

**ACM: Majed Al-Ghafry**

**FILE NUMBER:**                    Z223-293(DM)                    **DATE FILED:** July 7, 2023

**LOCATION:**                        Property bound by South Lancaster Road, Ann Arbor Avenue,  
South Denley Drive, and Paducah Avenue

**COUNCIL DISTRICT:**        4

**SIZE OF REQUEST:**        approx. 7.6 acres                    **CENSUS TRACT:** 48113005700

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**REPRESENTATIVE:**        Karl Crawley, Masterplan

**APPLICANT/OWNER:**       Dallas Independent School District

**REQUEST:**                    An application for an amendment to Planned Development  
District No. 994.

**SUMMARY:**                    The purpose of the request is to allow for an addition to an  
existing public school. [*H. I. Holland Elementary School*]

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

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

**PLANNED DEVELOPMENT DISTRICT No. 994**

<https://dallascityhall.com/departments/city-attorney/Articles/PDF/Article%20994.pdf>

**PD No. 994 Exhibits**

<https://dallascityhall.com/departments/city-attorney/articles/Exhibits/994A.pdf>

<https://dallascityhall.com/departments/city-attorney/articles/Exhibits/994B.pdf>

<https://dallascityhall.com/departments/city-attorney/articles/Exhibits/994C.pdf>

**BACKGROUND INFORMATION:**

- On August 23, 2017, City Council approved an ordinance changing the zoning classification of the area of request from an R-7.5(A) Single Family District and a CR Community Retail District to Planned Development District (PD) No. 994.
- PD No. 994 allows R-7.5(A) uses, except that a public school other than an open-enrollment charter school is allowed by right. The existing public school [H.I. Holland Elementary School] was in operation on the property at the time the PD was established and remains in operation currently.
- On May 12, 2021, City Council approved an ordinance:
  - increasing the maximum floor area allowed for a public school other than an open-enrollment charter school,
  - adding a landscape plan for a public school other than an open-enrollment charter school,
  - amending the development plan for a public school other than an open-enrollment charter school, to reflect the addition of a kitchen, an administration and secure vestibule entry, and an additional 10,000 square feet area footprint for future expansion, and
  - revising the Traffic Management Plan (Exhibit 994B).
- On August 2, 2023, a minor amendment to the Development Plan and Landscape Plan was approved by Director Procedure. The minor amendment allowed for the reconfiguration of the “future expansion area” footprint now labeled “Classroom Addition”.
- The current request seeks to correct an error from the previous zoning amendment (approved May 12, 2021) in which the approved Development Plan conflicts with the text of the article. The approved Development Plan reflected the proposed administration and secure vestibule entry addition located within the front yard on Paducah Avenue, existing parking in the front yard along Ann Arbor Avenue, and an existing vehicular sliding gate in the visibility triangle.
- The proposed amendments to conditions provide for a 20-foot front yard setback along Paducah Avenue (current front yard is 25 feet), allow parking in two of the four front yards (Paducah Avenue and Ann Arbor Avenue), and allow existing fences and sliding vehicular gates within the visibility triangles to remain.
- The proposed development plan reflects:
  - the required front yard setbacks (25 feet) along Lancaster Road, Ann Arbor Avenue, and Denley Drive,
  - the proposed front yard setback (20 feet) along Paducah Avenue,
  - reconfiguration and expansion of the footprint of the future expansion area labeled “Classroom Addition” to replace the square footage being lost with the deletion of the existing portable classrooms,

- addition of an administration area and secure vestibule entry,
- data table amended to reflect existing square footage (including portable classrooms), square footage of buildings being demolished, and additional square footage for a total of 65,503 square feet (a reduction from 79,189 square feet),
- number of classrooms: 27 (reduced from 31),
- parking spaces required: 41 (reduced from 47)
- parking spaces provided: 50 (reduced from 53)

**Zoning History:**

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

1. **Z201-118** On May 12, 2021, City Council approved an ordinance for an amendment to Planned Development District No. 994 for R-7.5(A) Single Family District uses and a public school other than an open-enrollment charter school in an area bound by Paducah Avenue to the north, S Lancaster Road to the east, Ann Arbor Avenue to the south, and S Denley Drive to the west.
2. **Z223-165** On August 23, 2023, City Council approved an ordinance for an MU-1 Mixed Use District on property zoned a CR Community Retail District, on the south line of Fordham Road, west of South Lancaster Road.

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing/ Proposed ROW
Lancaster Road	Principal Arterial	80'
Ann Arbor Avenue	Community Collector	60'
Denley Drive	Local Street	-
Paducah Avenue	Local Street	-

**Traffic:**

A traffic study was submitted, as required by the ordinance, evaluating the sufficiency of the traffic management plan (TMP). The study confirmed the existing TMP was sufficient but updated the plan to reflect the amended development plan and relocated the bus loading/unloading operations. The Transportation Development Services Division of the Transportation Department reviewed the study and concurred with the findings.

**COMPREHENSIVE PLAN:**

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

The proposed zoning request meets the following goals and objectives 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.

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

**Surrounding Land Use:**

<b>Area</b>	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	PD No. 994	Public School
<b>North</b>	R-7.5(A) Single Family & CR Community Retail	Single Family, Church, and Retail and Personal Service
<b>East</b>	CR Community Retail	Auto Service Center, Furniture Store, Funeral Home
<b>South</b>	R-7.5(A) Single Family & CR Community Retail w/ SUP 173	Church, Undeveloped, Retail, Vacant, and Veteran’s Hospital
<b>West</b>	R-7.5(A) Single Family & TH-3(A) Townhouse w/ SUP No. 930	Single Family, Child Care Center, Church

**Land Use Compatibility**

The surrounding land uses consist of single family, institutional, and retail & personal services to the north; auto service center, furniture store, funeral home to the east; a church, undeveloped land, a hospital, and retail to the south; a child-care facility, church and single family uses to the west.

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

The site is developed with a public school other than an open-enrollment charter school [H. I. Holland Elementary] containing a total floor area of approximately 60,700 square feet which includes portable classrooms. The additions include a classroom addition to

provide specialty instruction areas and classrooms to replace the existing portable classrooms, an administration addition with a secure vestibule entry, and a kitchen.

There are no changes proposed with this request. The current request seeks to correct an error from the previous zoning amendment (approved May 12, 2021) in which the approved Development Plan conflicts with the text of the article. The approved Development Plan reflected the proposed administration and secure vestibule entry addition located within the front yard on Paducah Avenue, existing parking in the front yard along Ann Arbor Avenue, and an existing vehicular sliding gate in the visibility triangle.

**Development Standards:**

For a public school other than an open-enrollment charter school, development and use of the Property must comply with the development plan (Exhibit 994A). If there is a conflict between the text of this article and the development plan, the text of this article controls.

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

	Setbacks		Height <sup>1</sup>	Lot Coverage <sup>2</sup>	Density/FAR
	Front	Side/Rear			
<b>General standards for a public-school use in reference R-7.5(A) Single Family District</b>	25' min	10' / 15' min	Any height consistent with FAA airspace limitations and the building code	60% max for institutional uses such as schools	No max FAR  No min lot area for a public school

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

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

For a public school other than an open-enrollment charter school, the following modified development standards are specified in the PD 994 ordinance. Except as noted below, R-7.5(A) standards apply.

- Maximum floor area is 79,189 square feet, and
- Maximum structure height is 40 feet,
- Front yard setback on Paducah Avenue is 20 feet.

**Parking:**

PD 994 refers to Division 51A-4.200 for off-street parking space requirements.

### **Landscaping**

The applicant has provided an amended landscape plan taking into account the corrections to the development plan. Per the PD conditions, landscaping must be provided as shown on the landscape plan. There are no changes proposed with this request.

The city arborist reviewed the proposed amended landscape plan and has no objections.

### **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 to orange, representing the weakest markets. While the area of request is not categorized as being within an MVA cluster, surrounding properties are located within an "I" Category.

## Dallas ISD Trustees and Administration

### Dallas ISD Board of Trustees:

- District 1 **Edwin Flores**
- District 2 **Sarah Weinberg** – Board Secretary
- District 3 **Dan Micciche** – First Vice President
- District 4 **Camile White**
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- District 6 **Joyce Foreman**
- District 7 **Ben Mackey**
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- District 9 **Justin Henry** – President

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

Z223-293(DM)

**CPC Action**  
**August 17, 2023**

**23-2094 Z223-293(DM)**

**Motion:** It was moved to recommend **approval** of an amendment to Planned Development District No. 994, subject to an amended development plan, a revised amended landscape plan, a revised traffic management plan and amended conditions, as briefed; on property bounded by Lancaster Road, Ann Arbor Avenue, Denley Drive, and Paducah Avenue.

