

FILE NUMBER: Z212-180(MP) **DATE FILED:** February 8, 2022

LOCATION: On the east corner of Lindsley Avenue and Tenison Memorial Road

COUNCIL DISTRICT: 14

SIZE OF REQUEST: 2.816 acres **CENSUS TRACT:** 0012.02

REPRESENTATIVE: Michael R. Coker

OWNER/APPLICANT: Lumin Education Inc.

REQUEST: An application to amend and renew Specific Use Permit No. 1374 for a private school and an open-enrollment charter school limited to grades Pre-K through 6th grade, which includes before and after school care and to add a child-care facility for infants to Pre-K, on property zoned Tracts I and II within Conservation District No. 6 - Hollywood/Santa Monica

SUMMARY: The purpose of the request is to allow a child-care facility in the existing building, and to renew an SUP for the private school and open enrollment charter school. No additional classrooms are proposed

STAFF RECOMMENDATION: **Approval** for five-year period, subject to a site/landscape plan, traffic management plan, and staff's recommended conditions

CPC RECOMMENDATION: **Approval** for five-year period, subject to a site/landscape plan, traffic management plan, and CPC recommended conditions

BACKGROUND INFORMATION:

- The area of request is currently developed as an open-enrollment charter school for Pre-K through 6th grade [Lumin Lindsley Park School] and includes before and after school care.
- The applicant is proposing to add a daycare use for infants through Pre-K to the existing school operations and building, with no increase to the existing 12 classrooms. The proposed use is permitted in the district only with a specific use permit, similar to the existing private school and open-enrollment charter school.
- The traffic management plan is proposing a queue with an entrance and exit on Lindsley Drive.
- The applicant does not propose substantive changes to the site / landscape plan, and a new plan is only proposed in order to add language regarding the child-care use.

Zoning History:

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

1. **Z201-243** - On November 10, 2021, the City Council approved an application for an amendment to Planned Development District No. 517, located generally south of Gaston Avenue and east of Abrams Road. [Lakewood Country Club]

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Lindsley Avenue	Local	-
Tenison Memorial Road	Local	-

Traffic:

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

The Traffic Management Plan describes the queuing system. In the morning peak, 12 vehicles could be accommodated onsite, while a peak of six vehicles may be accommodated in the on-street queue in the parking lane on Lindsley Avenue. The proposed additional use does not project any changes to this queue pattern.

STAFF ANALYSIS:**Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006, outlining several goals and policies which serve as a framework for assisting in evaluating the applicant's request. The request complies with the following land use goals and policies of the Comprehensive Plan:

LAND USE ELEMENT**GOAL 1.1** ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT OPPORTUNITIES

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics.

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

ECONOMIC ELEMENT**GOAL 2.1** PROMOTE BALANCED GROWTH

Policy 2.1.1 Ensure that zoning is flexible enough to respond to changing economic conditions.

Land Use:

	Zoning	Land Use
Site	Conservation District 6 Tract 1 and Tract 2	Private School
North	Conservation District 6 Tract 1	Lindsley Park
East	Conservation District 6 Tract 2, Tract 2A	Single Family, Multifamily, Undeveloped
South	Conservation District 6 Tract 1 and Tract 2	Single Family, Multifamily
West	Conservation District 6 Tract 1	Single Family, Lindsley Park

Land Use Compatibility:

The area of request is currently developed as a 24,000-square-foot charter school, with a drop-off queue accessed from Lindsley Avenue. Property to the east of the site is

developed with both single family and multifamily uses. Single family is also developed to the south and southwest. North and northwest of the site is Lindsley Park.

The existing school includes grades Pre-K through 6 with 12 classrooms. Before and after school care is currently provided within the hours of operation listed in the conditions. The applicant is seeking to add child-care facility operations within the existing facility for infants to Pre-K students, with no increase to classrooms. Hours of operation for the school and child-care facility will be limited to 6:00 a.m. to 6:30 p.m., Monday through Friday.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

Staff supports the request because the proposed use is consistent with the character of the surrounding area and is not foreseen to be detrimental to adjacent properties. The proposed SUP would not alter the building footprint or the manner in which the subject site interacts with its environment. It would allow for an additional community serving business to operate in close proximity to several homes.

Additionally, the request is consistent with the Comprehensive Plan and Neighborhood Plus plan goals to provide greater access to schools and child-care. Staff believes an initial time limit of five years with eligibility for automatic renewal will allow continued monitoring of the site in the future. The SUP site plan grants additional oversight to building siting and traffic flow overtime. The large area of the site and the access to multiple streets help accommodate the school operations and queuing while limiting impact to nearby residential properties. The proximity to homes makes the school and child-care facility accessible on foot and by bike to area students.

Landscaping:

Any new development on the site will require landscaping per Article X and per the proposed landscape plan. The proposed landscape plan does not differ from the existing landscape plan. The proposed landscape plan is not intended to offer variance from Article X, rather to specific tree protections of existing trees. A new site / landscape plan is proposed in order to add language regarding the child-care use but does not alter the physical location or nature of structures or plantings.

Parking:

Pursuant to the Dallas Development Code, the off-street parking requirement for an open enrollment charter school is one-and-one-half spaces per elementary classroom. Ten classrooms are planned to be devoted to the elementary school, with 15 spaces being required for this use overall. Two classrooms are planned to be devoted to the child-care facility, at roughly 3,000 square feet. One space per 500 square feet is the requirement for a child-care facility; therefore, six spaces are required for this use overall. Therefore, the site is required to have a minimum of 21 spaces total. As illustrated on the site plan, the site provides 26 parking spaces.

