

FILE NUMBER: Z190-345(CT) **DATE FILED:** August 28, 2020

LOCATION: Southwest corner of Lawnview Avenue and Hollis Avenue

COUNCIL DISTRICT: 7 **MAPSCO:** 47 U

SIZE OF REQUEST: ±10.92 acres **CENSUS TRACT:** 84.00

REPRESENTATIVE: Karl Crawley, MASTERPLAN

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application to amend Planned Development District No. 642 for R-7.5(A) Single Family District uses and a public school other than an open-enrollment charter school.

SUMMARY: The purpose of the request is to allow expansion of the existing school and modify development standards in relation to setbacks. [Ascher Silberstein Elementary School]

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

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

BACKGROUND INFORMATION:

- The request site is developed with a 80,250 square feet elementary school with an additional 10,200 square feet of floor area in existing portables.
- The applicant seeks to amend the Planned Development District for the addition of two 800-square foot mechanical additions and new canopies. Setbacks will need to be altered to allow for these additions.

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
Scyene Road	Principal Arterial	100 ft.
Lawnview Avenue	Community Collector	60 ft.
Hollis Avenue	Local	55 ft.

Traffic:

The applicant submitted a Traffic Management Plan with this request that includes recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity and travel by all other modes during peak demand conditions for the elementary school use. 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:

	Zoning	Land Use
Site	PD No. 642	Elementary School
North	R-7.5(A)	Single Family
South	PD No. 755 with D-1 Overlay	Passenger Transit Station
East	R-7.5(A)	Single Family
West	R-7.5(A)	Public Park

Land Use Compatibility

The request site is the location of an elementary school and developed with a structure with portions with one-story and two-story levels. Planned Development District No. 642 which currently allows for a public school other than open-enrollment charter school use and all other main uses permitted within an R-7.5(A) Single Family District. The applicant's request is for an amendment to the development plan to allow for the addition of two 800 square foot mechanical additions and new canopies. Per the PD conditions, the development plan determines the front, side, and rear yard setbacks.

Surrounding land uses consist of single family to the north and east of the site, a public park to the west and south across Scyene Road is a passenger transit station for the DART line.

The PD has a base zoning of R-7.5(A), which would allow for residential uses. This protects the neighborhood in the event of a possible replat or change of use in the property.

Staff supports the planned development district because the school has operated within the community at this location for many years and provides a development plan for the property. Staff considers the amendment to the planned development district to be compatible with the surrounding single-family neighborhood because compliance with the proposed PD conditions, a development plan, and a Traffic Management Plan requiring periodic updates will ensure the operation runs optimally in the future.

Development Standards

<u>DISTRICT</u>	<u>SETBACKS</u>		Density	Height	Lot Coverage	Primary Uses
	Front	Side/Rear				
Existing: PD	As shown on development plan	As shown on development plan	1 Dwelling Unit/ 7,500 Sq. ft	40'	25%	Public School
Proposed: PD	As shown on development plan	As shown on development plan	1 Dwelling Unit/ 7,500 Sq. ft	40'	25%	Public School
R-7.5 (A) Single Family District	25'	5' for Res. Other: Side: 10' Rear: 15'	1 Dwelling Unit/ 7,500 Sq. ft	30'	45% for residential 25% for nonresidential	Single Family

Parking:

The requirement for off-street parking for the school is derived from three criterions: 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 one and one-half spaces for each kindergarten/elementary school classroom. At this ratio, the school is required to provide 62 off-street spaces for the existing 41 classrooms. There are currently 103 parking spaces on site.

Landscaping

Per the PD conditions, landscaping must be provided in accordance with Article X, as amended.

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 to the north and east are located within the "F" Category.

LIST OF OFFICERS

**Dallas Independent School District
Board of Trustees**

Edwin Flores, District 1
Dustin Marshall, District 2
Dan Micciche, District 3
Karla García, District 4
Maxie Johnson, District 5
Joyce Foreman, District 6
Ben Mackey, District 7
Joe Carreón, District 8
Justin Henry, District 9

CPC ACTION
MARCH 4, 2021

Motion: It was moved to recommend **approval** of an amendment to Planned Development District No. 642 for R-7.5(A) Single Family District uses and a public school other than an open-enrollment charter school, subject to a development plan, a traffic management plan and conditions on the southwest corner of Lawnview Avenue and Hollis Avenue.

