

FILE NUMBER: Z223-285(LG) **DATE FILED:** June 7, 2023

LOCATION: South line of Skillman Street and the north line of Wendell Road, east of Pagemill Road

COUNCIL DISTRICT: 10

SIZE OF REQUEST: Approx. 3.19 acres **CENSUS TRACT:** 48113018506

REPRESENTATIVE: Rob Baldwin, Baldwin Associates

APPLICANT: Texans Can Academy

OWNER: America Can

REQUEST: An application for an amendment to Specific Use Permit No. 2299 for an open-enrollment charter school on property zoned an IR Industrial Research District.

SUMMARY: The purpose of the request is to continue operating the open-enrollment charter school. [Texans Can Academy]

CPC RECOMMENDATION: **Approval**, subject to an amended site plan, an amended traffic management plan, and amended conditions.

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

BACKGROUND INFORMATION:

- The area of request is developed with four buildings, three of which are occupied by the charter school. The remaining building contains a medical clinic.
- On August 8, 2018, the City Council approved Specific Use Permit No. 2299 for an open-enrollment charter school for a five-year period, subject to a site plan, a traffic management plan, and conditions.

Zoning History:

There has been one zoning cases in the area in the last five years.

1. **Z190-351:** On December 11, 2020, staff approved an automatic renewal of Specific Use Permit No. 1434 for a private school for an additional ten-year period on the southwest corner of Presidential Drive and Metric Drive.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Skillman Street	Principal Arterial	100 ft.
Wendell Road	Local	60 ft.

Traffic:

The Engineering Division of Development Services Department has no objection to the proposed request. Transportation Development Services staff received the latest submittal of the traffic study update dated December 2023. Regarding compliance of traffic study updates, the operator failed to submit a traffic study update in November of 2022 as required in SUP 2299.

STAFF ANALYSIS:

Comprehensive Plan:

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

The request complies with the following land use goals and policies of the Comprehensive Plan:

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

Policy 1.1.5.7 Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks and open space, libraries and schools. Encourage the development of these facilities in priority Area Plans

ECONOMIC ELEMENT

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

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

Land Use:

	<u>Zoning</u>	<u>Land Use</u>
Site	IR Industrial Research District	Open-enrollment charter school and medical clinic
North	IR Industrial Research District and R-7.5(A) Single Family District	Auto service center and single family
East	IR Industrial Research District	Office/warehouse, industrial (inside) for light manufacturing
South	IR Industrial Research District	Office/warehouse and surface parking
West	IR Industrial Research District	Office building

Land Use Compatibility:

The area of request is currently developed with four one-story buildings. The building in the northeast quadrant is occupied by a medical office. The other three buildings are occupied by the charter school [Texans Can Academy], which was granted by Specific Use Permit No. 2299 in 2018. The applicant proposes to continue to operate a high school open enrollment charter school that provides a unique approach to educating high school students who have had difficulty in traditional school settings. Because the student body

often needs counseling services, the medical office on site provides a symbiotic relationship with the existing open-enrollment charter school.

Surrounded land uses include office to the west, office/warehouse uses to the east and south, and an auto service center to the north across Skillman Street. A single family neighborhood is located on the north side of Forest Lane (Skillman Street merges into Forest Lane at the northern property line of the area of request).

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.

Staff supports the request because it 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 an amended site plan, an amended traffic management plan, and amended conditions. Staff considers the requested amendment to be compatible with the surrounding area because compliance with the proposed conditions, site plan, and a Traffic Management Plan requiring periodic updates will ensure the operation runs optimally in the future.

Landscaping:

Landscaping will be provided in accordance with the landscaping requirements in Article X, as amended.

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 applicant requested a reduction in the number of off-street parking spaces, which was granted by Specific Use Permit No. 2299 in 2018. The off-street parking requirement for school use pursuant to Section 51A-4.204(17) is that each high school classroom requires nine and one-half parking spaces. Since the school includes 18 classrooms, the typical minimum parking requirement would be 171 parking spaces. The applicant requested to only provide parking spaces which equates to approximately 3.611 spaces per classroom. Based on the site plan, the total required between both uses on the site is 151. To ensure adequate parking spaces, the applicant has acquired an existing parking lot on the southeast corner of Pagemill Road and Wendell Road, which is owned by the same property owner. According to the applicant, 142 parking spaces are provided at the school's site and 171 spaces are provided on the existing parking lot. This equates to a total of 313 spaces.

Market Value Analysis:

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

List of Officers

America Can

Richard Marques, President
James Pince, Chief of Schools
Lew Blackburn, Chief Business Officer
Dan Cahalen, Chief Development Director
Pamela R. Carroll, Chief Director of Human Resources
Marian P. Hamlett, Chief Financial Officer
Malcolm Wentworth, Chief Operations Officer
J. Scott Barrow, Executive Director Operations
Fernando Marino, Director
Richard Pena, Director

CPC Action
March 7, 2024

Motion: It was moved to recommend **approval** of an amendment to Specific Use Permit No. 2299 for an open-enrollment charter school, subject to an amended site plan, an amendment traffic management plan, and amended conditions on property zoned an IR Industrial Research District, on the south line of Skillman Street and the north line of Wendell Road, east of Pagemill Road.

Maker: Herbert
Second: Shidid
Result: Carried: 12 to 0

For: 12 - Chernock, Hampton, Herbert, Forsyth, Shidid,
Carpenter, Wheeler-Reagan, Blair, Sleeper,
Housewright, Haqq, Hall

Against: 0
Absent: 3 - Treadway, Kingston, Rubin
Vacancy: 0

Notices:	Area: 300	Mailed: 20
Replies:	For: 0	Against: 0

Speakers: None

PROPOSED CONDITIONS

1. USE: The only use authorized by this Specific Use Permit is an open-enrolment 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. CLASSROOMS: The maximum number of classrooms is 18, limited to high school classrooms.
5. HOURS OF OPERATION: The open-enrollment charter school may only operate between 6:30 a.m. and 7:00 p.m., Monday through Friday and between 7:30 a.m. and 12:30 p.m. on Saturday.
6. TRAFFIC MANAGEMENT PLAN:
 - A. In general. Operation of 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 the 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, 2024, or within six months after students first beginning 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 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 November 1, 2024, 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 even-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 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.

