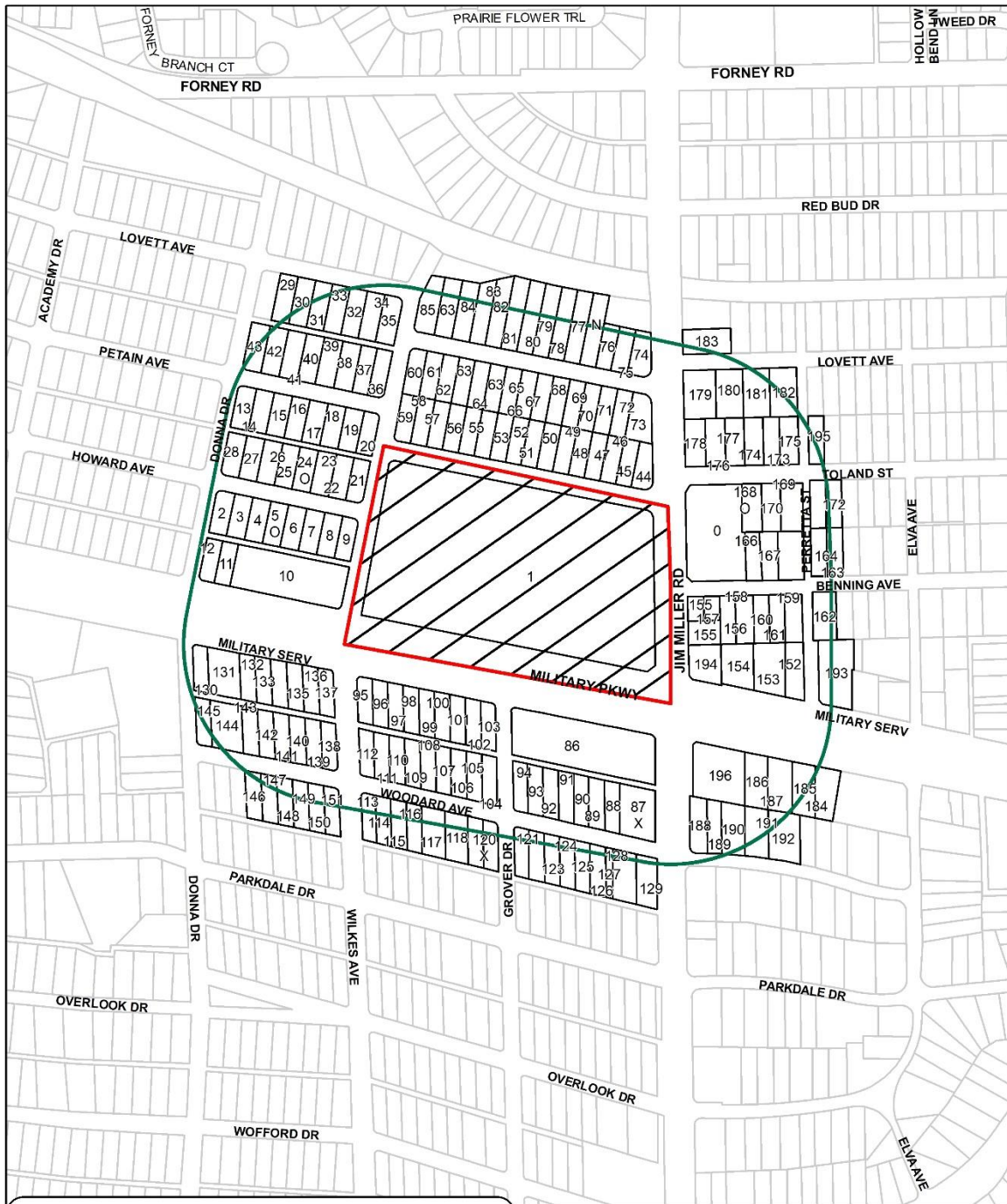


Market Value Analysis A B C D E F G H I NA



Market Value Analysis

Printed Date: 4/1/2022



196	Property Owners Notified (201 parcels)
4	Replies in Favor (4 parcels)
2	Replies in Opposition (2 parcels)
500'	Area of Notification
6/15/2023	Date