Maker: Anderson  
Second: Housewright  
Result: Carried: 15 to 0

For: 15 - Popken, Hampton, Herbert, Anderson, Shidid, Carpenter, Wheeler-Reagan, Blair, Jung, Housewright, Treadway, Haqq\*, Stanard, Kingston, Rubin

Against: 0  
Absent: 0  
Vacancy: 0

\*out of the room, shown voting in favor

**Notices:** Area: 500                      Mailed: 136  
**Replies:** For: 1                              Against: 1

**Speakers:** For: Karl Crawley, 2201 Main St., Dallas, TX, 75201  
Against: None



**CPC RECOMMENDED CONDITIONS**

**ARTICLE 994.**

**PD 994.**

**SEC. 51P-994.101. LEGISLATIVE HISTORY.**

PD 994 was established by Ordinance No. 30604, passed by the Dallas City Council on August 23, 2017. (Ord. 30604)

**SEC. 51P-994.102. PROPERTY LOCATION AND SIZE.**

PD 994 is established on property generally located in an area bounded by Paducah Avenue to the north, Lancaster Road to the east, Ann Arbor Avenue to the south, and Denley Drive to the west. The size of PD 994 is approximately 7.758 acres. (Ord. 30604)

**SEC. 51P-994.103. DEFINITIONS AND INTERPRETATIONS.**

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

(1) **BUFFER** means the area between the back of curb and the edge of the sidewalk closest to the back of curb.

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

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential zoning district. (Ord. 30604)

**SEC. 51P-994.104. EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit 994A: development plan.
- (2) Exhibit 994B: traffic management plan. (Ord. 30604)
- (3) Exhibit 994C: landscape plan. (Ord. Nos. 30604; 31861)

**SEC. 51P-994.105. 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 994A). If there is a conflict between the text of this article and the development 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. 30604)

**SEC. 51P-994.106. MAIN USES PERMITTED.**

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-7.5(A) Single Family District, subject to the same conditions applicable in the R-7.5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-7.5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the R-7.5(A) Single Family District is subject to DIR in this district, etc.

(b) The following use is permitted by right:

-- Public school other than an open-enrollment charter school. (Ord. 30604)

**SEC. 51P-994.107. ACCESSORY USES.**

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217. (Ord. 30604)

**SEC. 51P-994.108. 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 51A-4.400, 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.

(1) Front yard.

(A) Paducah Avenue: 20 feet

(B) Lancaster Avenue: 25 feet

(C) Ann Arbor Drive: 25 feet

(D) Denley Drive: 25 feet

(2) Amenities required per Section 51P-994.114(c) may be located in a required front yard

(bc) Floor area. For a public school other than an open-enrollment charter school, maximum floor area is 79,189 square feet.

(ed) Height. For a public school other than an open-enrollment charter school, maximum structure height is 40 feet. (Ord. 30604, 31861)

**SEC. 51P-994.109. OFF-STREET PARKING AND LOADING.**

(a) Consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) For a public school other than an open-enrollment charter school, parking may be located in the required front yard along Paducah Avenue and Ann Arbor Avenue.

(c) Screening is required for parking spaces located within the required front yard along Paducah Avenue. No other screening of parking lots or loading areas is required. (Ord. 30604)

**SEC. 51P-994.110. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI. (Ord. 30604)

**SEC. 51P-994.111. LANDSCAPING.**

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

(b) For a public school other than an open-enrollment charter school, landscaping must be provided as shown on the landscape plan (Exhibit 994C). If there is a conflict between the text of this article and the landscape plan, the text of this article controls.

(c) Urban forest conservation is required in accordance with Division 51A-10.130.

(d) Plant materials must be maintained in a healthy, growing condition. (Ord. Nos. 30604; 31861)

**SEC. 51P-994.112. TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 994B).

(b) 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 September 1, ~~2023~~ 2025. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by September 1st of each odd-numbered year.

(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.

(c) Amendment process.

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

(2) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion. (Ord. Nos. 30604; 31861)

**SEC. 51P-994.113. SIGNS.**

Signs must comply with the provisions for non-business zoning districts in Article VII. (Ord. 30604)

**SEC. 51P-994.114. ADDITIONAL PROVISIONS.**

(a) Sidewalks-~~F~~for a public school other than an open-enrollment charter school, prior to the issuance of a certificate of occupancy for the addition, the following must be provided:

(1) Sidewalks must be constructed of a material that differs in color from that of vehicular ingress and egress driveways at each intersection of driveways and sidewalks.

(2) Sidewalk and buffer:

(A) Paducah Avenue: minimum six-foot-wide unobstructed sidewalks with minimum five-foot-wide buffer must be provided along the entire length.

(C) Ann Arbor Drive: minimum five-foot-wide unobstructed sidewalks with minimum four-foot-wide buffer must be provided along the entire length, except as provided below:

(i) Existing sidewalk may remain in place within 25 feet of the intersection of Lancaster Avenue and Ann Arbor Drive as shown on the development plan provided it is in a state of good repair and ADA compliant.

(ii) Existing sidewalk may remain in place in order to preserve an existing Live Oak tree as shown on the development plan provided it is in a state of good repair and ADA compliant. However, if the tree dies or is removed the sidewalk must be replaced and a minimum unobstructed width of five-feet with a minimum four-foot-wide buffer is required.

(D) Denley Drive: minimum six-foot-wide unobstructed sidewalks with minimum five-foot-wide buffer must be provided along the entire length. Sidewalk width may be reduced to a minimum unobstructed width of four feet and buffer may be reduced to a minimum width of two feet in order to preserve existing Elm tree as shown on the Development Plan.

(B) Lancaster Avenue: existing sidewalk may remain as shown on the development plan provided it is in a state of good repair and ADA compliant; however, when this sidewalk is replaced a minimum unobstructed width of six-feet and a minimum five-foot-wide buffer is required.

(b) Fencing for a public school other than an open-enrollment charter school.

(1) Open Fences up to six feet in height are allowed within the required front yard.

(2) Baseball backstops up to 10 feet in height are allowed within the required front yard.

(3) Existing fences and vehicular security gates shown on Exhibit 994A are allowed within the visibility triangle.

(c) Pedestrian Amenities for a public school other than an open-enrollment charter school, prior to the issuance of a certificate of occupancy for the addition, the following pedestrian amenities must be provided:

(1) 'Area 1'. A minimum of two benches, one trash can, one bicycle rack, and two large trees, must be provided adjacent to the public sidewalk within Area 1 as shown on the attached development plan (Exhibit 994A).

(2) 'Area 2'. A minimum of three benches, one trash can, and one bicycle rack, must be provided within Area 2 as shown on the attached development plan (Exhibit 994A).

(3) 'Area 3'. A minimum of three benches, and one trash can, must be provided within Area 3 as shown on the attached development plan (Exhibit 994A).

(4) 'Area 4'. A minimum of two benches, one trash can, and one bicycle rack, must be provided adjacent to the public sidewalk within Area 4 as shown on the attached development plan (Exhibit 994A).

Amenities may not be located in a manner that reduces the unobstructed sidewalk width to less than what is required.

