

**FILE NUMBER:** Z190-365(PD) **DATE FILED:** September 25, 2020

**LOCATION:** Southeast corner of Ferguson Road and Peavy Road

**COUNCIL DISTRICT:** 7 **MAPSCO:** 38 U

**SIZE OF REQUEST:** ±22.7 acres **CENSUS TRACT:** 123.01

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**REPRESENTATIVE:** William Dahlstrom, Jackson Walker LLP

**OWNER:** Bishop Lynch High School/BLHS Building & Endowment Trust/Guzman Ent, LLC

**APPLICANT:** Bishop Lynch High School

**REQUEST:** An application for an amendment to and expansion of Planned Development District No. 490 for a private school on property zoned Planned Development District No. 490 and an R-7.5(A) Single Family District.

**SUMMARY:** The applicant proposes to 1) increase the maximum height of the backstop fence; 2) depict dumpster and enclosure on the plan; 3) increase the maximum area of the baseball scoreboard; 4) increase the maximum area of the football scoreboard; 5) install new practice field and baseball field lighting; 6) expand the existing six-lane track to an eight-lane track; 7) install new turf on the football field and practice field; 8) construct an approximately 62,592 square foot athletic facility with bleacher seating and a press box; and 9) expand the size of the PD from 21.79 acres to 22.76 acres for an increase of .986 acres to install a surface parking lot along the southeastern portion of the property. [Bishop Lynch High School]

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

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

**BACKGROUND INFORMATION:**

- PD No. 490 was approved by the City Council on November 12, 1997 for a private school use. Subsequent amendments were approved by the City Council on May 13, 1998, October 27, 1999, March 28, 2001, and January 9, 2002.
- PD No. 490 contains approximately 21.79 acres of land, a maximum floor area of 258,532 square feet and a maximum height of 50 feet. Additionally, the PD capped the number of classrooms to 57 high school classrooms and 495 off-street parking spaces.
- The school was originally constructed in 1965 according to Dallas Central Appraisal District records.
- On December March 23, 2016, a building permit was issued to add 30,900 square feet of floor area. Subsequent remodel permits have been obtained between 2005 and 2016, according to permit records.
- On November 14, 2012, the City Council approved a PD amendment to the development plan, landscape plan and conditions to provide the following improvements: demolition and construction of new classroom areas which netted seven additional high school classrooms, an increase in lot coverage from 20 percent to 25 percent, removal of a baseball field to accommodate new off-street parking, and an increase in off-street parking from 404 parking spaces to 479 parking spaces.
- The request site is developed with a high school use and contains approximately 258,532 square feet of floor area.
- The applicant proposes to 1) increase the maximum height of the backstop fence; 2) depict dumpster and enclosure on the plan; 3) increase the maximum area of the baseball scoreboard; 4) increase the maximum area of the football scoreboard; 5) install new practice field and baseball field lighting; 6) expand the existing six-lane track to an eight-lane track; 7) install new turf on the football field and practice field; 8) construct an approximately 62,592 square foot athletic facility with bleacher seating and a press box; and 9) expand the size of the PD from 21.79 acres to 22.76 acres for an increase of .986 acres to install a surface parking lot along the southeastern portion of the property.

**Zoning History:** There have been no recent zoning change requests in the vicinity within the last five years.

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing ROW
Ferguson Road	Principal Arterial	100 feet
Peavy Road	Local Collector	60 feet
Inadale Road	Local Collector	50 feet

**Traffic:**

The Engineering Division of the Sustainable Development and Construction Department reviewed the request and determined that the proposed request will not have a negative impact on the surrounding street system.

**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.

**URBAN DESIGN ELEMENT**

**GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE**

**Policy 5.3.1** Encourage a balance of land uses within walking distance of each other.

**Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	PD No. 490, R-7.5(A)	Private School
<b>North</b>	R-7.5(A)	Single Family
<b>Northwest</b>	R-7.5(A), LO-1-D	Church, Office
<b>East</b>	R-7.5(A)	Single Family
<b>Southeast</b>	R-7.5(A)	Single Family
<b>South</b>	R-7.5(A)	Public Park
<b>Southwest</b>	PD No. 884	Public School
<b>West</b>	R-7.5(A)	Single Family

**Land Use Compatibility**

The request site is developed with improvements that have supported the private school for more than 50 years. Currently, the private school use houses both junior high and high school classrooms. The applicant proposes to 1) increase the maximum height of the backstop fence from 22 feet to 30 feet; 2) depict dumpster and enclosure locations on the plan that were not previously shown; 3) increase the maximum area of the baseball scoreboard from 20'x14' to 30'x14'; 4) increase the maximum area of the football scoreboard from 28'x14' to 32'x14'; 5) install new practice field and baseball field lighting at a maximum height of 50 feet; 6) expand the existing six-lane track to an eight-lane track; 7) install new turf on the football field and practice field; 8) construct an approximately 62,592 square foot athletic facility with bleacher seating and a press box; and 9) expand the size of the PD from 21.79 acres to 22.76 acres for an increase of .986 acres to install a surface parking lot consisting of 25 parking spaces surrounding by a six-foot tall wrought iron fence and nine large evergreen shrubs along the southeastern portion of the property. No additional classrooms are proposed with the request.

Surrounding uses consist of predominately single family on all sides with the exception of an office uses and a church to the northeast, a public-school use [George W. Truett Elementary School] to the southwest, and a public park to the south.

Staff supports the amendment because the school has operated within the community at this location for more than 50 years and the proposed addition will facilitate needed enlargements to accommodate the staff and students. Staff considers the requested amendment to be compatible with the surrounding single-family neighborhood because of consistency in application, intensity, and scale with the existing built environment. As a result of this analysis, a revised development plan, a revised landscape plan, a revised Traffic Management Plan, and traffic circulation plan requiring periodic updates will ensure the operation of the school runs optimally in the future.

### **Parking:**

The requirement for off-street parking for the school is derived from three criteria: 1) the number of classrooms, 2) the type of institution that serves the students (e.g., elementary, middle or high school), and 3) the parking requirement established by the PD. The requirements for off-street parking requires three and one-half spaces for junior high school classrooms and nine and one-half spaces for each high school classrooms, respectively. The school proposed 12 junior high classrooms and 46 high school classrooms. At this ratio, the school is required to provide 437 off-street spaces for the existing 46 high school classrooms and 42 off-street spaces for the existing 12 junior high school classrooms for a total of 479 off-street spaces being required. The site will provide 441 parking spaces with a condition that requires the additional 38 spaces be provided in accordance with Division Section 51A-4.300, et seq.

### **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 immediately adjacent to the north is located within a "C" MVA category, an "E" MVA category to the west, and an "F" MVA category to the southeast, and west.

### **Landscaping**

Landscape requirements must comply with the revised landscape plan, per PD No. 490.

<b>LIST OF OFFICERS</b>
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**Bishop Lynch Highs School, Incorporated**

Sole Corporate Member – Most Reverend Edward J. Burns

President – Christopher L. Rebuck

Superintendent of Schools – Dr. Matthew Vereecke

Chairman of the Board of Directors – Tony Mendoza

**Bishop Lynch High School Building and Endowment Trust**

Corporation President – Christopher L. Rebuck

Superintendent of Schools – Dr. Matthew Vereecke

Chairman of the Board of Directors – Tony Mendoza

**Bishop Lynch High School Board of Directors**

Christopher L. Rebuck – President

Tony Mendoza – Chairman

Kristina Barrington – Vice Chair

Darlene Aguilar

Rob Baldwin

Andy Bautz

Win Bell

Tim Carey

David Carroll

Tom Chambers

Ellen Dorn

Kevin Jordan

Susie Nevitt

Tony Parsons

Roman Plugge

Allen Schaar

Sandy Stansbury

Tom Yoxall

**Guzman Enterprises, LLC**

Christopher L. Rebuck

**CITY ACTION:**  
**March 4, 2021**

**Motion:** It was moved to recommend **approval** of an amendment to and an expansion of Planned Development District No. 490 for a private school, subject to a revised development plan, revised landscape plan, a revised traffic management plan, and conditions on property zoned Planned Development District No. 490 and an R-7.5(A) Single Family District, on the southeast corner of Ferguson Road and Peavy Road.

Maker: Jackson  
Second: Murphy  
Result: Carried: 14 to 0

For: 14 - MacGregor, Hampton, Stinson, Johnson, Shidid,  
Carpenter, Jackson, Blair, Jung, Suhler,  
Schwope, Murphy, Garcia, Rubin

Against: 0  
Absent: 0  
Vacancy: 1 - District 10

**Notices:** Area: 500 Mailed: 242  
**Replies:** For: 6 Against: 1

**Speakers:** For: None

For (Did not speak): Chris Rebuck, 9750 Ferguson Rd., Dallas, TX, 75228  
Bill Dahlstrom, 2323 Ross Ave., Dallas, TX, 75201  
Scot Johnson, 13455 Noel Rd., Dallas, TX, 75240  
Briar Glenn, 5646 Milton St., Dallas, TX, 75206

Against: None

<b>CPC APPROVED CONDITIONS</b>
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**ARTICLE 490.**

**PD 490.**

**SEC. 51P-490.101. LEGISLATIVE HISTORY.**

PD 490 was established by Ordinance No. 23336, passed by the Dallas City Council on November 12, 1997. Ordinance No. 23336 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. Ordinance No. 23336 was amended by Ordinance No. 23515, passed by the Dallas City Council on May 13, 1998; Ordinance No. 24074, passed by the Dallas City Council on October 27, 1999; Ordinance No. 24560, passed by the Dallas City Council on March 28, 2001; and Ordinance No. 24817, passed by the Dallas City Council on January 9, 2002. (Ord. Nos. 19455; 23336; 23515; 24074; 24560; 24817; 26042; 28837)

**SEC. 51P-490.102. PROPERTY LOCATION AND SIZE.**

PD 490 is established on property generally located at the southeast corner of Ferguson Road and Peavy Road. The size of PD 490 is approximately ~~21.79~~ **22.776** acres. (Ord. Nos. 23336; 26042; 28837)

**SEC. 51P-490.103. 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 nonresidential zoning district. (Ord. Nos. 23336; 26042; 28837)

**SEC. 51P-490.103.1. EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit 490A: development plan.
- (2) Exhibit 490B: landscape plan.
- (3) Exhibit 490C: traffic management plan. (Ord. 28837)

**SEC. 51P-490.104. DEVELOPMENT PLAN.**

Development and use of the Property must comply with the development plan (Exhibit 490A). In the event of a conflict between the provisions of this article and the development plan, the provisions of this article control. (Ord. Nos. 23515; 24560; 26042; 28837)

**SEC. 51P-490.105. MAIN USES PERMITTED.**

The only main use permitted is a private school. (Ord. Nos. 23336; 26042; 28837)

**SEC. 51P-490.106. 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. Nos. 23336; 26042; 28837)

**SEC. 51P-490.107. YARD, LOT, AND SPACE REGULATIONS.**

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

- (a) Front, side, and rear yard. Minimum front, side, and rear yards are as shown on the development plan.
- (b) Floor area. Floor area is as shown on the development plan.
- (c) Height. Maximum structure height is 50 feet.
- (d) Lighting. Maximum installation height is 70 feet.
- (e) Lot coverage. Maximum lot coverage is 25 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.
- (f) Lot size. No minimum lot size.
- (g) Stories. Maximum number of stories is two. (Ord. Nos. 23515; 24817; 26042; 28837)

**SEC. 51P-490.108. OFF-STREET PARKING AND LOADING.**

- (a) Off-street parking must be provided in accordance with Section 51A-4.204(17), but in no event may there be less than 479 441 ~~off-street parking spaces which must be provided in the locations shown on the development plan except as otherwise provided herein.~~

- (b) Prior to the issuance of building permits, for structures to be constructed on existing parking spaces, replacement the required parking spaces shall be provided either with new parking spaces within the Property or with parking spaces provided in accordance with Division 51A-4.300, et seq.

