

FILE NUMBER: Z212-218(JA) **DATE FILED:** March 15, 2022

LOCATION: Bounded by Vanderbilt Avenue, Delmar Avenue, Goodwin Avenue, and Matilda Street

COUNCIL DISTRICT: 14

SIZE OF REQUEST: Approx. 4.5 acres **CENSUS TRACT:** 48113000202

REPRESENTATIVE: Karl A. Crawley, Masterplan

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for a Planned Development District for a public school other than an open enrollment charter school on property zoned an R-7.5(A) Single Family District.

SUMMARY: The purpose of the request is to allow for the construction of an addition to an existing public school. [Geneva Heights Elementary School]

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

STAFF RECOMMENDATION: **Approval**, subject to a revised development plan, a traffic management plan, a revised landscape plan, and staff's recommended conditions.

Single Family Districts [Ref. Sec. 51A-4.112(f) for R-7.5(A)]:
https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376

BACKGROUND INFORMATION:

- The area of request is zoned an R-7.5(A) Single Family District and is currently developed with a public elementary school. [Geneva Heights Elementary School]
- The applicant proposes to demolish the existing school, except that the 1931 building facing Delmar Avenue will be retained, then construct an addition to the remaining portion of the existing school.
- Re-platting is required in order to establish a building site for construction of the addition to the school. On April 21, 2022, the city plan commission approved preliminary plat S212-154, subject to conditions.
- Although schools may be authorized by Specific Use Permit (SUP) under the existing zoning classification of the site, the applicant requests a planned development district (PD) in order to provide a measure of protection for the original 1931 portion of the existing school.
- On January 19, 2023, the City Plan Commission recommended approval of the request, subject to a revised development plan, a traffic management plan, a revised landscape plan, and conditions. Exhibits included in this staff report reflect all required revisions.

Zoning History:

There have been four zoning change requests in the area in the last five years.

1. **Z201-213:** On January 12, 2022, City Council approved an application to create a subdistrict within Conservation District No. 11 (the M Streets East Conservation District) on the east line of Greenville Avenue, south of Marquita Avenue.
2. **Z189-172:** On November 10, 2021, City Council approved an amendment to Conservation District No. 12 (the Belmont Addition Conservation District). *[Authorized Hearing]*
3. **Z178-343:** On January 19, 2019, City Council approved an amendment to Conservation District No. 12 (the Belmont Addition Conservation District). *[Authorized Hearing]*
4. **Z178-186:** On April 25, 2018, City Council approved an ordinance establishing a demolition delay overlay district on property generally bound by Live Oak Street, Bryan Parkway, Matilda Street, Martel Avenue, municipal boundary of Dallas and Highland Park, Lemmon Avenue, Dallas North Tollway, Turtle Creek Boulevard, Carlisle Street, Blackburn Street, and Haskell Avenue to Main Street, both sides of Main Street from Haskell Avenue to Carroll Avenue, Main Place, Prairie Avenue, Columbia Avenue, and Fitzhugh Avenue.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Vanderbilt Avenue	Local Street	-
Delmar Avenue	Local Street	-
Goodwin Avenue	Local Street	-
Matilda Street	Local Street	-

Traffic:

The proposed traffic management plan (TMP), dated December 20, 2022, is sealed by a licensed professional engineer (ref CPC-Recommended Exhibit B_Traffic Management Plan" provided later in this staff report), and contains the signature of the Geneva Heights Elementary School principal.

Per proposed Sec. 51P-1097.116 (ref "CPC-Recommended PD Conditions" provided later in this staff report), a traffic study evaluating the sufficiency of the TMP must 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

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

ECONOMIC ELEMENT**GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS**

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

URBAN DESIGN ELEMENT**GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY**

Policy 5.1.3 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.

Surrounding Land Uses:

	Zoning	Land Use
Site	R-7.5(A) Single Family District	Public elementary school
North	Conservation District No. 11 [M Streets East CD]	Predominantly single family; some duplex and multifamily
East	Conservation District No. 11 [M Streets East CD]; R-7.5(A) Single Family District	Predominantly single family; some duplex and multifamily
South	R-7.5(A) Single Family District; Conservation District No. 12 [Belmont Addition CD]	Predominantly single family; some duplex and multifamily
West	Conservation District No. 11 [M Streets East CD]; R-7.5(A) Single Family District; MD-1 [Greenville Avenue Modified Delta Overlay]; DDO-4 [Oak Lawn/East Dallas Demolition Delay]	Predominantly single family; some duplex and multifamily; Greenville Ave commercial corridor

Land Use Compatibility:

The area of request is currently developed with a public school other than an open-enrollment charter school [Geneva Heights Elementary School]. The site is embedded within established residential neighborhoods, including Conservation District No. 11 [M Streets East CD] and Conservation District No. 12 [Belmont Addition CD], predominantly developed with single family uses. The Greenville Avenue commercial corridor is located in the wider vicinity to the west of the request site.

The applicant proposes to demolish the existing school, except that the 1931 building facing Delmar Avenue will be retained, then construct an addition to the remaining portion of the existing school. Modified development standards included in the proposed PD conditions are generally designed to provide a measure of protection for the existing 1931 school building. Although schools may be authorized by Specific Use Permit under the

existing R-7.5(A) zoning classification of the request site, given the protections included for the existing 1931 school building, staff supports the applicant's request for a planned development district in lieu of an SUP.

The proposed use is compatible with the surrounding neighborhood and, with few exceptions, the development standards negotiated by staff and applicant are consistent with the regulations for the existing zoning classification of the site. The applicant does request certain modifications, such as the allowance of a six-foot-tall fence within front yard setbacks (Matilda Street and Delmar Avenue); however, the additional fence height is offset with the provision that these fences must be at least 50 percent open. CPC-recommended condition language further clarifies that these same fence regulations apply within side yard setbacks as well. Provisions related to height, floor area, etc., limit the overall massing of the proposed school to maintain scale with the surrounding neighborhoods.

Staff notes that the applicant's initially proposed PD conditions included alternate definitions for front yard and side yard from the standard meaning of these terms in Chapter 51A. To avoid unintended consequences, staff worked with the applicant to adjust condition language throughout the proposed ordinance so that the original intent is maintained without the need to revised fundamental definitions found in Chapter 51A. The CPC motion defers to staff recommendation with regard to striking the alternate front and side yard definitions

With the alternate definitions removed from the PD language, staff recommendation to CPC, with agreement from the applicant, was to strike language specifying minimum front and side yard setbacks, and by doing so, allowing the PD to default to the setback regulations for the R-7.5(A) Single Family District in Chapter 51A (minimum 25-foot front yard; minimum 10-foot side yard). However, CPC did not agree with staff in this regard, instead recommending increased setback requirements (from 25 feet to 40 feet at front yards, and from 10 feet to 25 feet and 15 feet at the Vanderbilt Avenue and Goodwin Avenue side yards, respectively).

Staff notes that proposed exhibits show improvements located within an Oncor utility easement. Applicant will be required at permitting to resolve this conflict by either obtaining written authorization for these encroachments or by relocating the easement. If the conflict cannot be resolved, applicant will be required to relocate improvements out of the easement and will need an amendment to the PD in order to accomplish this.

Staff finds that the proposed zoning request will allow the school to operate in a manner that will not be a detriment to the surrounding properties and will complement and enhance the existing character of the surrounding neighborhood. Staff supports the zoning request with conditions as negotiated by staff and applicant.

On January 19, 2023, the City Plan Commission recommended approval of the request, subject to a revised development plan, a traffic management plan, a revised landscape plan, and conditions.

Development Standards:

Following is a comparison table showing development standards applicable to the existing R-7.5(A) Single Family District [in general], a school at this particular site if the existing R-7.5(A) zoning classification were maintained, the proposed school with PD conditions as negotiated by staff and applicant, and the proposed school at this particular site under the CPC-recommended PD conditions.

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR	Special Standards
	Front	Side/Rear				
Existing R-7.5(A) (in general)	25' min	5' / 5' min for single family structures 10' / 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 7,500 sq ft	Continuity of blockface Parking must comply w front yard setback Max 4' tall fence in front yard SUP required for schools
School at this particular site in R-7.5(A) (w/out the proposed PD)	Delmar Ave: 25' min Matilda St: 25' min	Goodwin Ave: 10' min Vanderbilt Ave: 10' min (Property does not have a "rear" yard)	Any height consistent with FAA airspace limitations and the building code	60% max for institutional uses such as schools	No max FAR No min lot area for a public school	Parking must comply w front yard setback Max 4' tall fence in front yard SUP required for schools
School at this particular site w/ PD conditions as negotiated by staff and applicant	Delmar Ave: 25' min Matilda St 25' min	Goodwin Ave: 10' min Vanderbilt Ave: 10' min (Property does not have a "rear" yard)	40' max Proposed school must comply with heights shown on dev plan	60% max for institutional uses such as schools	Max floor area for proposed school 98,444 sq ft No min lot area for a public school	Parking may not be located between the building and the adjacent property line, except along the Matilda St frontage in the location shown on the dev plan Max 6' tall open fence in front yard Proposed school allowed by right 1931 Building

School at this particular site w/ CPC recommended PD conditions	Delmar Ave: 40' min Matilda St 40' min	Goodwin Ave: 15' min Vanderbilt Ave: 25' min (Property does not have a "rear" yard)	40' max Proposed school must comply with heights shown on dev plan	60% max for institutional uses such as schools	Max floor area for proposed school 98,444 sq ft No min lot area for a public school	Parking may not be located between the building and the adjacent property line, except along the Matilda St frontage in the location shown on the dev plan Max 6' tall open fence in front and side yards Proposed school allowed by right 1931 Building
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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.

Landscaping:

Except as noted in proposed Sec. 51P-1097.111, landscaping must be provided in accordance with Article X of the Dallas Development Code. As a condition of the PD, a landscape plan that complies with Article X must be approved by the city plan commission prior to submitting for a building permit. Proposed Exhibit C_Landscape Plan is included in the docket and is recommended for approval by the city arborist.

Minor changes to the landscape plan may be approved by the building official without the need to amend the PD exhibit; however, the landscape plan must maintain compliance with Article X.