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

(e) Compliance. 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. (Ord. 30604)

**SEC. 51P-994.115. 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.

The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of 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. 30604)





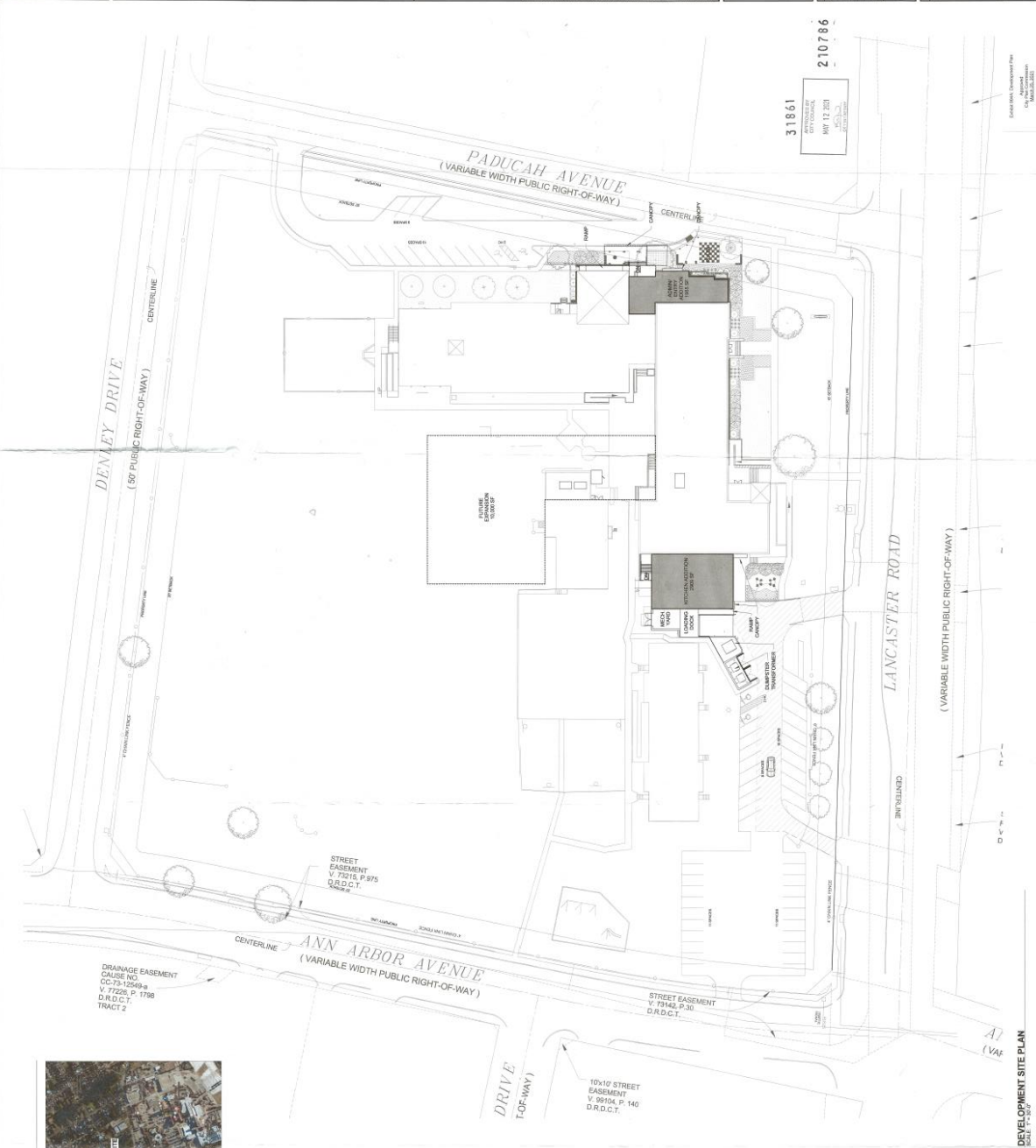
# Existing PD No. 994 Development Plan (Exhibit 994A) (to be replaced)



A PROJECT FOR DALLAS INDEPENDENT SCHOOL DISTRICT  
ORG. 178 H.I. HOLLAND ELEMENTARY

31861  
210786  
REVISED  
MAY 12 2009  
A.S.C.

2201-102  
A101



- EXISTING CONDITIONS:**
1. EXISTING BUILDING FOOTPRINT
  2. EXISTING DRIVE TOP-WAY
  3. EXISTING DRIVE TOP-WAY
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  12. EXISTING DRIVE TOP-WAY
  13. EXISTING DRIVE TOP-WAY
- PROPOSED CONDITIONS:**
1. PROPOSED BUILDING FOOTPRINT
  2. PROPOSED DRIVE TOP-WAY
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  10. PROPOSED DRIVE TOP-WAY
  11. PROPOSED DRIVE TOP-WAY
  12. PROPOSED DRIVE TOP-WAY
  13. PROPOSED DRIVE TOP-WAY

DEVELOPMENT SITE PLAN  
SCALE: 1"=20'

# CPC Recommended Landscape Plan



A PROJECT FOR DALLAS INDEPENDENT SCHOOL DISTRICT  
ORG. 178 H.I. HOLLAND ELEMENTARY  
SCHOOL AT LISBON  
4203 S. LANCASTER ROAD, DALLAS, TX 75216

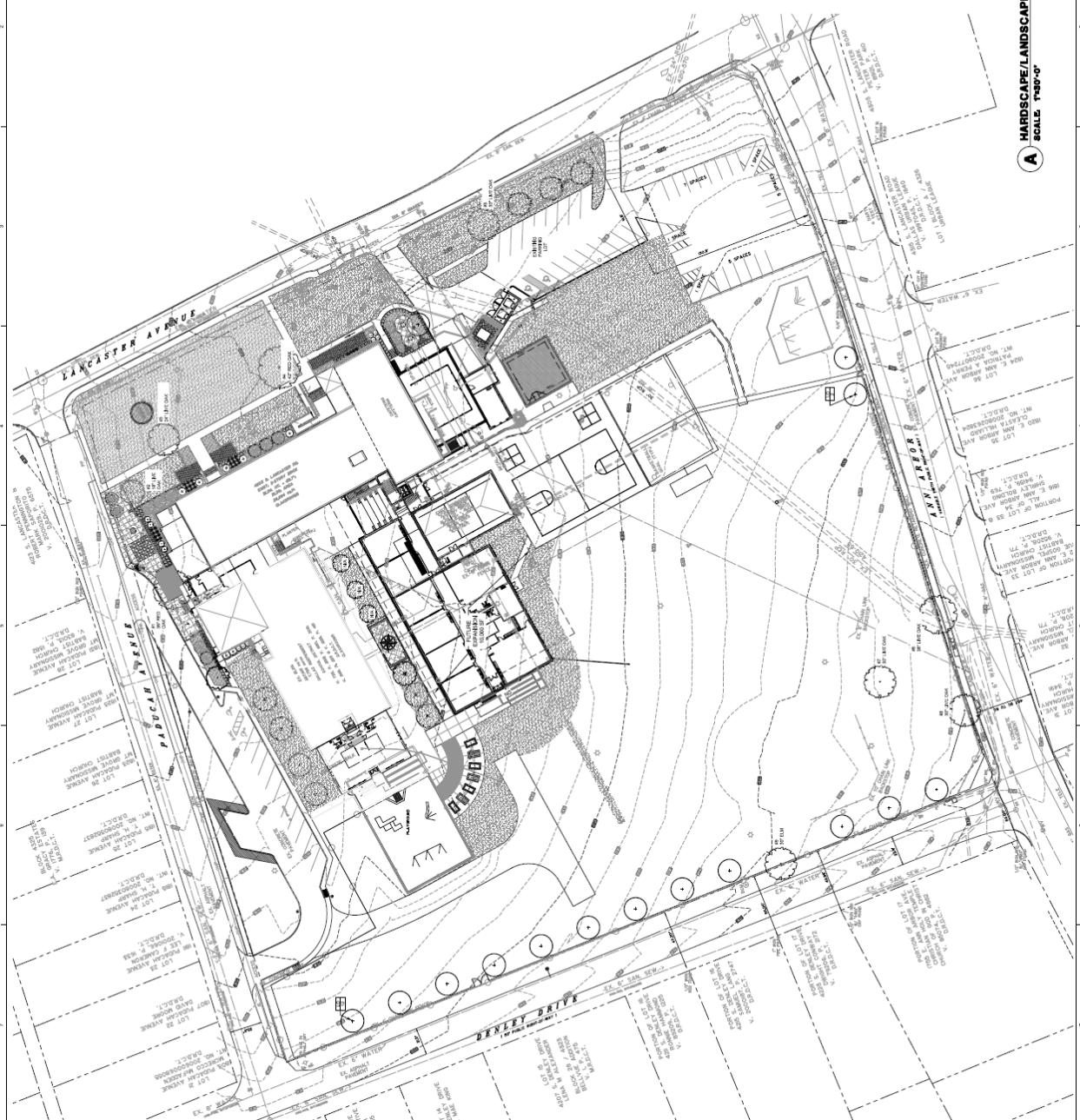
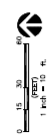


NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	06/23/2022
2	REVISION	07/01/2022