Z212-211
CPC



1:4,800

06/14/2023

Reply List of Property Owners***Z212-211******196 Property Owners Notified******4 Property Owners in Favor******2 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	6901 MILITARY PKWY	Dallas ISD
	2	6702 HOWARD AVE	HUGHES KENNETH E
	3	6706 HOWARD AVE	PEREZ MARTIN E & LILIAN
	4	6710 HOWARD AVE	NUNCIO JAMIE & ANNETTE
O	5	6716 HOWARD AVE	LOPEZ ESTEBAN
	6	6720 HOWARD AVE	LANTENRAFAEL &
	7	6724 HOWARD AVE	PEREZ ANDREA
	8	6730 HOWARD AVE	LUCERO RENEE
	9	6734 HOWARD AVE	LUCERO ARTHUR SR EST OF &
	10	6711 MILITARY PKWY	Taxpayer at
	11	6707 MILITARY PKWY	CISNEROS ELISABETH
	12	6703 MILITARY PKWY	SANTIAGO PABLO &
	13	6702 PETAIN AVE	ROBERSON THOMAS L
	14	6706 PETAIN AVE	CARLOS JESUS MARIA &
	15	6710 PETAIN AVE	Taxpayer at
	16	6716 PETAIN AVE	SANTIAGO JOEL DEL RUBIO
	17	6720 PETAIN AVE	SANCHEZ MANUEL G & ROSA
	18	6724 PETAIN AVE	COVARRUBIAS VICTORIO &
	19	6730 PETAIN AVE	COVARRUBIAS EDUARDO M &
	20	6734 PETAIN AVE	JIMENEZ ALEJANDRO
	21	6735 HOWARD AVE	LAZARIN ISRAEL M
	22	6731 HOWARD AVE	RODRIGUEZ JOSE REMBERTO
	23	6725 HOWARD AVE	REYES EMILIANO
O	24	6721 HOWARD AVE	CARRIZALES ROSE MARIE
	25	6717 HOWARD AVE	DESOLIS FRANCISCA HERNANDEZ &
	26	6711 HOWARD AVE	CANTUALLA MARIA C &

06/14/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	6707	HOWARD AVE	Taxpayer at
28	6703	HOWARD AVE	COVARRUBIAS IGNACIO &
29	6706	LOVETT AVE	ZARZUELA CORONACION
30	6710	LOVETT AVE	HERNANDEZ MAURO M &
31	6716	LOVETT AVE	CASTILLO ROSENDO M
32	6724	LOVETT AVE	MACEDO JUAN & MARIBEL
33	6720	LOVETT AVE	SOTERO SELSO H JR &
34	6728	LOVETT AVE	FLORES LORENZO & ROCIO
35	6734	LOVETT AVE	CHAVARRIA VICTORINO JR
36	6735	PETAINE AVE	SMITH AUDREY F
37	6731	PETAINE AVE	UVALLE HERIBERTO
38	6727	PETAINE AVE	OLVERA RUBEN &
39	6721	PETAINE AVE	ZUMAYA SILVESTRE &
40	6717	PETAINE AVE	MARTINEZ MARIE ETAL
41	6711	PETAINE AVE	CARDOSO LEOPOLDO &
42	6707	PETAINE AVE	MACEDO ANA
43	6703	PETAINE AVE	Taxpayer at
44	6927	TOLAND ST	ORONA PATRICIA A
45	6923	TOLAND ST	RAMIREZ FERNANDO
46	6919	TOLAND ST	ORNELAS PRIMO & LAURA
47	6915	TOLAND ST	CARREON JORGE H
48	6911	TOLAND ST	SCHELL VIRGINIA FAYE
49	6907	TOLAND ST	NUNCIO JUANITA
50	6903	TOLAND ST	BUSTOS MACARIO &
51	6835	TOLAND ST	GLORIA HILARIO EST OF
52	6831	TOLAND ST	KIMBALL MICHAEL D
53	6827	TOLAND ST	REYNA JUAN
54	6823	TOLAND ST	ORTIZ JUAN SR
55	6819	TOLAND ST	RIVERA DANIEL &
56	6815	TOLAND ST	MORENO CLAUDIA
57	6811	TOLAND ST	CAMPOS PENA EULOGIO