Parking:

Except as noted in proposed Sec. 51P-1097.109, 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, 51 spaces are required (34 classrooms x 1.5 spaces per classroom); 52 parking spaces are proposed for the site.

As a condition of the PD, parking is generally prohibited in the area between a building and the adjacent right-of-way line. However, parking is allowed in the area between the building and the right-of-way line along Matilda Street, including within the required front yard setback, only in the location shown on the development plan.

Staff supports the applicant's request to eliminate the loading space requirement for the proposed school, noting that indented drop off lanes are to be provided on Vanderbilt Avenue and Goodwin Avenue that can serve as loading zones when not in use for student drop off and pick up. Parking is expressly prohibited within these drop off lanes.

Staff also notes the inclusion in the applicant's proposed conditions of requirements for EV off-street installed parking and micro-mobility parking and charging as an added benefit to the community.

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 located within an MVA cluster. However, the site is nested within a "C" MVA cluster, and "B" MVA clusters exist in the wider vicinity to the east and west of the request site.

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Brent Alfred, AIA – Deputy Chief Construction Services

CPC Action
January 19, 2023

Motion: It was moved to recommend **approval** of a Planned Development District for a public school other than an open enrollment charter school, subject to a revised development plan, a traffic management plan, a revised landscape plan, and staff's recommended conditions, as briefed; with the following exceptions: 1) **SEC. 51P-xxx.103. DEFINITIONS AND INTERPRETATIONS.** (d) 1931 BUILDING means the existing building originally constructed in 1931 and labeled on the development plan as attached as Exhibit A, 2) **SEC. 51P-xxx.108. YARD, LOT AND SPACE REGULATIONS.** (b) Public school other than an open-enrollment charter school. (1) Setbacks. follow applicant's request with the following changes: A. Front yard. Minimum front yard is 40 feet and B. Side yard. Minimum side yard 25 feet on Vanderbilt Avenue and 15 feet on Goodwin Avenue, 3) **SEC. 51P-xxx.108. YARD, LOT AND SPACE REGULATIONS.** add Subsection (c) to read as follows: "(c) At Goodwin Avenue and Vanderbilt Avenue no structures may be constructed within the property line in the original façade of the 1931 BUILDING.", 4) **SEC. 51P-xxx.108. YARD, LOT AND SPACE REGULATIONS.** (2) Additional permitted encroachments. B. follow staff's recommendation with the following change to read as follows: "B. An open fence with a maximum height of six (6) feet is allowed within the required front yard setback at Matilda Street and Delmar Avenue and side yard setbacks on Vanderbilt Avenue and Goodwin Avenue. The storage sheds indicated in the development plan are permitted in the front yard on Delmar Avenue.", 5) **SEC. 51P-xxx.109. OFF STREET PARKING AND LOADING.** (b) Public school other than an open-enrollment charter school. (1) to read as follows: "(1) Except as expressly stated in this section, vehicular access and off-street parking are not allowed in the area between a building and the adjacent right-of-way line.", 6) **SEC. 51P-xxx.109. OFF STREET PARKING AND LOADING.** (b) Public school other than an open-enrollment charter school. add a Subsection (6) to read as follows: "(6) A minimum of 200 feet of drive lane shall be provided on Goodwin Avenue and Vanderbilt Avenue as depicted on the development plan. Parking is not permitted in such drive lanes.", 7) **SEC. 51P- xxx.113. SIDEWALKS.** (a) (1) add the following sentence to end of paragraph: "Such reduction shall be limited in length to the amounts sufficient to save an existing tree as determined by the City arborist.", 8) **SEC.51P-xxx.114 LIGHTING.** (b) shall read as follows: "(b) General Lighting. Except as provided in this section, all lighting must be shielded and directed downward and away from adjacent residential properties.", 9) **SEC.51P-xxx.115 1931 BUILDING.** to remain as stated: "(a) Facade. The original concrete facade of the 1931 BUILDING, including the decorative frieze and embossments and window and door openings, may not be intentionally removed, but shall be preserved and maintained with the exception that all references to Robert E. Lee Elementary may be covered, removed or replaced.", 10) **SEC. 51P-xxx.116 TRAFFIC MANAGEMENT PLAN.** (c) Traffic study. Where dates are marked "March 1, 2025" change to "March 1, 2026", and 11) **SEC. 51P-xxx.116 TRAFFIC MANAGEMENT PLAN.** (c) Traffic study. (1) (B) change "odd-

numbered year” to “even-numbered year” on property zoned an R-7.5(A) Single Family District in an area bounded by Vanderbilt Avenue, Delmar Avenue, Goodwin Avenue, and Matilda Street.

Maker: Kingston
Second: Blair
Result: Carried: 14 to 0

For: 14 - Popken, Hampton, Anderson, Shidid,
Carpenter, Wheeler-Reagan, Blair, Jung,
Housewright, Treadway, Haqq, Stanard,
Kingston, Rubin

Against: 0
Absent: 0
Vacancy: 1 - District 3

Notices: Area: 500 Mailed: 208
Replies: For: 6 Against: 1

Speakers: For: Patrice Lane, 5041 Urban Ave., Dallas, TX, 75227
Karl Crawley, 2201 Main St., Dallas, TX, 75201
Lydia Wright, 5347 Miller Ave., Dallas, TX, 75206
Lisa Lamkin, 9105 Clearhurst Dr., Dallas, TX, 75238
For (Did not speak): Stuart Williams, 6039 Vanderbilt Ave., Dallas, TX, 75206
Against: None

CPC-RECOMMENDED PD CONDITIONS

ARTICLE 1097

PD 1097

SEC. 51P-1097.101. LEGISLATIVE HISTORY.

PD 1097 was established by Ordinance No. 1097, passed by the Dallas City Council on March 8, 2023. (Ord. XXXX)

SEC. 51P-1097.102. PROPERTY LOCATION AND SIZE.

PD 1097 is established on property generally located on City Blocks 2/2114 and 2/2115 bounded by Vanderbilt Avenue, Delmar Avenue, Goodwin Avenue, and Matilda Street. The size of PD 1097 is approximately 4.5 acres. (Ord. XXXX)

SEC. 51P-1097.103. DEFINITIONS AND INTERPRETATIONS.

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

(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.

(d) 1931 BUILDING means the existing building, originally constructed in 1931, and labeled on the development plan attached as Exhibit 1097A.

(e) ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) means the conductors, including the ungrounded, grounded, and equipment grounding conductors, and the Electric Vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the Electric Vehicle.

(f) EV INSTALLED means a designated parking space with a branch circuit for EVSE servicing electric vehicles and an electric vehicle charging station installed.

(g) HEIGHT for any structure with a roof means the vertical distance measured from final grade to the peak of any roof structure, regardless of its style or form.

CPC & Staff recommendation [applicant indicated agreement w/ staff rec prior to CPC hearing]:

(h) ~~FRONT YARD is the whole area between the front facade of the 1931 building and the whole lot line that runs along Delmar Avenue.~~

Applicant's [initial] request [for reference]:

(h) FRONT YARD is the whole area between the front facade of the 1931 building and the whole lot line that runs along Delmar Avenue.

(i) MICRO-MOBILITY CHARGING means an electrical charging station or outlet available for charging micro-mobility vehicles such as e-scooters and e-bikes.

(j) OPEN FENCE is any portion of a fence with a minimum of 50 percent open surface area. (Ord. XXXX)

CPC & Staff recommendation [applicant indicated agreement w/ staff rec prior to CPC hearing]:

~~(k) SIDE YARD means that portion of a lot between a building facade facing Matilda Street, Vanderbilt Avenue, or Goodwin Avenue and the property line.~~

Applicant's [initial] request [for reference]:

(k) SIDE YARD means that portion of a lot between a building facade facing Matilda Street, Vanderbilt Avenue, or Goodwin Avenue and the property line.

SEC. 51P-1097.104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 1097A: development plan.
- (2) Exhibit 1097B: traffic management plan
- (3) Exhibit 1097C: landscape plan. (Ord. XXXX)

SEC. 51P-1097.105. DEVELOPMENT PLAN

(a) For a public school other than an open-enrollment charter school, development and use of the Property must comply with the development plan (Exhibit 1097A). If there is a conflict between the text of this article and the development plan or landscape plan, the text of this article controls.

(b) For all other 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. XXXX)

SEC. 51P-1097.106. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those 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 Chapter 51A. For example, a use permitted in the R-7.5(A) Single Family District only by SUP is permitted in this district only by SUP; a use subject to DIR in the R-7.5(A) Single Family District is subject to DIR in this district; etc.

(b) A public school other than an open-enrollment charter school is allowed by right. (Ord. XXXX)

SEC. 51P-1097.107. 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 contained in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217. (Ord. XXXX)

SEC. 51P-1097.108. 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. If there is a conflict between this section and Division 51A4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the R-7.5(A) Single Family District apply.

(b) Public school other than an open-enrollment charter school.

CPC recommendation:

(1) Setbacks.

A. Front yard. Minimum front yard is 40 feet.

B. Side yard. Minimum side yard is 25 feet on Vanderbilt Avenue and 15 feet on Goodwin Avenue.

C. At Goodwin Avenue and Vanderbilt Avenue, no structures may be constructed within the property line and the original facade of the 1931 building.

Staff recommendation [applicant indicated agreement w/ staff rec prior to CPC hearing]:

~~(1) Setbacks.~~

~~A. Front yard. Minimum front yard is 25 feet.~~

~~B. Side yard. Minimum side yard is 10 feet on Vanderbilt Avenue and Goodwin Avenue and 25 feet on Matilda Street.~~

Applicant's [initial] request [for reference]:

(1) Setbacks.

A. Front yard. Minimum front yard is 25 feet.

B. Side yard. Minimum side yard is 10 feet on Vanderbilt Avenue and Goodwin Avenue and 25 feet on Matilda Street.

(2) Additional permitted encroachments.

A. Steps, handrails, and ramps are allowed within the required setbacks.

CPC recommendation:

B. An open fence with a maximum height of six (6) feet is allowed within the required front yard setback at Matilda Street and Delmar Avenue and side yard setback on Vanderbilt Avenue and Goodwin Avenue. The storage sheds indicated on the development plan are permitted in the front yard on Delmar Avenue.