(c) Consult the off-street parking regulations (Divisions 51A-4.300) for information regarding off-street parking generally. (Ord. Nos. 23515; 26042; 28837)

**SEC. 51P-490.109. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI. (Ord. Nos. 23336; 26042; 28837)

**SEC. 51P-490.110. LANDSCAPING.**

(a) Landscaping must be provided as shown on the landscape plan (Exhibit 490B).

~~(b) No certificate of occupancy may be issued for a structure in Area B or Area C shown on the development plan until Subsection (a) is complied with. Area A and Area C can be treated as artificial lots for the purposes of compliance with the landscape regulations.~~

(c) Plant materials must be maintained in a healthy, growing condition.

(d) Landscaping must be completed in accordance with Section 51A-10.127. (Ord. Nos. 24560; 26042; 28837)

**SEC. 51P-490.111. SIGNS.**

(a) All signs must comply with the provisions for non- business zoning districts in Article VII.

~~(b) A detached premise sign is permitted as shown on the development plan. (Ord Nos. 24560, 26042; 28837)~~

**SEC. 51P-490.112. PARKING RESTRICTIONS ON INADALE AVENUE.**

Parking on the street is prohibited between the hours of 8:00 a.m. and 3:00 p.m., Monday through Friday, along the north line of Inadale Avenue adjacent to the Property, and no certificate of occupancy may issue for any structure in Area A or Area B as shown on the development plan. ~~until the Property owner has reimbursed the city for the cost of installing appropriate “No Parking” signs at that location.~~ (Ord. Nos. 24560; 26042; 28837)

**SEC. 51P-490.112.1. TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of a private school must comply with the traffic management plan (Exhibit 490C).

(b) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by

~~November 1, 2014~~ **November 1, 2023**. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 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; drop-off and pick-up locations;
- (D) drop-off and pick-up hours for each grade level;
- (E) hours for each grade level; and
- (F) circulation.

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

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

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

(d) Amendment process.

(1) A traffic management plan may be amended using 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. 28837)

#### **SEC. 51P-490.113. FENCING.**

A fence must be provided and located as shown on the development plan. (Ord. Nos. 23336; 26042; 28837)

#### **SEC. 51P-490.114. ATHLETIC FIELD LIGHT POLES.**

Athletic field light poles must be provided and located as shown on the development plan. (Ord. Nos. 23336; 26042; 28837)

**SEC. 51P-490.115. 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. (Ord. Nos. 23336; 26042; 28837)

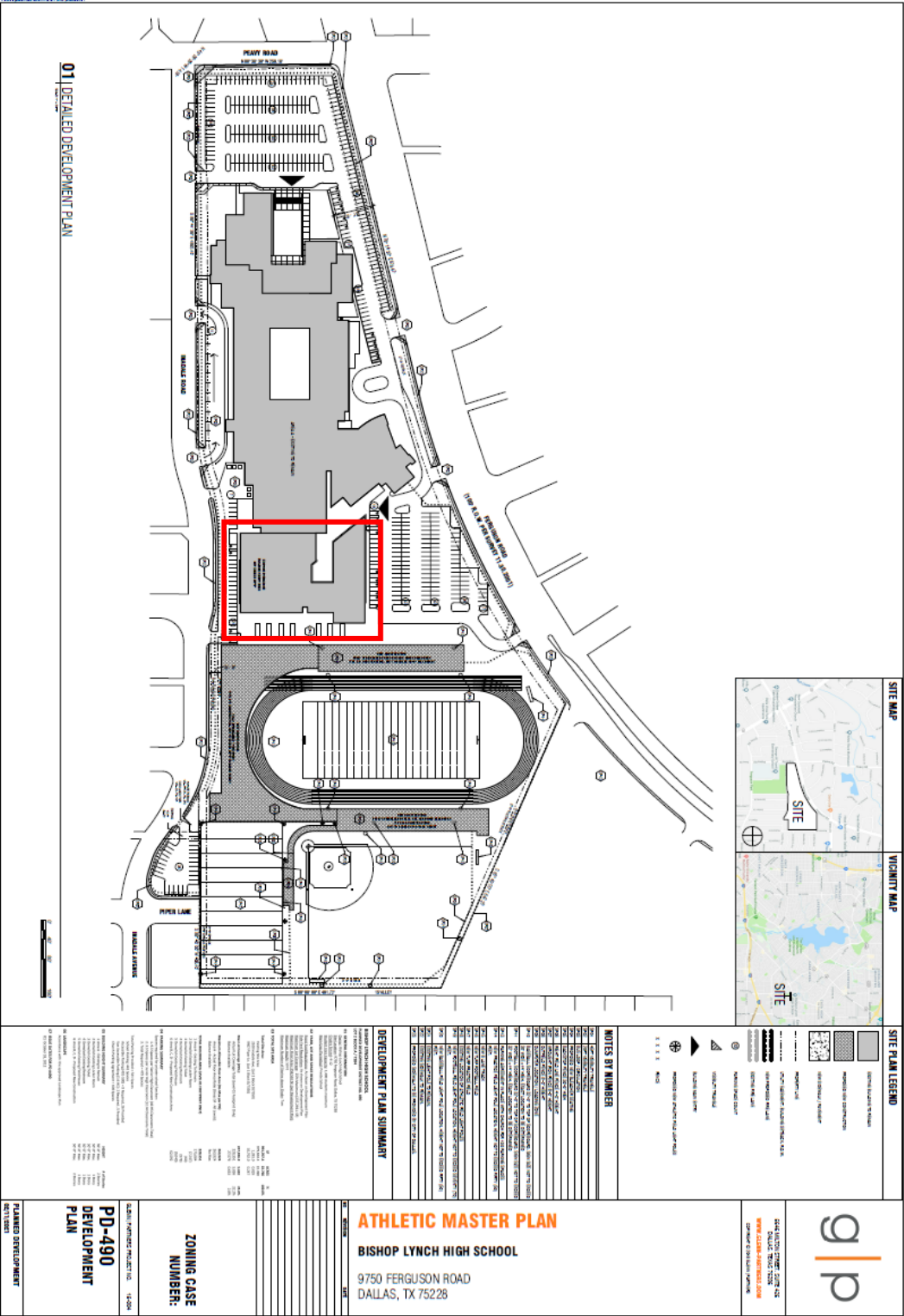
**SEC. 51P-490.116. PAVING.**

All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation. (Ord. Nos. 24560; 26042; 28837)

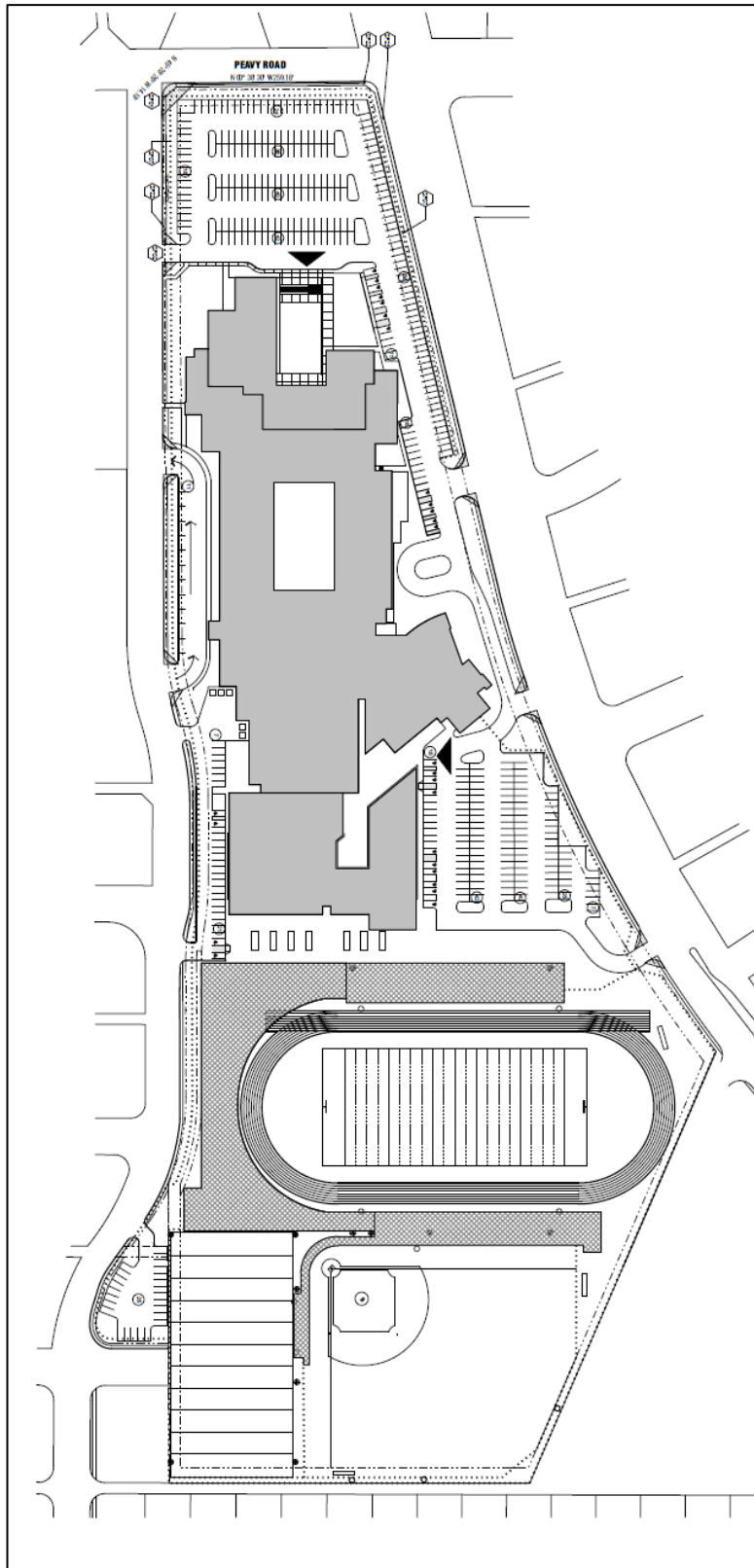
**SEC. 51P-490.117. COMPLIANCE WITH CONDITIONS.**

The building official shall not issue a building permit or certificate of occupancy for a use in this PD until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. Nos. 24560; 26042; 28837)

CPC RECOMMENDED DEVELOPMENT PLAN



# ENLARGED CPC RECOMMENDED DEVELOPMENT PLAN



## NOTES BY NUMBER

SP01	45FT VISIBILITY TRIANGLE
SP02	20FT VISIBILITY TRIANGLE
SP03	BUS LOOP / CIRCULATION
SP04	PROPOSED NEW BLEACHER SEATING
SP05	BACKSTOP FENCE 30'-0" HIGH
SP06	RIGHT FIELD LINE FENCE 4'-0" HEIGHT
SP07	WROUGHT IRON FENCE 6'-0" HEIGHT
SP08	OUTFIELD FENCE 8'-0" HEIGHT
SP09	DUMPSTER LOCATION / LOADING ZONE
SP10	BASEBALL SCOREBOARD 32'-0" TO TOP OF SCOREBOARD, SIGN SIZE NOT TO EXCEED 30' WIDE x 14' HIGH, EXACT LOCATION TO BE DETERMINED
SP11	FOOTBALL SCOREBOARD 32'-0" TO TOP OF SCOREBOARD, SIGN SIZE NOT TO EXCEED 32' WIDE x 14' HIGH, EXACT LOCATION TO BE DETERMINED
SP13	PARKING AGREEMENT IN PLACE WITH CHURCH FOR 100 PARKING SPACES
SP14	NEW PRACTICE FIELD LIGHT POLE LOCATION. HEIGHT NOT TO EXCEED FIFTY (50) FEET.
SP15	NEW 8 LANE TRACK
SP16	NEW TURF FOOTBALL FIELD
SP17	NEW TURF PRACTICE FIELD
SP18	EXISTING LOCATION OF ATHLETIC FIELD LIGHT POLES
SP19	NEW FOOTBALL FIELD LIGHT POLE LOCATION. HEIGHT NOT TO EXCEED SEVENTY (70) FEET.
SP20	NEW BASEBALL FIELD LIGHT POLE LOCATION. HEIGHT NOT TO EXCEED FIFTY (50) FEET.
SP21	EXISTING LIGHT POLE TO REMAIN.
SP22	EXISTING SIDEWALK TO REMAIN.
SP23	PROPOSED SIDEWALK TO BE PROVIDED BY CITY OF DALLAS.