Market Value Analysis:

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

List of Partners/Principals/Officers

Lumin Education

Board:

Michael Giles, President

Amrit Kipalani, Vice President

Mary Caroline Parker, Secretary

Mike Birrer, Treasurer

John Fullinwider

Rosa Hernandez

Bob Marshall

Kelsey Bridgerwater Clark

Terry Ford, CEO

Jodi Campbell, COO

Brittany Brady, CDO

CPC Action
June 2, 2022

Motion: It was moved to recommend **approval** of the renewal of Specific Use Permit No. 1374 for a private school and an open-enrollment charter school limited to grades Pre-K through 6th grade, which includes before and after school care for five-year period, subject to a site/landscape plan, traffic management plan, and staff's recommended conditions with the following changes: 1) no automatic renewal, 2) no extension of the use to include a child-care facility and 3) require bi-annual traffic management plan on property zoned Tracts I and II within Conservation District No. 6 - Hollywood/Santa Monica, at the east corner of Lindsley Avenue and Tenison Memorial Road.

Maker: Kingston
Second: Hampton
Result: Carried: 11 to 1

For: 11 - Popken, Hampton, Anderson, Shidid,
Carpenter, Vann, Jung, Haqq, Stanard,
Kingston, Rubin

Against: 1 - Blair
Absent: 2 - Housewright, Gibson
Vacancy: 1 - District 3

Notices: Area: 300 Mailed: 52
Replies: For: 1 Against: 2

Speakers: For: Michael Coker, 3111 Canton St., Dallas, TX, 75226
Against: None

CPC Recommended CONDITIONS

CPC Recommendation

1. USE: The only uses authorized by this specific use permit are a private school and an open-enrollment charter school limited to age Pre-K through 6th grade which includes before and after school care.

Staff Recommendation and Applicant Request:

1. USE: The only uses authorized by this specific use permit are a private school and an open-enrollment charter school limited to age Pre-K through 6th grade, which includes before and after school care and a child-care facility.

2. SITE PLAN: Use of the Property must comply with the attached site/landscape plan.

Staff Recommendation and CPC Recommendation

3. TIME LIMIT: This specific use is approved only for a period that expires ~~on June 14, 2022~~ 5 years from the date of this ordinance.

Applicant Request:

3. TIME LIMIT: This specific use is approved only for a period that expires ~~on June 14, 2022~~ 5 years from the date of this ordinance, and is eligible for automatic renewal for additional five year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas Development Code, as amended. In order for automatic renewal to occur, the property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that the application for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)

4. LANDSCAPING:
 - (a) Landscaping must be provided in accordance with Article X and the attached site/landscape plan.
 - (b) Plant materials must be maintained in a healthy, growing condition.
5. CLASSROOMS: The maximum number of classrooms is 12.

6. PARKING: Parking must be provided in accordance with Chapter 51A and located as shown on the attached site/landscape plan.
7. STRUCTURE HEIGHT: Except as provided in Section 51A-4.412, the maximum structure height within the area shown as “Tract II” on the attached site/landscape plan is 28 feet.
8. ~~ENROLLMENT: Maximum enrollment, which includes before and after school care is 300 at any one time.~~

8. LOADING/UNLOADING: The Property owner must appoint an administrator to manage traffic during morning and afternoon peak hours to ensure orderly traffic drop-off and pick-up of the students. No loading or unloading is permitted on public streets.

Staff and CPC Recommendation:

Traffic study.

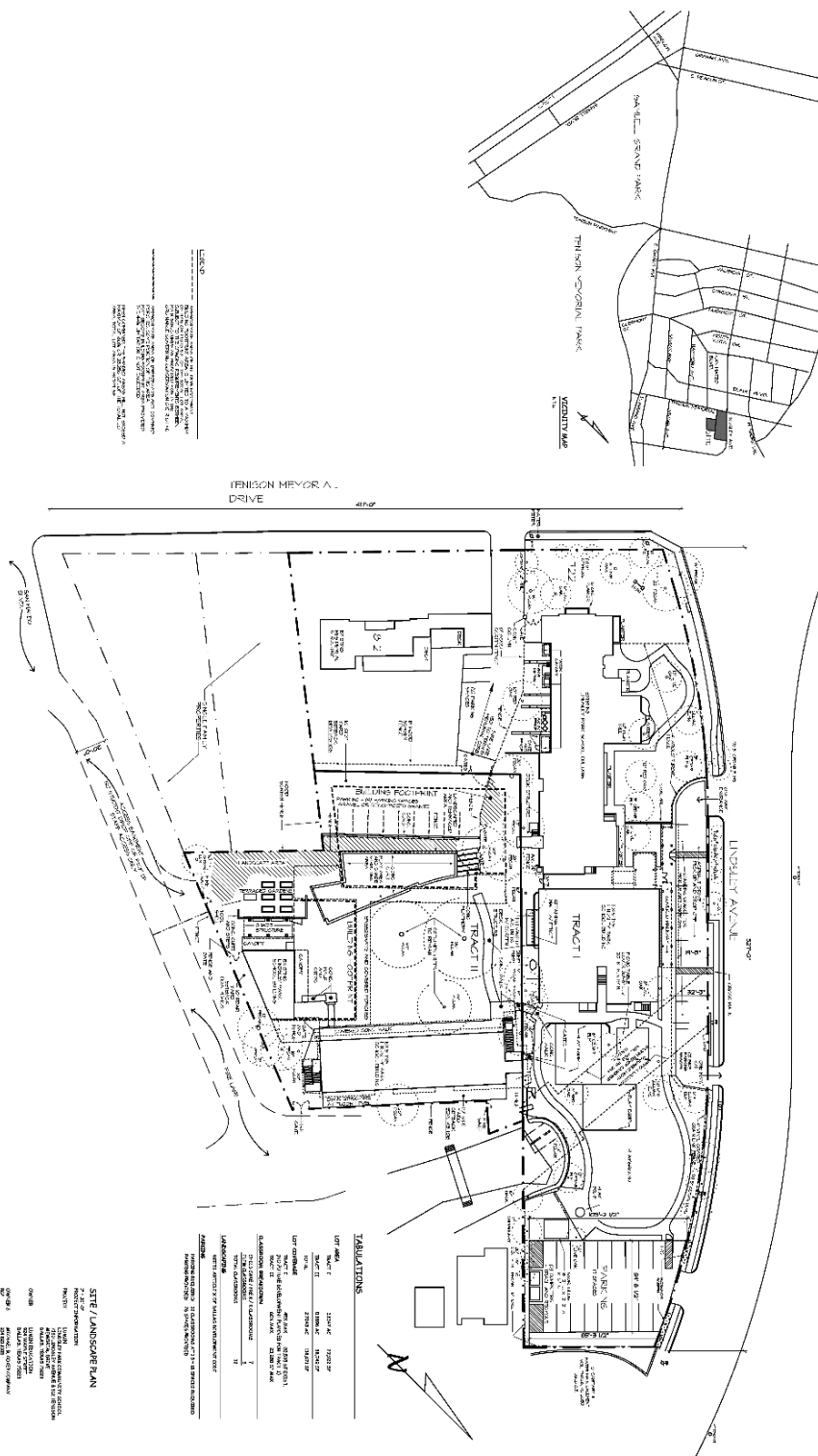
(i) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the Director by June 1, 2024. After the initial traffic study, the Property owner or operator shall submit biannual updates of the traffic study to the Director by June 1 of each even-numbered year.