Staff recommendation [applicant indicated agreement w/ staff rec prior to CPC hearing]:

B. An open fence with a maximum height of six (6) feet is allowed within the required front yard setback at Matilda Street and Delmar Avenue. ~~The storage sheds indicated on the development plan are permitted in the front yard.~~

Applicant's [initial] request [for reference]:

B. An open fence with a maximum height of six (6) feet is allowed within the required front yard. The storage sheds indicated on the development plan are permitted in the front yard.

(3) Floor area. Maximum floor area is 98,444 square feet.

(4) Height.

A. Except as provided in this paragraph, maximum structure height is 40 feet.

B. Maximum height for light poles is 20 feet.

C. This use is exempt from the residential proximity slope but must comply with the heights indicated on the development plan. (Ord. XXXX)

SEC. 51P-1097.109. OFF STREET PARKING AND LOADING.

(a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use. Off-street parking and loading must be provided in accordance with Section 51A-4.300, *et seq.*

(b) Public school other than an open-enrollment charter school.

(1) Except as expressly stated in this section, vehicular access and off-street parking are not allowed in the area between a building and the adjacent right-of-way line.

(2) Off-street parking is allowed in the area between the building and the right-of-way line along Matilda Street, including within the required front yard setback, in the location shown on the development plan.

(3) No loading space is required.

(4) A minimum of 1 EV off-street installed parking space must be provided, the final location to be determined at the time of permitting.

(5) Micro-mobility parking for at least 40 vehicles must be provided on site, and 1 charging outlet for micro-mobility is required, the final location to be determined at the time of permitting.

(6) A minimum of 200 feet of drive lane shall be provided on Goodwin Avenue and Vanderbilt Avenue as depicted on the development plan. Parking is not permitted in such drive lanes. (Ord. XXXX)

SEC. 51P-1097.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

(a) Except as provided in this section, environmental performance standards must comply with Section 51A-6.100, *et seq.*, Article VI.

(b) Outside Amplified Sound. For a public school other than an open-enrollment charter school, outdoor amplified sound is prohibited from 7:00 p.m. to 7:00 a.m. (Ord. XXXX)

SEC. 51P-1097.111. LANDSCAPING.

(a) Except as provided in this section, landscaping must be provided in accordance with Article X.

(b) A landscape plan that conforms to Article X must be approved by the city plan commission prior to submitting for a building permit. The landscape plan must delineate boundaries for a community garden use in the area between the 1931 building and the 25 feet front yard setback along Delmar Avenue.

(c) Minor changes to the attached landscape plan may be approved by the building official but the plan must still comply with Article X.

(d) Large and medium nursery stock trees are prohibited within and up to 20 feet from the community garden boundary. Small trees may be planted within the boundary.

(e) Plant materials must be maintained in a healthy, growing condition. (Ord. XXXX)

SEC. 51P-1097.112. SIGNS.

(a) Except as provided in this section, for a public school other than an open-enrollment charter school, signs must comply with the provisions for non-business zoning districts in Section 51A-7.100 *et seq.* Article VII.

(b) Athletic field signs. Athletic field signs shall not be illuminated before 7:00 a.m. or after 8:00 p.m.

(c) Detached signs are prohibited.

(d) Sign illumination. External illumination of signs is prohibited. (Ord. XXXX)

SEC. 51P- 1097.113. SIDEWALKS.

(a) Except as provided in this section, prior to the issuance of a certificate of occupancy for a public school other than an open enrollment charter school, minimum six feet wide unobstructed sidewalks with minimum five feet wide buffer must be provided along the entire length of all street frontages, typ.

(1) Along the Matilda Street frontage only, the sidewalk width may be reduced to a minimum of five feet and/or the buffer may be reduced to three feet in order to save an existing tree. Such reductions shall be limited in length to the amount sufficient to save an existing tree, as determined by the city arborist.

(2) No buffer is required to be provided between the sidewalk and the indented drop off areas shown on the development plan on Goodwin Avenue and Vanderbilt Street.

(b) At each intersection of driveway and sidewalk, sidewalks must be constructed of a material that differs in finish and color from that of vehicular ingress and egress driveways. (Ord. XXXX)

SEC.51P-1097.114 LIGHTING

(a) Lighting plan review. A lighting plan that complies with the requirements of this section must be approved by the building official with. the application for a building permit for work on the building site. Photometric plans must graphically depict illumination layout and foot candle values within the area being lighted and at the property lines. All photometric plans and

pertinent illumination design information must be signed and sealed by a licensed engineer in the state of Texas.

(b) General lighting. Except as provided in this section, all lighting must be **shielded** **and** directed downward and away from adjacent residential properties.

(c) Site lighting. Uses that operate between sunset and sunrise must provide illumination not to exceed a maintained average of two-and-one-half foot-candles at ground level and must not distribute more than one-quarter of one foot-candle of light on adjacent residential property. (Ord. XXXX)

SEC.51P-1097.115

1931 BUILDING

CPC recommendation:

(a) Facade. The original concrete facade of the 1931 building, including the decorative frieze and embossments and window and door openings, may not be intentionally removed but **may shall** be preserved, **repaired**, and maintained with the exception that all references to Robert E. Lee Elementary may be covered, removed, or replaced.

Staff (CAO) recommendation [applicant indicated agreement with staff rec prior to CPC hearing]:

(a) Facade. The original concrete facade of the 1931 building, including the decorative frieze and embossments and window and door openings, **may not be intentionally removed but may shall** be preserved, **repaired**, and maintained with the exception that all references to Robert E. Lee Elementary may be covered, removed, or replaced.

Applicant's [initial] request [for reference]:

(a) Facade. The original concrete facade of the 1931 building, including the decorative frieze and embossments and window and door openings, shall be preserved and maintained with the exception that all references to Robert E. Lee Elementary may be covered, removed or replaced.

(b) Windows. Windows may be replaced only with windows that are or appear to be double hung and are grouped in pairs. Sidelights, fan lights, and transom lights that are transparent glass may be placed around exterior doors and are not required to be divided. (Ord. XXXX)

SEC. 51P-1097.116

TRAFFIC MANAGEMENT PLAN.

(a) In general. Operation of the public school other than an open enrollment charter school must comply with the attached traffic management plan.

(b) Queuing. Queuing is only permitted as shown on the attached traffic management plan. Student drop-off and pick-up are 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~~ ~~2025~~, or within six months after students first begin attending classes, whichever is later. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1st of each ~~odd~~-numbered year.

A. If the Property owner or operator fails to submit the required initial traffic study to the director by March 1, ~~2026~~ ~~2025~~, or within six months after students first begin attending classes, whichever is later, the director shall notify the city plan commission.

B. If the Property owner or operator fails to submit a required update of the traffic study to the director by March 1st of each ~~odd~~ ~~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.

(4) Amendment process.

A. A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

B. 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. (Ord. XXXX)

SEC. 51P-1097.117. ADDITIONAL PROVISIONS.

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

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

(c) Fencing. For a public school other than an open enrollment charter school use, open fencing may be provided in the required yards with a maximum height of six feet.

(d) Playground equipment, athletic backstops, and similar structures need not be shown on an approved development plan.

(e) Garbage storage areas visible from a public right-of-way or visible from a residential use must be screened on three sides, including on any side visible from the public right-of-way or the residential use, with screening that complies with the provisions of Sec. 51A-4.602(b). The requirement for screening applies regardless of distance of garbage storage areas from the right-of-way or the residential use. (Ord. XXXX)

SEC. 51P-1097.118 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 city.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy for a use 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. XXXX)



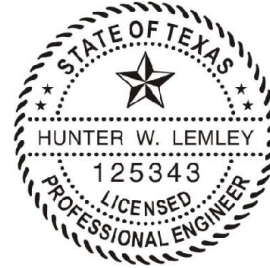
CPC-RECOMMENDED EXHIBIT B _TRAFFIC MANAGEMENT PLAN

December 20, 2022

PK# 5107-21.549

TRAFFIC MANAGEMENT PLAN

Z212-218



A handwritten signature in blue ink that reads "Hunter W. Lemley".

Dallas Independent School District Geneva Heights 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 Geneva Height 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 Tuesday November 14th and Thursday, March 3rd during morning and afternoon periods that validates all information in this report.

1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)

CPC-RECOMMENDED EXHIBIT B_TRAFFIC MANAGEMENT PLAN, Cont'd...



2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 2911 Delmar Avenue, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Delmar Avenue:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*
 - Vanderbilt Avenue:
 - Cross-section: Two lanes, two-way operation [eastbound one-way operational during school hours], undivided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*
 - Matilda Street:
 - Cross-section: Three lanes with center two-way left-turn lane and bike lanes for each direction, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 35 mph *[School Zone of 20 mph]*
 - Goodwin Avenue:
 - Cross-section: Two lanes, two-way operation [westbound one-way operational during school hours], undivided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*

CPC-RECOMMENDED EXHIBIT B_TRAFFIC MANAGEMENT PLAN, Cont'd...



- **Adjacent Intersections:**

- Delmar Avenue and Vanderbilt Avenue - Marked crosswalks on west and south legs, barrier free ramps provided on all corners.
- Matilda Street and Vanderbilt Avenue - Marked crosswalks on all approaches, barrier free ramps provided on all corners.
- Matilda Street and Goodwin Avenue - Marked crosswalks on all approaches, barrier free ramps provided on all corners.
- Delmar Avenue and Goodwin Avenue - Marked crosswalks on north, west and east legs, barrier free ramps provided on all corners.

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

3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**

- Vanderbilt Avenue: One Driveway (Existing and Proposed)
- Goodwin Avenue: One Driveway (Existing and Proposed)

- **Student (Building) Ingress/Egress Points:**

- Main student pedestrian access will be located at the north, south and east sides of the school building.

4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by DISD for this campus have been validated by on-site dismissal observations conducted on Tuesday November 14th and Thursday, March 3rd. All information provided in the table below is strictly for the afternoon student pick-up release period.

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

CPC-RECOMMENDED EXHIBIT B_TRAFFIC MANAGEMENT PLAN, Cont'd...