## DEVELOPMENT PLAN SUMMARY

### BISHOP LYNCH HIGH SCHOOL PLANNED DEVELOPMENT DISTRICT NO. 490 LOT 2 BLOCK A / 7384

#### 01 GENERAL INFORMATION

Owner: Bishop Lynch High School  
Site Location: 9750 Ferguson Road, Dallas, TX 75238  
Grades Served: 9-12  
Student Core Capacity: 1,400 students maximum  
Main Uses Permitted: Private School

#### 02 YARD, LOT AND SPACE REGULATIONS

Front Yard Regulations: As shown on Development Plan  
Side Yard Regulations: As shown on Development Plan  
Maximum Lot Coverage: 25% Maximum (237,293.1 SF)  
Maximum Floor Area: 258,532 SF (per Development Plan)  
Maximum Height: 50 FT  
Maximum Number of Stories above Grade: Two

#### 03 TOTAL SITE AREA

	SF	ACRES	%
Total Site Area:	991,707.4	22.766	100.0%
Existing Site Area	979,664.4	22.490	
2100 Inadale Ave. (Lot 2 Block D/7350)	1,281.0	0.029	
9407 Piper Ln. (Lot 1 Block D/7350)	10,762.0	0.247	

Max Lot Coverage (25%):	247,926.9	5.692	25.0%
Actual Lot Coverage Total (Level 01 Footprint Only)	220,351	5.059	22.2%
Balance Available:	27,576	0.633	2.8%

Maximum Allowable Floor Area (No Max per PD):	263,924
Area A - Actual Floor Area Ratio (Gross SF - All Levels):	263,924
Balance Available:	No Max

#### TOTAL BUILDING AREA (LEVEL 01 FOOTPRINT ONLY)

1 Area A - Existing To Remain	175,084
2 Demolish Existing Locker Room	(7,247)
3 Demolish Existing Ticket	(50)
4 Demolish Existing Restroom	(978)
5 Demolish Existing Field House	(9,040)
6 Area B, C, D - Proposed New Construction Area	62,592

#### 04 PARKING SUMMARY

Spaces required for private school function:  
1. 9.5 Spaces per Senior High Classroom (46 HS Classrooms Total)  
2. 3.5 Spaces per Junior High Classroom (12 JH Classrooms Total)  
3. Total Required = 479 Spaces

Total Parking Provided = 543 Spaces

School Parking: 441 Spaces  
Accessible Parking (403-500) = 9 Required, 26 Provided  
Van Accessible Parking (11-6 HC): 2 Required, 5 Provided  
Church Parking Agreement = 100 Spaces

#### 05 BUILDING HEIGHT SUMMARY

	HEIGHT	# of Stories
1 Area A - Existing To Remain	50'-0" Max.	3 Stories
2 Demolish Existing Locker Room	50'-0" Max.	1 Story
3 Demolish Existing Ticket	50'-0" Max.	1 Story
4 Demolish Existing Restroom	50'-0" Max.	1 Story
5 Demolish Existing Field House	50'-0" Max.	1 Story
6 Area B, C, D - Proposed New Construction	50'-0" Max.	2 Stories

#### 06 LANDSCAPE

Accordance with the approved Landscape Plan

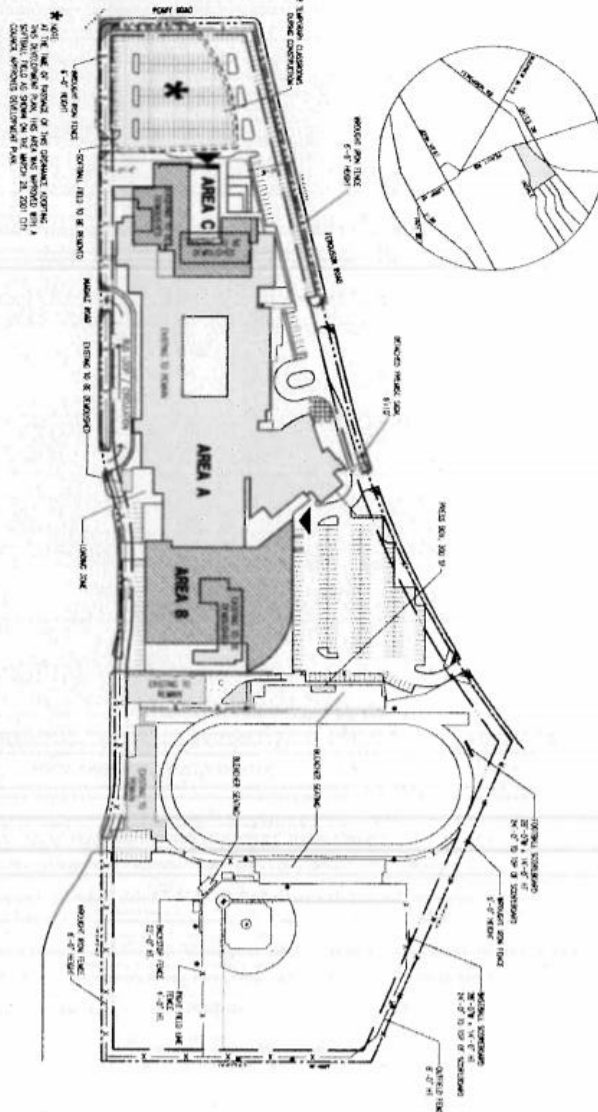
#### 07 ISSUE DATES FOR PD #490

01 October 18, 2012

## EXISTING DEVELOPMENT PLAN

Exhibit 490A

28837



PROVIDER	APRIL 4, 1978	APRIL 11, 1978	APRIL 18, 1978	APRIL 25, 1978	MAY 2, 1978	MAY 9, 1978	MAY 16, 1978	MAY 23, 1978	MAY 30, 1978	JUNE 6, 1978	JUNE 13, 1978	JUNE 20, 1978	JUNE 27, 1978	JULY 4, 1978	JULY 11, 1978	JULY 18, 1978	JULY 25, 1978	AUG 1, 1978	AUG 8, 1978	AUG 15, 1978	AUG 22, 1978	AUG 29, 1978	SEP 5, 1978	SEP 12, 1978	SEP 19, 1978	SEP 26, 1978	OCT 3, 1978	OCT 10, 1978	OCT 17, 1978	OCT 24, 1978	OCT 31, 1978	NOV 7, 1978	NOV 14, 1978	NOV 21, 1978	NOV 28, 1978	DEC 5, 1978	DEC 12, 1978	DEC 19, 1978	DEC 26, 1978	JAN 2, 1979	JAN 9, 1979	JAN 16, 1979	JAN 23, 1979	JAN 30, 1979	FEB 6, 1979	FEB 13, 1979	FEB 20, 1979	FEB 27, 1979	MAR 6, 1979	MAR 13, 1979	MAR 20, 1979	MAR 27, 1979	APR 3, 1979	APR 10, 1979	APR 17, 1979	APR 24, 1979	MAY 1, 1979	MAY 8, 1979	MAY 15, 1979	MAY 22, 1979	MAY 29, 1979	JUN 5, 1979	JUN 12, 1979	JUN 19, 1979	JUN 26, 1979	JUL 3, 1979	JUL 10, 1979	JUL 17, 1979	JUL 24, 1979	JUL 31, 1979	AUG 7, 1979	AUG 14, 1979	AUG 21, 1979	AUG 28, 1979	SEP 4, 1979	SEP 11, 1979	SEP 18, 1979	SEP 25, 1979	OCT 2, 1979	OCT 9, 1979	OCT 16, 1979	OCT 23, 1979	OCT 30, 1979	NOV 6, 1979	NOV 13, 1979	NOV 20, 1979	NOV 27, 1979	DEC 4, 1979	DEC 11, 1979	DEC 18, 1979	DEC 25, 1979	JAN 1, 1980	JAN 8, 1980	JAN 15, 1980	JAN 22, 1980	JAN 29, 1980	FEB 5, 1980	FEB 12, 1980	FEB 19, 1980	FEB 26, 1980	MAR 5, 1980	MAR 12, 1980	MAR 19, 1980	MAR 26, 1980	APR 2, 1980	APR 9, 1980	APR 16, 1980	APR 23, 1980	APR 30, 1980	MAY 7, 1980	MAY 14, 1980	MAY 21, 1980	MAY 28, 1980	JUN 4, 1980	JUN 11, 1980	JUN 18, 1980	JUN 25, 1980	JUL 2, 1980	JUL 9, 1980	JUL 16, 1980	JUL 23, 1980	JUL 30, 1980	AUG 6, 1980	AUG 13, 1980	AUG 20, 1980	AUG 27, 1980	SEP 3, 1980	SEP 10, 1980	SEP 17, 1980	SEP 24, 1980	SEP 30, 1980	OCT 7, 1980	OCT 14, 1980	OCT 21, 1980	OCT 28, 1980	NOV 4, 1980	NOV 11, 1980	NOV 18, 1980	NOV 25, 1980	DEC 2, 1980	DEC 9, 1980	DEC 16, 1980	DEC 23, 1980	DEC 30, 1980	JAN 6, 1981	JAN 13, 1981	JAN 20, 1981	JAN 27, 1981	FEB 3, 1981	FEB 10, 1981	FEB 17, 1981	FEB 24, 1981	MAR 2, 1981	MAR 9, 1981	MAR 16, 1981	MAR 23, 1981	MAR 30, 1981	APR 6, 1981	APR 13, 1981	APR 20, 1981	APR 27, 1981	MAY 4, 1981	MAY 11, 1981	MAY 18, 1981	MAY 25, 1981	JUN 1, 1981	JUN 8, 1981	JUN 15, 1981	JUN 22, 1981	JUN 29, 1981	JUL 6, 1981	JUL 13, 1981	JUL 20, 1981	JUL 27, 1981	AUG 3, 1981	AUG 10, 1981	AUG 17, 1981	AUG 24, 1981	AUG 31, 1981	SEP 7, 1981	SEP 14, 1981	SEP 21, 1981	SEP 28, 1981	OCT 5, 1981	OCT 12, 1981	OCT 19, 1981	OCT 26, 1981	NOV 2, 1981	NOV 9, 1981	NOV 16, 1981	NOV 23, 1981	NOV 30, 1981	DEC 7, 1981	DEC 14, 1981	DEC 21, 1981	DEC 28, 1981	JAN 4, 1982	JAN 11, 1982	JAN 18, 1982	JAN 25, 1982	FEB 1, 1982	FEB 8, 1982	FEB 15, 1982	FEB 22, 1982	FEB 29, 1982	MAR 7, 1982	MAR 14, 1982	MAR 21, 1982	MAR 28, 1982	APR 4, 1982	APR 11, 1982	APR 18, 1982	APR 25, 1982	MAY 2, 1982	MAY 9, 1982	MAY 16, 1982	MAY 23, 1982	MAY 30, 1982	JUN 6, 1982	JUN 13, 1982	JUN 20, 1982	JUN 27, 1982	JUL 4, 1982	JUL 11, 1982	JUL 18, 1982	JUL 25, 1982	AUG 1, 1982	AUG 8, 1982	AUG 15, 1982	AUG 22, 1982	AUG 29, 1982	SEP 5, 1982	SEP 12, 1982	SEP 19, 1982	SEP 26, 1982	OCT 3, 1982	OCT 10, 1982	OCT 17, 1982	OCT 24, 1982	OCT 31, 1982	NOV 7, 1982	NOV 14, 1982	NOV 21, 1982	NOV 28, 1982	DEC 5, 1982	DEC 12, 1982	DEC 19, 1982	DEC 26, 1982	JAN 2, 1983	JAN 9, 1983	JAN 16, 1983	JAN 23, 1983	JAN 30, 1983	FEB 6, 1983	FEB 13, 1983	FEB 20, 1983	FEB 27, 1983	MAR 5, 1983	MAR 12, 1983	MAR 19, 1983	MAR 26, 1983	APR 2, 1983	APR 9, 1983	APR 16, 1983	APR 23, 1983	APR 30, 1983	MAY 7, 1983	MAY 14, 1983	MAY 21, 1983	MAY 28, 1983	JUN 4, 1983	JUN 11, 1983	JUN 18, 1983	JUN 25
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NOTES