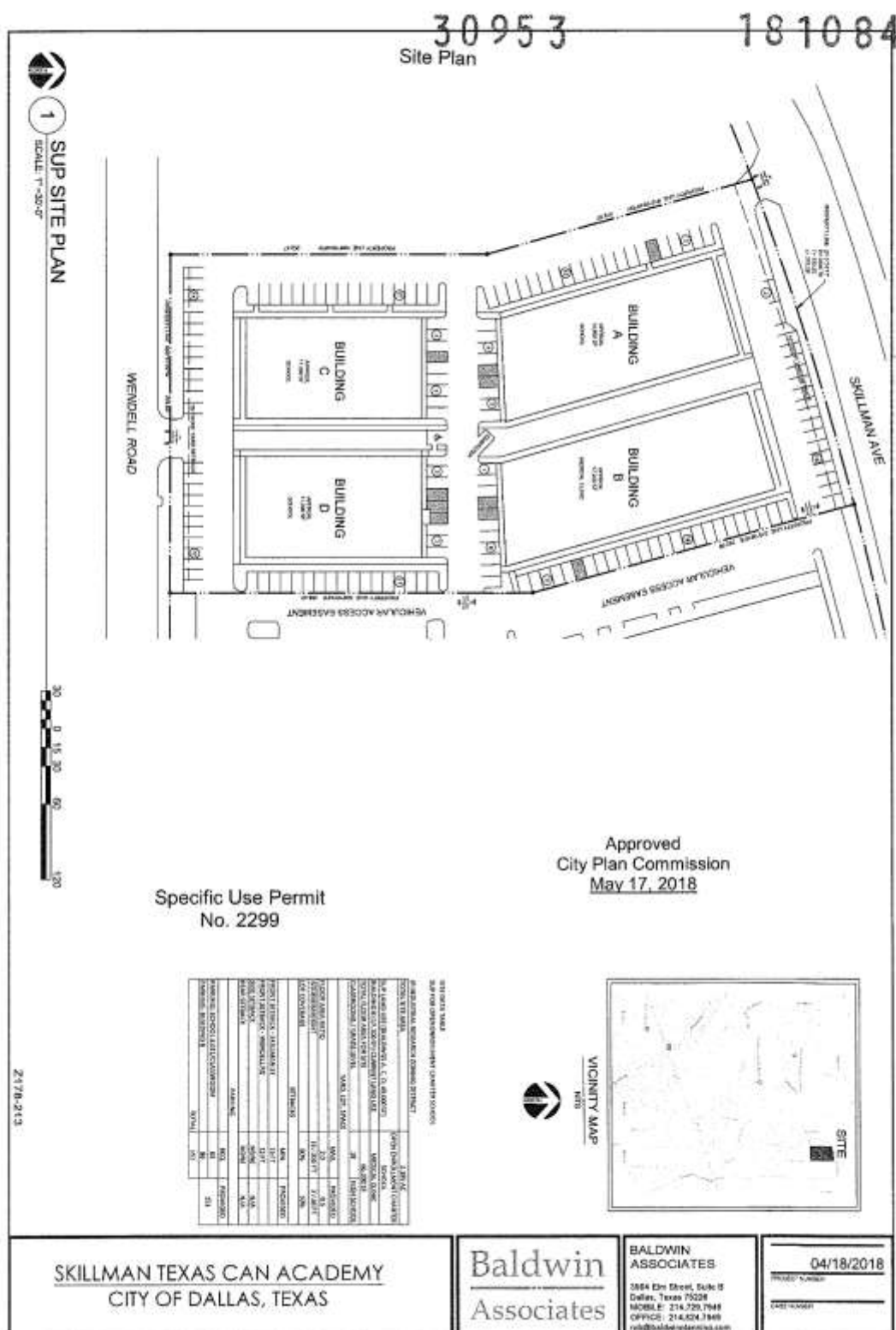
i. A traffic management plan may be amended using the minor amendment fee and public hearing process in Section 51A-4.1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

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.