06/14/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	6807 TOLAND ST	Taxpayer at
	59	6801 TOLAND ST	ZAVALA ANDRES SEGOVIA
	60	6800 LOVETT AVE	SUN PRINCE LTD
	61	6804 LOVETT AVE	DRINNING CHARLES E
	62	6808 LOVETT AVE	C DRINNING INVESTMENTS LLC
	63	6812 LOVETT AVE	SUN PRINCE LTD
	64	6816 LOVETT AVE	PUPO JULIO E
	65	6824 LOVETT AVE	CHAPA MIRNA V
	66	6828 LOVETT AVE	PRECIADO ROMAN ETAL
	67	6832 LOVETT AVE	FOSHEE ROBERT R
	68	6902 LOVETT AVE	DELGADO MARIELY
	69	6906 LOVETT AVE	ORTIZ LUZ ELENA &
	70	6910 LOVETT AVE	HUBERT PRESTON & KATHRYN
	71	6914 LOVETT AVE	FLORES MARIA ELENA
	72	6918 LOVETT AVE	MARTINEZ NANCY A
	73	6922 LOVETT AVE	PAREDES RAFAEL & MARIA G
	74	6923 LOVETT AVE	CASTANEDA PASCUAL Z &
	75	6919 LOVETT AVE	HERNANDEZ JOSE G
	76	6915 LOVETT AVE	RUIZ MARIA LUISA
	77	6907 LOVETT AVE	CAMPOS MARIO & MARIA
	78	6903 LOVETT AVE	MORALES JESSE
	79	6831 LOVETT AVE	RODRIGUEZ J G G
	80	6827 LOVETT AVE	PRESTIGE PROPERTY INVESTOR 2 LLC
	81	6823 LOVETT AVE	SALINAS JESUS H & BERTHA E
	82	6819 LOVETT AVE	AER MANAGEMENT LLC
	83	6815 LOVETT AVE	TORRES VINCENTE
	84	6809 LOVETT AVE	CAMACHO FERNANDO ROMERO &
	85	6801 LOVETT AVE	MEJIA NICOLASA
	86	6926 MILITARY PKWY	FIRST BAPTIST CHURCH OF
X	87	6929 WOODARD AVE	ESQUIVEL NOEMI
	88	6925 WOODARD AVE	MARIA SARA RENDON

06/14/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	6921 WOODARD AVE	VERGARA VINCENTE V &
	90	6917 WOODARD AVE	TEJADA JESUS REYES
	91	6915 WOODARD AVE	PEREIRA NELSON & MARIA
	92	6911 WOODARD AVE	BENITEZ JOEL & RAQUEL
	93	6905 WOODARD AVE	BENITEZ BULMARO &
	94	6903 WOODARD AVE	BENITEZ BULMARO & MARIA
	95	6800 MILITARY PKWY	GUERRERO ARISTEO & ROSA M
	96	6806 MILITARY PKWY	RODRIGUEZ OSCAR
	97	6810 MILITARY PKWY	RIVERA RAFAEL H
	98	6814 MILITARY PKWY	RAMIREZ JOSE E
	99	6818 MILITARY PKWY	RODRIGUEZ NOEL &
	100	6822 MILITARY PKWY	RAMOS JAVIER
	101	6826 MILITARY PKWY	TOVAR MARCO ANTONIO TOVAR &
	102	6830 MILITARY PKWY	ROBLES LUZ ESTELA
	103	6834 MILITARY PKWY	ESCOBAR GILBERTO &
	104	6835 WOODARD AVE	Taxpayer at
	105	6831 WOODARD AVE	VALDIVIA ELESIA M
	106	6827 WOODARD AVE	VALDIVIA ROQUE R &
	107	6823 WOODARD AVE	ADAME JUAN LUIS
	108	6819 WOODARD AVE	MARTINEZ ERIK
	109	6815 WOODARD AVE	ROBLES NENIDIA
	110	6811 WOODARD AVE	SANCHEZ JUAN M & MARTINA G
	111	6807 WOODARD AVE	CASTRO MARIO & IRMA
	112	6803 WOODARD AVE	ALANIZ CELIA M
	113	6802 WOODARD AVE	CORREA LUIS ALBERTO LANDEROS &
	114	6806 WOODARD AVE	ROBLES NENIDIA
	115	6810 WOODARD AVE	JOHNSON STACEY
	116	6814 WOODARD AVE	ROBLEDO SUSANA C & JOEL A
	117	6818 WOODARD AVE	DE LA PAZ RAMON & MELINA
	118	6826 WOODARD AVE	SARMIENTO MARGARITA &
	119	6830 WOODARD AVE	TORRES EDI D MORAN