1. CARRYING PARKING COUNT EXCEEDS THE REPORTED PARKING COUNT

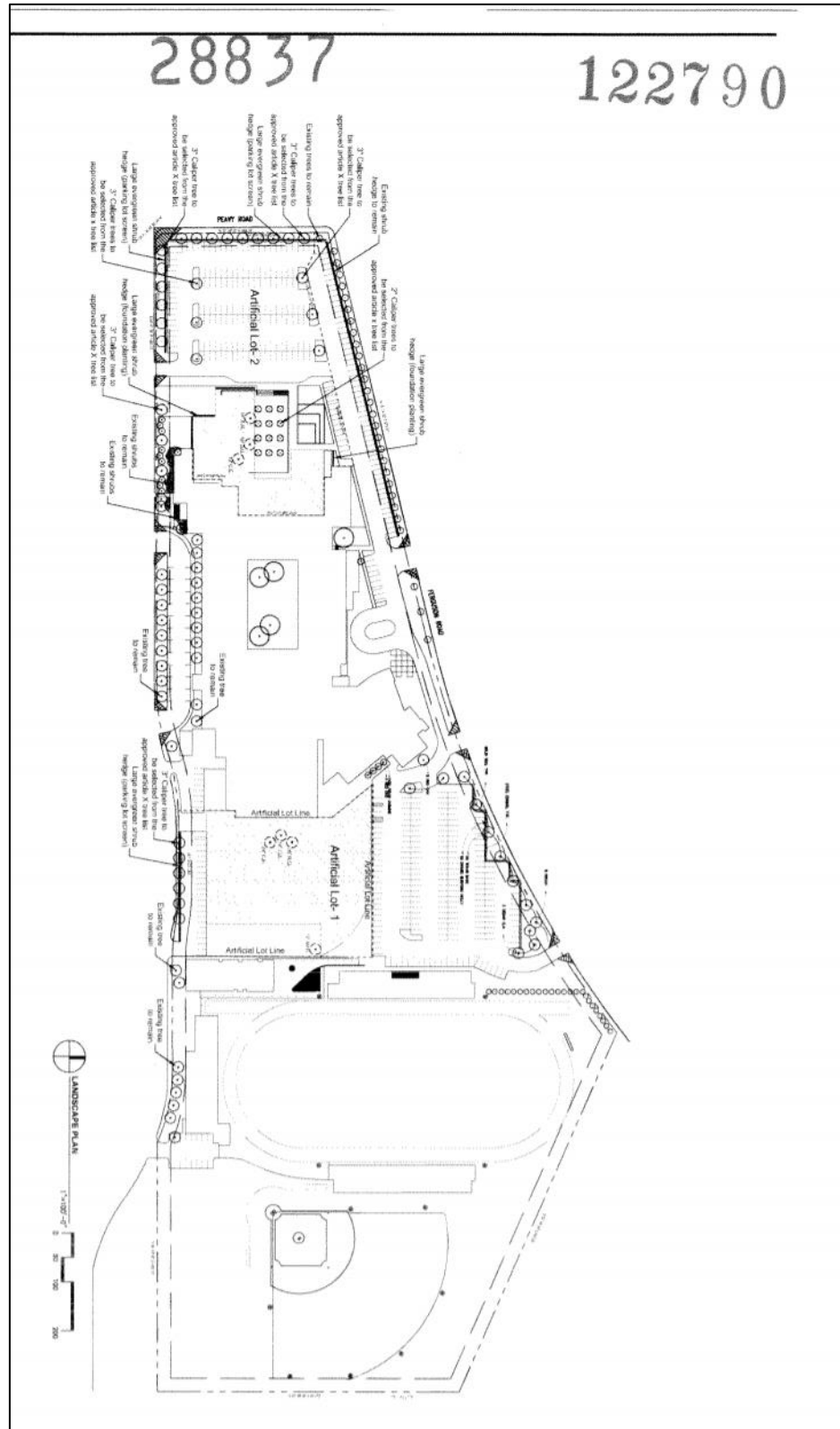
2. 22 CLASSROOMS WILL BE ADDED AND THERE WILL BE 75 CLASSROOMS (UNITS) SHOWING THE 161 CLASSROOMS ADDED TO + 7

## 01 DEVELOPMENT PLAN

Figure	Figure	Figure	Figure
			
Figure 1	Figure 2	Figure 3	Figure 4



# EXISTING LANDSCAPE PLAN



<b>CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN</b>
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**Traffic Management Plan and Queueing Analysis**  
**2020 Update for Athletics Master Plan**  
 Bishop Lynch High School  
 9750 Ferguson Road, Dallas, TX 75228  
 September 18, 2020

**Introduction:**

The purpose of this memo is to provide an update to the Traffic Management Plan for the Planned Development District 490, Bishop Lynch High School (BLHS) that was completed in 2012 and updated in 2018. The TMP operations represented in this memo are generally consistent with the 2018 TMP update. *With the COVID-19 pandemic, BLHS operations have been disrupted since March 2020, so no observation of the TMP operation has been possible to test the TMP. As of September 15, BLHS is in Phase 2 of their reopening plan (<https://www.bishoplynch.org/about/reopening-covid-19>), which has classes on campus on a limited schedule for the part of the student body that has selected in-person instruction. In Phase 3, those in-person students will expand the school day to the normal hours, but the student numbers on campus will still be lower than normal. For the in-person students, there are no changes to the arrival or departure plans indicated in the TMP. After this point, all TMP discussions will assume full daily attendance and using the normal school day schedule. If future COVID-19 conditions force change to the TMP operation, the school will adjust daily operations as needed, within their obligation to avoid impacts to the surrounding public streets.*

The Bishop Lynch High School (BLHS) is a private Catholic high school located on the southeast corner of Ferguson Road and Peavy Road. The school has been in operation on the current site since 1963. BLHS is proposing to amend PD 490 to change the development plan to include the Athletics Master Plan, which would construct new press boxes and bleachers at the football field, with resulting minor changes to the existing parking and north driveway. Classrooms on the site would remain as existing. Enrollment, which will remain at approximately current levels, so there would be no change in the typical daily traffic volumes, or in the specific morning drop-off and afternoon pick-up volumes which have been present for many years.

For the 2019-2020 school year the school had approximately 1,110 students in grades 9 through 12, along with 135 staff members. The following table shows the approximate distribution of students for the 2019-2020 school year:

Grade	Approx. Number of Students
9 <sup>th</sup> Grade	254
10 <sup>th</sup> Grade	269
11 <sup>th</sup> Grade	237
12 <sup>th</sup> Grade	250
<b>Total</b>	<b>1,110</b>

For daily access to the site, there are no significant changes to the three current access points to Ferguson Road or Inadale Avenue. The eastern parking lot is slightly changed to accommodate the

football field new bleachers and press box, with one row of parking eliminated and a realignment of the driveway throat at the easternmost driveway to Ferguson Road.

#### Study Area

Daily access to the site is provided at four locations for students and parents; one location along Inadale Avenue and two locations along Ferguson Road. The access locations along Ferguson Road are full access locations for incoming traffic and right-out only for outbound traffic. The access location on Inadale Avenue is a full access location. The separate Bus Loop is provided along Inadale Avenue.

Ferguson Road is a six-lane divided Principal Arterial with daily traffic of approximately 19,000 (TxDOT 2019 count) adjacent to the school. Peavy Road is a four-lane undivided Community Collector, and Inadale Avenue is a two-lane undivided local street with parking on both sides. All adjacent roadways have a posted school speed limit of 20 MPH.

#### Current Traffic Management Plan (TMP) Operation:

The school operates on weekdays with several pick-up and drop-off times due to activities and varying student schedules. In addition, there are significant numbers of students on the bus system and driving their own vehicles, further reducing the peak drop-off and pick-up vehicle flows. The following table shows the type, times, and approximate 2019-2020 populations of each arrival and dismissal group.

Arrival Type	Arrival Time	Approx. Number of Students (% Of Total)
Early Arrival	7:00 AM	202 (20%)
Buses	8:00 AM	212 (21%)
Normal Arrival	8:20 AM	545 (54%)
Late Arrival	9:30 AM	51 (5%)
Departure Type	Departure Time	Approx. Number of Students (% Of Total)
Early Dismissal	2:00 PM	91 (9%)
Normal Dismissal	3:30 PM	273 (27%)
Buses	3:50 PM	212 (21%)
After School Practice	Various Groups 6:00-6:30 PM	434 (43%)

The spacing out of significant numbers of arrivals and dismissals away from the traditional drop-off and pick-up time periods results in much less intense peak traffic levels at those times. The school-related traffic is further reduced by the fact that approximately 360 student-driven vehicles are present each day. This represents at least 36% of the enrollment, and probably more since some vehicles will have more than one student. The student-driven vehicles do not further reduce the arrival and dismissal numbers in the above table, but they do reduce the number of vehicles using the loading and unloading areas and reduce the overall number of vehicle trips in and out of the campus each day.

BLHS currently operates three loading areas. One is circulating counterclockwise in the east parking lot, entering and exiting from the easternmost driveway on Ferguson Road. The second enters at the western driveway on Ferguson Road, unloads/loads at the circle, and exits at the central driveway. The third operates on a one-way loop driveway on the south side of the campus, entering and exiting on Inadale Avenue. Each loading area operates with staff supervision.

The BLHS bus system currently loads and unloads students at the bus parking area which is reached from Inadale Avenue. The system operates seven buses and transports approximately 212 students.

In general, the school's traffic operations have little impact on the surrounding roadways. While it is a 6-lane arterial, Ferguson Road handles only moderate traffic volumes (19,000 vehicles per day in a 2019 TxDOT count), so entering and exiting the school's Ferguson Road driveways does not result in excessive delays. Occasional queuing is reported at the western driveway on Ferguson Road, where there is a relatively short queue length between the driveway and the loading area at the circle.

#### **Proposed TMP Operation and Queue Analysis:**

The proposed BLHS TMP will operate with three loading areas for parent vehicles and a third for the bus system. Buses load and unload in a one-way gated loop along Inadale Avenue, with no interaction with drop-off/pick-up traffic. Buses are stored at other locations. The one-way loop provides at least 300' of storage space (not accounting for possible side-by-side stacking), which can accommodate the seven buses used for the bus system.

One row of parking is being removed from the eastern parking lot to accommodate the stadium bleachers. The East Loading Area follows the same circulation pattern as the existing eastern loading area, with the loading area along the face of the Leyden Arts & Athletics Complex. Entry and exit are via the eastern driveway to Ferguson Road. The East Loading Area has an available queue distance of 660', or 29 vehicles (all queue calculations are made with an assumed 22.5' per vehicle). This is the same available queue distance as the 2018 TMP.