(ii) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

- (a) ingress and egress points;
- (b) queue lengths;

9. HOURS OF OPERATION: The open-enrollment charter school and private school and child-care facility may only operate between 6:00 a.m. and 6:30 p.m., Monday through Friday.
10. CIRCULAR DRIVE: A circular drive or similar area must be approved for the off-street maneuvering of vehicles, as shown on the attached site/landscape plan.
11. MAINTENANCE: The entire Property must be properly maintained in a state of good repair and neat appearance.
12. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all conditions, rules, and regulations of the City of Dallas.

EXISTING SITE PLAN
(no changes)



**CPC RECOMMENDED
TRAFFIC MANAGEMENT PLAN**



LINDSLEY PARK COMMUNITY SCHOOL

7130 Lindsley Avenue
Dallas, Texas 75223

Traffic Management Plan

INTRODUCTION

Lindsley Park Community School, a non-profit school, has been in operation at the subject site for twenty-three (23) years. The current enrollment is 180 students in Grades PreK-3rd. The school is currently operating under the regulations provided in the Hollywood/Santa Monica Conservation District Number 6 (Tracts I and II) with a Specific Use Permit for a private school and an open enrollment charter school limited to grades pre-k through 6th, which includes before and after school care (SUP No. 1374). The school proposes to add Childcare as a use. The proposed Childcare use anticipates adding approximately twelve (12) Childcare students. No expansion of the school facilities is proposed and the additional Childcare students will be located within existing classroom space. By consent of the Traffic Management Plan submittal, the school is agreeing to the strategies presented herein for which the school will be held self-accountable until and unless the City of Dallas deems further measures are appropriate.

TRAFFIC MANAGEMENT PLAN

A TMP is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing the vehicular traffic generated during critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. The TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.

The analysis summarized below utilizes the school site plan shown on **Exhibit 2** to evaluate aspects such as passenger loading/unloading and vehicle queuing (i.e. stacking) that occur at the school in order to accommodate the observed peak demands within the site. A concerted effort and full participation by the school administration, staff, students, and parent are encouraged to provide and maintain safe and efficient traffic operations. [NOTE: In this report the term “parent” refers to any parent, family member, legal guardian, or other individual who is involved in the pick-up or drop-off of one or more students at the school.]

School Operational Characteristics

Table 1 summarizes the known operational characteristics for Lindsley Park Community School assumed in this analysis:

Table 1. School Operational Characteristics

	Existing Conditions	Proposed Conditions
Enrollment (by grade):	PreKindergarten – 64 students Kindergarten – 30 students 1 st Grade – 34 students 2 nd Grade – 32 students 3 rd Grade – 20 students Total (all grades): 180 students	Childcare – 12 students PreKindergarten – 60 students Kindergarten – 24 students 1 st Grade – 27 students 2 nd Grade – 24 students 3 rd Grade – 24 students Total (all grades): 159 students, plus 12 Childcare students

Daily Start/End Schedule:	<p>Grades PreK-K: >Arrival: 7:50 - 8:10 AM (Optional Before School Care: 7:00 AM, all grades) >End: 3:00 PM (Optional After School Care: 3:00 PM – 6:00 PM, all grades) Grades K-3rd: >Arrival: 7:50 – 8:10 AM (Optional Before School Care: 7:00 AM, all grades) >End: 3:30 PM (Optional After School Care: 3:30 PM – 6:00 PM, all grades)</p> <p>NOTE: Approximately 1/3 of the PreK students are dismissed at 11:30 AM</p>	<p>Childcare: >Arrival: 8:00 AM >End: 2:30 PM Grades PreK-K: >Arrival: 7:50 - 8:10 AM (Optional Before School Care: 7:00 AM, all grades) >End: 3:00 PM (Optional After School Care: 3:00 PM – 6:00 PM, all grades) Grades K-3rd: >Arrival: 7:50 – 8:10 AM (Optional Before School Care: 7:00 AM, all grades) >End: 3:30 PM (Optional After School Care: 3:30 PM – 6:00 PM, all grades)</p> <p>NOTE: Approximately 1/3 of the PreK students are dismissed at 11:30 AM</p>
Number of Students Travelling by Mode Other Than Drop-off/Pick-up:	By Walking: ≈ 10%	No Change

NOTE 1: To the highest degree practical, the accounts of existing conditions presented in this report were based upon actual on-site observations conducted during typical school day(s) conditions.

NOTE 2: Occasional functions or other events may be held at the school, which generate traffic outside of the traditional peak drop-off and pick-up periods. While some of the measure presented in this report may be applicable in such cases, traffic characteristics other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

Existing Traffic Conditions

The subject site has frontage on two streets: Tenison Memorial Road and Lindsley Avenue. The primary entrance and front of Lindsley Park Community School is on Lindsley Avenue with a secondary entrance to staff parking on Tenison Memorial Road. Both Tenison Memorial Road and Lindsley Avenue are low-volume residential streets with a street width of approximately sixty (60) feet. A school zone exists along Lindsley Avenue from approximately Tenison Memorial Road to Shadyside Lane. The staff parking area located off Tenison Memorial Road has ten (10) parking spaces and another parking lot located off Lindsley Avenue has seventeen (17) spaces and is available to staff and parents.