**HARDSCAPE/  
LANDSCAPE  
PLAN**

SHEET NO. **L-101**

SYMBOL	DESCRIPTION
○	6" DIA. TREE
○	8" DIA. TREE
○	10" DIA. TREE
○	12" DIA. TREE
○	14" DIA. TREE
○	16" DIA. TREE
○	18" DIA. TREE
○	20" DIA. TREE
○	24" DIA. TREE
○	30" DIA. TREE
○	36" DIA. TREE
○	42" DIA. TREE
○	48" DIA. TREE
○	54" DIA. TREE
○	60" DIA. TREE
○	72" DIA. TREE
○	84" DIA. TREE
○	96" DIA. TREE
○	108" DIA. TREE
○	120" DIA. TREE
○	132" DIA. TREE
○	144" DIA. TREE
○	156" DIA. TREE
○	168" DIA. TREE
○	180" DIA. TREE
○	204" DIA. TREE
○	216" DIA. TREE
○	228" DIA. TREE
○	240" DIA. TREE
○	252" DIA. TREE
○	264" DIA. TREE
○	276" DIA. TREE
○	288" DIA. TREE
○	300" DIA. TREE
○	360" DIA. TREE
○	420" DIA. TREE
○	480" DIA. TREE
○	540" DIA. TREE
○	600" DIA. TREE
○	660" DIA. TREE
○	720" DIA. TREE
○	780" DIA. TREE
○	840" DIA. TREE
○	900" DIA. TREE
○	960" DIA. TREE
○	1020" DIA. TREE
○	1080" DIA. TREE
○	1140" DIA. TREE
○	1200" DIA. TREE
○	1260" DIA. TREE
○	1320" DIA. TREE
○	1380" DIA. TREE
○	1440" DIA. TREE
○	1500" DIA. TREE
○	1560" DIA. TREE
○	1620" DIA. TREE
○	1680" DIA. TREE
○	1740" DIA. TREE
○	1800" DIA. TREE
○	1860" DIA. TREE
○	1920" DIA. TREE
○	1980" DIA. TREE
○	2040" DIA. TREE
○	2100" DIA. TREE
○	2160" DIA. TREE
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**A HARDSCAPE/LANDSCAPE PLAN**  
SCALE: 1"=80'-0"



Existing PD No. 994 Landscape Plan (Exhibit 994C)  
(to be replaced)

PROJECT FOR DALLAS INDEPENDENT SCHOOL DISTRICT  
ORG. 178 H.I. HOLLAND ELEMENTARY

31861  
210786  
CITY OF CALGARY  
MAY 12 2010



**A** LANDSCAPE PLAN  
SCALE: 1"=30'-0"  
PLAN



CPC Recommended Traffic Management Plan

August 28, 2023

PK# 4552-22.559

# TRAFFIC MANAGEMENT PLAN

Z - - -



*Hunter W. Lemley*

DALLAS INDEPENDENT SCHOOL DISTRICT (DISD)  
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 H.I. Holland Elementary School described below. The school has an existing enrollment of approximately 400 students and is anticipated to remain after improvements are complete.

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, September 6<sup>th</sup>, 2022, and Wednesday, September 7<sup>th</sup>, 2022, during morning and afternoon periods that validates all information in this report.

### 1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)



7557 Rambler Road, Suite 1400  
Dallas, Texas 75231-2388  
(972) 235-3031 [www.pkce.com](http://www.pkce.com)  
TX.REG: ENGINEERING FIRM F-469  
TX. REG. SURVEYING FIRM LS-100080-00

August 28, 2023

## 2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 4203 S Lancaster Road, Dallas, Texas
- **Description of adjacent roadways:**
  - Adjacent Streets:
    - S Lancaster Road:
      - Cross-section: Four lanes, two-way operation, median divided, 75' in width. [DART rail line passes through the median of the road. Paducah Avenue and the driveway on S Lancaster Road do not have full median access.]
      - Sidewalk connectivity evident along frontage of school. [School Zone]
      - Speed Limit: 35 mph [School Zone of 20 mph]
    - Ann Arbor Avenue:
      - Cross-section: Four lanes, two-way operation, no median, 44' in width.
      - Sidewalk connectivity evident along frontage of school. [School Zone]
      - Speed Limit: 30 mph [School Zone of 20 mph]
    - Paducah Avenue:
      - Cross-section: Two lanes, two-way operation [eastbound one-way operational during school hours], no median, 25' in width.
      - Sidewalk connectivity evident along frontage of school.
      - Speed Limit: 30 mph
    - S Denley Drive:
      - Cross-section: Two lanes, two-way operation, no median, 24' in width.
      - No sidewalk connectivity evident along frontage of school.
      - Speed Limit: 30 mph

August 28, 2023

- **Adjacent Intersections:**

- S Lancaster Road and Paducah Avenue – No marked crosswalks on any approaches, and barrier free ramps provided on northwest and southwest corners.
- S Lancaster Road and Ann Arbor Avenue – Marked crosswalks on all approaches, and barrier free ramps provided on all corners. (NOTE: DART rail line crossing through the intersection)
- S Denley Drive and Ann Arbor Avenue – Marked crosswalks on north leg and west leg, and barrier free ramps provided on northwest and northeast corners. Crossing guard location for students crossing Ann Arbor Avenue.
- S Denley Drive and Paducah Avenue – No marked crosswalks on any approach, and barrier free ramp provided on southeast 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:**

- Paducah Avenue: Two Driveways (Existing and Proposed)
- S Lancaster Drive: Two Driveways (Existing and Proposed)
- Ann Arbor Avenue: One Driveway (Existing and Proposed)

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

- Main student pedestrian access is located at the main entrance on the north side of the school building. Secondary access for bus loading/unloading is located on the east side of the building.

August 28, 2023

#### 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, September 6<sup>th</sup>, 2022, and Wednesday, September 7<sup>th</sup>, 2022. 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.

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	Existing and Proposed		
1	Pre-K – 5 <sup>th</sup>	8:00 AM – 3:20 PM	400	78	17	-61

\*All times are subject to change

#### 5. CIRCULATION

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

**- Description of Existing Conditions and Proposed Conditions**

**On-Site Circulation:**

Parent traffic is to enter the area traveling westbound on Ann Arbor Avenue, turn onto Denley Drive traveling northbound, and then turn on to Paducah Avenue traveling eastbound. Parent traffic is to queue along the provided queuing area on-site on Paducah Avenue and queue back along the eastbound curbside of Paducah Avenue adjacent to the school property, the northbound curbside of Denley Avenue adjacent to the school property, and the westbound curbside of Ann Arbor Avenue, adjacent to the school property.

Students shall exit the school building from the northern side of the building to approach the designated queuing area for pick-up.

A crossing guard is located at the intersection of Ann Arbor Avenue and S Denley Drive to help students cross Ann Arbor Avenue.

School buses load and unload students along the provided bus queuing area on-site south of the building.

August 28, 2023

Staff and visitor parking are provided in two areas surrounding the site. The parking lot north of the school building along Paducah Avenue will contain pick-up and drop-off activity. The parking lot south of the school building restricts any parent pick-up or drop-off activity.

**Temporary traffic control devices:**

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

**EVALUATION OF SCHOOL ZONES:**

- No changes to the existing school zone locations are recommended.

## 6. DROP-OFF/PICK-UP COORDINATION

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

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

**DEFINITIONS:**

A "Administer 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. In situations with a double queue line, students are loaded in "groups" where students enter several vehicles in an instance. After that group of vehicles depart, then another group of vehicles pull forward for the next set of students to enter each vehicle. Groups of vehicles can contain 5-10 vehicles at one time.

A "Monitored Non-Sequential System" refers to a more commonly used managed system 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. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis.

An "Unmanaged 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.