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	7:30 AM – 3:00 PM	98	98	21	14	-7
2	K – 5 th	7:30 AM – 3:15 PM	417	417	87	14	-73

5. CIRCULATION

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

- Description of Existing and Proposed Conditions

On-Site Circulation:

- Pre-K – 5th Grade:

Parent traffic enters the area from all roads leading to the school building. Parent traffic queues/stands on all curb sides surrounding the building, except Matilda Street. There is a small number of vehicles queuing/standing within the parking lot area west of the school building.

A single school bus is used for this particular school and loads and unloads students along the eastbound curbside of Vanderbilt Avenue adjacent to the site.

A staff and visitor parking lot is provided on the property west of the school building.

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.

CPC-RECOMMENDED EXHIBIT B_TRAFFIC MANAGEMENT PLAN, Cont'd...



6. DROP-OFF/PICK-UP COORDINATION

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

- **Subject School Recommended Loading System:**
 - Administered Non-Sequential Loading System

DEFINITIONS:

An "Administered Sequential Loading System" refers to a managed system that enforces a prescribed policy for picking up students at a specific release time. Passenger loading and vehicle departures are sequential and consecutive order based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area. This system is the preferred method, specifically for elementary schools, however is not always the most feasible.

An "Administered Non-Sequential Loading System" refers to a more commonly used managed system, typically middle schools, that includes a passively supervised protocol that monitors and discourages unsafe activity along the perimeter of the site. This protocol manages students that wait to exit the building at parent vehicle arrival to get to their destination as staff walks student to parent vehicle. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis. For the case of separate dismissal locations, parents will be informed prior to pick-up on the correct location to queue.

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

- **Separation of modes of transportation:**
 - Bus and Walking: 5%
 - Picked Up by Parent: 95%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**
 - 7:30 AM – 3:00 PM (Pre-Kindergarten)
 - 7:45 AM – 3:30 PM (K – 5th)

CPC-RECOMMENDED EXHIBIT B_TRAFFIC MANAGEMENT PLAN, Cont'd...



7. SCHOOL STAFF ASSISTANCE

- Number:
 - Observed: 2-5 Staff Members
 - Desired: 2-5 Staff Members
- Location:
 - Observed: Student Entrances
 - Desired: Student Entrances
- 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: 2
 - Matilda St @ Vanderbilt Ave
 - Matilda St @ Goodwin Ave
- Location:
 - Desired: 2
 - Matilda St @ Vanderbilt Ave
 - Matilda St @ Goodwin Ave

CPC-RECOMMENDED EXHIBIT B_TRAFFIC MANAGEMENT PLAN, Cont'd...

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**9. SCHOOL ADMINISTRATION INPUT STATEMENT**

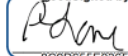
The engineer collaborated with both the School District personnel and on-site staff/principal and Student Transportation Services as needed, before and during the process of creation of the Traffic Management Plan.

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

REVIEW AND COMMITMENT

This school traffic management plan (TMP) for DISD Geneva Heights 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

12/23/2022

Date

Name: _____

Title: _____

Police Department Signature_____
Date

Name: _____

Title: _____

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.

CPC-RECOMMENDED EXHIBIT B_TRAFFIC MANAGEMENT PLAN, Cont'd...



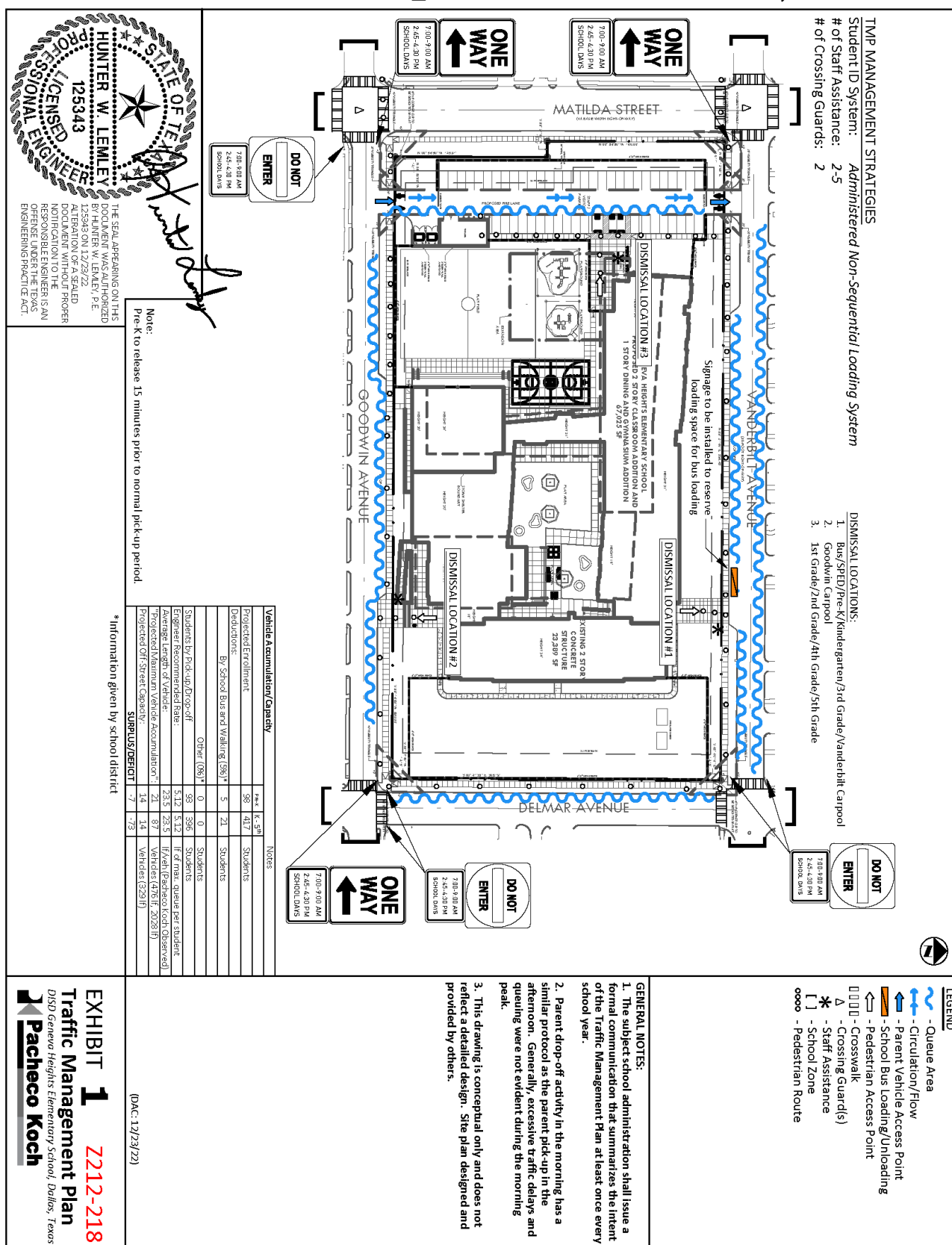
11. REPORT FORMAT

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

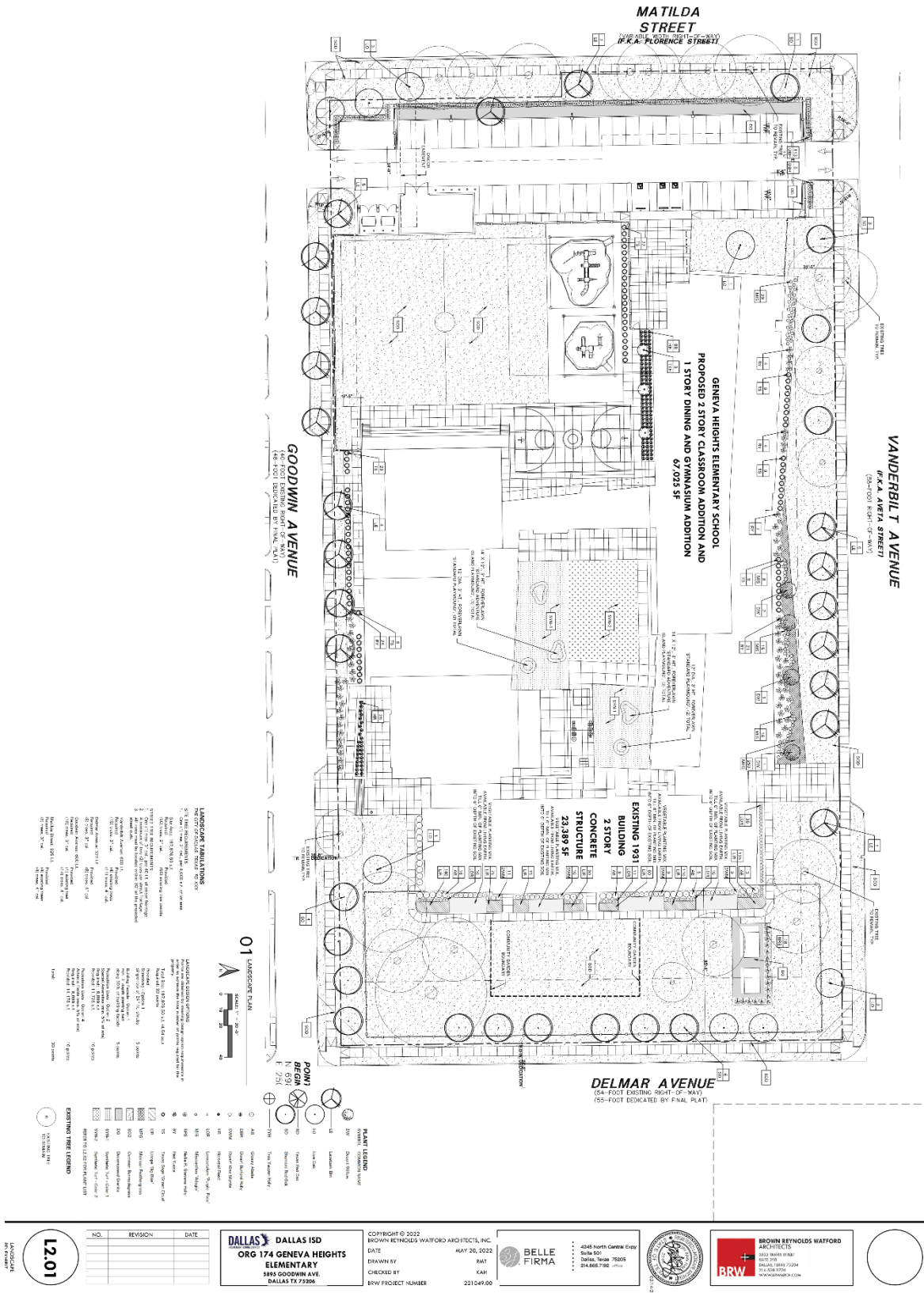
12. OTHER ITEMS WHERE APPLICABLE

- 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 Walking: 5%
 - ii. Picked Up by Parent: 95%
 - NOTE: Information provided by DISD and validated with field observations
 - d. Projected maximum vehicle accumulation: 87
 - e. Projected on-site storage capacity: 14
 - f. Surplus/Deficit: -73
- c) Pedestrian Routes: The pedestrian routes 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 all roads surrounding the building.
- d) Parking Management Strategies:
 - a. On-street parking restrictions:
 - i. Matilda Street: Any Time
 - ii. Vanderbilt Avenue/Goodwin Avenue: During School Hours
 - iii. Delmar Avenue: None
 - b. Faculty Parking:
 - i. West of School Building
 - c. Visitor Parking:
 - i. West of School Building
- e) Recommendations for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