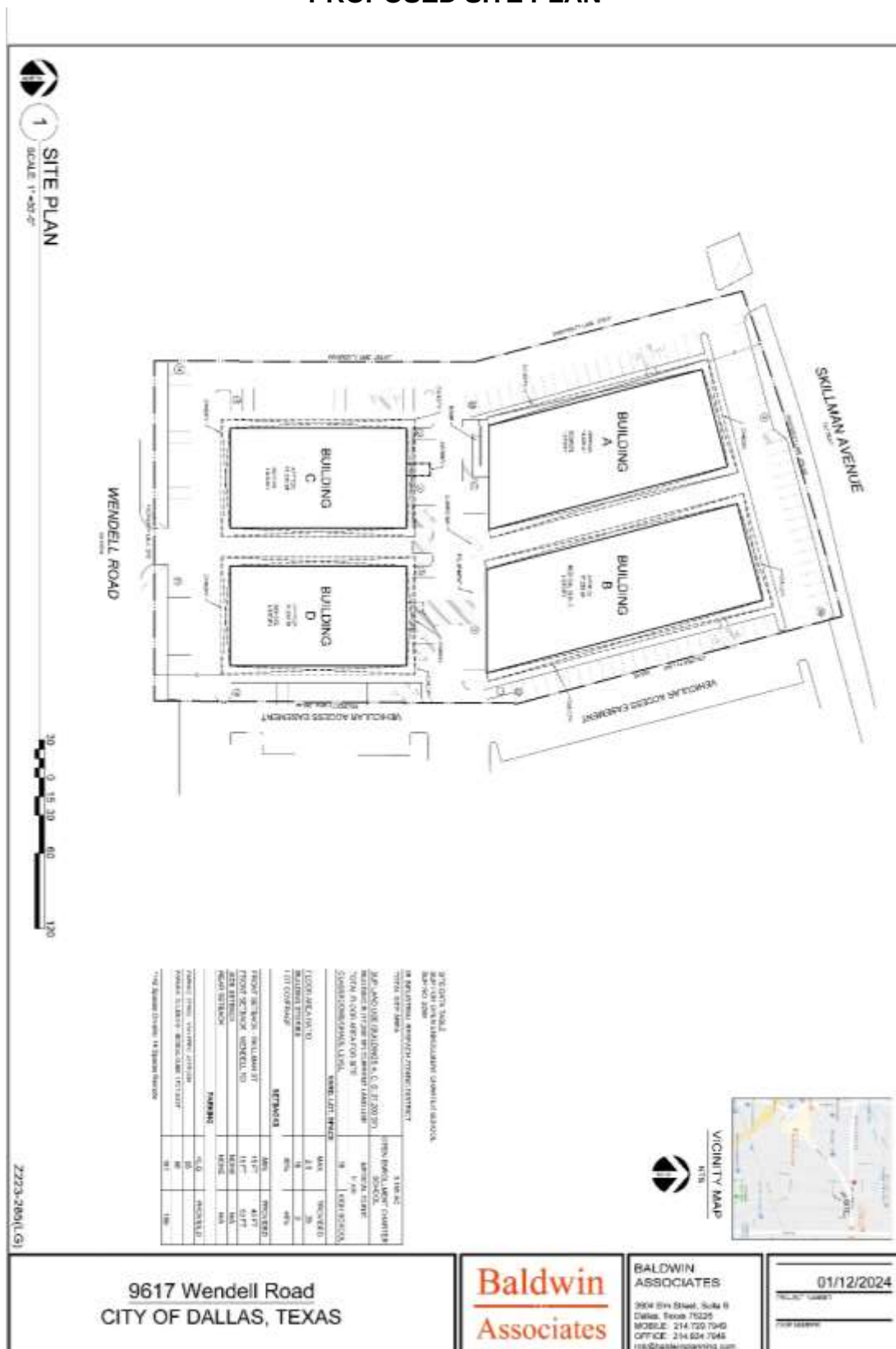
7. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

8. 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.

EXISTING SITE PLAN



PROPOSED SITE PLAN



PROPOSED TRAFFIC MANAGEMENT PLAN

LJA Engineering, Inc.



**TEXANS CAN ACADEMY
DALLAS NORTH CAMPUS
TRAFFIC MANAGEMENT PLAN**

LJA Project No. 2692-2301

Scott Booth, PE, PTOE
LJA Engineering, Inc.

LJA Engineering, Inc.



6060 N Central Expressway, Suite 440
Dallas, Texas 75206
Phone: 469.621.0710
www.ljaengineering.com
TBPE Firm F-3186

December 2023

**TEXANS CAN ACADEMY
DALLAS NORTH CAMPUS
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I. INTRODUCTION

LJA Engineering, Inc. (LJA) was retained by Texans Can Academy (Client) to review the traffic operations at the Dallas North Campus located in Dallas, Texas. The purpose of this review, and the following summary report, is a revision to the Traffic Management Plan (TMP) prepared for the site in October of 2019 to account for student enrollment totals and changes to the pick-up and drop-off location. Figure 1 below is a map detailing the site location.



* Trafficware Synchro 10 screenshot reprinted with permission from Microsoft Bing Maps

Figure 1 – Dallas North Campus Site Location

The school is located in existing buildings that are part of an office/light industrial type development, located south of the intersection of Forest Lane and Skillman Street. In the figure above, buildings A, C, and D (approximately 38,000 square feet in total). Building B is currently occupied and is not part of the school. The school currently has 252 students enrolled (split between four different schedule options) with approximately 25 staff members.

1.1 Existing Area Conditions

The Dallas North Campus is bordered by Skillman Street on the north edge of the site, Wendell Road along the southern edge, and access driveways on both the east and west sides of the site. Skillman Street is a major six-lane divided thoroughfare. Wendell Road is a 40-foot wide roadway with no lane striping; therefore, it functions as a two-lane roadway. The driveways on either side of the buildings are standard width drive aisles that are approximately 24 feet wide and are striped as fire lanes. There are no known proposed/planned improvements to existing roadways surrounding the site.

1.1.1 Site Ingress and Egress

This development area is served by four driveways on Skillman Street, two driveways on Pagemill Road, and three driveways on Wendell Road (numbered in the above figure). All of the driveways on Pagemill Road and Wendell Road are full access allowing left-turns in and out. On Skillman, only the east most drive is full access. The other three driveways are right-in/right-out only. Given there is cross access throughout the development, there are no dedicated access points that serve just the Dallas North Campus and it was noted that not all driveways were used for school related traffic.

1.2 Changes Since Previous Traffic Management Plan Submittal

With this submittal, the following changes from the previous TMP submittal are noted:

- Student entrance moved from the south side of Building D to the west side of Building C
- Additional schedule options for students have been added

This TMP replaces the previous plan for the site.

II. TRAFFIC MANAGEMENT PLAN

The purpose of the Traffic Management Plan (TMP) is to establish procedures for traffic flow and circulation around the charter school and daycare facility related to student drop-off and pick-up operations. Use of a TMP helps improve traffic/student safety and helps maximize the efficiency of drop-off and pick-up operations. The analysis summarized in this report identifies critical elements of the TMP such as available queuing space that is both on and off site, circulation patterns for the charter school and day care facilities, and the projected trip generation (and estimated queuing) during the morning and afternoon peaks.

2.1 Operational Characteristics

Based on information from the client, the school currently has:

- 252 students (split between four different schedule options)
- Approximately 25 staff members for high school

2.1.1 Drop-off and Pick-up Hours

The high school is open from 8:00 AM until 5:00 PM. Classes are split between four different sessions (red, blue, yellow or green) as shown in Figure 2 below. Most of the students are on either the Red (9:00 AM to 1:42 PM) or Green Schedule (9:00 AM to 3:48 PM). The actual start and end times for the class sessions could be slightly different from those listed below and are structured around the DART bus schedule to accommodate students that utilize transit.