August 28, 2023

- **Separation of modes of transportation:**

- Bus: 5%
- Walk: 5%
- Picked Up by Parent: 90%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 8:00 AM – 3:20 PM (Pre-Kindergarten - 5<sup>th</sup>)

## 7. SCHOOL STAFF ASSISTANCE

- **Number:**

- Observed: 2-5 Staff Members
- Desired: 2-5 Staff Members

- **Location:**

- Observed: Beginning of queue line and at bus locations
- Desired: Beginning of queue line and at bus locations

- **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: 1

- **Location:**

- Observed: Ann Arbor Avenue and S Denley Drive



August 28, 2023

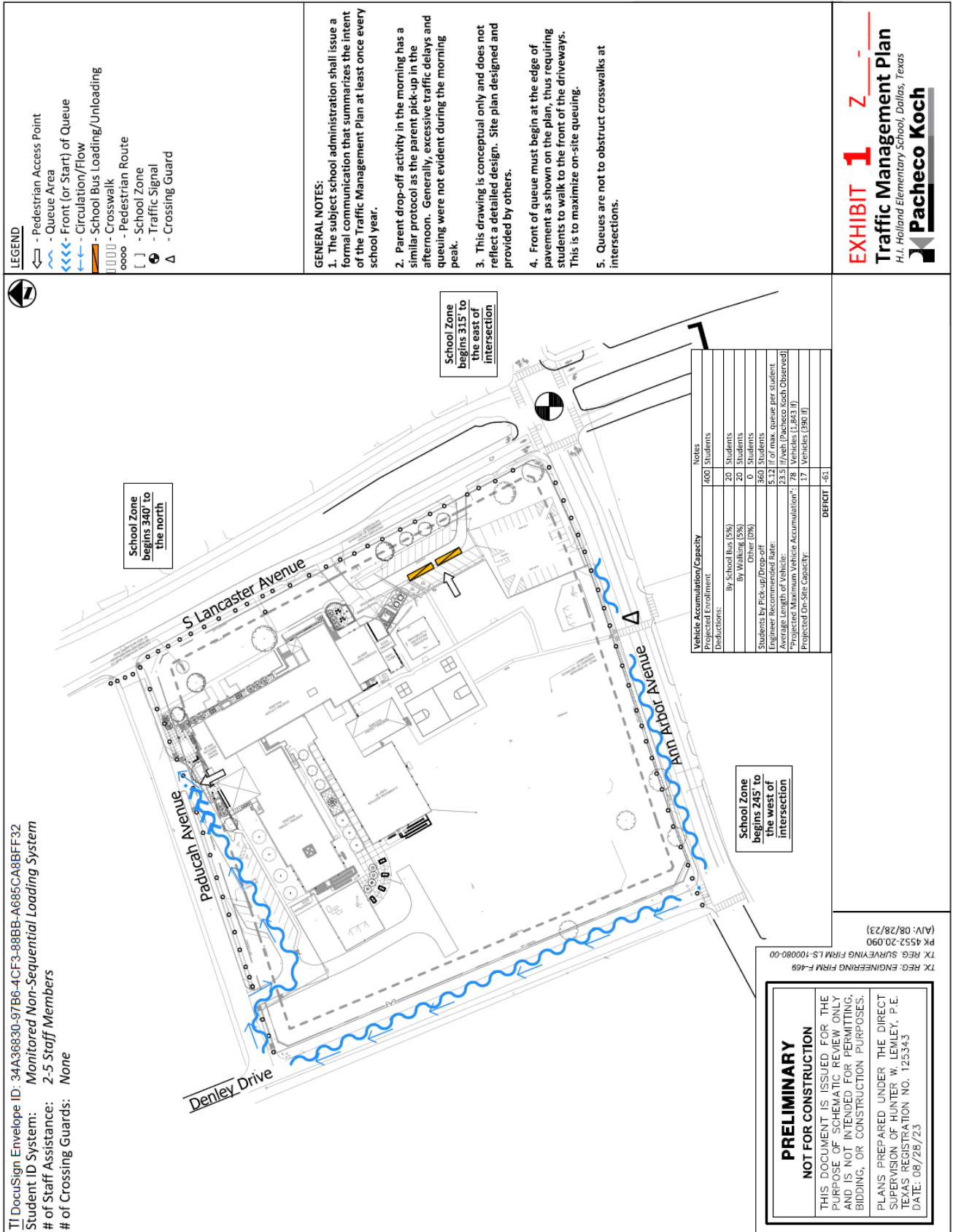
## 11. REPORT FORMAT

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

## 12. OTHER ITEMS WHERE APPLICABLE

- a) School Bus Operations: (See Section 5)
- b) Methodology:
  - a. Engineer Recommended Rate: 5.12 linear feet per student
  - b. Average Length of Vehicle: 23.5 feet
  - c. Separation of modes of transportation:
    - i. Bus: 5%
    - ii. Walk: 5%
    - iii. Picked Up by Parent: 90%
  - NOTE: Information provided by DISD and validated with field observations
  - d. Projected maximum vehicle accumulation: 78
  - e. Projected on-site storage capacity: 17
  - f. Surplus/Deficit: -61
- c) Proposed 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 Paducah Avenue and S Lancaster Road.
- d) Proposed Parking Management Strategies:
  - a. On-street parking restrictions: Southbound curb lane of S Lancaster Road
  - b. Faculty Parking: north and south of the building
  - c. Visitor Parking: north of the building
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

END OF MEMO



Existing Traffic Management Plan - Exhibit 994B  
(to be replaced)

31861 Exhibit 994B: Traffic Management Plan 786

Approved  
City Plan Commission  
March 25, 2021

**Pacheco Koch**  
September 17, 2020  
PK# 4552-20.090

# TRAFFIC MANAGEMENT PLAN

Z20-118



DISD H.I. HOLLAND ELEMENTARY SCHOOL  
CITY OF DALLAS

## Introduction

The services of **Pacheco Koch** (PK) were retained by Masterplan, on behalf of **Dallas Independent School District**, to prepare a Traffic Management Plan (TMP) for zoning approval in the City of Dallas for the H.I. Holland Elementary School (the "School") located in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

## School Description

- Type: Existing Public Elementary School
- District: Dallas Independent School District
- Address: 4203 S Lancaster Road, Dallas, Texas
- Grades: Pre-K to 5<sup>th</sup>
- Start/End Times: 7:45 AM – 3:00 PM
- Existing Zoning: PD 994
- Existing Enrollment: 352 Students
- Future Enrollment: No change
- Drop-off Loading System: Conventional Loading System

NOTE: A "conventional loading system" at schools refers to the self-regulated method of passenger loading. Designated loading areas are not established. Upon arrival motorists choose a preferred location, typically in close proximity to the building entry, to stand (such as a curbside) or park (such as in a parking lot) while waiting for their passenger. Once passengers are loaded, vehicles may exit accordingly. Vehicle arrivals and departures are not sequential and dwell times are variable.

### School Access

- Adjacent Streets:
  - Paducah Avenue: Two lanes, two-way operation, undivided
  - Denley Drive: Two lanes, two-way operation, undivided
  - S Lancaster Road: Four lanes, two-way operation, median divided principal arterial [School Zone]
  - Ann Arbor Avenue: Four lanes, two-way operation, undivided principal arterial [School Zone]
- Projected Travel Modes:
  - Bus: 5%
  - Walk: 5%
  - Picked Up by Parent: 90%

\*Enrollment and Travel Mode Data provided by DISD

## TRAFFIC MANAGEMENT PLAN

---

A summary of existing operations is provided below:

- Parent traffic is to enter the area traveling westbound on Ann Arbor Avenue, turn onto Denley Drive traveling northbound, and then turn on to Paducah Avenue traveling eastbound. Parent traffic is to queue along the provided queuing area on-site on Paducah Avenue and queue back along the eastbound curbside of Paducah Avenue adjacent to the school property, the northbound curbside of Denley Avenue adjacent to the school property, and the westbound curbside of Ann Arbor Avenue, adjacent to the school property.  
  
Students shall exit the school building from the northern side of the building to approach the designated queuing area for pick-up.  
  
Parent pick-up activity currently occurs throughout provided queuing areas within the site along Paducah Avenue (All Grades). Dismissal consists of a single dismissal group.
- School buses load and unload students along the provided bus queuing area on the eastbound curbside of Paducah Avenue at the northeast corner of the subject site.
- Staff and visitor parking are provided in two areas surrounding the site. The parking lot north of the school building along Paducah Avenue will contain



pick-up and drop-off activity. The parking lot east of the school building restricts any parent pick-up or drop-off activity.