Drop-off and pick-up for all students occurs along Lindsley Avenue and within the circular drive directly in front of Lindsley Park Community School. No parking is allowed along Lindsley Avenue adjacent to Lindsley Park from 2:45-4:00 PM, per City of Dallas signage at those locations. Limited street parking is available along Lindsley Avenue directly in front of and northeast of the school.

Based on observations during typical school-day conditions, the peak number of parent-vehicles on site during the various morning drop-off and afternoon pick-up periods was quantified. The vehicle accumulation count includes all vehicles in queue or parked on- and off-campus.

Assuming that the number of vehicles generated during the afternoon pick-up period is directly proportional to the number of students enrolled, the peak queue for the future conditions at full occupancy can be estimated. A summary of the peak number of vehicles is provided in Table 2.

Table 2. Peak Vehicles Parked and In Queue During Afternoon Pick-Up Period

	Existing Conditions (Observed)	Proposed Conditions
Peak Number of On-Street Vehicles on Lindsley Avenue	Approximately eight parent vehicles (for current enrollment of 180 students)	No Change (for estimated enrollment of 171 childcare/students)

Recommendations

The subject site provides adequate area for the school's traffic operations and the majority of loading and unloading of student occurs within the school's on-site circular loading and unloading lane. These conditions will continue to function efficiently with the proposed addition of a childcare use.

To minimize liabilities, no persons other than deputized officers of the law should engage or attempt to influence traffic operations in the public right-of-way.

To the extent practical, loading and unloading of students should occur within the on-site drive lane. The school should strive to efficiently, yet safely, process as many vehicles as practical within the site and utilize the on-site drive lane to the optimum potential. When on-street loading/unloading and/or queuing/standing is necessary, vehicles should utilize the curbside along the school's street frontage to the extent practical. Also see **Exhibit 1 – Traffic Circulation Plan**.

In order to minimize the vehicular impact to the local streets, the school should continue utilizing staggered schedules and distributing the number of students within each schedule group. The school should, on an on-going basis, encourage parents to:

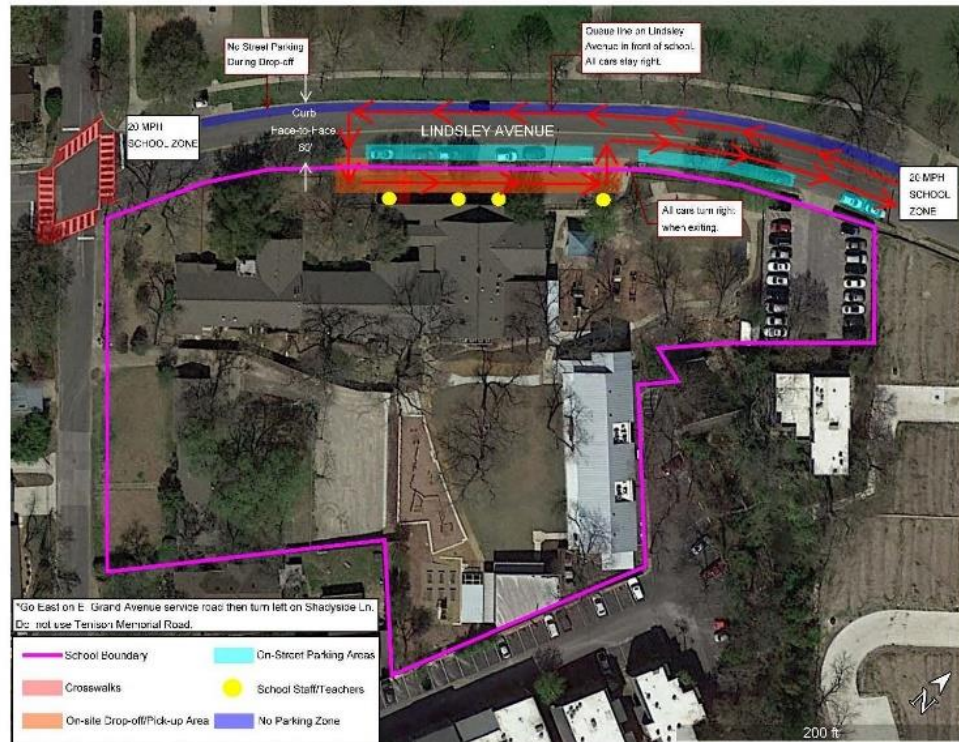
Always exercise caution when loading or unloading students within the public right-of-way, and when possible escort students between the vehicle and the proper location within the campus.

Always be mindful and respectful of the community surrounding the school campus and always exercise good judgment in their driving and parking habits in the vicinity of the school with the intent of minimizing negative impacts.

The full cooperation of all school staff members, students, and parents is crucial for the success of the Traffic Management Plan. Proper training of school staff on the duties and expectations pertaining to the Plan is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

Summary

The goal of the TMP for the Lindsley Park Community School is to provide safe and efficient transportation of students, staff, and faculty to and from the site. Due to site constraints, the school must continue to utilize on-street areas for queuing during student drop-off and pick-up to some extent. However, this is an existing condition that has been in use for the twenty-three-year history of the school. Exercising safety and respectful driving and parking habits in and around the school campus is an ongoing responsibility of the school and its parents.