The Central Loading Area is to remain in the same location and vehicles entering from both the western Ferguson Road driveway and the Inadale Avenue driveway can utilize this loading area. When entering, the queue moves along the building faces and vehicles can choose to either use the West Loading area or continue north to use the Central Loading Area. Vehicles entering from Ferguson Road are directed west through the parking area to join the rear of the queue. Once through the loading area, vehicles will exit to Ferguson Road at the center driveway. Additional cones or barricades should be used to prevent vehicles from using the western driveway to exit. The primary queue from Inadale Avenue to the Central Loading Area is 840', or 37 vehicles. The available queue distance for the secondary queue from the western Ferguson Road driveway back to the end of the primary queue is an additional 920', or 40 vehicles.

In prior observations for the 2018 TMP, it was concluded that staff supervision was not necessary for successful operations. If the school would like the TMP to operate optimally, staff supervision is recommended at each of the loading areas. An additional staff member should be stationed near the western driveway on Ferguson Road, to direct inbound vehicles in the appropriate direction based on the queuing conditions. At all locations loading is performed on the passenger side, and no student has to cross vehicle paths.

Signage to direct outbound right turns only during school TMP times has been installed at each access point to Ferguson road.

#### Queuing Analysis

Based on observations of queuing at other private and public charter schools in the DFW area, Kimley-Horn uses a design standard for projecting queue demands at similar sites. The expected maximum queue in vehicles is equal to 20% of the largest number of students dismissed at one time. Students using buses, driving themselves, or walking/biking are deducted from the student number since they do not attract personal vehicles to the campus. This method accounts for the differences in how schools divide up the pick-up time period, as some dismiss all students in one group and therefore have higher vehicle demands in a short time period, while some spread out the dismissals over two or more groups. The projected queue formula can be stated as:

*(Students dismissed in time period – Students using other modes) \* 0.20 = Number of vehicles in queue*

With the BLHS dismissal traffic spread out between 2:00 PM and 6:30 PM and having a sizeable bus system, the loading areas will need to handle only 273 students in the normal peak dismissal time at 3:30 PM. This number is further reduced by the fact that a percentage of those students will be departing using their own vehicles. Therefore, the projected maximum queue length is:

$273 \text{ students dismissed} - 68 \text{ student drivers} * 0.20 = 41 \text{ vehicles in queue}$

The projected queue of 41 vehicles translates to 923' of queuing distance which needs to be provided in the loading areas. This distance corresponds well with the recommended values for equivalent Texas schools found in the Texas Transportation Institute (TTI) research report 0-4286 *Operations and Safety Around Schools* published in January 2004.

The two loading areas have an available queue distance of 1,500', or over 570' in excess of the projected maximum queue demand. This excess distance would accommodate an additional 25 vehicles over the projected 41-vehicle maximum queue.

Additionally, the secondary queue serving the Central Loading Area provides 920' of queue distance which is available but is not expected to be used. With this additional space leading to the Central Loading Area, there should be no chance for the inbound traffic to queue back to Ferguson Road.

Drop-Off Queuing Summary - 1,010 Students								
Group Grades Arriving	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Maximum Queue	Available Stacking	Surplus (Deficiency)
Early Arrival 9, 10, 11, 12	7:00 AM	202	0	50	152	16 Vehicles 360'	66 Vehicles 1,500'	50 Vehicles 1,140'
Buses 9, 10, 11, 12	8:00 AM	212	n/a	n/a	n/a	n/a	n/a	n/a
Late Arrival 9, 10, 11, 12	8:20 AM	545	0	137	408	41 Vehicles 923'	66 Vehicles 1,500'	25 Vehicles 578'
Late Arrival 9, 10, 11, 12	9:30 AM	51	0	13	38	4 Vehicles 90'	66 Vehicles 1,500'	62 Vehicles 1,410'

Assumed 0.1 vehicles per student, 22.5' per vehicle

Available stacking distance is primary stacking only, not counting 920' additional secondary stacking available

Pick-Up Queuing Summary - 1,010 Students								
Group Grades Dismissed	Dismissal Time	Students Dismissed	Bus / Bike / Walk	Student Drivers	Parent Pick-Up	Maximum Queue	Available Stacking	Surplus (Deficiency)
Early Dismissal 9, 10, 11, 12	2:00 PM	91	0	23	68	14 Vehicles 315'	66 Vehicles 1,500'	52 Vehicles 1,185'
Normal Dismissal 9, 10, 11, 12	3:30 PM	273	0	68	205	41 Vehicles 923'	66 Vehicles 1,500'	25 Vehicles 578'
Buses 9, 10, 11, 12	3:50 PM	212	n/a	n/a	n/a	n/a	n/a	n/a
After School/Practice 9, 10, 11, 12	Varies Approx. 6:00 PM	200	0	50	150	30 Vehicles 675'	66 Vehicles 1,500'	36 Vehicles 825'
After School/Practice 9, 10, 11, 12	Varies Approx. 6:30 PM	234	0	59	175	35 Vehicles 788'	66 Vehicles 1,500'	31 Vehicles 713'

Assumed 0.2 vehicles per student, 22.5' per vehicle

Available stacking distance is primary stacking only, not counting 920' additional secondary stacking available

#### Summary:

This TMP defines the drop-off and pick-up procedures for the Bishop Lynch High School for operations with the new development plan. The TMP vehicle routes provide an available stacking distance within the site that is greater than the projected maximum expected queue for the school's operations. With the TMP operating as shown and the dismissed students balanced between the loading areas, the school traffic will not need to queue vehicles in the right-of-way of any City street. Inbound vehicles should always have an open receiving space on the campus. There may be reasonable delays from opposing traffic when making the entering maneuver, but this will not form constant queues of static vehicles.

The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. The TMP should be reevaluated at intervals as directed by the PD language.

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at the PTAA School will extend onto City of Dallas rights-of-way.

In order to ensure that all queuing of vehicles is completely accommodated on school property, BLHS administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Only uniformed, licensed peace officers should be allowed to direct and control traffic operating within the public right-of-way.

Prepared by:

**Kimley-Horn and Associates, Inc.**  
 Scot A. Johnson, P.E., PTOE  
 Iman Rahim, EIT  
 13455 Noel Road, Suite 700  
 Dallas, TX 75240  
 (972) 770-1300  
 September 18, 2020



Bishop Lynch High School has reviewed and will comply with the approved traffic management plan. The school will monitor the operation on a continuing basis to ensure that school traffic does not form queues in the public right-of-way. If any queuing should begin to occur in the public right-of-way the school agrees to take the necessary action to mitigate it as soon as possible. The school also agrees that any expansion of the total enrollment of the school or any changes in the grades enrolled will require the school to update this study and have a new traffic management plan approved before applying such changes.

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Name

\_\_\_\_\_  
 Title

#### Attachments

1. TMP-1 Traffic Management Plan (2018 approved)
2. TMP-2 Proposed Traffic Management Plan for Athletics Master Plan

# EXISTING TRAFFIC MANAGEMENT PLAN

Z112-271(RB)

Exhibit 490C

28837

122790

## Traffic Management Plan and Queuing Analysis Bishop Lynch High School Z112-271 9750 Ferguson Road, Dallas, TX August 21, 2012

### Introduction:

The Bishop Lynch High School (BLHS) is a private Catholic high school located on the southeast corner of Ferguson Road and Peavy Road. The school has been in operation on the current site since 1963. For the 2012-2013 school year the school has approximately 1,114 students in grades 9 through 12, along with 135 staff members. The following table shows the approximate distribution of students for the 2012-2013 school year:

Grade	Approx. Number of Students
9 <sup>th</sup> Grade	267
10 <sup>th</sup> Grade	281
11 <sup>th</sup> Grade	267
12 <sup>th</sup> Grade	299
<b>Total</b>	<b>1,114</b>

BLHS is proposing to amend PD 490 to change the development plan to include a gymnasium addition, a classroom addition, and parking lot modifications. Classrooms on the site would increase by 7 to a total of 58. Enrollment, which will remain at approximately current levels, so there would be no significant change in the typical daily traffic volumes, or in the specific morning drop-off and afternoon pick-up volumes which have been present for many years.

For daily access to the site, there are no significant changes to the three current access points to Ferguson Road. Along Inadale Road, the existing driveways will remain at the same locations, with only the bus storage area being converted to accommodate the gymnasium addition and a reconfigured surface parking lot. In the future, the bus storage will be provided at other locations.

### Current TMP Operation:

The school operates on weekdays with a number of pick-up and drop-off times due to activities and varying student schedules. In addition, there are significant numbers of students on the bus system and driving their own vehicles, further reducing the peak drop-off and pick-up vehicle flows. The following table shows the type, times, and approximate 2012-2013 populations of each arrival and dismissal group.

Arrival Type	Arrival Time	Approx. Number of Students (% Of Total)
Early Arrival	7:00 AM	220 (20%)
Buses	8:00 AM	240 (21%)
Normal Arrival	8:20 AM	604 (54%)
Late Arrival	9:30 AM	50 (5%)

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Departure Type	Departure Time	Approx. Number of Students (% Of Total)
Early Dismissal	2:00 PM	100 (9%)
Normal Dismissal	3:30 PM	299 (27%)
Buses	3:50 PM	240 (21%)
After School Practice	6:00-6:30 PM	475 (43%)

The spacing out of significant numbers of arrivals and dismissals away from the traditional drop-off and pick-up time periods results in much less intense peak traffic levels at those times. The school-related traffic is further reduced by the fact that approximately 400 student-driven vehicles are present each day. This represents at least 36% of the enrollment, and probably more since some vehicles will have more than one student. The student-driven vehicles do not further reduce the arrival and dismissal numbers in the above table, but they do reduce the number of vehicles using the loading and unloading areas, and reduce the overall number of vehicle trips in and out of the campus each day.

BLHS currently operates three loading areas. One is circulating counterclockwise in the east parking lot, entering and exiting from the easternmost driveway on Ferguson Road. The second enters at the western driveway on Ferguson Road, unloads/loads at the circle, and exits at the central driveway. The third operates on a one-way loop driveway on the south side of the campus, entering and exiting on Inadale Road. Each loading area operates with staff supervision.

The BLHS bus system currently loads and unloads students at the bus parking area which is reached from Inadale Road. The system operates seven buses and transports approximately 240 students.

In general, the school's traffic operations have little impact on the surrounding roadways. While it is a 6-lane arterial, Ferguson Road handles only moderate traffic volumes (18,500 vehicles per day in a 2009 TxDOT count), so entering and exiting the school's Ferguson Road driveways does not result in excessive delays. Occasional queuing is reported at the western driveway on Ferguson Road, where there is a relatively short queue length between the driveway and the loading area at the circle.

#### **Proposed TMP Operation:**

The proposed BLHS TMP will operate with two loading areas for parent vehicles and a third for the bus system. The current bus parking area is being redeveloped, so the buses will load and unload in the one-way loop on Inadale Road. Buses will now be stored at other locations. The one-way loop provides at least 280' of storage space, which can accommodate the seven buses used for the bus system. The parent vehicles previously using the one-way loop on Inadale Road will use one of the two remaining loading areas.

One row of parking is being removed from the eastern parking lot to accommodate the gymnasium addition. The East Loading Area follows the same circulation pattern as the existing eastern loading area, with the loading area along the face of the new building. Entry and exit is via the eastern driveway to Ferguson Road. The East Loading Area has an available queue distance of 660', or 33 vehicles.

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The Central Loading Area is in the same spot as the current location. The revisions to the west side of the campus make it easier to provide a long queue distance, while supporting entry from either Ferguson Road or Inadale Road. When entering from Inadale Road, the queue moves along the building face north and then east towards the Central Loading Area. Vehicles entering from Ferguson Road are directed west through the parking area to join the rear of the queue. Once through the loading area, vehicles will exit to Ferguson Road at the center driveway. The primary queue from Inadale Road to the Central Loading Area is 840', or 42 vehicles. The available queue distance for the secondary queue from the western Ferguson Road driveway back to the end of the primary queue is an additional 920', or 46 vehicles.