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: 101
Replies:	For: 1	Against: 2

Speakers: For: None
For (Did not speak): Karl Crawley, 2201 Main St., Dallas, TX, 75201
Against: None

CPC RECOMMENDED PD CONDITIONS

ARTICLE 642.

PD 642.

SEC. 51P-642.101. LEGISLATIVE HISTORY.

PD 642 was established by Ordinance No. 25286, passed by the Dallas City Council on June 11, 2003. (Ord. 25286)

SEC. 51P-642.102. PROPERTY LOCATION AND SIZE.

PD 642 is established on property bounded on three sides by Hollis Avenue, Lawnview Avenue and Scylene Road. The size of PD 642 is approximately 10.92 acres. (Ord. 25286)

SEC. 51P-642.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this article, PARKWAY means the portion of a street right-of-way between the projected street curb and the front lot line.

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

(c) This district is considered to be a residential zoning district. (Ord. 25286)

SEC. 51P-642.104. DEVELOPMENT PLAN.

(a) For a public school use, development and use of the Property must comply with the development plan (Exhibit 642A). In the event of a conflict between the text of this article and the development plan, the text of this article controls.

(b) For all other permitted uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply. (Ord. 25286)

SEC. 51P-642.105. MAIN USES PERMITTED.

The only main uses permitted in this district are:

(1) a public school other than an open-enrollment charter school (permitted by right); and

(2) all other main uses permitted in the R-7.5(A) Single Family District subject to the same conditions applicable to uses in that district set out in Chapter 51A. For example, if a use is permitted only by specific use permit (SUP) in the R-7.5(A) Single Family District in Chapter 51A, it is permitted only by SUP in this district; if a use is subject to development impact review (DIR) in the R-7.5(A) Single Family District in Chapter 51A, it is subject to DIR in this district; etc. (Ord. 25286)

SEC. 51P-642.106. ACCESSORY USES.

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A4.217. (Ord. 25286)

SEC. 51P-642.107. 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) Except as provided below, the yard, lot, and space regulations set forth in Chapter 51A for an R-7.5(A) Single Family District apply.

(b) The following regulations apply for a public school use.

(1) Minimum front yard is as shown on the development plan. Fences as shown on the development plan may be located in the visibility triangle. A maximum six-foot-high fence may be maintained in the required front yard. Any new fences in the required front yard must not exceed five feet in height.

(2) Minimum side and rear yard is as shown on the development plan.

(3) Maximum height is 40 feet.

(4) Maximum lot coverage is 25 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not. (Ord. 25286)

SEC. 51P-642.108. OFF-STREET PARKING AND LOADING.

Consult the use regulations contained in Division 51A-4.200 for the specific off-street parking/loading requirements for each use. Off-street parking for a public school use is allowed in the required yards. (Ord. 25286)

SEC. 51P-642.109. ENVIRONMENTAL PERFORMANCE

STANDARDS. See Article VI. (Ord. 25286)

SEC. 51P-642.110. LANDSCAPING.

(a) In general. Landscaping must be provided in accordance with Article X.

(b) Maintenance. All plant materials must be maintained in a healthy, growing condition.

(c) Street trees required. Street trees must be planted in the parkway between the existing parking and Lawnview Avenue. Additional street trees must be planted adjacent to the existing fire lane entrance along Hollis Avenue.

(d) Private license granted.