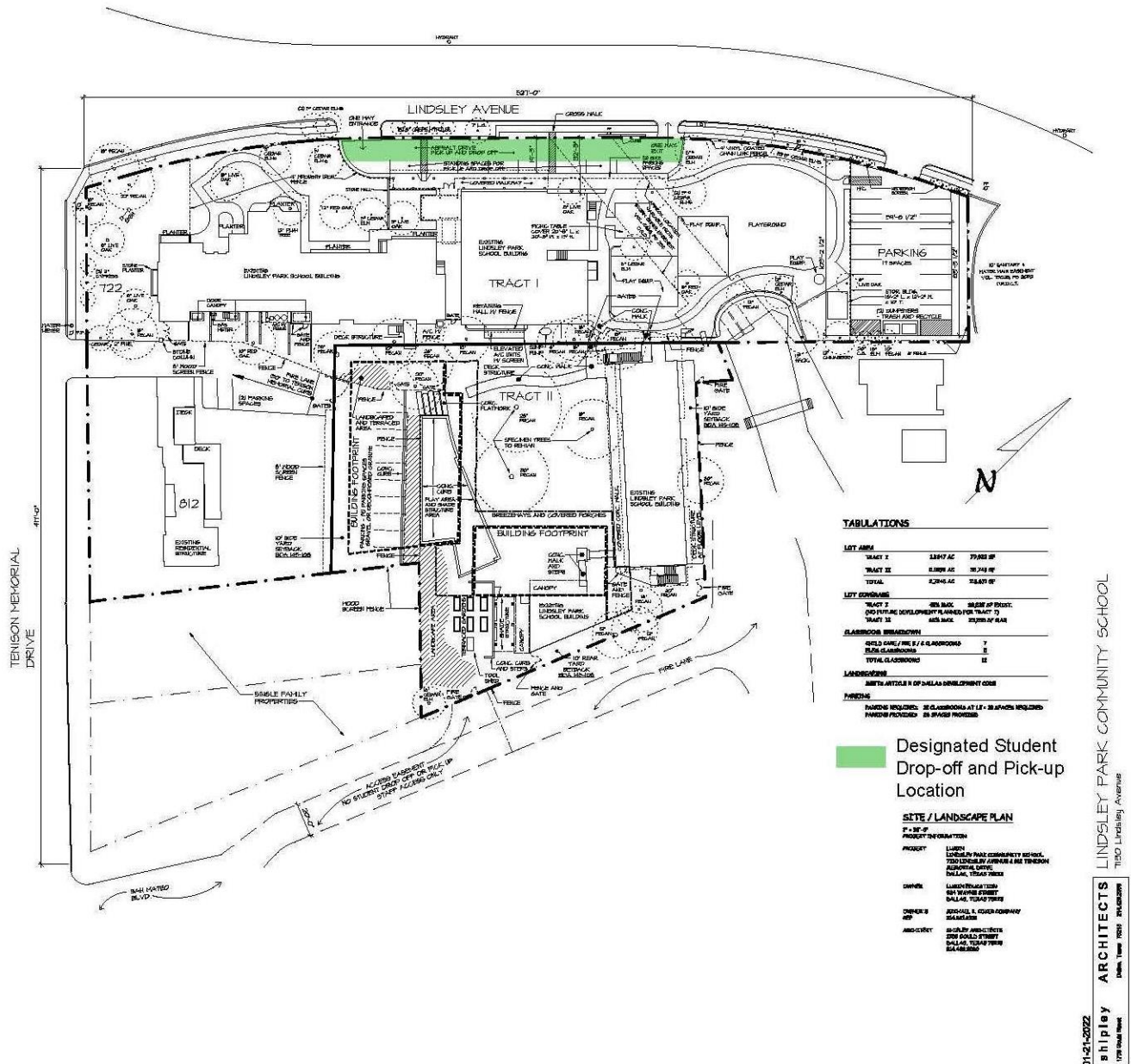
EXHIBIT 1**Traffic Circulation Plan**

NOTE 1: This Traffic Management Plan was developed to prevent the queuing of drop-off/pick-up related vehicles within the city right-of-way. The school administration should adhere to this TMP.

NOTE 2: There are no crossing guards and/or off-duty deputized officers.

Projected Vehicle Demand at Peak on Lindsley Avenue	Existing (Observed)		Proposed (Estimate)	
	On-Site Queue	On-Street	On-Site Queue	On-Street
Capacity	12	16	12	16
Peak Demand	12	8	12	8
Surplus	8		8	

*NOTE: Vehicular queue in linear feet is calculated at 22 feet per passenger vehicle.

EXHIBIT 2**School Site Plan**

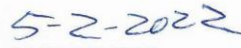
NOTE: Traffic generated by the East Dallas Community School currently utilizes Lindsley Avenue for a limited basis for queuing of vehicles for brief periods during the morning drop-off and afternoon pick-up times. However, it has been determined that the impact to local traffic is insignificant and no mitigation measures are required.