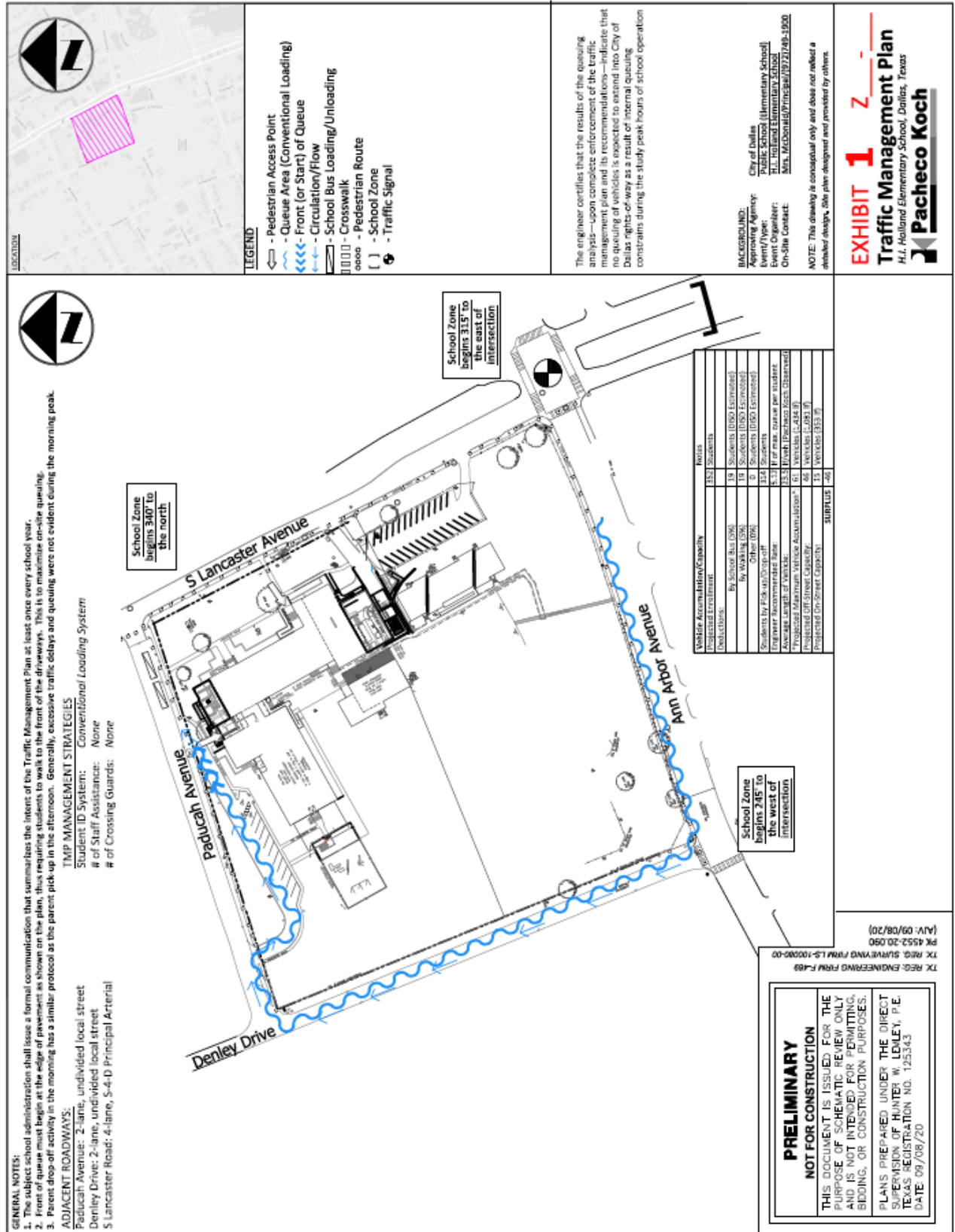
- Staff assistance shall be present for all queuing areas to allow students to enter and exit the school building in a safe and efficient manner.

A graphical summary of proposed conditions is provided below and depicted in Exhibit 1:

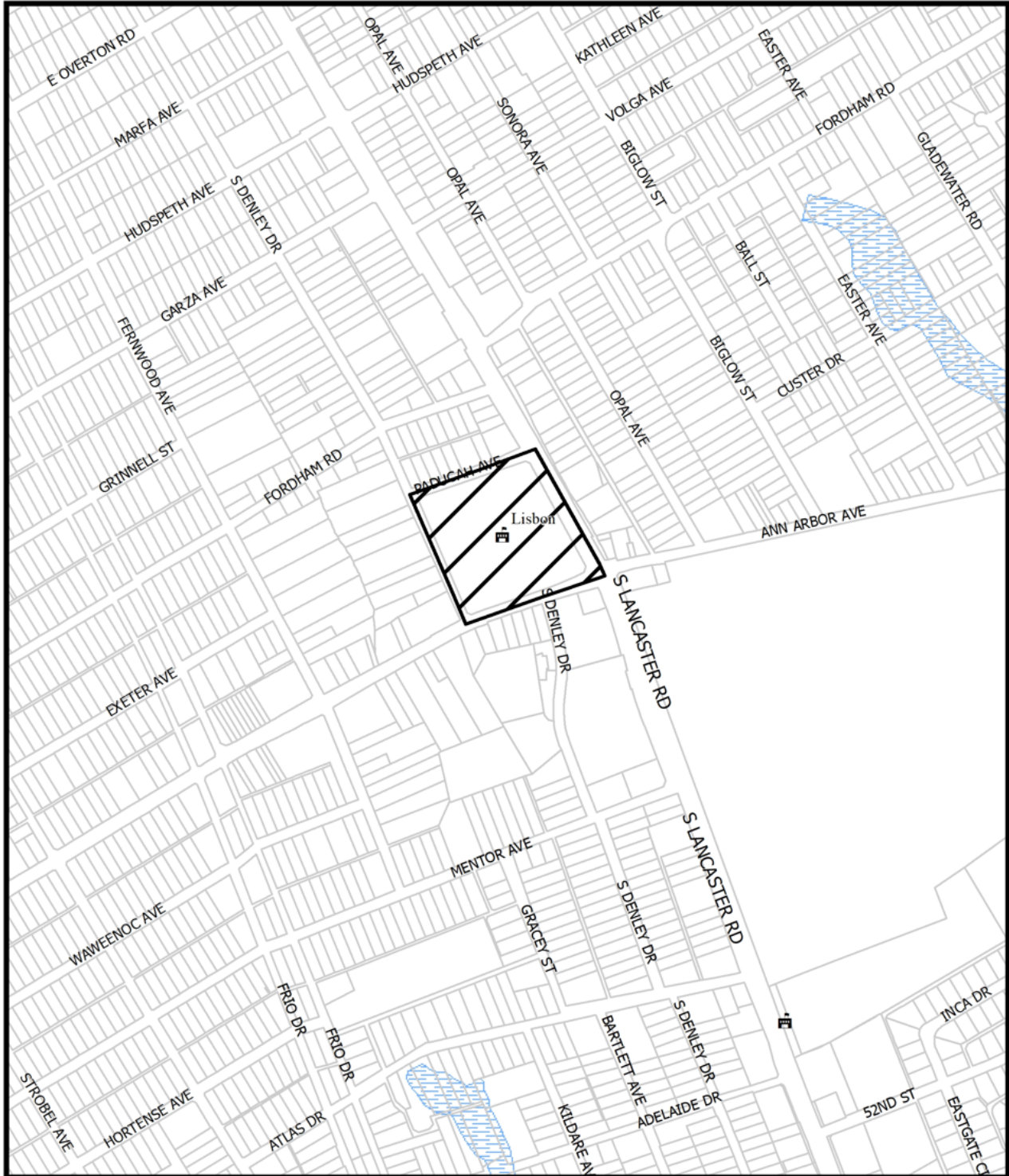
**Acknowledgement Statement**

<b>REVIEW AND COMMITMENT</b>	
<p>This school traffic management plan (TMP) for H.J. Holland 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.</p>	
<p>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.</p>	
_____	_____
Principal Signature	Date
Name: _____	
Title: _____	
_____	_____
Police Department Signature	Date
Name: _____	
Title: _____	