(1) The city council hereby grants a revocable, non-exclusive license to the owners, or with the written consent of the owner, to the tenants ("property owner") of all property in this district for the exclusive purpose of authorizing compliance with the parkway landscaping requirements of this article. A property owner is not required to pay an initial or annual fee for this license, although a fee may be charged for issuance of a parkway landscape permit in accordance with the Dallas Building Code, or Subsection (e) of this section. This private license shall not terminate at the end of any specific time period; however, the city council reserves and has the absolute right to terminate this license at will, by resolution passed by the city council, any time such termination becomes necessary. The determination by the city of the necessity for such termination shall be final and binding and the city shall become entitled to possession of the premises without giving any notice and without the necessity of legal proceedings to obtain possession whenever in its judgment the purpose or use of this license is inconsistent with the public use of the parkway or when the purpose or use of this license is likely to become a nuisance or a public safety issue. Upon termination of the license by the director, each property owner shall remove all improvements and installations in the parkway in a manner satisfactory to the director of public works and transportation.

(2) A property owner is not required to comply with any landscaping requirement if compliance is made impossible due to the director's revocation of a landscape permit or the revocation of the license granted herein affecting landscaping.

(3) Upon the installation of landscaping and related amenities, such as irrigation systems, in the parkway, the property owner shall procure, pay for, and keep in full force and effect commercial general liability insurance coverage with an insurance company authorized to do business in the State of Texas and otherwise acceptable to the city, covering, but not limited to, the liability assumed under the license granted herein, with combined single limits of liability for bodily injury and property damage of not less than \$1,000,000 for each occurrence, \$2,000,000 annual aggregate. Coverage under this liability policy shall be on an "occurrence" basis and the city shall be named as additional insured. Proof of such insurance must be sent to: Office of Risk Management, City of Dallas, 1500 Marilla, 1/C/North, Dallas, Texas 75201 and the policy shall provide for 30 days prior written notice to the Office of Risk Management of cancellation, expiration, non-renewal or material change in coverage. All subrogation rights for loss or damage against the City are hereby waived to the extent it is covered by this liability insurance policy.

(4) Each property owner shall be responsible for maintaining the landscaping and related amenities in good repair and condition and to keep the premises safe and from deteriorating in value or condition, at no expense to the city, and the city shall be absolutely exempt from any requirements to make repairs or to maintain the landscaping and related amenities. The granting of a license for landscaping and related amenities under this section does not release the property owner

from liability in the installation or maintenance of trees, landscaping, and related amenities in the parkway.

(e) Parkway landscape permit.

(1) It is the responsibility of the property owner to apply for and obtain a parkway landscape permit before locating trees, landscaping, or related amenities in the parkway. An application for a parkway landscape permit must be made to the director of public works and transportation before an application for a building permit is made for work on the lot. The application must be in writing on a form

approved by the director and accompanied by plans or drawings showing the area of the parkway affected and the planting or other amenities proposed.

(2) Upon receipt of the application and any required fees, the director shall circulate it to all affected city departments and utilities for review and comment. If, after receiving comments from affected city departments and utilities, the director determines that the construction and planting or other amenities proposed will not be inconsistent with and will not unreasonably impair the public use of the parkway, the director shall issue a parkway landscape permit to the property owner; otherwise, the director shall deny the permit.

(3) A property owner is not required to comply with any parkway landscaping requirement of this article if compliance is made impossible due to the director's denial of a parkway landscape permit.

(4) A parkway landscape permit issued by the director is subject to immediate revocation upon written notice if at any time the director determines that the use of the parkway authorized by the permit is inconsistent with or unreasonably impairs the public use of the parkway. The property owner is not required to comply with any parkway landscaping requirement of this section if compliance is made impossible due to the director's revocation of a parkway landscape permit.

(5) The issuance of a parkway landscape permit under this section does not excuse the property owner, his agents, or employees from liability in the installation or maintenance of trees or other amenities in the parkway. (Ord. 25286)

SEC. 51P-642.111. SIGNS.

Signs must comply with the provisions for non-business zoning districts in Article VII. (Ord. 25286)

SEC. 51P-642.112. ADDITIONAL PROVISIONS.