SCHOOL TMP REVIEW AND COMMITMENT

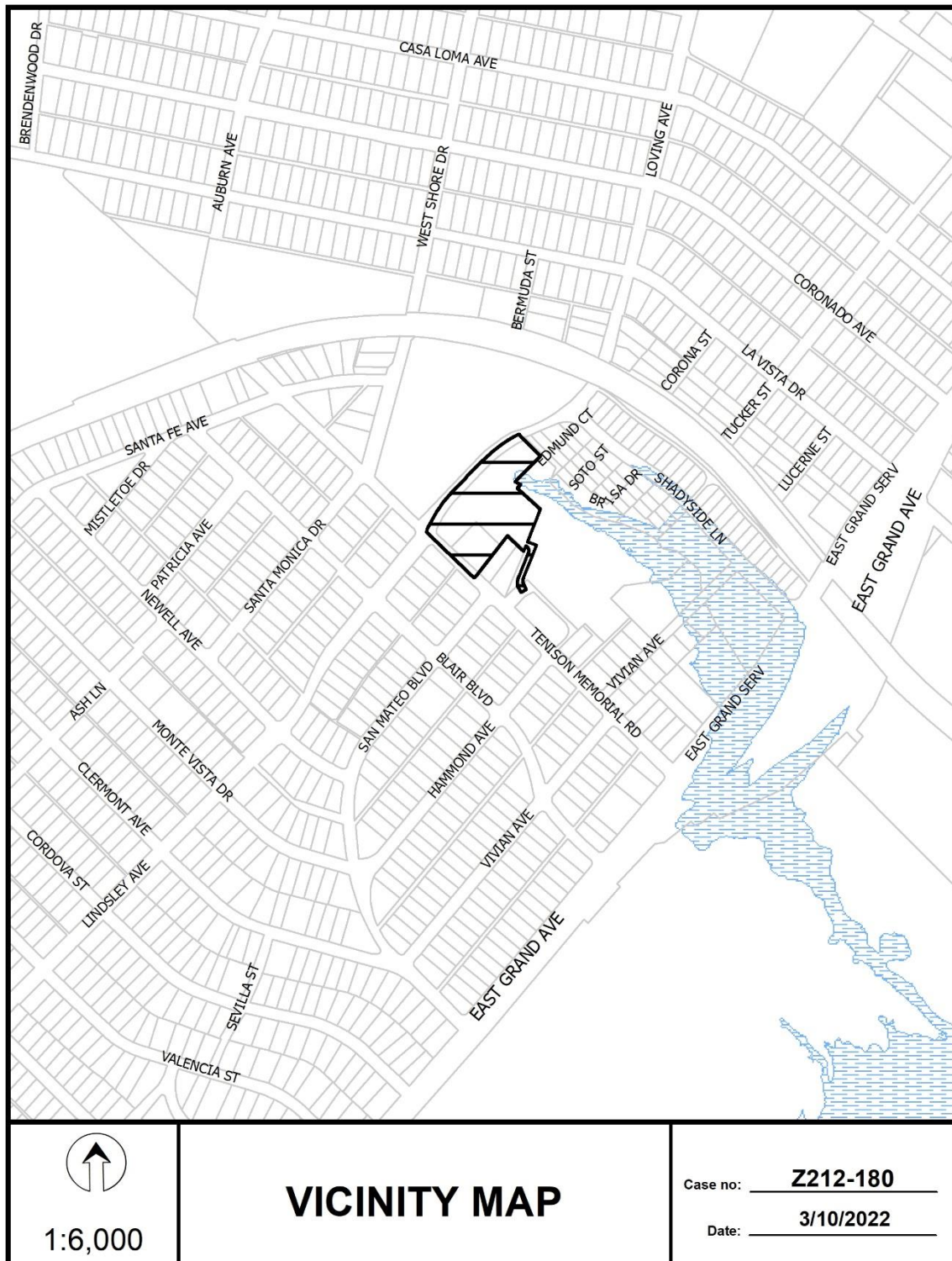
The school traffic management plan (TMP) for Lumin Lindsley Park Community School was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. A concerted effort and full participation of the school administration are essential to maintain safe and efficient traffic operations.

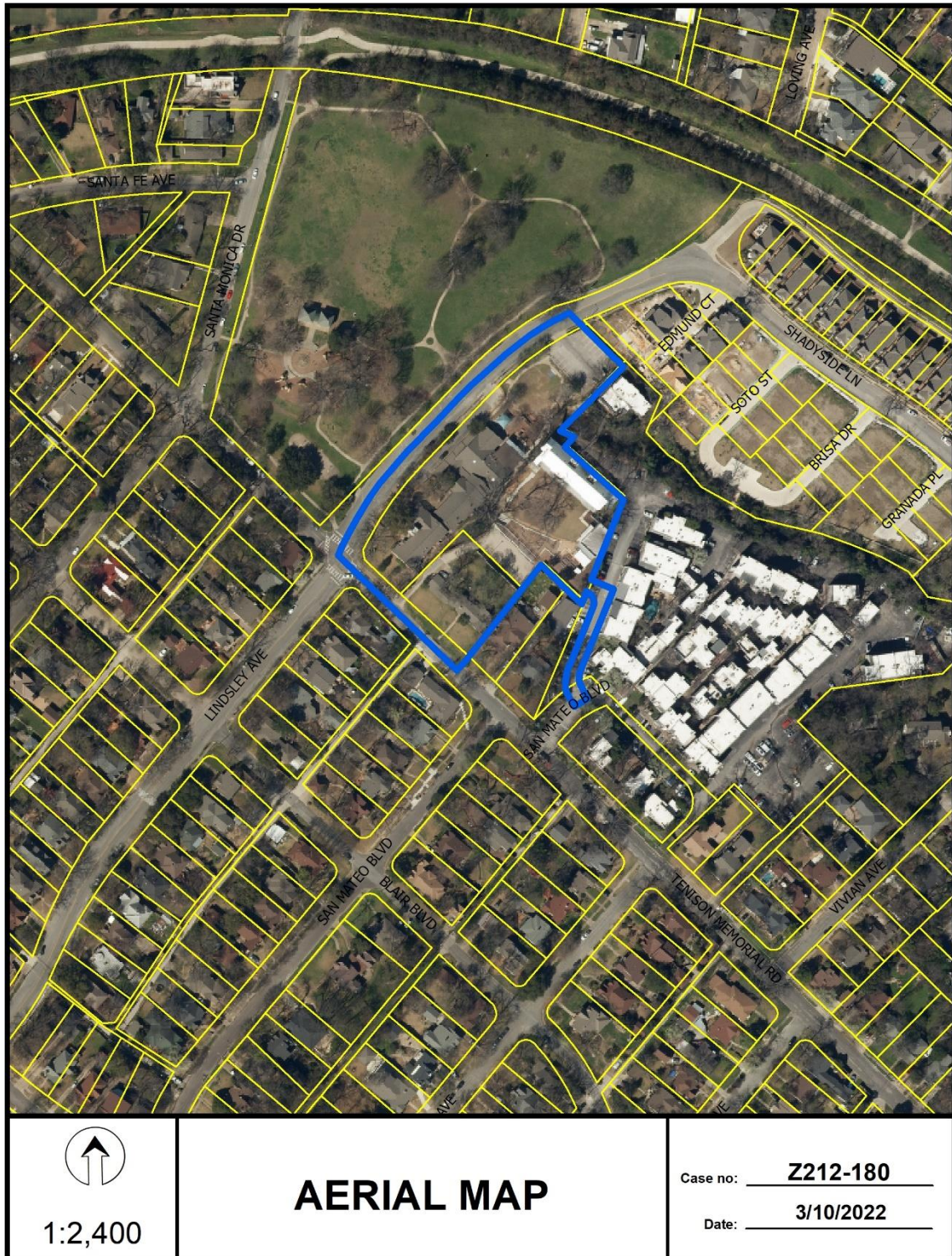
By consent of this submittal, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary through a minor amendment.