END OF MEMO







  
1:7,200

# VICINITY MAP

Case no: Z223-293  
Date: 7/18/2023

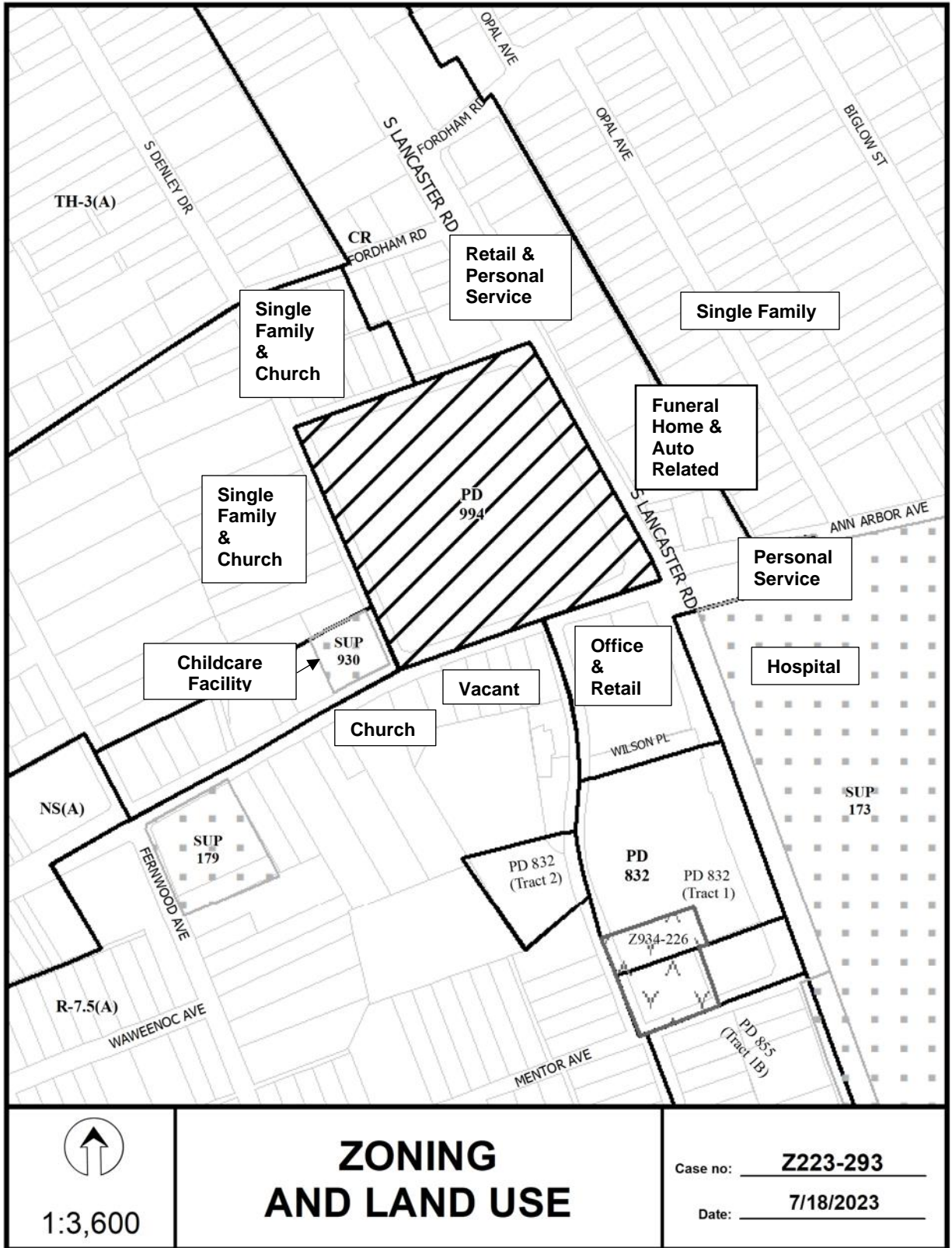


1:3,600

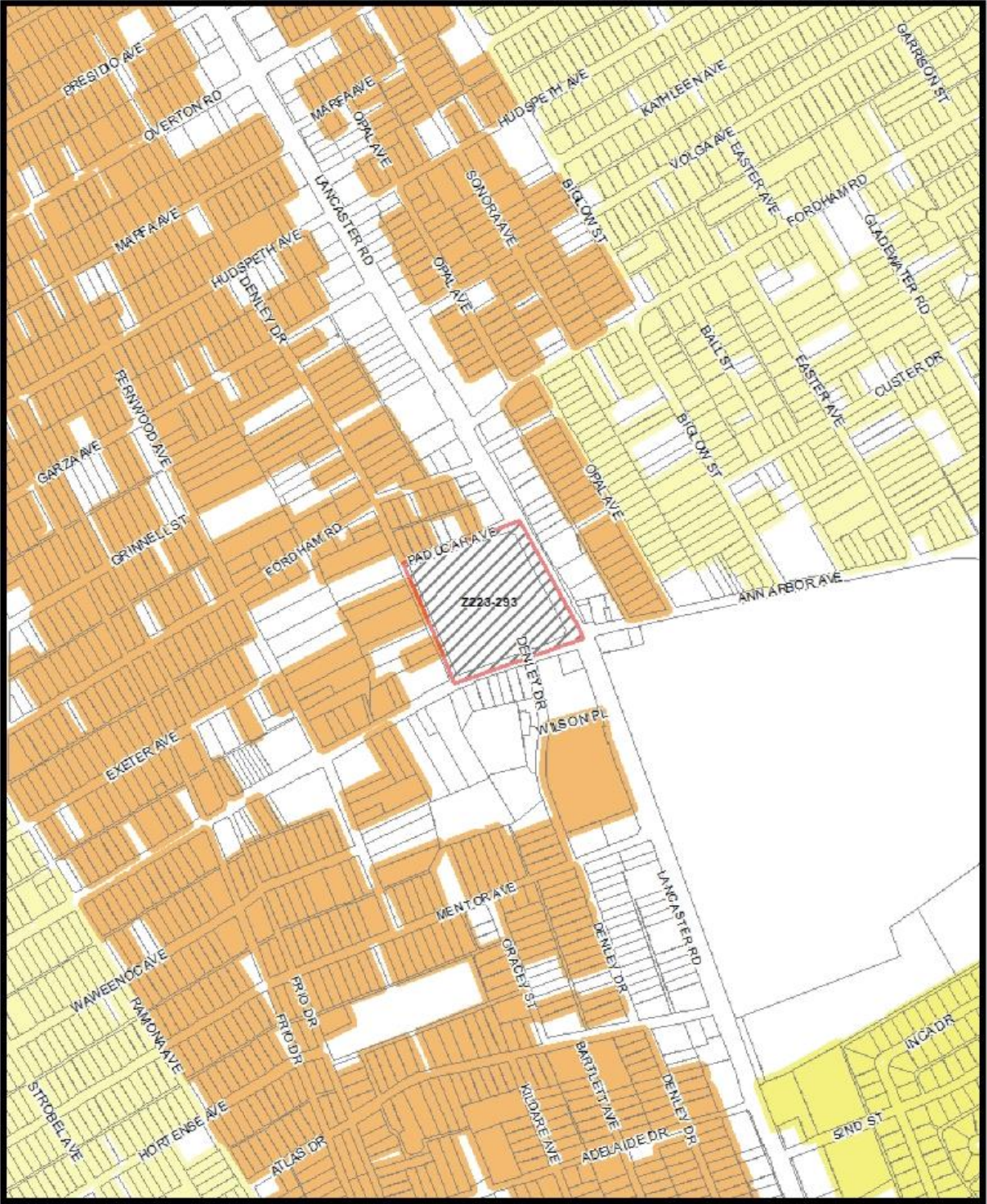
# AERIAL MAP

Case no: Z223-293

Date: 7/18/2023







# Market Value Analysis

Printed Date: 7/18/2023



<b>136</b>	Property Owners Notified (147 parcels)
<b>1</b>	Replies in Favor (1 parcels)
<b>1</b>	Replies in Opposition (1 parcels)
<b>500'</b>	Area of Notification
<b>8/17/2023</b>	Date

**Z223-293**  
**CPC**



1:3,600

08/16/2023

***Reply List of Property Owners******Z223-293******136 Property Owners Notified******1 Property Owners in Favor******1 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	4203 S LANCASTER RD	Dallas ISD
	2	4019 S DENLEY DR	ANTHONY BOYD IRA LLC
	3	4021 S DENLEY DR	REBOLLAR HECTOR MANUEL N &
	4	1747 FORDHAM RD	BETTS BETHEL L
	5	4031 S DENLEY DR	JACKSON PATRICIA A
	6	1739 FORDHAM RD	TORRES JOHNNY
	7	1717 E ANN ARBOR AVE	ALBARRAN EFRAIN MONDRAGON &
	8	1719 E ANN ARBOR AVE	HAWKINS DAVID R II
	9	4214 FERNWOOD AVE	MARTINEZ JOSE LOPEZ
	10	4210 FERNWOOD AVE	POWELL CHRISTINE
	11	4202 FERNWOOD AVE	Taxpayer at
	12	4130 FERNWOOD AVE	REMODELING BY JC
	13	4114 FERNWOOD AVE	WHITLEY ALICE PARHAM
	14	4120 FERNWOOD AVE	OAXACA PROPERTIES LLC
	15	1726 FORDHAM RD	Taxpayer at
	16	1722 FORDHAM RD	JACKSON MATTIE ESTATE OF
	17	4107 S DENLEY DR	CRAWFORD CURTIS EST OF
	18	1746 FORDHAM RD	BLADE JAMAAL LAROY & KAREN MCQUEEN
	19	1738 FORDHAM RD	JIMENEZ TOMAS
	20	4101 S DENLEY DR	JIMENEZ NATALIE &
	21	4113 S DENLEY DR	OPENDOOR PROPERTY TRUST I
	22	4119 S DENLEY DR	BRICKMAN HOMES & CONSTRUCTION LLC
	23	4129 S DENLEY DR	FISHER OF MEN COMPELLING
	24	4135 S DENLEY DR	GARCIA JULIAN &
	25	4207 S DENLEY DR	ALEXANDER LENA M &
	26	4215 S DENLEY DR	OAXACA PROPERTIES LLC