(a) The entire 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. 25286; 26102)

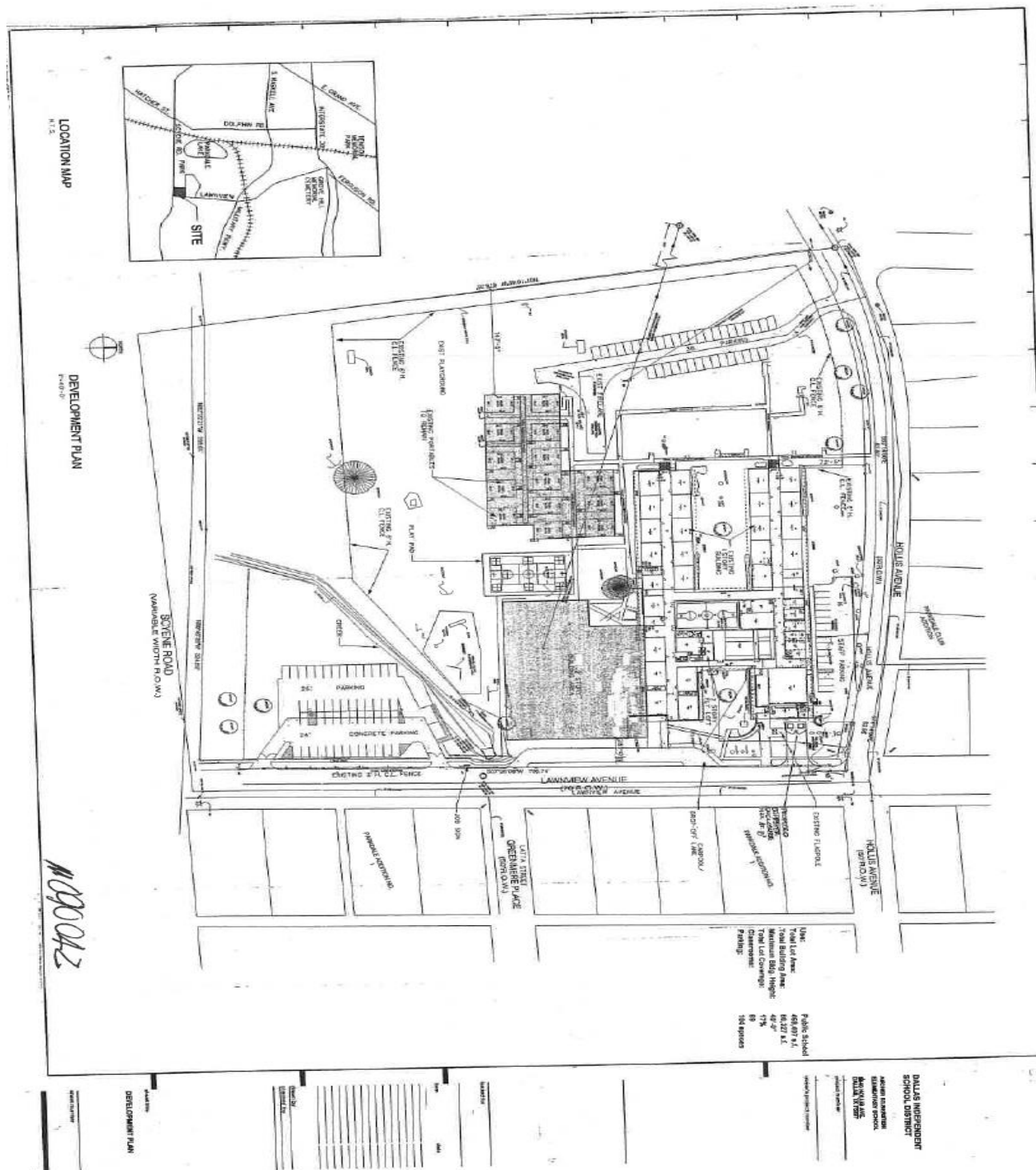
SEC. 51P-642.113.

COMPLIANCE WITH CONDITIONS.