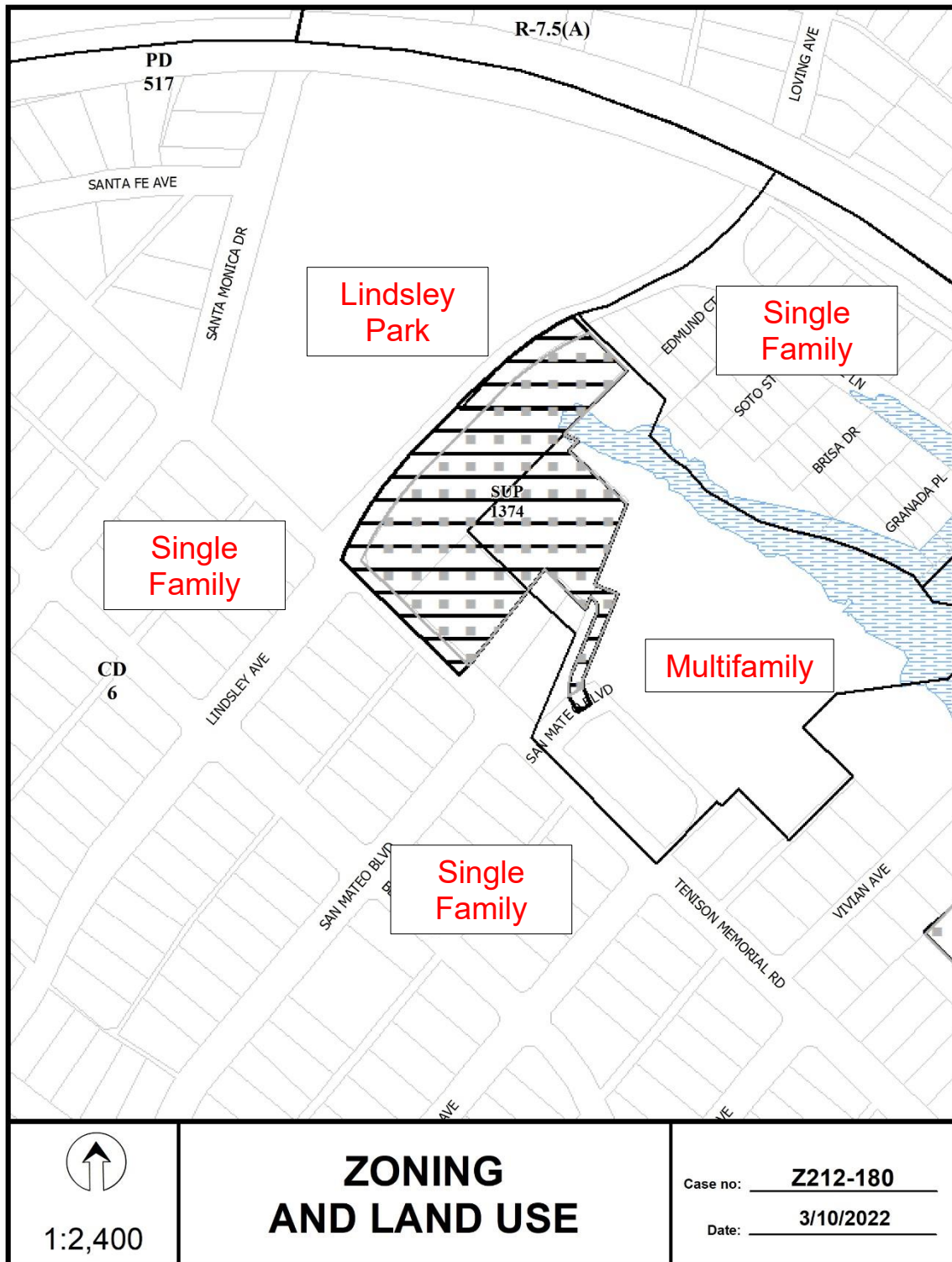

Signature


Date

Name: Jodi Campbell
Title: Chief Operating Officer







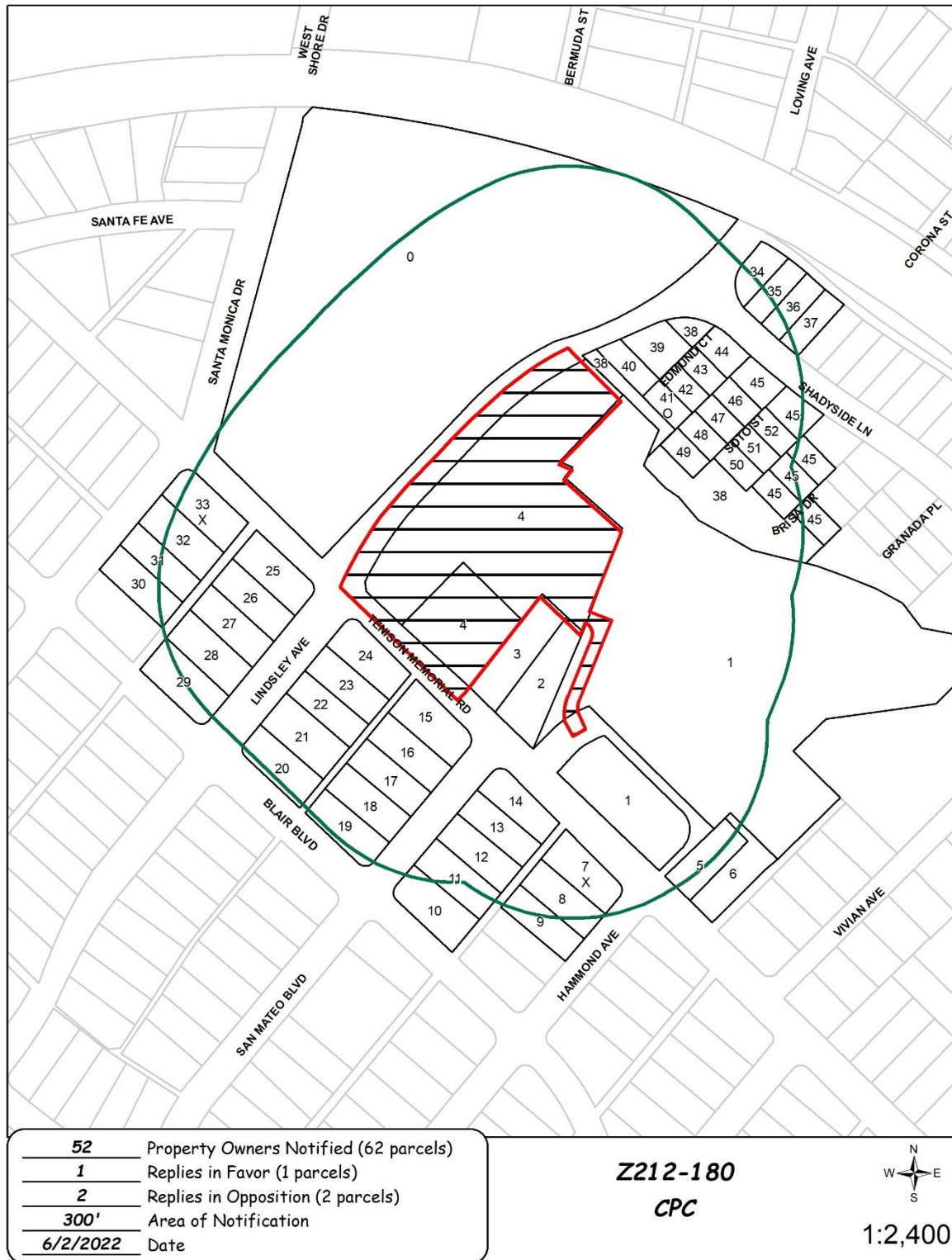




1:6,000

Market Value Analysis

Printed Date: 3/10/2022



06/01/2022

Reply List of Property Owners***Z212-180******52 Property Owners Notified******1 Property Owners in Favor******2 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	7100	TENISON MEMORIAL RD SAN MATEO FOREST APT LLC
	2	826	TENISON MEMORIAL RD ALLEN JEFFREY L.
	3	822	TENISON MEMORIAL RD BRUSCATO LAURA
	4	812	TENISON MEMORIAL RD NEIGHBORS UNITED FOR QUALITY EDUCATI
	5	1002	TENISON MEMORIAL RD COTTON LOURDES & FRAZIER
	6	1008	TENISON MEMORIAL RD BIANCHI DONA M
X	7	7019	HAMMOND AVE PINSON JAMES B
	8	7015	HAMMOND AVE BOZARTH PAUL GENE JR
	9	7011	HAMMOND AVE JEAVONS MARTHA &
	10	7000	SAN MATEO BLVD BABINSKI JUDY M
	11	7006	SAN MATEO BLVD HYER DANIEL H
	12	7010	SAN MATEO BLVD DEVINE MAREN
	13	7014	SAN MATEO BLVD 7014 SAN MATEO LLC
	14	7018	SAN MATEO BLVD KLEITCHES JAMES E
	15	7019	SAN MATEO BLVD KARIA ASHKA &
	16	7015	SAN MATEO BLVD DANIEL REBECCA ANN &
	17	7011	SAN MATEO BLVD GREEN EMILY
	18	7007	SAN MATEO BLVD JUVERS LAUREN LIFE ESTATE
	19	7003	SAN MATEO BLVD CROCKER FRANK &
	20	7002	LINDSLEY AVE DOSKEY ELSPETH &
	21	7004	LINDSLEY AVE BURNETT STEPHEN & RINA TERRBURNETT