1st Period	2nd Period	3rd Period	4th Period	5th Period	6th Period	7th Period
9:00a- 10:00a	10:03a- 11:03a	11:06a- 12:06p	A Lunch/ Advisory 12:09p-12:39p 12:09p- 1:09p	12:42- 1:42p B Lunch/ Advisory 1:12p-1:42p		
	10:03a- 11:03a	11:06a- 12:06p	A Lunch/ Advisory 12:09p-12:39p 12:09p- 1:09p	12:42- 1:42p B Lunch/ Advisory 1:12p-1:42p	1:45p- 2:45p	
		11:06a- 12:06p	A Lunch/ Advisory 12:09p-12:39p 12:09p- 1:09p	12:42- 1:42p B Lunch/ Advisory 1:12p-1:42p	1:45p- 2:45p	2:48p- 3:48p
9:00a- 10:00a	10:03a- 11:03a	11:06a- 12:06p	A Lunch/ Advisory 12:09p-12:39p 12:09p- 1:09p	12:42- 1:42p B Lunch/ Advisory 1:12p-1:42p	1:45p- 2:45p	2:48p- 3:48p

Figure 2: Current Schedule Options

For schools, the peak times of traffic flow are concentrated around the start and end of classes and are shorter than an hour (typically 30 minutes). As was stated above, there are four sessions of school for students. Students are generally enrolled in either the Red or Green session. The start and end times for the class sessions are structured around the DART bus schedule and may vary slightly as the bus schedule changes.

Based on the estimated class times and observations conducted at existing Texans Can Campuses in the Dallas area, the morning peak hour is between 8:45 AM and 9:45 AM and is the busiest time of day. The midday peak hour is from 1:15 PM to 2:30 PM and is the least busy time of day. The afternoon peak is from 3:15 PM to 4:15 PM.

2.1.2 Drop-off and Pick-up Locations

Students enter/exit through a location on the west side of Building C (See attached Exhibit 1) and this is where the drop-off/pick-up area is located adjacent to this entrance.

2.1.3 Campus Personnel Assisting Students

This campus serves only high school students who require minimal assistance during drop-off/pick-up operations. There is one security officer at the student entry who can assist students and/or parents if needed.

2.1.4 School Operations and Circulation

Students enter and exit the campus through the cafeteria which is located in Building C. (Refer to the attached TMP exhibit). It is the main entrance to the cafeteria and on the west side of the building. Students that use transit access the site from drives along Skillman Street as well as the drive on Pagemill Road. Based on observations, approximately 40 (15.8%) of the current students use transit.

Students that are dropped off or picked up by parents do so in the parking/drive isle area that is adjacent to the cafeteria (building C). For parents/students coming from the north or east, access to the site will be via making a left turn on to Pagemill Road, which is signalized, and then accessing the campus from the south entrances on Wendell Road. When exiting the site, these parents/students will depart the campus at the north end by making a right-turn onto Skillman Street/Forest Lane. For those coming from the south and west, they will access the site from the north entry at Skillman Street and exit the south end to Wendell Road and Pagemill Road, which will provide signalized access back to the west on Skillman Street.

Students, who drive their own vehicle, park in the designated lot located on the southeast corner of Pagemill Road and Wendell Road (the lot has 171 spaces), which will require students to cross Wendell Road. At this location, Wendell Road is 40-foot wide roadway for local access, and it is not anticipated that the road will carry significant traffic volumes that warrant special treatment for pedestrians. Students will be advised to cross at designated locations with sidewalks. These students will access the campus through the cafeteria in the same manner as that described for the pickup and drop-off operations above.

It was noted that there are semi-tractor trucks with trailers that park along Wendell Road and make it difficult for both vehicles and pedestrians to see each other. It is recommended that the city prohibit truck parking along Wendell Road that is adjacent to the student parking lot area.

2.1.5 Campus Trip Generation

Trip generation for the school was based on observations conducted at existing Texans Can campuses in the Dallas area. Given the school schedules, five total observations were completed per the following schedule:

- May 9, 2023 from 8:45 AM to 9:45 AM
- May 9, 2023 from 3:15 PM to 4:15 PM
- May 16, 2023 from 8:45 AM to 9:45 AM
- May 16, 2023 from 1:30 PM to 2:30 PM
- May 16, 2023 from 3:15 PM to 4:15 PM

Given that this campus is shared with other uses in the development, only those vehicles that accessed campus parking areas or had students were counted. The observed trip generation for the Dallas North Campus is based on the highest observed trip counts and is summarized in Table 1 below. Raw count data for each of the observations is attached in Exhibit 2.

Table 1 – Observation Summary for Vehicle Trips

Land Use	Independent Variable	Units	AM-Peak Hour			Midday-Peak Hour			PM-Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
High School	Students	252	88	61	149	39	49	88	47	87	134
Total Trips			88	61	149	39	49	88	47	87	134

The above table shows that the most vehicular traffic occurs in the morning peak hour with a total of 149 trips. Much of this is due to the arrival of both students and staff for morning classes. From the observations at the campus, it was also observed that the arrival of vehicles in the AM peak was spread out more evenly over the peak hour. This is due to many of the students arriving late (within 30 minutes) for the first period, but staff arriving earlier before school.

The midday peak hour has fewer overall trips (88 total) when compared the AM and PM peak but has two of the schedules having pick up occur on site. It is also more concentrated into a peak 30-minute period between 1:15 PM and 1:45 PM. Most of the students that leave during this peak are students that drive themselves or take transit.

The PM Peak has two schedules where students are picked up. It is also more concentrated into a peak 30-minute period between 3:30 PM and 4:00 PM. This is due to parents getting there right before the classes end and the school not offering activities after classes end for the day.

2.1.6 On-Street Pick-Up/Drop-Off

For the Dallas North Campus, there was no on-street pickup/drop-off observed. All pickup/drop-off activity occurred on site. It was noted during the observations that some students walk to other areas of the parking lot to be picked-up, but there is no on-street pick-up. Drop-off is focused on the area adjacent to the entry on the west side of Building C.