06/14/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
X	120	6834 WOODARD AVE	POPE SANDRA C &
	121	6902 WOODARD AVE	BENTEZ DONICIO S &
	122	6906 WOODARD AVE	GODINEZ JUAN & MARTHA
	123	6910 WOODARD AVE	ALFARO CECILIA
	124	6914 WOODARD AVE	LARA ANTONIO LARA
	125	6918 WOODARD AVE	LARA ANTONIO L
	126	6922 WOODARD AVE	GARCIA TOMAS A & HILDA
	127	6926 WOODARD AVE	GARCIA TOMAS A &
	128	6930 WOODARD AVE	GUTIERREZ JOSE
	129	6934 WOODARD AVE	GONZALEZ LAURA M
	130	6700 MILITARY PKWY	CUEVAS APOLONIO &
	131	6708 MILITARY PKWY	DIAZ MAGDALENDO
	132	6714 MILITARY PKWY	CERENO AMELIA JAIMES
	133	6718 MILITARY PKWY	ROSALES ROLANDO &
	134	6722 MILITARY PKWY	LOPEZ JOSE NICANOR &
	135	6726 MILITARY PKWY	MONREAL JOSE A &
	136	6730 MILITARY PKWY	Taxpayer at
	137	6734 MILITARY PKWY	Taxpayer at
	138	6735 WOODARD AVE	LRM 2022 REVOCABLE TRUST
	139	6731 WOODARD AVE	TINAJERO DOMINGO & MARIA ANITA
	140	6727 WOODARD AVE	HERNANDEZ CLAUDIA
	141	6723 WOODARD AVE	SALAZAR ABEL IBARRA
	142	6719 WOODARD AVE	FLORES MARIA D
	143	6715 WOODARD AVE	SILVA JOHANNA SABINE RETANA
	144	6711 WOODARD AVE	DIAZ ANDRES
	145	6701 WOODARD AVE	GRIFALDO BLANCA E R
	146	6714 WOODARD AVE	RUIZ CLAUDIA GARCIA
	147	6718 WOODARD AVE	RIVAS CESAR EGUEL LOPEZ &
	148	6722 WOODARD AVE	PARESES JAIRO SEFERINO &
	149	6726 WOODARD AVE	RICKMAN NITA J
	150	6730 WOODARD AVE	PURKEY LORAIN

06/14/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	151	6734 WOODARD AVE	YANEZ ROGEL
	152	7027 MILITARY PKWY	MEZA JESUS M
	153	7023 MILITARY PKWY	ROSAS GERARDO &
	154	7011 MILITARY PKWY	PMR OIL & GAS COMPANY INC
	155	7002 BENNING AVE	PMR OIL & GAS CO INC
	156	7010 BENNING AVE	GALVAN FRANCISCO &
	157	7006 BENNING AVE	OSORIO MELISSA ABIGAIL SANCHEZ
	158	7014 BENNING AVE	VASQUEZ JOHN C
	159	7026 BENNING AVE	Taxpayer at
	160	7022 BENNING AVE	MENDOZA TERESA
	161	7024 BENNING AVE	CASTILLO AZUCENA
	162	7034 BENNING AVE	DAVILA MAURO &
	163	7037 BENNING AVE	PEREZ CARLOS & MARIA ISABEL
	164	7033 BENNING AVE	PEREZ CARLOS &
O	165	7027 BENNING AVE	LATHEM JERRY R &
	166	7017 BENNING AVE	TRISTAN CRECENCIO T &
	167	7019 BENNING AVE	OLIVARES CIPRIANO
O	168	7014 TOLAND ST	MENDEZ PORFIRIO P &
	169	7026 TOLAND ST	Taxpayer at
	170	7018 TOLAND ST	PALACIOS MIGUEL CARREON &
	171	7032 TOLAND ST	YANEZ MARIO &
	172	7038 TOLAND ST	SUPREME MARKETING GROUP LLC
	173	7023 TOLAND ST	DAVILA DAVID
	174	7015 TOLAND ST	ORONA CELSA & LINO
	175	7027 TOLAND ST	MENDEZ ANTONIO
	176	7007 TOLAND ST	PINA JUANITO & GABRIELA
	177	7011 TOLAND ST	MARTINEZ MARIA
	178	7003 TOLAND ST	PINA JUANITO
	179	7006 LOVETT AVE	MALLARD MAMIE
	180	7012 LOVETT AVE	SUCHIL MANUEL
	181	7018 LOVETT AVE	DEAVILA ELIZONDO & MARTHA

Z212-211(JA)

06/14/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	182	7026 LOVETT AVE	SUCHIL APOLINAR
	183	4402 N JIM MILLER RD	MOLINA OLGA
	184	7034 MILITARY PKWY	SOTO EMETERIO
	185	7028 MILITARY PKWY	CARROLL THOMAS D DDS
	186	7014 MILITARY PKWY	BALLAS VICTOR
	187	7020 MILITARY PKWY	BUY BUSINESS LLC
	188	7003 WOODARD AVE	BENITEZ ANTONIO & MARTHA
	189	7007 WOODARD AVE	CASILLAS CARLOS
	190	7009 WOODARD AVE	FLORES ERMEREGILDO & VANESSA
	191	7019 WOODARD AVE	FLORES NANSI &
	192	7023 WOODARD AVE	CASILLAS ORQUIDIA
	193	7037 MILITARY PKWY	IGLESIA DE DOS DUNAMIS MINISTRIES
	194	7003 MILITARY PKWY	TEXAS M PARKWAY LLC
	195	7033 TOLAND ST	TAVIRA AUDON &
	196	7002 MILITARY PKWY	Taxpayer at