Each of the loading areas will operate with staff supervision. An additional staff member should be stationed near the western driveway on Ferguson Road, to direct inbound vehicles in the appropriate direction. At all locations loading is performed on the passenger side, and no students have to cross vehicle paths.

#### Queuing Analysis:

Based on observations of queuing at other public charter schools in the DFW area, KHA uses a design standard for projecting queue demands at similar sites. The expected maximum queue in vehicles is equal to 20% of the largest number of students dismissed at one time. Students using buses, driving themselves, or walking/biking are deducted from the student number since they do not attract personal vehicles to the campus. This method accounts for the differences in how schools divide up the pick-up time period, as some dismiss all students in one group and therefore have higher vehicle demands in a short time period, while some spread out the dismissals over two or more groups. The projected queue formula can be stated as:

$$(\text{Students dismissed in time period} - \text{Students using other modes}) * 0.20 = \text{Number of vehicle in queue}$$

With the BLHS dismissal traffic spread out between 2:00 PM and 6:30 PM and having a sizeable bus system, the loading areas will need to handle only 299 students in the normal peak dismissal time at 3:30 PM. This number is further reduced by the fact that a percentage of those students will be departing using their own vehicles. However, to maintain a conservatively high analysis, the queuing analysis will assume all 299 students are being picked up. Therefore, the projected maximum queue length is:

$$299 \text{ net students dismissed} * 0.20 = 60 \text{ vehicles in queue}$$

The projected queue of 60 vehicles translates to 1,200' of queuing distance which needs to be provided in the loading areas. This distance corresponds well with the recommended values for equivalent Texas schools found in the Texas Transportation Institute (TTI) research report 0-4286 *Operations and Safety Around Schools* published in January 2004.

The two loading areas have an available queue distance of 1,500', or 300' in excess of the projected maximum queue demand. This 300' distance would accommodate an additional 15 vehicles over the projected 60-vehicle maximum queue.

Additionally, the secondary queue serving the Central Loading Area provides 920' of queue distance which is available but is not expected to be used. With this additional space leading to the Central Loading Area, there should be no chance for the inbound traffic to queue back to Ferguson Road.

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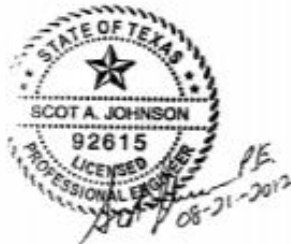
**Summary:**

This TMP defines the drop-off and pick-up procedures for Bishop Lynch High School once the site is modified in accordance with the development plan in the modified PD 490. The proposed TMP uses the same basic principles as the existing operation, while adding usable queue distance to the Central Loading Area. The TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. With the TMP operating as shown, the school traffic should not need to queue vehicles in the ROW of any City street. The school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at Bishop Lynch High School will extend onto City of Dallas rights-of-way as a result of internal queuing constraints.

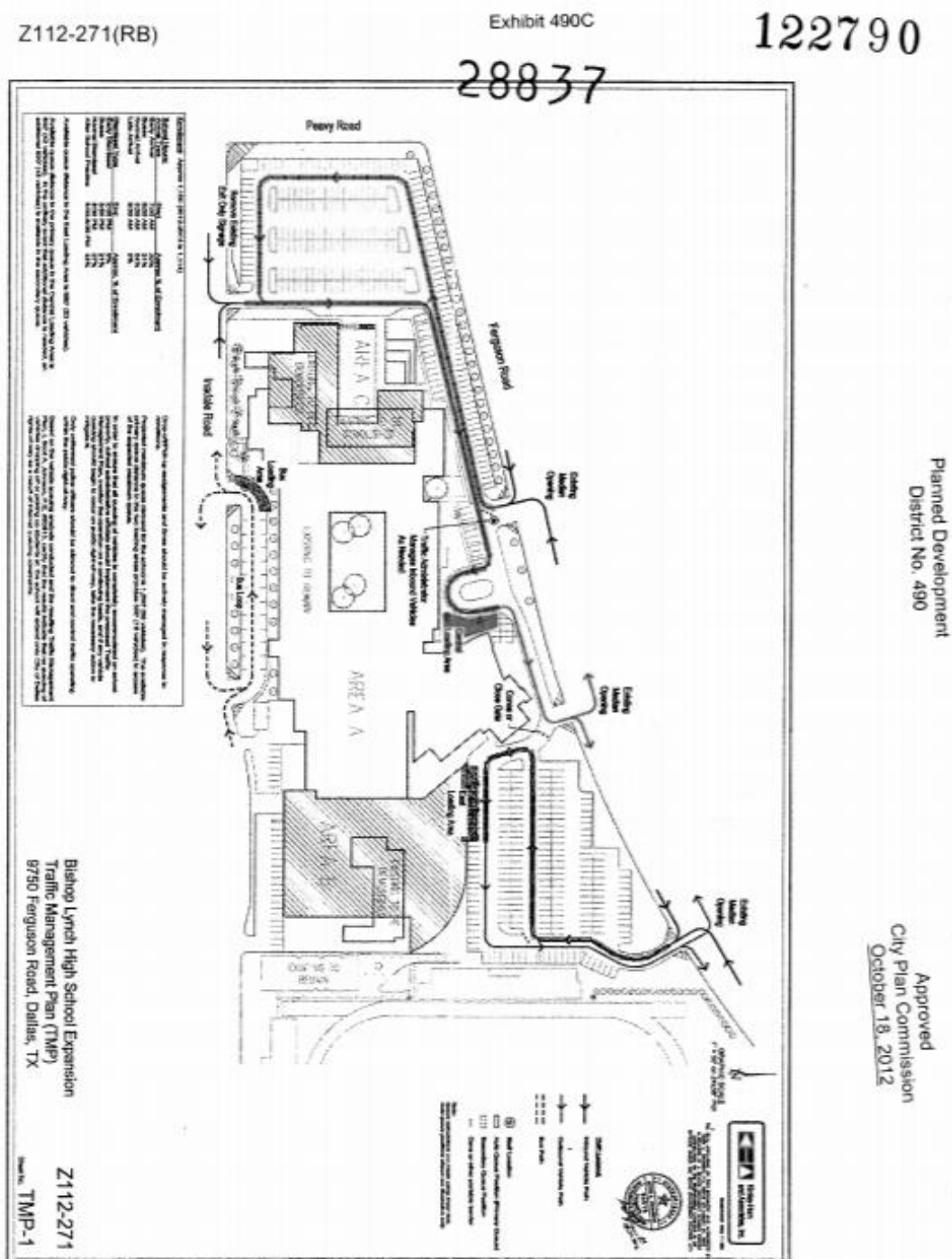
In order to ensure that all queuing of vehicles is completely accommodated on school property, BLHS administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Prepared by:  
**Kimley-Horn and Associates, Inc.**  
Scot A. Johnson, P.E., PTOE  
12700 Park Central Drive, Suite 1800  
Dallas, TX 75251  
(972) 770-1300