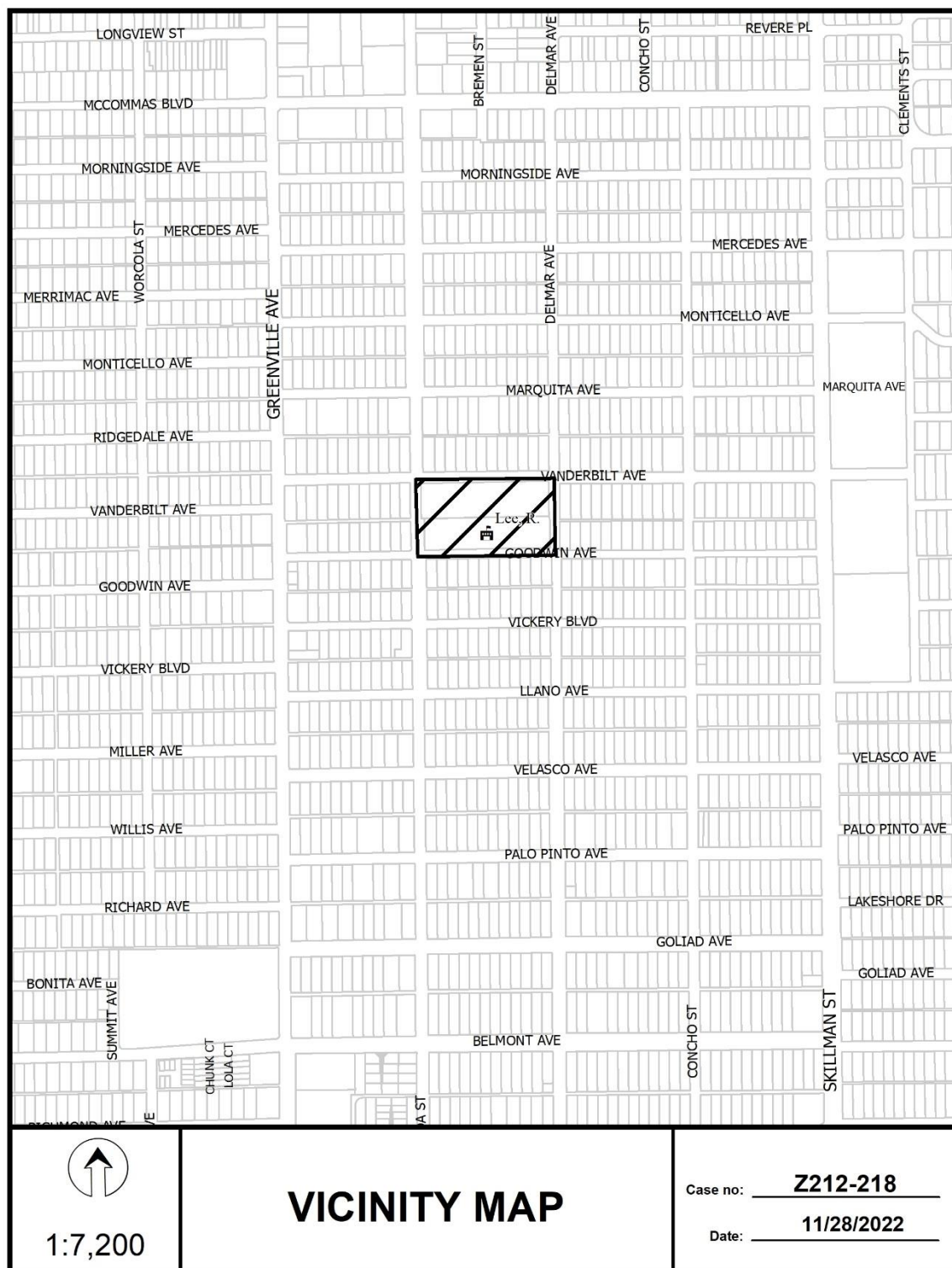
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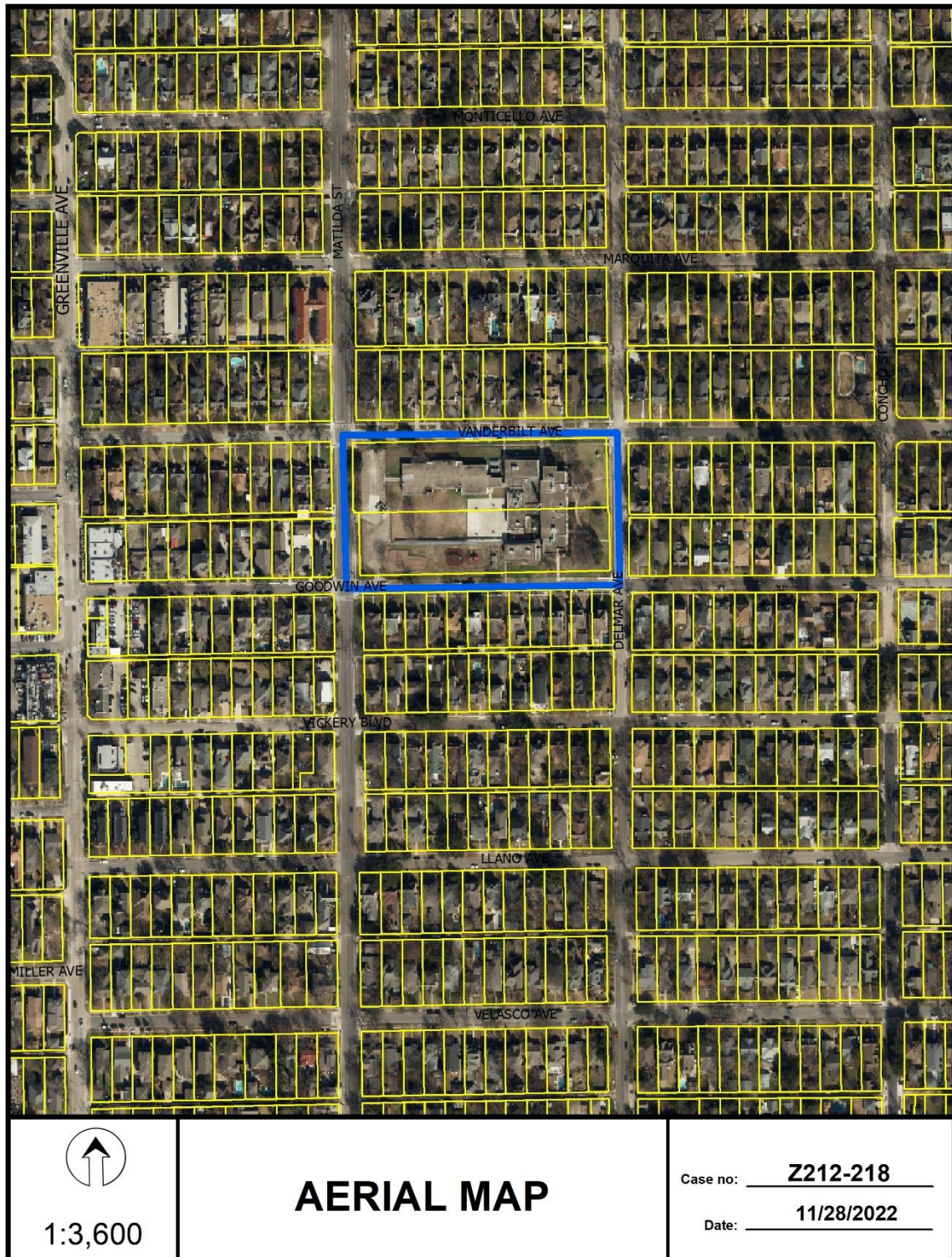