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

(b) The building official shall not issue a building permit or certificate of occupancy for a use in this planned development district 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. 25286; 26102)

EXISTING DEVELOPMENT PLAN



PROPOSED DEVELOPMENT PLAN



January 29, 2021

PK# 1758-20.089

Z190-345

TRAFFIC MANAGEMENT PLAN

DISD ASCHER SILBERSTEIN ELEMENTARY SCHOOL
CITY OF DALLAS



Hunter W. Lemley

Introduction

The services of **Pacheco Koch** (PK) were retained by Masterplan Consultants, on behalf of the **Dallas Independent School District**, to prepare a Traffic Management Plan (TMP) for zoning approval in the City of Dallas for Ascher Silberstein Elementary School (the "School") located at 5940 Hollis Avenue in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

School Description

- Type: Public Elementary School
- District: Dallas Independent School District
- Address: 5940 Hollis Avenue
- Grades: Pre-k – 5th
- Start/End Times: 7:45 AM – 3:00 PM
- Existing Zoning/Proposed Zoning: PD 642
- Existing Enrollment: 581 (Future Enrollment: No change)
- Drop-off Loading System: Conventional Loading System

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



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

January 29, 2021



School Access

- Adjacent Streets:
 - Hollis Avenue: Two lanes, two-way operation (one-way operation during drop-off and pick-up periods), no median
 - Lawnview Avenue: Two lanes, two-way operation, no median
 - Scylene Road: Four lanes, two-way operation, median divided
- Projected Travel Modes:
 - Bus: 5%
 - Walk: 15%
 - Sidewalk Connectivity appears to be sufficient for students to walk to and from School.
- NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps/sidewalks comply with current ADA accessibility requirements. Pacheco Koch is not certified to provide a full ADA compliance inspection, which is performed by licensed inspectors during the design and permitting process. All pavement markings, traffic signs, and school zones are recommended to be upgraded at permitting as applicable and meet current city and TMUTCD standards.
- Picked Up by Parent: 80%

*Enrollment and Travel Mode Data provided by DISD

School Administration Input Statement

The engineer collaborated with both the School District personnel and on-site staff/principal and Student Transportation Services as needed, before and during the process of creation of the Traffic Management Plan. Conversations having direct input from the school principal most recently occurred on Wednesday, June 17th, 2020.

NOTE: During the COVID-19 Pandemic of 2020, a portion of students significantly below the total enrollment were only attending in-person. Because of this, conditions are not normal and, out of necessity, recommendations for this study are based upon professional experience and knowledge from similar and prior studies, supplemented by on-site observations.

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

January 29, 2021



TRAFFIC MANAGEMENT PLAN

Most recent on-site dismissal observations were conducted on Wednesday, December 16, 2020. A summary of existing conditions is stated below:

Field Observed Traffic Management Operations

Dismissal consists of a single dismissal group. The school is surrounded by two local streets – Hollis Avenue and Lawnview Avenue. Parent traffic is to enter the area and queue along both curbsides of Hollis Avenue. Vehicles enter from the west and travel eastbound as Hollis Avenue is one-way during the pick-up and drop off periods. As students enter the vehicles, the vehicles travel eastbound and exit onto Lawnview Avenue. Also, vehicles travel southbound to queue within the provided queuing area on-site along Lawnview Avenue adjacent to the school property.

Queuing within the site along Lawnview Avenue operates as a two-line queue. Cones are placed in the middle of the road to force vehicles to exit the southern driveway as a right-turn only. Assistance is provided for vehicles exiting the southern driveway by authorized personnel. All other queuing on Lawnview Avenue occurs along both curbsides.

See **Exhibit 2** for specific parent routes for entering and exiting the immediate vicinity of the school campus area.

Student crossings with crossing guards for Lawnview Avenue are located at the south leg of the intersection of Lawnview Avenue at Hollis Avenue and the south leg of the intersection of Lawnview Avenue at Greenmere Place.

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

Special Education bus loading/unloading is mixed in with parent vehicles to load/unload students from the provided recessed area along Lawnview Avenue. Only one bus was observed at the time of field observations.

Parking lots for staff and visitor traffic are accessible via Hollis Avenue and Lawnview Avenue.

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

1. **Enforce School Faculty and Staff to Park within School Property Parking Lot by Installing Time Restricted "No Parking" Signs** – To remove school-generated parking on Hollis Avenue, time restricted signs are to be installed to force faculty and staff to park within school property parking lots. This will also provide more queuing capacity along Hollis Avenue.
2. **Install School Zone with Appropriate Signage and Flashers for Hollis Avenue** – Install school zone with appropriate signage and flashers for Hollis Avenue.