08/16/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	4211 S DENLEY DR	VASQUEZ JUANA
	28	1731 E ANN ARBOR AVE	KIBBY IVAN S
	29	4223 S DENLEY DR	CONWAY DWIGHT
	30	1733 E ANN ARBOR AVE	CUEVAS ELADIO JR
	31	1823 FORDHAM RD	SAAHIR VENITA L
	32	4033 S LANCASTER RD	ALROUSAN MOHAND W &
	33	1827 FORDHAM RD	Taxpayer at
	34	1815 FORDHAM RD	MCELROY HELEN
	35	4030 S DENLEY DR	TURNER NORA L & HENREY
	36	4022 S DENLEY DR	ORTIZ MARIA E VALVERDE
	37	4020 S DENLEY DR	HAYNES LILY FAY
	38	4023 S LANCASTER RD	UNITED WORLD WIDE APOSTOLIC CHURCHES
	39	4123 S LANCASTER RD	PENNINGTON ROBERT &
X	40	1802 FORDHAM RD	PRESTON MICHELLE ROBB
	41	1806 FORDHAM RD	LIFE LIGHT DELIVERANCE
	42	1810 FORDHAM RD	LIFE LIGHT DELIVERANCE CH
	43	1818 FORDHAM RD	ESTRADA FRANCISCO
	44	1822 FORDHAM RD	YOUNG WANDA JEAN
	45	1826 FORDHAM RD	Taxpayer at
	46	1830 FORDHAM RD	PERSAUD SEWDAT
	47	4103 S LANCASTER RD	MOODY KATHY & CLINTON
	48	4111 S LANCASTER RD	MOODY CLINTON
	49	1803 PADUCAH AVE	AGUILAR ELIZABETH
	50	1807 PADUCAH AVE	MOORE LAVON
	51	1811 PADUCAH AVE	HERNANDEZ HUGO
	52	1815 PADUCAH AVE	SCOTT BRANDON C &
	53	1819 PADUCAH AVE	PITTMAN ERICKA
	54	1823 PADUCAH AVE	MT GROVE MISSIONARY BAPT
	55	1831 PADUCAH AVE	MT GROVE MISSIONARY
	56	4325 S DENLEY DR	LISBON CEMETERY
	57	4303 S LANCASTER RD	REARDEN BYRD LLC



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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	1802 E ANN ARBOR AVE	TRUE GOSPEL MISSIONARY
	59	1806 E ANN ARBOR AVE	TRUE GOSPEL MISSIONARY
	60	1816 E ANN ARBOR AVE	4315 ESV LLC
	61	1722 E ANN ARBOR AVE	Taxpayer at
	62	1728 E ANN ARBOR AVE	Taxpayer at
	63	1730 E ANN ARBOR AVE	TRUTEES OF GODS GOSPEL
	64	1712 E ANN ARBOR AVE	CHORA CIRILO MORALES
	65	1718 E ANN ARBOR AVE	MALDONALDO GILBERT &
	66	4318 FERNWOOD AVE	HERNANDEZ RAMIRO &
	67	4240 S LANCASTER RD	RLE PPTIES LLC
	68	4242 S LANCASTER RD	RLE PPTIES LLC
	69	4244 S LANCASTER RD	AL-BUSTAMIS LLC
	70	1913 E ANN ARBOR AVE	JOHNSON LOIS
	71	4130 S LANCASTER RD	MOODY CLINTON J ETAL
	72	4122 S LANCASTER RD	JEM ENTERPRISES LLC
	73	4102 S LANCASTER RD	BRIAN FAMKAR I LLC
	74	1917 E ANN ARBOR AVE	SANCHEZ CARLOS
	75	4110 S LANCASTER RD	DALLAS AREA RAPID TRANSIT
	76	4228 S LANCASTER RD	Taxpayer at
	77	4114 S LANCASTER RD	MITCHELL JAMES SR
	78	4138 S LANCASTER RD	MOODY CLINTON J
	79	4202 S LANCASTER RD	MOODY CLINTON JUNIOR
	80	4206 S LANCASTER RD	MOODY CLINTON JR
	81	4208 S LANCASTER RD	MOODY CLINTON JR &
	82	4214 S LANCASTER RD	HARRAL LINDA
	83	4220 S LANCASTER RD	KAMY REAL PPTY TRUST
	84	4251 OPAL AVE	WILSON REDELL
	85	4247 OPAL AVE	RIOS ESTELLA DELTORO
	86	4243 OPAL AVE	ARIZPE SABINO LEIVA JR
	87	4239 OPAL AVE	AVILA JOSE A
	88	4235 OPAL AVE	WILLIAMS SYLVESTER

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	4231 OPAL AVE	HUAPEO FRANCISCO & RAQUEL
	90	4227 OPAL AVE	SMITH PATRICIA
	91	4223 OPAL AVE	AMF CONNECTIONS INC
	92	4215 OPAL AVE	TURNER THELMA
	93	4211 OPAL AVE	TURNER AUBRA O
	94	4207 OPAL AVE	BLACK ISLAND LLC
	95	4203 OPAL AVE	IGLESIA MISION LA ROCA &
	96	4151 OPAL AVE	MARTINEZ JOSE EMILIO
	97	4147 OPAL AVE	TAULTON WESLEY ANNA
	98	4143 OPAL AVE	SIGALA GUADALUPE
	99	4139 OPAL AVE	ROCKWELL BETTY L EST OF
	100	4135 OPAL AVE	RANSOM TONI
	101	4131 OPAL AVE	LEARY CURTIS ETAL
	102	4127 OPAL AVE	CONTRERAS STACEY YVONNE
	103	4123 OPAL AVE	HERNANDEZ ANASTACIO &
	104	4117 OPAL AVE	HERNANDEZ ANASTACIO
	105	4113 OPAL AVE	SHWE THUNG &
	106	4111 OPAL AVE	GUTIERREZ EVELYN
	107	4230 OPAL AVE	VILLANUEVA LETICIA
	108	1943 E ANN ARBOR AVE	NEW MT PILGRIM BAPTIST
	109	4226 OPAL AVE	CHAMPAGNE IRA H JR
	110	4210 OPAL AVE	BROWN ARMADA THOMPSON
	111	4150 OPAL AVE	ARMENTA BARBARA &
	112	4130 OPAL AVE	PLACENCIA ISABEL &
O	113	4138 OPAL AVE	HERNANDEZ MIGUEL &
	114	4214 OPAL AVE	CHAFFIN PORTER
	115	4134 OPAL AVE	AGUIRRE MARIO MARTINEZ &
	116	4142 OPAL AVE	ADVANCED INVESTMENT INC
	117	4242 OPAL AVE	A BETTER PLACE LLC
	118	4246 OPAL AVE	TRUSTEES OF GREATER NEW
	119	4146 OPAL AVE	ALEJO DEYSSY M MARTINEZ &

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	120	4202 OPAL AVE	MORALES JESUS & JULIETA
	121	4206 OPAL AVE	Taxpayer at
	122	4222 OPAL AVE	CRUZ CARLOS ARTURO RIOS &
	123	4218 OPAL AVE	MALDONADO CLAUDIA &
	124	1916 E ANN ARBOR AVE	UNITED STATES DEPARTMENT OF VETERANS
	125	4500 S LANCASTER RD	U S VETERANS HOSPITAL
	126	1755 E ANN ARBOR AVE	CHRISTIAN HOLY TEMPLE
	127	4345 S DENLEY DR	CITY WIDE COMMUNITY DEVELOPMENT CORPORATION
	128	4345 S DENLEY DR	LANCASTER URBAN VILLAGE COMMERCIAL LLC
	129	4345 S DENLEY DR	Taxpayer at
	130	4418 S DENLEY DR	Taxpayer at
	131	1734 E ANN ARBOR AVE	TRUE GOSPEL MISSIONARY BAPTIST CHURCH
	132	4302 S LANCASTER RD	COSMO W & D INC
	133	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
	134	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
	135	4417 S LANCASTER RD	LANCASTER URBAN APARTMENTS
	136	4417 S LANCASTER RD	LANCASTER URBAN VILLAGE COMMERCIAL LLC