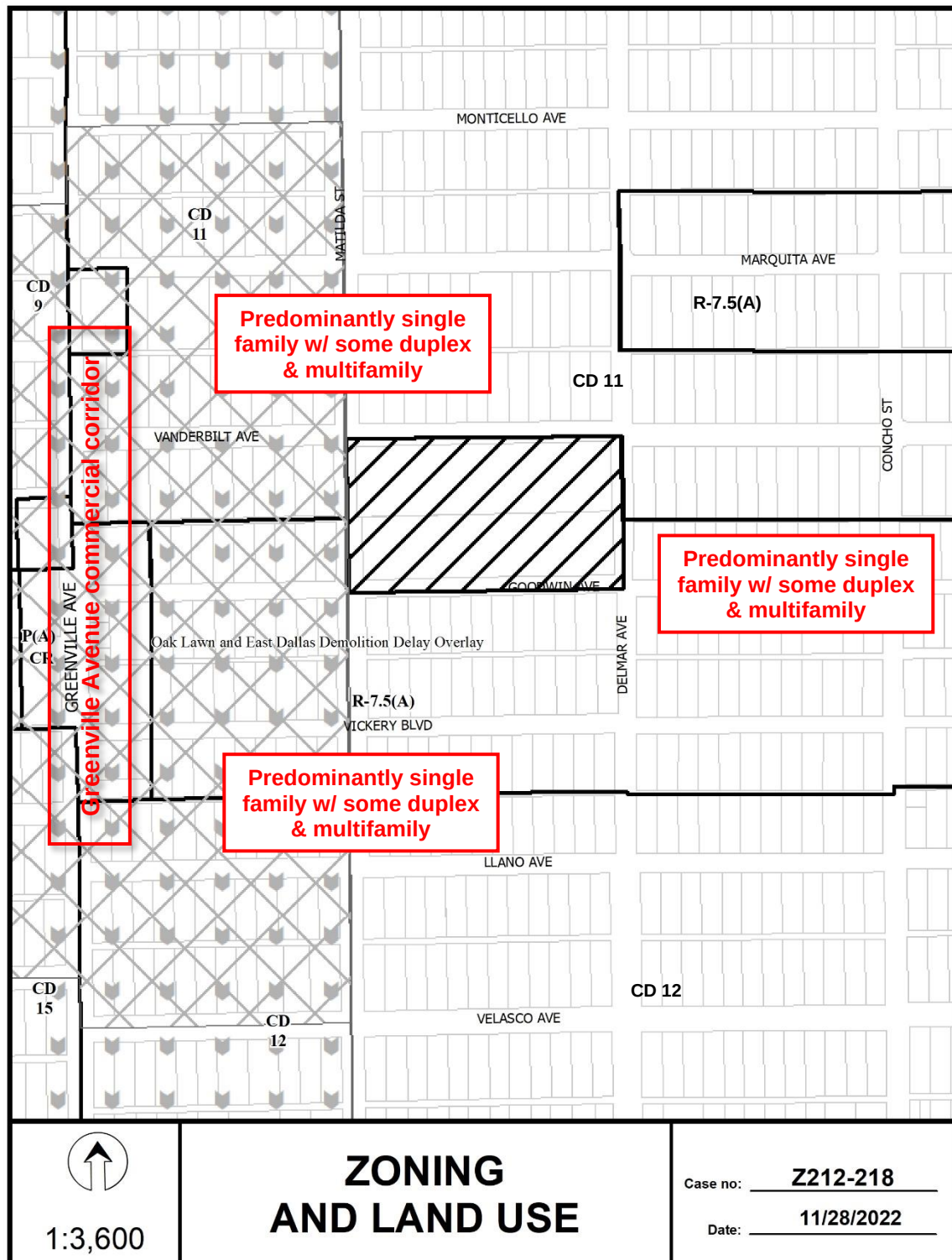
CPC-RECOMMENDED EXHIBIT C_LANDSCAPE PLAN

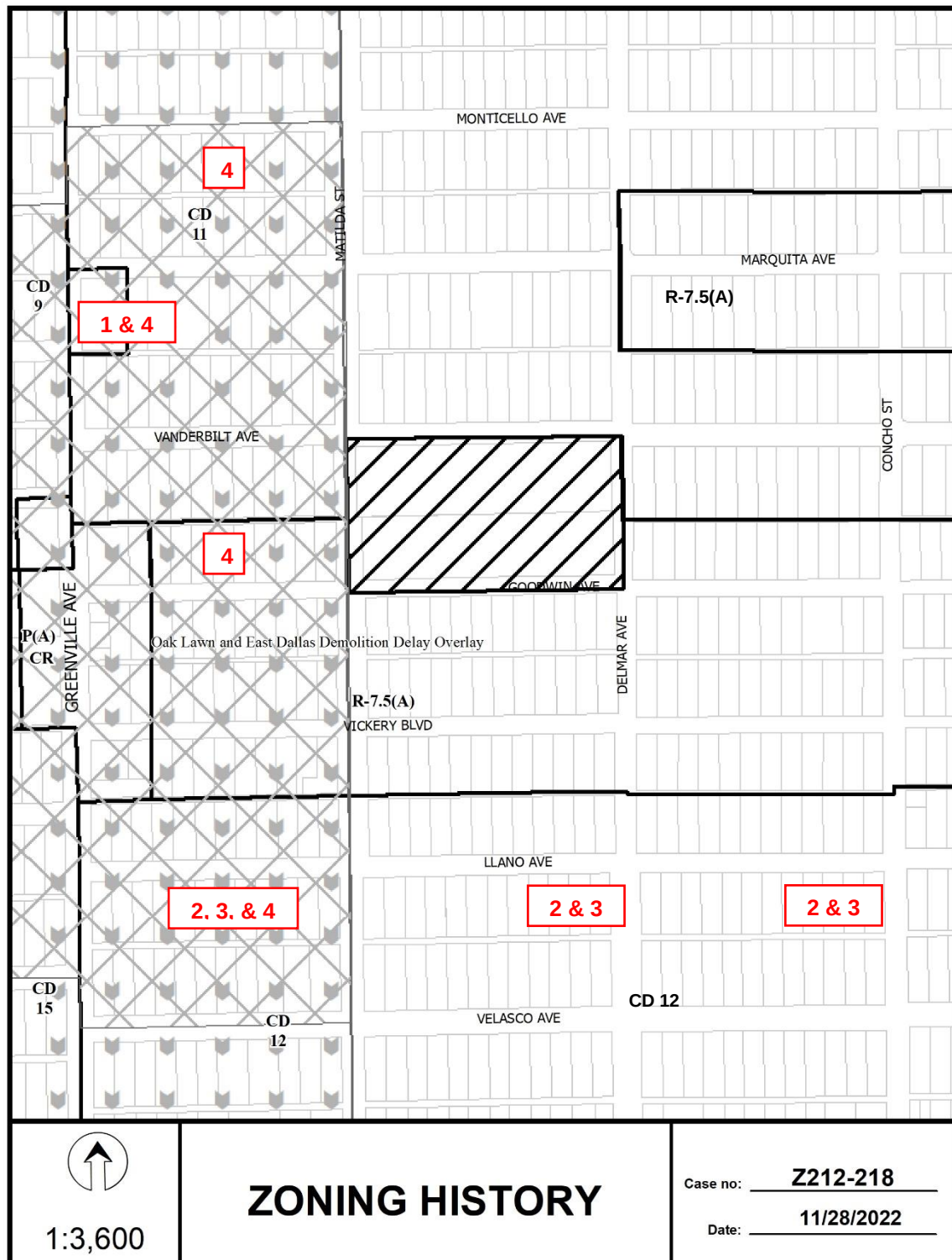


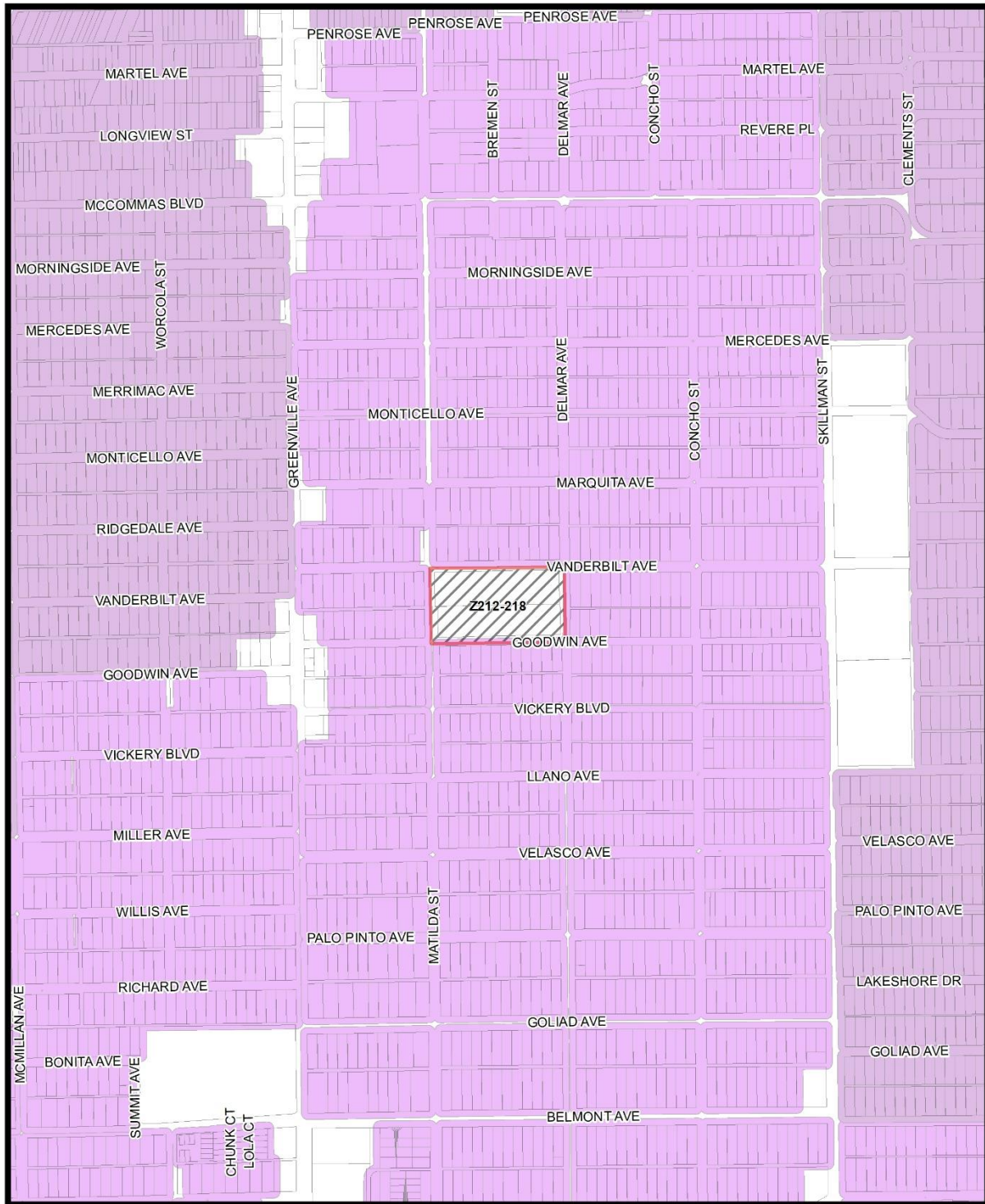
Z212-218(JA)