2.1.7 Site Queues and Projected Queue Lengths

With two entry points to the campus for parents picking up and dropping off students, there is approximately 600 feet (approximately 24 vehicles) of space for the queuing of vehicles (see attached TMP in Exhibit 1). Based on observations the longest vehicle queue seen was 3 vehicles in the AM peak hour. Most people pulled into parking spots to let their student out.

During the midday peak, vehicle queues of parents waiting to pick students up at the Grant East Campus did not exceed two (2) vehicles at any given time. These short queues are due to the presence of open parking spots that are utilized as spots to wait for the students.

Students that are dropped off or picked up by parents do so in the parking area just west of the cafetorium. Some parents enter the driveway on the north side of the site, pick up/drop off a student(s) and then exit the east or south driveway. Others turn around on the site and depart the north driveway. Still others enter from the east or south driveways, pick up/drop off a student(s) and then exit the north driveway.

Students who drive their own vehicle, park in the designated lot located on the southeast corner of Pagemill Road and Wendell Road. This keeps students driving their own vehicle away from the area where parents are dropping off or picking up students.

III. SUMMARY AND RECOMMENDATIONS

Based upon the site layout for the Dallas North Campus, the student enrollment, and observations from the campus; it is not anticipated that the existing school campus will have a significant impact on the traffic operations of the adjacent roadways. Overall access to the site is good and there is sufficient on-site storage for the projected queues related to the operations of the school.

The only recommendation is for the city to restrict truck parking along Wendell Road in sections adjacent to the parking areas.

Appendix – Traffic Management Plan



Appendix – Observation Count Data

A

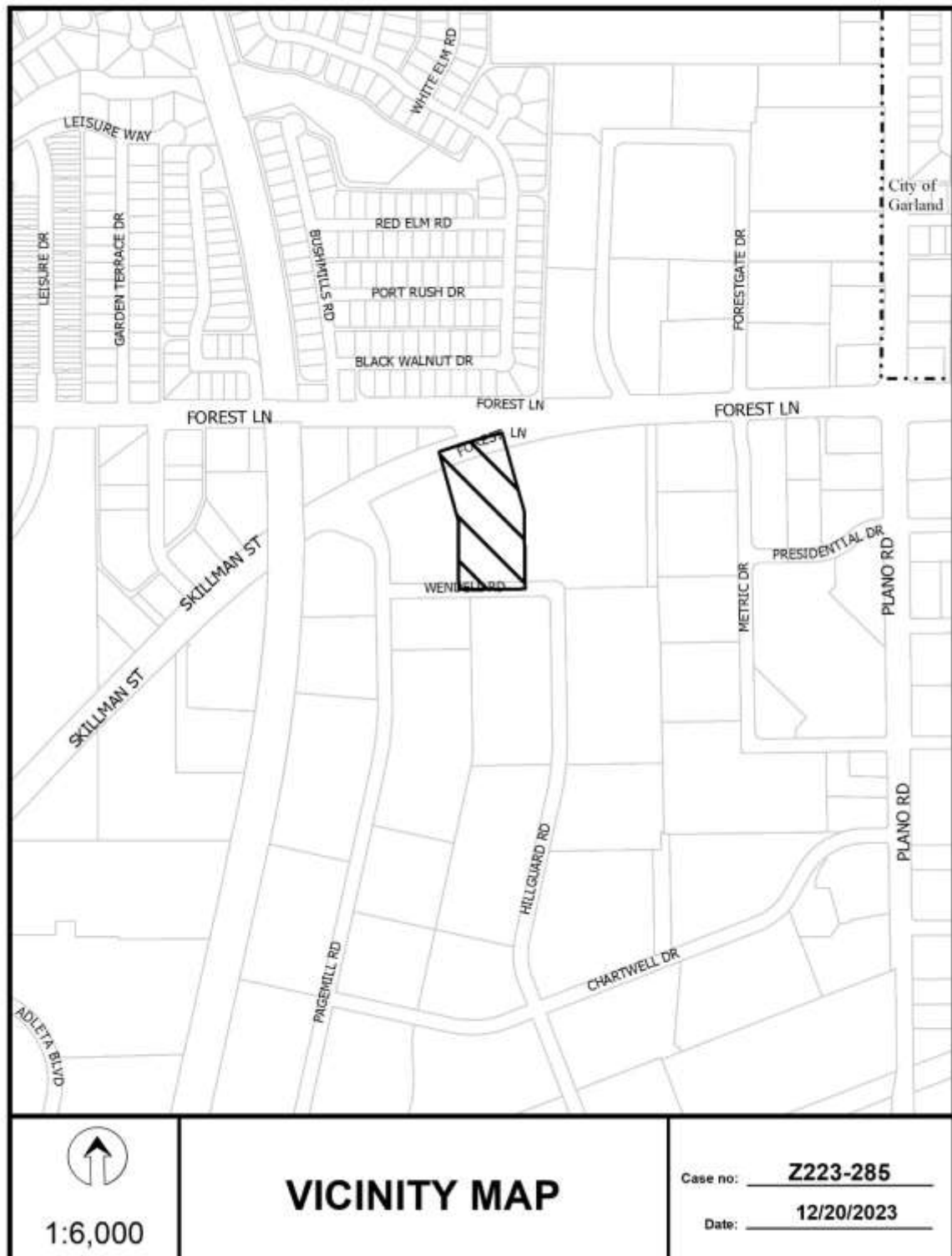
Traffic Count 5/9/2023 AM Peak																				
Time Period Start	Wendell Road East Drive				Wendell Road West Drive				Page Mill Road South Drive				Skillman Street East Drive		Skillman Street Middle Drive		Skillman Street West Drive		Pedestrians	
	RT In	RT out	LT in	LT Out	RT in	RT out	LT in	LT Out	RT in	RT out	LT in	LT Out	RT In	RT Out	RT in	RT Out	RT In	RT Out	In	Out
8-45	0	0	0	0	2	2	5	0	0	2	4	0	4	3	6	5	7	2	8	0
9-00	4	0	0	2	4	3	2	0	0	6	12	0	3	4	1	3	3	3	12	0
9-15	0	0	0	1	0	0	1	0	0	4	3	0	5	6	4	3	2	1	2	0
9-30	1	0	0	1	0	1	1	0	0	2	0	0	4	4	0	1	4	2	12	0
Total	5	0	0	4	6	6	9	0	0	14	19	0	16	17	11	12	16	8	34	0
Inbound	82																			
Outbound	61																			