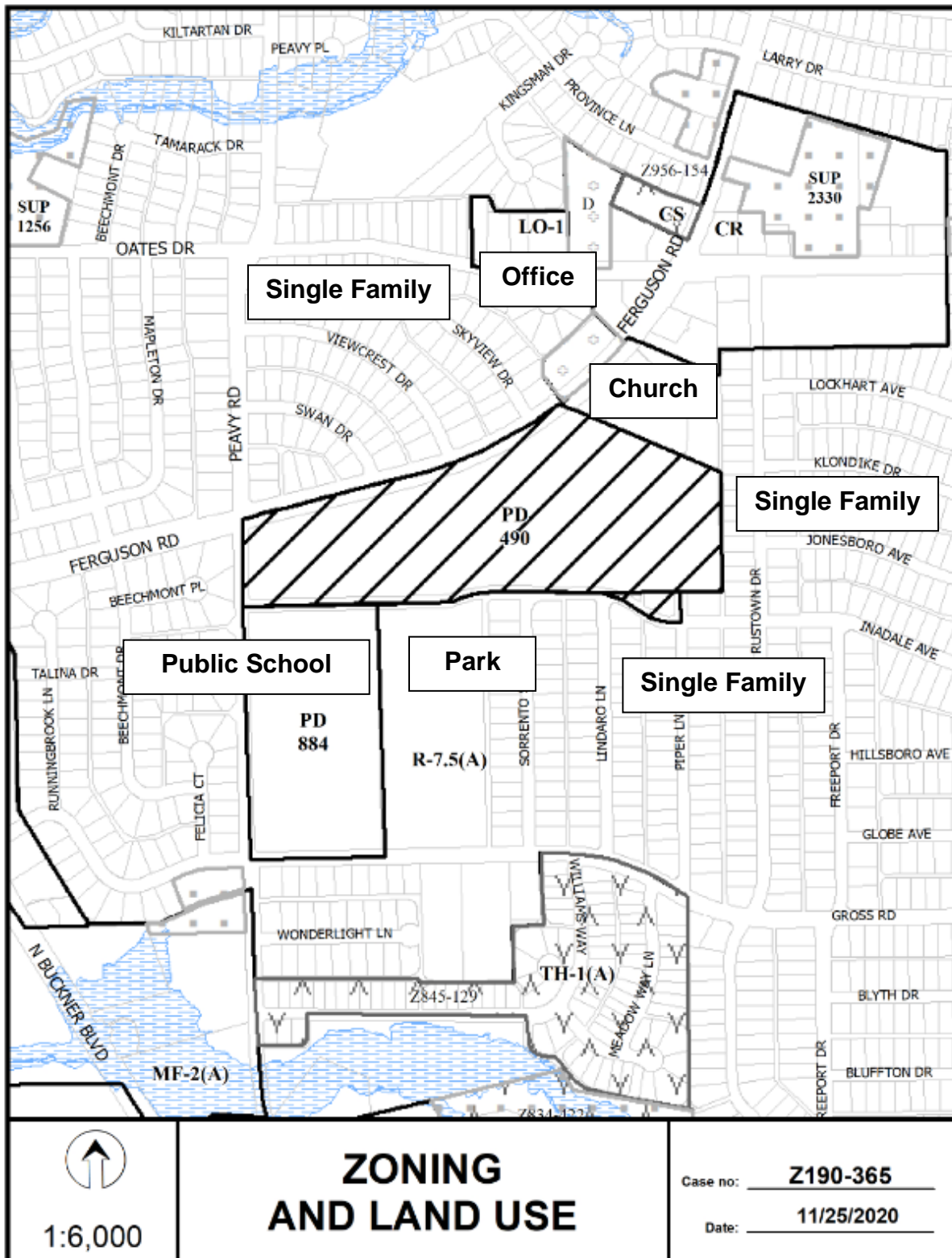
## EXISTING TRAFFIC MANAGEMENT CIRCULATION PLAN

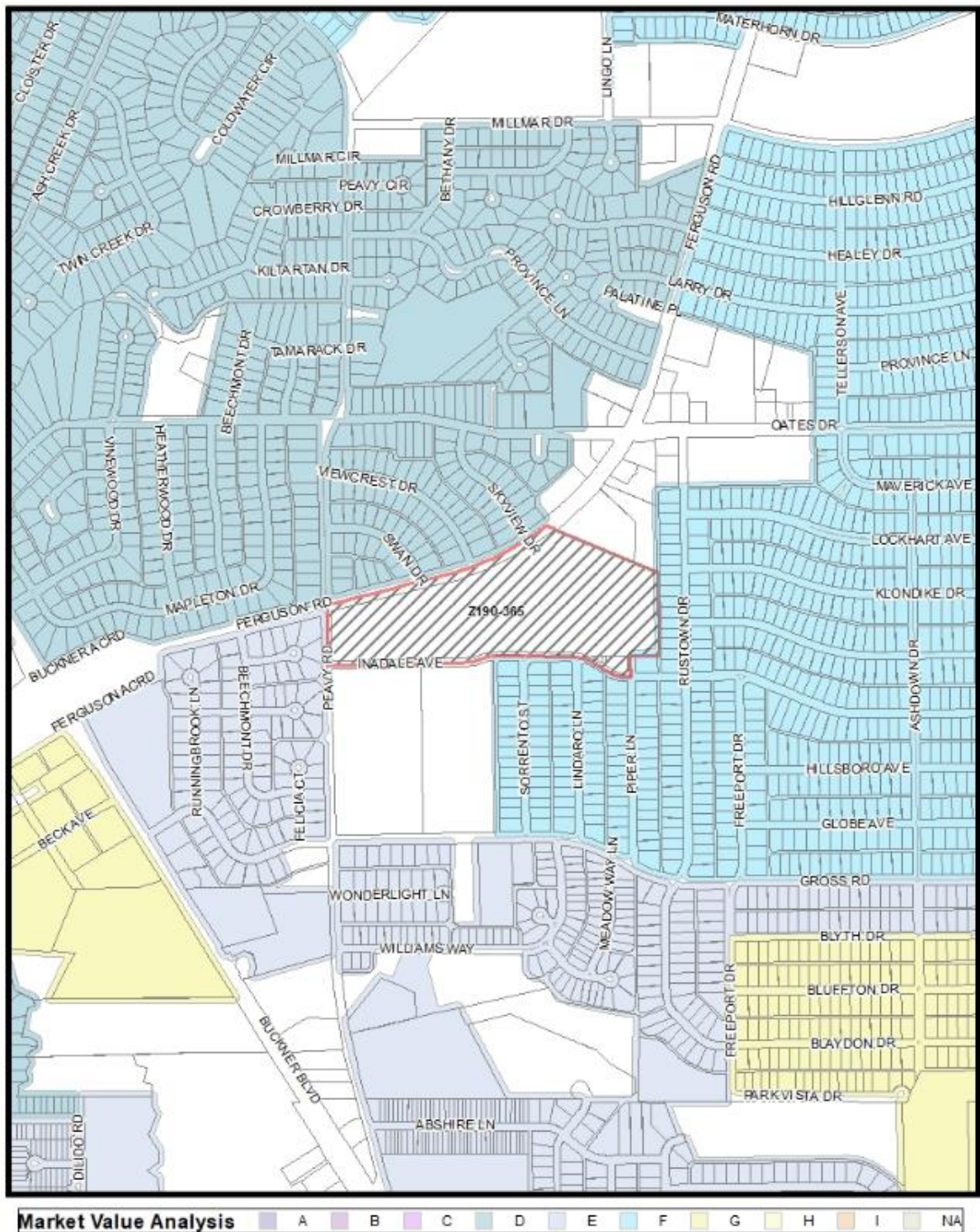


**Traffic Management Plan**  
**Circulation Plan**





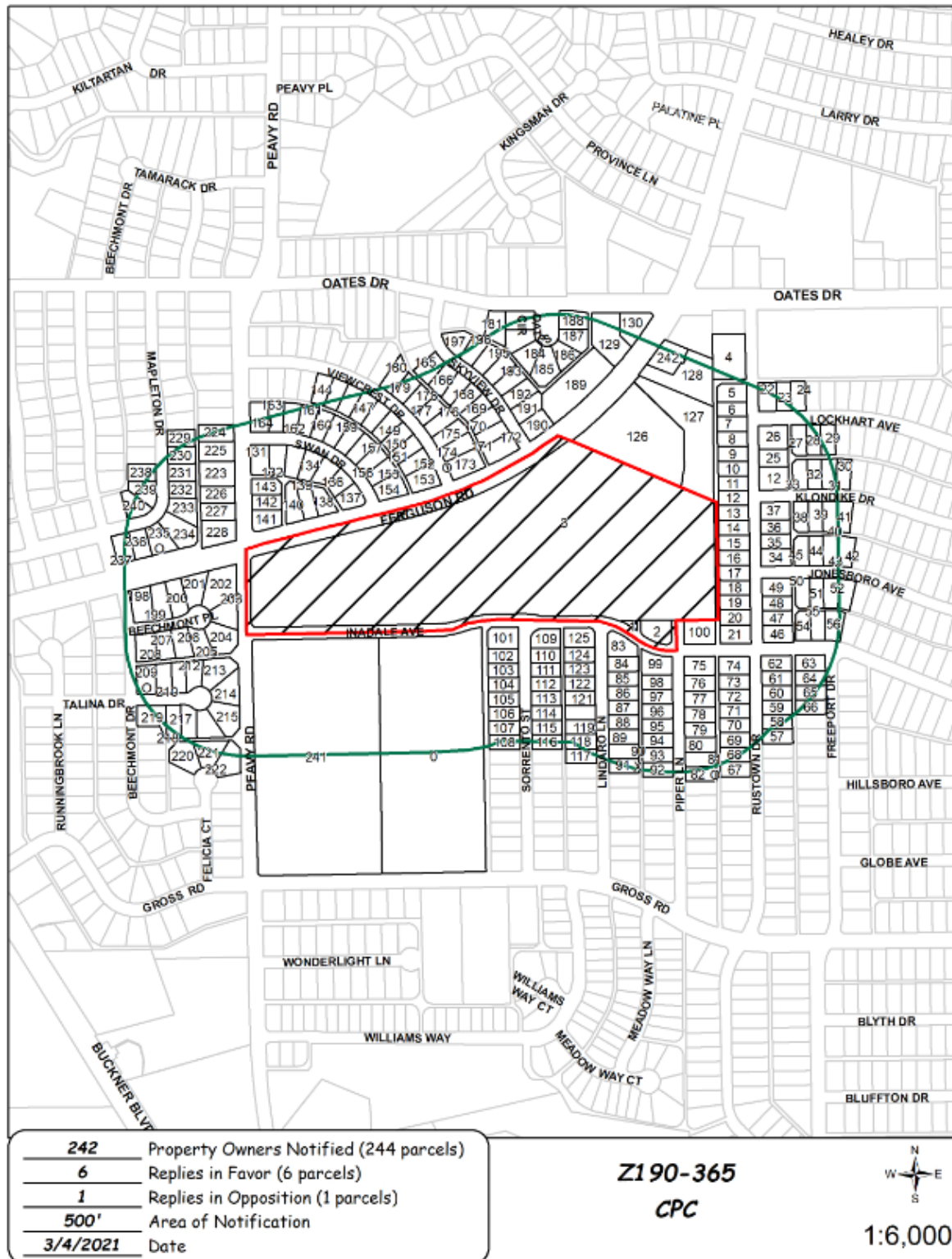




## Market Value Analysis

Printed Date: 11/25/2020

## CPC RESPONSES



03/03/2021

***Reply List of Property Owners******Z190-365******242 Property Owners Notified******6 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	2100	INADALE AVE	BISHOP LYNCH HS BLDG & ENDOWMENT TR
2	9407	PIPER LN	GUZMAN ENTERPRISES LLC
3	9750	FERGUSON RD	BISHOP LYNCH HIGH SCHOOL
4	9725	RUSTOWN DR	LEGENDARY INVESTMENTS
5	9709	RUSTOWN DR	RODRIGUEZ FABIAN
6	9703	RUSTOWN DR	Taxpayer at
7	9621	RUSTOWN DR	WYATT NAKEISHA
8	9615	RUSTOWN DR	PIPKIN PATTY P
9	9611	RUSTOWN DR	PATINO RAUL SR
10	9607	RUSTOWN DR	FLORES ROBERT M &
11	9603	RUSTOWN DR	HERNANDEZ HERMINIO &
12	9519	RUSTOWN DR	GRANDINETTI TONY
13	9515	RUSTOWN DR	TORRES BRUNO &
14	9511	RUSTOWN DR	TREJO JOEL EDWARD
15	9507	RUSTOWN DR	SOL CRUZ REYNALDO T &
16	9503	RUSTOWN DR	HARRIS ERICA L
17	9423	RUSTOWN DR	Taxpayer at
18	9419	RUSTOWN DR	ESPINDOLA BERNARDINO
19	9415	RUSTOWN DR	NAJERA MARTIN B & ALICIA
20	9409	RUSTOWN DR	Taxpayer at
21	9405	RUSTOWN DR	GONZALEZ AGUSTIN H
22	2305	LOCKHART AVE	LATIMER WENDELL
23	2309	LOCKHART AVE	GABA GROUP LLC
24	2315	LOCKHART AVE	AGUILAR AURELIO & NOEMI
25	9610	RUSTOWN DR	GRANDINETTI ANTONIO
26	9616	RUSTOWN DR	GRIFFITH LUCY A & STEPHEN C

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2316	LOCKHART AVE	WALKER LEE ALLEN R
28	2320	LOCKHART AVE	HINOJOSA JOSEPHINE JAURIGUI
29	2324	LOCKHART AVE	BUSTAMANTE JOSE CORREA
30	2327	KLONDIKE DR	MOORE MONICA L
31	2323	KLONDIKE DR	SANCHEZ MARIA E &
32	2319	KLONDIKE DR	SOTO JOSE L
33	2315	KLONDIKE DR	PRESLOPSKI ALEXANDER T
34	9504	RUSTOWN DR	MDP 9504 RUSTOWN SERIES LLC
35	9508	RUSTOWN DR	ROGERS ERTIS & GLORIA
36	9512	RUSTOWN DR	HERRERA EVODIO
37	9516	RUSTOWN DR	MENDOZAMALDONADO FEDERICO
38	2314	KLONDIKE DR	LOPEZ MELQUIADES
39	2318	KLONDIKE DR	REA TOMAS
40	2324	KLONDIKE DR	GUZMAN LUIS F
41	2328	KLONDIKE DR	FLORES ORLANDO C
42	2327	JONESBORO AVE	TURNER RONNIE W
43	2323	JONESBORO AVE	RUIZ MIGUEL JUAREZ &
44	2319	JONESBORO AVE	CHUC MANUEL
45	2315	JONESBORO AVE	HERNANDEZ PABLO V &
46	9404	RUSTOWN DR	DOZAL RODRIGO &
47	9408	RUSTOWN DR	QUINTERO JORGE G
48	9414	RUSTOWN DR	Taxpayer at
49	9418	RUSTOWN DR	YANES JOE S TR &
50	2314	JONESBORO AVE	CASTANEDA LUIS
51	2318	JONESBORO AVE	MOKMAS REALTY INC
52	2324	JONESBORO AVE	HERNANEZ MARIA E &
53	2330	JONESBORO AVE	STANFILL MICHAEL GLEN
54	2315	INADALE AVE	ADAIR CONNIE & DON
55	2319	INADALE AVE	Taxpayer at
56	2323	INADALE AVE	SAXTON JANA
57	9204	RUSTOWN DR	ZAMORA MARIA I &