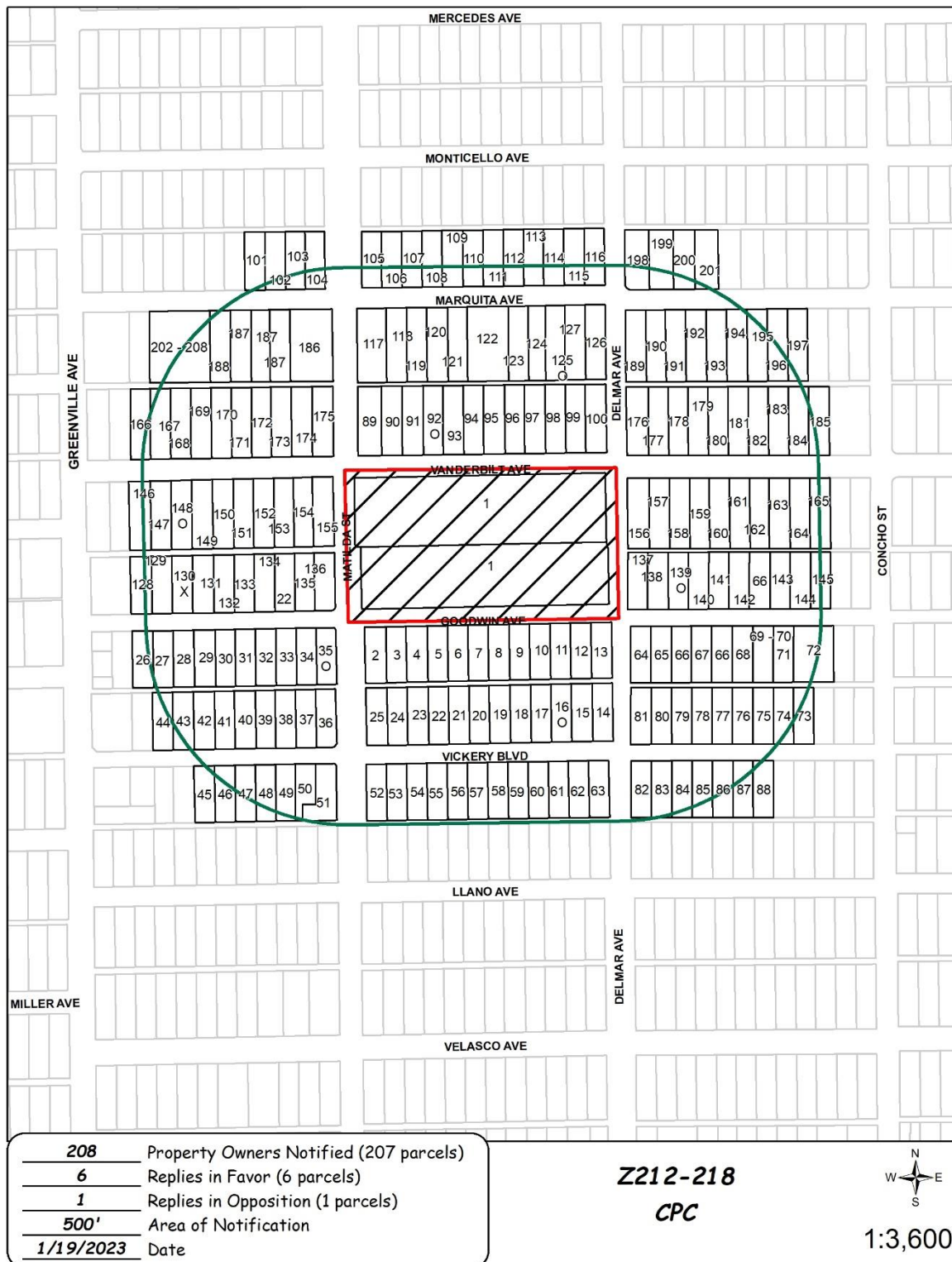
Market Value Analysis A B C D E F G H I NA



1:7,200

Market Value Analysis

Printed Date: 11/28/2022



01/18/2023

Reply List of Property Owners**Z212-218****208 Property Owners Notified****6 Property Owners in Favor****1 Property Owners Opposed**

Reply	Label #	Address	Owner
	1	5800 VANDERBILT AVE	Dallas ISD
	2	5800 GOODWIN AVE	SBRJWM LTD
	3	5806 GOODWIN AVE	FERGUSON LAUREN ELIZABETH &
	4	5810 GOODWIN AVE	SPARLING JON JR
	5	5814 GOODWIN AVE	OWENS JEREMY
	6	5816 GOODWIN AVE	CHACON SAUL
	7	5820 GOODWIN AVE	5820 GOODWIN LLC
	8	5826 GOODWIN AVE	1700 TREEHOUSE LLC
	9	5830 GOODWIN AVE	DAMBROSI FRANCESCA SELMA &
	10	5832 GOODWIN AVE	WEIGL FAMILY LIMITED PS
	11	5836 GOODWIN AVE	KEANE HAYDEN
	12	5842 GOODWIN AVE	HARRIS JAMIE LEIGH &
	13	5846 GOODWIN AVE	WALLACE SIMPSON MACKENZIE &
	14	5847 VICKERY BLVD	STARK CHANEL
	15	5843 VICKERY BLVD	HUBBELL RAMON & ELIZABETH
O	16	5839 VICKERY BLVD	BOBWHITE ENTERPRISES LP
	17	5835 VICKERY BLVD	TIKHONOV IGOR
	18	5831 VICKERY BLVD	SMITH STACIE MARSH
	19	5827 VICKERY BLVD	SMITH MARIA ALICE
	20	5821 VICKERY BLVD	TOWNSEND JAMES WILLIAM
	21	5819 VICKERY BLVD	MOGHADDAM NARGES SHAYESTEH &
	22	5813 VICKERY BLVD	SIMS STEVEN C
	23	5809 VICKERY BLVD	TGHM PROPERTIES LP
	24	5805 VICKERY BLVD	EAST DALLAS EQUITIES LP
	25	5803 VICKERY BLVD	HARTMAN COLLIN STEELE &
	26	5710 GOODWIN AVE	MADISON PACIFIC DEVELOPEMENT CO

01/18/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	5714 GOODWIN AVE	PHILLIPS JAMES T
	28	5718 GOODWIN AVE	HERNANDEZ DANIEL
	29	5722 GOODWIN AVE	STAMM CORY E &
	30	5726 GOODWIN AVE	MCNEILL HEATHER
	31	5728 GOODWIN AVE	GOODWIN QUAD LLC
	32	5734 GOODWIN AVE	MURNAN TRAVIS GREGORY &
	33	5736 GOODWIN AVE	SWINNEY WILLIAM LOWELL &
	34	5740 GOODWIN AVE	BOLING ED
O	35	5746 GOODWIN AVE	MILAZZO ELIZABETH J
	36	5749 VICKERY BLVD	AVES VICTOR R & STEPHANIE
	37	5743 VICKERY BLVD	LOZANO RUFINA
	38	5739 VICKERY BLVD	KARRAS DANE
	39	5733 VICKERY BLVD	CRAIN LAWSON M
	40	5731 VICKERY BLVD	NATHAN TODD D & TAYLOR CASTLE
	41	5727 VICKERY BLVD	TING REGINA RAYGIN
	42	5723 VICKERY BLVD	LAMPLIGHT PROPERTIES
	43	5717 VICKERY BLVD	AGUIRRE JUANA T
	44	5713 VICKERY BLVD	VROOM JACQUES EDWARD JR &
	45	5720 VICKERY BLVD	BELL WALTER J
	46	5726 VICKERY BLVD	CASHMAN LAUREL A &
	47	5730 VICKERY BLVD	SCHWEIGER LAWRENCE & MARSHA
	48	5734 VICKERY BLVD	GIGIB IRREVOCABLE TRUST
	49	5738 VICKERY BLVD	PAYNE JAMES O JR & CATHLEEN M
	50	5742 VICKERY BLVD	Taxpayer at
	51	5746 VICKERY BLVD	CUTCHINC PROPERTIES LLC
	52	5800 VICKERY BLVD	CARTEX COMPANY L C
	53	5806 VICKERY BLVD	KING KIMBERLY L & DEREK B
	54	5810 VICKERY BLVD	ANDERSON FELIA S
	55	5814 VICKERY BLVD	GIGIB IRREVOCABLE TRUST THE
	56	5818 VICKERY BLVD	HODGES STEVEN L
	57	5822 VICKERY BLVD	COUGHLIN NATHAN & CHRISTINE

01/18/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	5824	VICKERY BLVD	MAZULA LIVING TRUST
59	5828	VICKERY BLVD	EIGEL LAURA MASTRANGELO &
60	5834	VICKERY BLVD	TAYLOR SCOTT R &
61	5836	VICKERY BLVD	CAMPAGNA ANTHONY J SR
62	5842	VICKERY BLVD	DMWK LLC
63	5844	VICKERY BLVD	MERSHON DONN DAVID
64	5900	GOODWIN AVE	PRESSWOOD ERIC COLLIN
65	5904	GOODWIN AVE	Taxpayer at
66	5910	GOODWIN AVE	5900 CAPITAL LLC
67	5914	GOODWIN AVE	COLCLOUGH COURTNEY & DARREN
68	5922	GOODWIN AVE	CASTANEDA EMELIO E & CARI A
69	5924	GOODWIN AVE	BETTY CRUZ MARTINEZ TRUST
70	5926	GOODWIN AVE	BETTY CRUZ MARTINEZ TRUST
71	5928	GOODWIN AVE	Taxpayer at
72	5932	GOODWIN AVE	SMITH RICHARD LOY JR
73	5933	VICKERY BLVD	WILSON BRADLEY B &
74	5931	VICKERY BLVD	ROGERS CONOR P &
75	5927	VICKERY BLVD	SONI UDAY HARESH &
76	5923	VICKERY BLVD	BARNARD BENITA
77	5917	VICKERY BLVD	RUBIO SCOTT
78	5913	VICKERY BLVD	FUDMAN DAVID & REHANA BAKALI
79	5909	VICKERY BLVD	RUPPERT WILLIAM R
80	5907	VICKERY BLVD	NEWHOUSE LIVING TRUST
81	5901	VICKERY BLVD	SIDERIS TINA H
82	5900	VICKERY BLVD	WHEELER ONEITA LA VERNE LIVING TRUST THE
83	5906	VICKERY BLVD	Taxpayer at
84	5908	VICKERY BLVD	BOSWORTH MARY SUE
85	5912	VICKERY BLVD	BOSWORTH THOMAS J &
86	5916	VICKERY BLVD	TIERNAN TIMOTHY RANDAL & CASSANDRA L
87	5922	VICKERY BLVD	ROSCOE CHRISTINA
88	5924	VICKERY BLVD	GARTH ROAD HOLDINGS LLC