Traffic Count 5/9/2023 PM Peak																				
Time Period Start	Wendell Road East Drive				Wendell Road West Drive				Pagemill Road South Drive				Skillman Street East Drive		Skillman Street Middle Drive		Skillman Street West Drive		Pedestrians	
	RT In	RT out	LT in	LT Out	RT in	RT out	LT in	LT Out	RT in	RT out	LT in	LT Out	RT in	RT Out	RT in	RT Out	RT in	RT Out	In	Out
3-15	1	0	0	0	1	2	1	0	0	3	1	0	4	3	2	2	1	1	0	2
3-30	1	0	0	1	1	1	1	0	0	6	1	0	2	6	4	4	0	2	0	3
3-45	1	0	0	2	0	3	1	0	0	4	0	0	1	3	0	1	0	0	0	8
4:00	0	0	0	0	1	2	0	0	0	2	0	0	1	2	1	1	0	1	0	2
Total	3	0	0	3	3	8	3	0	0	15	2	0	8	14	7	8	1	4	0	15
Inbound	27																			
Outbound	52																			

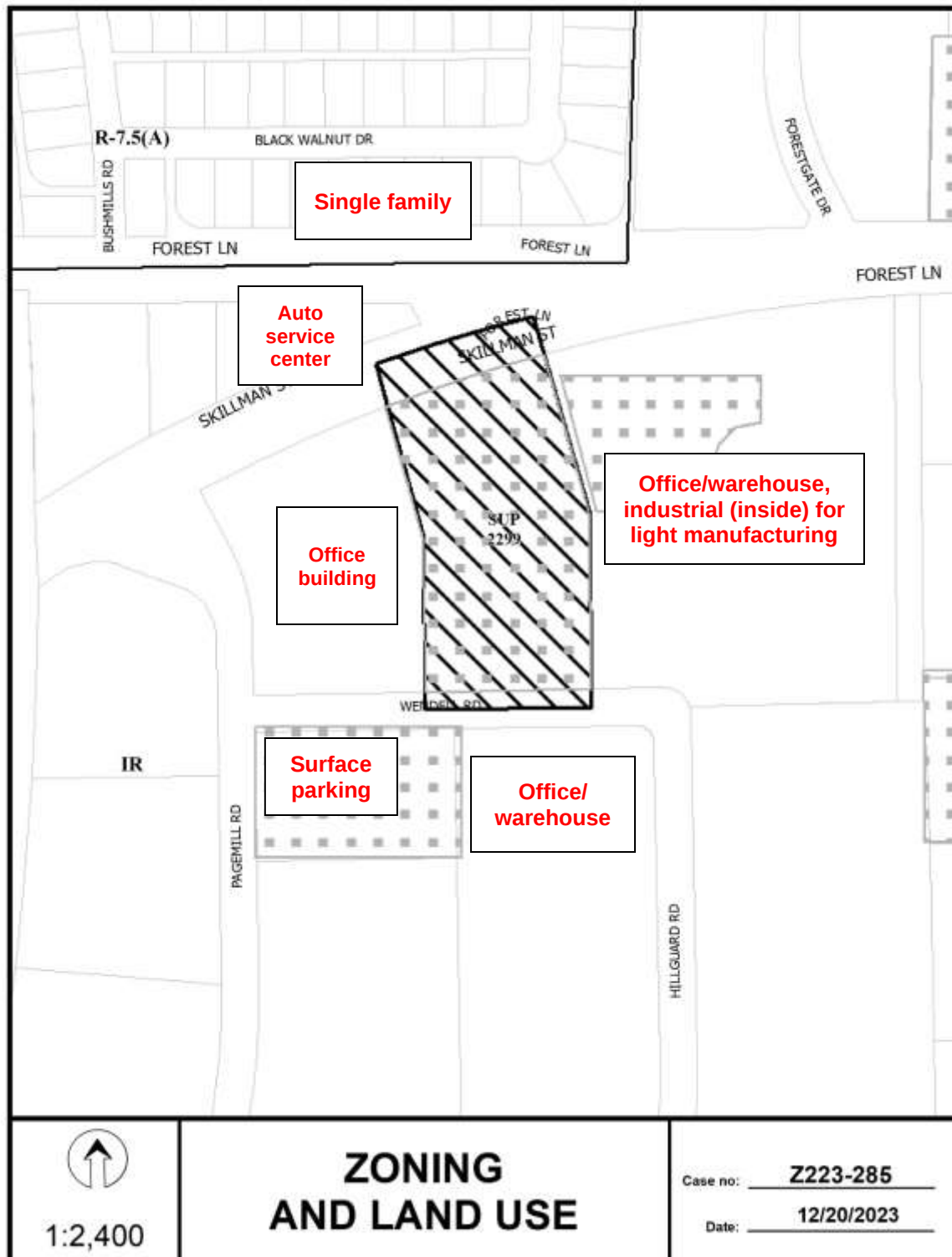
Traffic Count 5/16/2023 AM Peak																				
Time Period Start	Wendell Road East Drive				Wendell Road West Drive				Pagehill Road South Drive				Skillman Street East Drive		Skillman Street Middle Drive		Skillman Street West Drive		Pedestrians	
	RT In	RT Out	LT In	LT Out	RT In	RT Out	LT In	LT Out	RT In	RT Out	LT In	LT Out	RT In	RT Out	RT In	RT Out	RT In	RT Out	In	Out
8:45	3	0	0	0	0	1	4	0	0	2	6	0	4	2	4	4	5	2	0	0
9:00	2	0	0	1	1	2	2	0	0	5	6	0	5	4	2	2	2	2	9	0
9:15	6	0	0	0	1	0	5	0	0	5	7	0	7	6	1	3	5	2	10	0
9:30	1	0	0	1	0	1	1	0	0	3	1	0	4	3	1	1	2	2	1	0
Total	12	0	0	2	2	4	12	0	0	15	20	0	20	15	8	10	14	8	20	0
Inbound																			88	
Outbound																			54	