	22	7010	LINDSLEY AVE LAKE JAMES W & NICOLE
	23	7012	LINDSLEY AVE RICHTER ALYSON GREGORY & JONATHON W
	24	7018	LINDSLEY AVE MANICCHIA FREDDIE L EST OF
	25	7019	LINDSLEY AVE HOOK CHARLES D & MARY
	26	7015	LINDSLEY AVE BRADLEY JEAN MARIE

06/01/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	7011 LINDSLEY AVE	FRANCIS JASMINE
	28	7007 LINDSLEY AVE	PATTISAPUFOX FAMILY
	29	7003 LINDSLEY AVE	IRBY LANNY PAUL
	30	7006 SANTA MONICA DR	ARANI SHAWN &
	31	7010 SANTA MONICA DR	GRISSEL KATHERINE DRELL
	32	7014 SANTA MONICA DR	WILLAMS DAWSON &
X	33	7018 SANTA MONICA DR	PATEL VINESH &
	34	908 SHADYSIDE LN	AUTRY PARISH &
	35	916 SHADYSIDE LN	Taxpayer at
	36	924 SHADYSIDE LN	ABURROW PETER & KRISTA
	37	932 SHADYSIDE LN	HAN YU & BO WANG
	38	7129 EDMUND CT	KENSINGTON GARDENS LAKEWOOD
	39	7117 EDMUND CT	WARREN KELLAN C & KRISTIN D
	40	7105 EDMUND CT	HAGER YVONNE & JASON GIOVANI
O	41	7106 EDMUND CT	CHINICH JUSTIN & RACHEL BRYAN
	42	7114 EDMUND CT	SHORI AMUN &
	43	7128 EDMUND CT	MARTIN JOSEPH &
	44	7140 EDMUND CT	MARR ETHAN WAYNE &
	45	7155 SOTO ST	MM FINISHED LOTS LLC
	46	7143 SOTO ST	SWEAT KEVIN MCMILLAN &
	47	7131 SOTO ST	SAMPLE ERICKA & STEVEN
	48	7119 SOTO ST	WEAVER CATHERINE
	49	7107 SOTO ST	VILLARREAL ROBERT &
	50	7124 SOTO ST	KHOURY SPIRO ADEL
	51	7136 SOTO ST	NAPPLE ERIC CHRISTOPHER
	52	7148 SOTO ST	CARR SHERRY BUERGER &