01/18/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	5803 VANDERBILT AVE	MORALES ESTHER B
	90	5807 VANDERBILT AVE	PEARSON ROSS E
	91	5811 VANDERBILT AVE	GAMPPER PAMELA S
O	92	5815 VANDERBILT AVE	NIELSEN TENNESSEE
	93	5819 VANDERBILT AVE	IBARRA JAIME D &
	94	5823 VANDERBILT AVE	RIVERA RICARDO A
	95	5827 VANDERBILT AVE	RHODES THOMAS KREGG
	96	5831 VANDERBILT AVE	JOHNSON THOMAS M
	97	5835 VANDERBILT AVE	CAMPOS ROBERTA S & ROBERT
	98	5839 VANDERBILT AVE	RIES STEPHEN V &
	99	5843 VANDERBILT AVE	CARR PATRICIA ET AL
	100	5847 VANDERBILT AVE	KIZER JANE BOOTH
	101	5735 MARQUITA AVE	WHITEHEAD JUSTIN & ANDREA
	102	5739 MARQUITA AVE	KARETNICK JEFFREY &
	103	5743 MARQUITA AVE	MORRIS HAYLIE MARIE & BRIAN ANDREW
	104	5745 MARQUITA AVE	MATTHEWS MACY L
	105	5803 MARQUITA AVE	FRANKS ELIZABETH B
	106	5807 MARQUITA AVE	SEFERT AMBER
	107	5811 MARQUITA AVE	KLINGER KEITH & BONITA
	108	5815 MARQUITA AVE	FRIEND ERIC ELLISON & EMILY ROBBEN
	109	5819 MARQUITA AVE	CREE RICHARD JAMES & KARIN ELIZABETH
	110	5823 MARQUITA AVE	DAWSON ANDREW
	111	5827 MARQUITA AVE	ALAND RONALD ZACHARY &
	112	5831 MARQUITA AVE	GREINER CAROLINE
	113	5835 MARQUITA AVE	ITEM ELIF
	114	5839 MARQUITA AVE	JABLONSKI JOSEPH STEVEN &
	115	5843 MARQUITA AVE	FAUCHER MARYANN
	116	5847 MARQUITA AVE	NEIL TAMMY L
	117	5802 MARQUITA AVE	MORAN BRETT A &
	118	5806 MARQUITA AVE	FLEURY LISA & HICKS TOMMY
	119	5812 MARQUITA AVE	DUHON LAMAR L & MONICA A

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	120	5816 MARQUITA AVE	SALDIVAR FAMILY LIMITED PARTNERSHIP
	121	5820 MARQUITA AVE	HANCOCK DRU ANN
	122	5824 MARQUITA AVE	Taxpayer at
	123	5832 MARQUITA AVE	SMITH STANLEY R & DINA M
	124	5836 MARQUITA AVE	SERVANTS OF THE LORD MINISTRIES
O	125	5840 MARQUITA AVE	NELSON PENNI LEIGH
	126	5848 MARQUITA AVE	HOWE SLATER
	127	5844 MARQUITA AVE	ONEAL RODERICK C & LAUREN A
	128	5711 GOODWIN AVE	GOODWIN HOUSE LLC
	129	5715 GOODWIN AVE	RESENDIZ CONSTANTINO I &
X	130	5717 GOODWIN AVE	VENTURA NICK J &
	131	5723 GOODWIN AVE	OWEN RANDALL & CHARITY SHARPE
	132	5725 GOODWIN AVE	LIBSON JOSEPH LIONEL &
	133	5731 GOODWIN AVE	PRICE MARY KATHRYN
	134	5735 GOODWIN AVE	LALOLA HOLDING LLC &
	135	5743 GOODWIN AVE	CRABTREE LINDA
	136	5747 GOODWIN AVE	EAZOR NATHANIEL & JOSEPH
	137	5901 GOODWIN AVE	MORROW PAUL
	138	5905 GOODWIN AVE	LEWIS RODNEY P & SADER MICHAEL J
O	139	5911 GOODWIN AVE	Taxpayer at
	140	5915 GOODWIN AVE	KOHRING EMILY M &
	141	5919 GOODWIN AVE	AKERS JOSEPH D
	142	5923 GOODWIN AVE	BAIN BEVERLY
	143	5931 GOODWIN AVE	GRAY SARAH EMILY & JAMES M HALL
	144	5933 GOODWIN AVE	SBRJWM LTD
	145	5939 GOODWIN AVE	DIMENSION D B LLC
	146	5710 VANDERBILT AVE	BGT HOLDINGS LLC
	147	5714 VANDERBILT AVE	KAY JACOB S
O	148	5718 VANDERBILT AVE	SOOKMA TONGAKE &
	149	5722 VANDERBILT AVE	YOUNT MARSHALL
	150	5726 VANDERBILT AVE	MAHER KRISTEN ELIZABETH &

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	5730	VANDERBILT AVE	MILLER STEPHEN P
152	5734	VANDERBILT AVE	MOSCHETTO PROPERTIES LLC
153	5738	VANDERBILT AVE	PAYNE MARSHALL BENTON &
154	5742	VANDERBILT AVE	MOSCHETTO ANTHONY LOUIS
155	5746	VANDERBILT AVE	DELUNA AMERICO JAVIER
156	5902	VANDERBILT AVE	SMOYER SCOTT E
157	5906	VANDERBILT AVE	JESKE MATTHEW
158	5910	VANDERBILT AVE	BRINKER DAVID C ETUX
159	5914	VANDERBILT AVE	SMITH ALAN WINSTON
160	5918	VANDERBILT AVE	WARD SEAN & STEFANIE
161	5922	VANDERBILT AVE	ALLEN HEATHER
162	5926	VANDERBILT AVE	DINKINS WILLIAM R &
163	5930	VANDERBILT AVE	REED THOMAS & JENNIFER
164	5934	VANDERBILT AVE	PRITCHETT ROBERT C III & KATHLEEN
165	5938	VANDERBILT AVE	HKG FAMILY TRUST
166	5711	VANDERBILT AVE	MOORE HARRY E & SAMMIE S
167	5715	VANDERBILT AVE	DHAR SHUMON I & LAUREN
168	5719	VANDERBILT AVE	MILLER EMILY
169	5723	VANDERBILT AVE	KALMBACH ERIC W
170	5727	VANDERBILT AVE	WALTERS ROBERT C & CAROLINE G
171	5731	VANDERBILT AVE	ROBERTS ERIC C &
172	5735	VANDERBILT AVE	LYSZCZEK RICHARD JOHN
173	5739	VANDERBILT AVE	TUPELO TRUST THE
174	5743	VANDERBILT AVE	HEBARD CHRISTOPHER M
175	5747	VANDERBILT AVE	WOLF CHRISTOPHER & MADELEINE
176	5901	VANDERBILT AVE	WARD STEFANIE TSEN & SEAN J
177	5907	VANDERBILT AVE	GUINN TORRES FAMILY TRUST THE
178	5911	VANDERBILT AVE	CROTTY JOHN WILLARD
179	5915	VANDERBILT AVE	HICKS FRANKLIN CRAIG
180	5919	VANDERBILT AVE	KING ARTHUR ACQUISITIONS LTD
181	5921	VANDERBILT AVE	MOSCHETTO PROPERTIES II LLC

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182	5927	VANDERBILT AVE	WILKIN TESSA
183	5931	VANDERBILT AVE	VERNETTI JEFFREY M &
184	5935	VANDERBILT AVE	FOWLER KYLE & GRACIE BOLNER &
185	5939	VANDERBILT AVE	WILLIAMS THOMAS B &
186	5750	MARQUITA AVE	POLARIS MARQUITA
187	5740	MARQUITA AVE	O B A MFG INC
188	5726	MARQUITA AVE	O B A INC
189	5900	MARQUITA AVE	SMELTER JOHN BRENTON &
190	5906	MARQUITA AVE	CRANDALL JON & JENNY
191	5908	MARQUITA AVE	PAYTON JUDITH ANN
192	5914	MARQUITA AVE	STARK JERRY
193	5916	MARQUITA AVE	BALSAMO NICHOLAS
194	5920	MARQUITA AVE	FLORES JULIAN &
195	5924	MARQUITA AVE	HEWLETT FRANK W JR
196	5928	MARQUITA AVE	DZIERZANOWSKI JULIE &
197	5932	MARQUITA AVE	OHLAND BILL M
198	5903	MARQUITA AVE	FRATER GORDON H
199	5909	MARQUITA AVE	SHUCK JERRET & AMY R
200	5911	MARQUITA AVE	RAY CARY &
201	5917	MARQUITA AVE	KUNKEL NANCY K
202	5720	MARQUITA AVE	PATTON JEFF
203	5720	MARQUITA AVE	AS3 INVESTMENTS LLC
204	5720	MARQUITA AVE	WILLINGHAM KIRK R
205	5720	MARQUITA AVE	BURKE GARY A
206	5720	MARQUITA AVE	LOBO VINAY J
207	5720	MARQUITA AVE	BIRNBAUM MARC A &
208	5720	MARQUITA AVE	XOCHOTL LARA