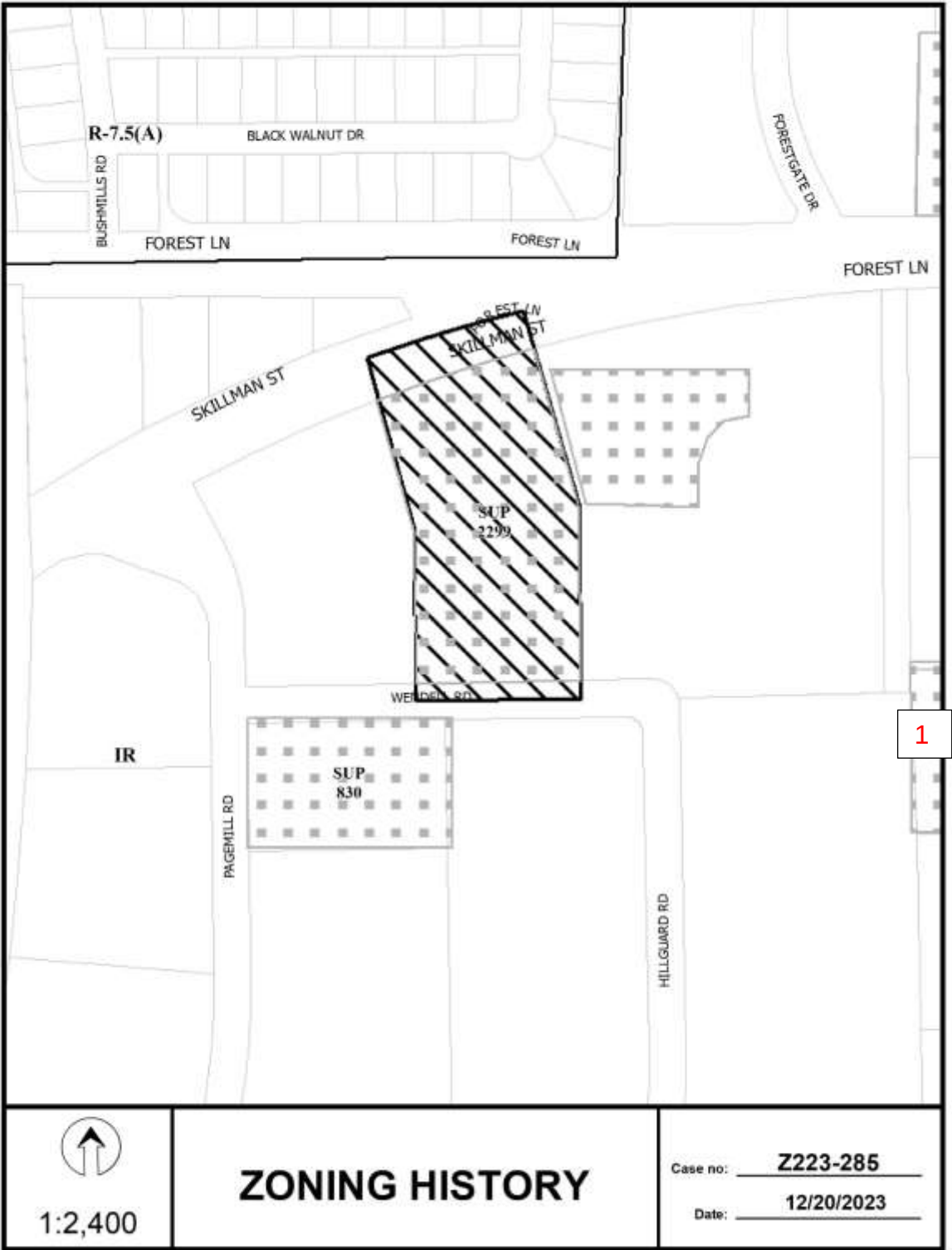
Traffic Count 5/26/2023 Midday Peak																				
Time Period Start	Wendell Road East Drive				Wendell Road West Drive				Pagemill Road South Drive				Skillman Street East Drive		Skillman Street Middle Drive		Skillman Street West Drive		Pedestrians	
	RT In	RT out	LT In	LT Out	RT In	RT out	LT In	LT Out	RT In	RT out	LT In	LT Out	RT In	RT Out	RT In	RT Out	RT In	RT Out	In	Out
1:30	0	0	0	0	0	1	0	0	0	0	2	0	9	4	1	3	3	2	0	8
1:45	1	0	0	2	0	0	1	0	0	1	0	0	2	6	1	2	2	1	0	5
2:00	1	0	0	2	0	1	0	0	0	3	0	0	2	4	1	4	1	3	0	3
2:15	0	0	0	0	0	1	0	0	0	2	0	0	9	3	1	2	2	2	0	1
Total	2	0	0	4	0	3	1	0	0	6	2	0	22	17	4	11	8	8	0	17
Inbound	39																			
Outbound	49																			