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	9208 RUSTOWN DR	TRAN LINDA HUE THI
	59	9214 RUSTOWN DR	OLVERA ENRIQUE & MARIA
	60	9306 RUSTOWN DR	HEMPHILL CHARLES W
	61	9310 RUSTOWN DR	DOZAL RODRIGO & ANA
	62	9316 RUSTOWN DR	SECREST MARY ALICE
	63	9233 FREEPORT DR	RAMIREZ NICOLAS
	64	9227 FREEPORT DR	BOUDEWYN DOLLY
	65	9223 FREEPORT DR	CASTILLO JOSE &
	66	9217 FREEPORT DR	JIMENEZ CIRILO &
	67	9119 RUSTOWN DR	BARTELL RICK
	68	9123 RUSTOWN DR	Taxpayer at
	69	9205 RUSTOWN DR	CORTEZ FILIBERTA
	70	9209 RUSTOWN DR	WILSON SONJA R
	71	9215 RUSTOWN DR	NEWMAN MARCIE
	72	9307 RUSTOWN DR	RAMIREZ SANDRA ARACELY
	73	9311 RUSTOWN DR	Taxpayer at
	74	9317 RUSTOWN DR	GARZA GUADALUPE
	75	9314 PIPER LN	MEDINA JUAN M
	76	9308 PIPER LN	LERMA NARCISO SR &
	77	9302 PIPER LN	MDC INVESTMENTS
	78	9214 PIPER LN	DECKERT KATHY ELAINE
	79	9208 PIPER LN	JONES JENNIFER F
	80	9202 PIPER LN	SALAS JOHN EST OF
O	81	9118 PIPER LN	POEHLMANN MIA
	82	9114 PIPER LN	CARREON JESUS M
	83	9314 LINDARO LN	PUENTE RACHEL ANN
	84	9308 LINDARO LN	PENA GABRIEL & ZULEYKA
	85	9302 LINDARO LN	RANGEL MARIO MARTELL &
	86	9212 LINDARO LN	Taxpayer at
	87	9208 LINDARO LN	MCFERRIN JOHN DAVID
	88	9202 LINDARO LN	GUTIERREZ JOHN A

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	9118 LINDARO LN	Taxpayer at
X	90	9112 LINDARO LN	JENNINGS ANTHONY E
	91	9108 LINDARO LN	RODRIGUEZ LEONARDO
	92	9115 PIPER LN	KERSHAW CELIA R
	93	9119 PIPER LN	BATES SUSAN C
	94	9203 PIPER LN	CRONE PATRICIA &
	95	9209 PIPER LN	ORTUNO SAI &
	96	9215 PIPER LN	FIELDING FOSTER L
	97	9303 PIPER LN	WHITE PAMELA ANN
	98	9309 PIPER LN	KEITH WENDY LEE &
	99	9315 PIPER LN	RUIZ ALEJANDRA &
	100	9406 PIPER LN	TODD JOHN KEVIN
	101	9317 SORRENTO ST	ENRIQUEZ JASON & KATHERINE
	102	9309 SORRENTO ST	UJAQUE PESANTE MARIZA &
	103	9303 SORRENTO ST	STEELE JANET M
	104	9215 SORRENTO ST	DEWS RANDY & DEBORAH
	105	9209 SORRENTO ST	JACKSON L M
	106	9203 SORRENTO ST	ROESLE MICHELE K
	107	9119 SORRENTO ST	BARTHOLD CHRISTOPHER S
	108	9111 SORRENTO ST	ROJAS ABEL &
	109	9318 SORRENTO ST	Taxpayer at
	110	9310 SORRENTO ST	LAZARO ROSENDO
	111	9304 SORRENTO ST	LOPEZ PABLO & MA DELCARMEN
	112	9216 SORRENTO ST	RIGGS PAUL F JR &
	113	9210 SORRENTO ST	PERSINGER GEORGE WILLIAM
	114	9204 SORRENTO ST	BLANCHETTE MICHAEL P
	115	9120 SORRENTO ST	SHIVES JAMES ROY
	116	9112 SORRENTO ST	FLETCHER SHARON
	117	9107 LINDARO LN	THOMPSON NORMA JEAN BEACH
	118	9111 LINDARO LN	Taxpayer at
	119	9119 LINDARO LN	Taxpayer at

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
O	120	9203 LINDARO LN	HUGHES THOMAS W EST OF
	121	9209 LINDARO LN	TRULL MARY LOUISE
	122	9215 LINDARO LN	FREIS ERIC SEAN
	123	9303 LINDARO LN	CHITIQUE ALBA &
	124	9309 LINDARO LN	OLIVO JOSE G & LOURDES A
	125	9317 LINDARO LN	MENDEZGALLARDO JESUS M
	126	9780 FERGUSON RD	DALLAS BAPTIST ASSOCIATION INC
	127	9780 FERGUSON RD	BISHOP LYNCH HIGH SCHOOL INC
	128	9784 FERGUSON RD	Taxpayer at
	129	9785 FERGUSON RD	PRIKRYL ROBERT GENE
	130	9791 FERGUSON RD	SKINNER ALAN INC
	131	1806 SWAN DR	BARAJAS AGUSTINA
	132	1812 SWAN DR	MCGURK DEBORAH
	133	1818 SWAN DR	STRONG SOLUTIONS INC
	134	1828 SWAN DR	Taxpayer at
	135	1838 SWAN DR	Taxpayer at
	136	1848 SWAN DR	Taxpayer at
	137	1858 SWAN DR	STEPHENSON CLINTON G
	138	9719 FERGUSON RD	MALLILLIN FILOMENO R & JUDY
	139	9715 FERGUSON RD	HERNANDEZ SADIE
	140	9711 FERGUSON RD	DUFFY JOHN F III
	141	2676 PEAUVY RD	MCWILLIAMS TENEZEE
	142	2670 PEAUVY RD	BRIAN EDWARDS & RACHEL
	143	2666 PEAUVY RD	REYES CELIA LIFE ESTATE
	144	1830 VIEWCREST DR	INGRAM EMILY
	145	1836 VIEWCREST DR	STRONG SOLUTIONS INC
	146	1840 VIEWCREST DR	STUMP KENT & JUDY
	147	1844 VIEWCREST DR	BRYANT DANIEL
	148	1906 VIEWCREST DR	WHITE DORRIT C
	149	1914 VIEWCREST DR	PINEDA REAL ESTATE HOLDINGS LLC
	150	1918 VIEWCREST DR	POTAK PAUL J JR & LAUREN B

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	151	1928 VIEWCREST DR	KRIEGER JACQUELYN R
	152	1934 VIEWCREST DR	CARPENTER MELISSA J
	153	1940 VIEWCREST DR	YONICK KEITH A &
	154	1857 SWAN DR	MC GEE PEYTON EARL &
	155	1851 SWAN DR	CLEMENTS RICHARD L
	156	1847 SWAN DR	WILLIAM MICHAEL SCOTT ESTATE OF
	157	1841 SWAN DR	WHITEMAN ERIKA
	158	1837 SWAN DR	JACKSON JANA
	159	1831 SWAN DR	LACKEY MEGAN
	160	1827 SWAN DR	HOWARD GLENN O & DONNA M
	161	1821 SWAN DR	PIMENTEL ANDRES &
	162	1817 SWAN DR	WHITE MEGAN
	163	1811 SWAN DR	BOGDON SEJAL & J D &
	164	1805 SWAN DR	SHADDOX LAUREN &
	165	9737 SKYVIEW DR	GUY J W
	166	9731 SKYVIEW DR	BROCKMAN MARY CLAIRE &
	167	9727 SKYVIEW DR	Taxpayer at
	168	9723 SKYVIEW DR	SHOCKLEY STEVE G
	169	9719 SKYVIEW DR	DENNING GLENN & MAUREEN
	170	9715 SKYVIEW DR	KENNAMER JEAN ALICE
	171	9709 SKYVIEW DR	ARMSTRONG DORINDA LEE
	172	9705 SKYVIEW DR	MORIN FELIPE &
	173	1939 VIEWCREST DR	HERNANDEZ JOHN & CHRISTINE
O	174	1933 VIEWCREST DR	Taxpayer at
	175	1929 VIEWCREST DR	Taxpayer at
	176	1923 VIEWCREST DR	Taxpayer at
	177	1919 VIEWCREST DR	LUFF ALYSSA MARIE &
	178	1915 VIEWCREST DR	AYALA UBALDO JARAMILLO
	179	1909 VIEWCREST DR	PAVLAKIS ADRIADNE E
	180	1903 VIEWCREST DR	CAMPAGNA ANTHONY JOHN JR
	181	2016 OATES DR	MONTES NANCY K G

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	182	2024 OATES CIR	POTTENGER WARREN
	183	2028 OATES CIR	Taxpayer at
	184	2032 OATES CIR	WISE W FOSTER III EST OF
	185	2036 OATES CIR	Taxpayer at
	186	2040 OATES CIR	HERNANDEZ KARLA Y
	187	2044 OATES CIR	MELENDEZ OSCAR & ROSA
	188	2050 OATES CIR	ROSAL JUAN
	189	9777 FERGUSON RD	F.I. & B.MANAGEMENT, LTD.
	190	9704 SKYVIEW DR	NGUYEN CHUONG CONG
	191	9708 SKYVIEW DR	SOLOMON MONICO JR
	192	9714 SKYVIEW DR	SCHESKE CLAIRE
	193	9718 SKYVIEW DR	Taxpayer at
	194	9722 SKYVIEW DR	Taxpayer at
	195	9726 SKYVIEW DR	QUANRIOS SHARI & ROMAN
	196	9730 SKYVIEW DR	RYAN DALEY M & JULIE A
	197	9740 SKYVIEW DR	JONES PHYLLIS MARIE
	198	2704 BEECHMONT PL	OXLEY DAVIS BEVERLY ANN
	199	2708 BEECHMONT PL	MARTINEZ JESUS ANDREW & VITIA B
	200	2712 BEECHMONT PL	Taxpayer at
	201	2716 BEECHMONT PL	REYES ARIZBE M
	202	2720 BEECHMONT PL	VARELA ISRAEL R &
	203	2724 BEECHMONT PL	CHEEVER TRINA D ETAL
	204	2728 BEECHMONT PL	SMITH DAVID G & J CAROL
	205	2732 BEECHMONT PL	RANGEL GEORGE G
	206	2736 BEECHMONT PL	RANGEL BRYAN A &
	207	2742 BEECHMONT PL	DELEON DORILA
	208	2746 BEECHMONT PL	GALVEZ IRENE
O	209	9605 TALINA DR	TURNER DIANE WIBBENMEYER
	210	9611 TALINA DR	WILLIAMS CHARLIE H JR
	211	9617 TALINA DR	AMERICAN ESTATE & TRUST LC
	212	9623 TALINA DR	URIBE VICTOR M &

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	213	9629 TALINA DR	PIERCE CHARLES H
	214	9635 TALINA DR	KUNDL JOHN
	215	9630 TALINA DR	TURNER LIVING TRUST
O	216	9624 TALINA DR	JONES MICHAEL F & JANET E
	217	9618 TALINA DR	MURPHY LADD SIKES &
	218	9612 TALINA DR	DRW REAL ESTATE HOLDING LLC &
	219	2760 BEECHMONT DR	MOQUETE AURY &
	220	2705 FELICIA CT	MCCOY JULIE D
	221	2702 FELICIA CT	DOWD KELLY M
	222	2708 FELICIA CT	SCALES REIGH M
	223	2665 PEAUVY RD	ROSE EMILY C
	224	2649 PEAUVY RD	MICHALAKEAS HARRY
	225	2655 PEAUVY RD	REIBENSTEIN CHARLES JR
	226	2671 PEAUVY RD	Taxpayer at
	227	2677 PEAUVY RD	STILLWELL RONAL F
	228	2683 PEAUVY RD	GANTZ & SCODELLER LLC
	229	1736 MAPLETON DR	Taxpayer at
	230	1732 MAPLETON DR	DUBEAU JUSTIN D
	231	1728 MAPLETON DR	MAY JEFFREY &
	232	1724 MAPLETON DR	JAMES DYLAN R & KEELY E
	233	1720 MAPLETON DR	SMITH JOYCE L
	234	1716 MAPLETON DR	KEYSER JOHN A & NANCY E
O	235	1712 MAPLETON DR	HERNDON MARY CHRISTINE
	236	1708 MAPLETON DR	GOLIHAR DANIEL J
	237	1704 MAPLETON DR	PEREZ DAVID HECTOR &
	238	1729 MAPLETON DR	GOLDBERG BRITTNEY MICHELLE &
	239	1725 MAPLETON DR	MANEY GEORGE M
	240	1715 MAPLETON DR	ANDERSON DAVID
	241	1811 GROSS RD	Dallas ISD
	242	9788 FERGUSON RD	Taxpayer at