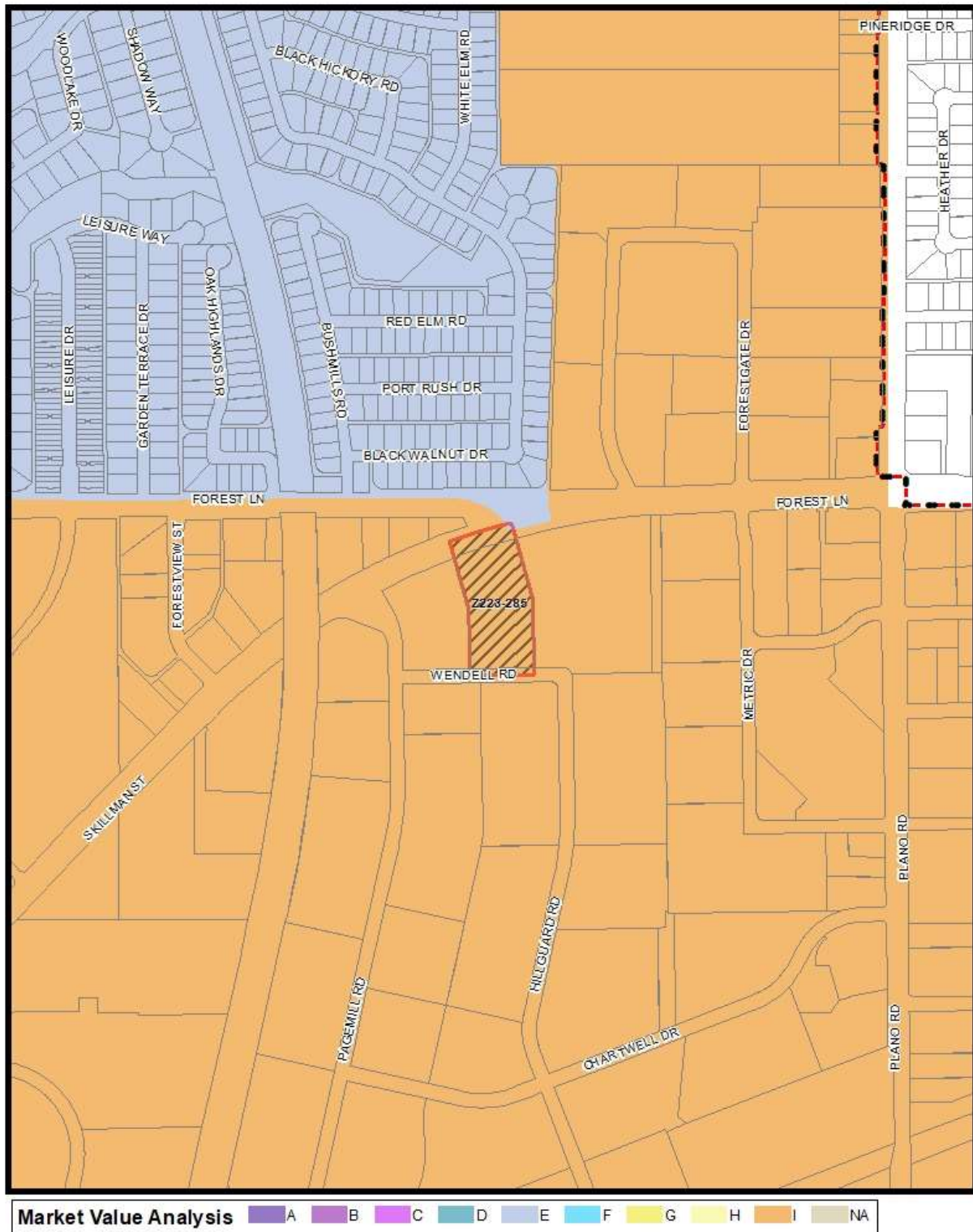
Traffic Count 5/16/2023 PM Peak																				
Time Period Start	Wendell Road East Drive				Wendell Road West Drive				Pagemill Road South Drive				Skillman Street East Drive		Skillman Street Middle Drive		Skillman Street West Drive		Pedestrians	
	RT In	RT Out	LT In	LT Out	RT In	RT Out	LT In	LT Out	RT In	RT Out	LT In	LT Out	RT In	RT Out	RT In	RT Out	RT In	RT Out	In	Out
3:15	0	0	3	0	1	2	2	0	0	3	6	0	3	2	3	5	4	2	0	2
3:30	1	0	0	3	0	3	3	0	0	5	1	0	5	6	4	3	4	5	0	20
3:45	1	0	0	2	0	2	0	0	0	7	1	0	0	6	0	5	1	3	0	1
4:00	0	0	0	1	1	1	1	0	0	5	0	0	0	7	2	4	0	5	0	0
Total	2	0	3	6	2	8	6	0	0	20	8	0	8	21	9	17	9	15	0	23
Inbound	47																			
Outbound	87																			











1:6,000

Market Value Analysis

Printed Date: 12/21/2023



03/06/2024

Reply List of Property Owners***Z223-285******20 Property Owners Notified******0 Property Owners in Favor******0 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	9704	SKILLMAN ST	AMERICA CAN
2	9641	WENDELL RD	FLT NORTHGATE ASHTON LLC & ET AL
3	11500	HILLGUARD RD	BRE JUPITER TX 1B OWNER LLC
4	11500	PAGEMILL RD	AMERICAN CAN
5	11501	HILLGUARD RD	ICON OWNER POOL 6 EL PASO LLC
6	9631	SKILLMAN ST	MARINO FRANK
7	9661	SKILLMAN ST	TEXAS CAPITAL FAMILY LP
8	9797	SKILLMAN ST	Taxpayer at
9	10316	BLACK WALNUT DR	BULLARD TRUDY N
10	10320	BLACK WALNUT DR	MOHAMMAD MOHAMMAD &
11	10324	BLACK WALNUT DR	REYNOLDS L E
12	10328	BLACK WALNUT DR	LY TRI
13	10332	BLACK WALNUT DR	TRAN MY DUNG
14	10336	BLACK WALNUT DR	ZARATE DAVID &
15	10340	BLACK WALNUT DR	HUYNH BINH N & XUYEN KIM T LE
16	10344	BLACK WALNUT DR	WALLS ANNETTE
17	10348	BLACK WALNUT DR	KAR TLUANG &
18	10402	BLACK WALNUT DR	CASADOS CESAR
19	11805	FORESTGATE DR	ALPARC II NORTHGATE
20	9696	SKILLMAN ST	BBH CAPITAL INVESTMENTS LLC