January 29, 2021



Acknowledgement Statement

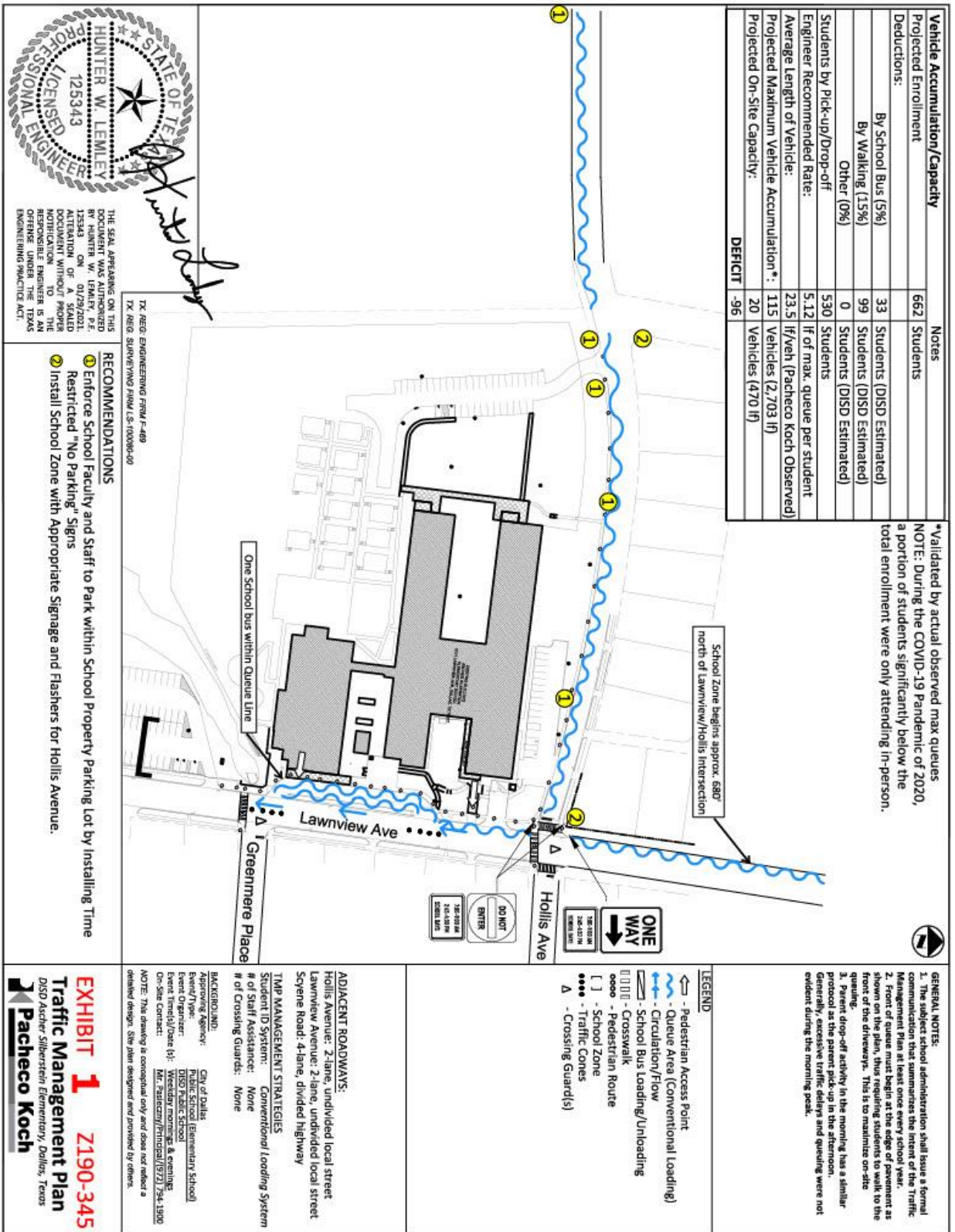
REVIEW AND COMMITMENT

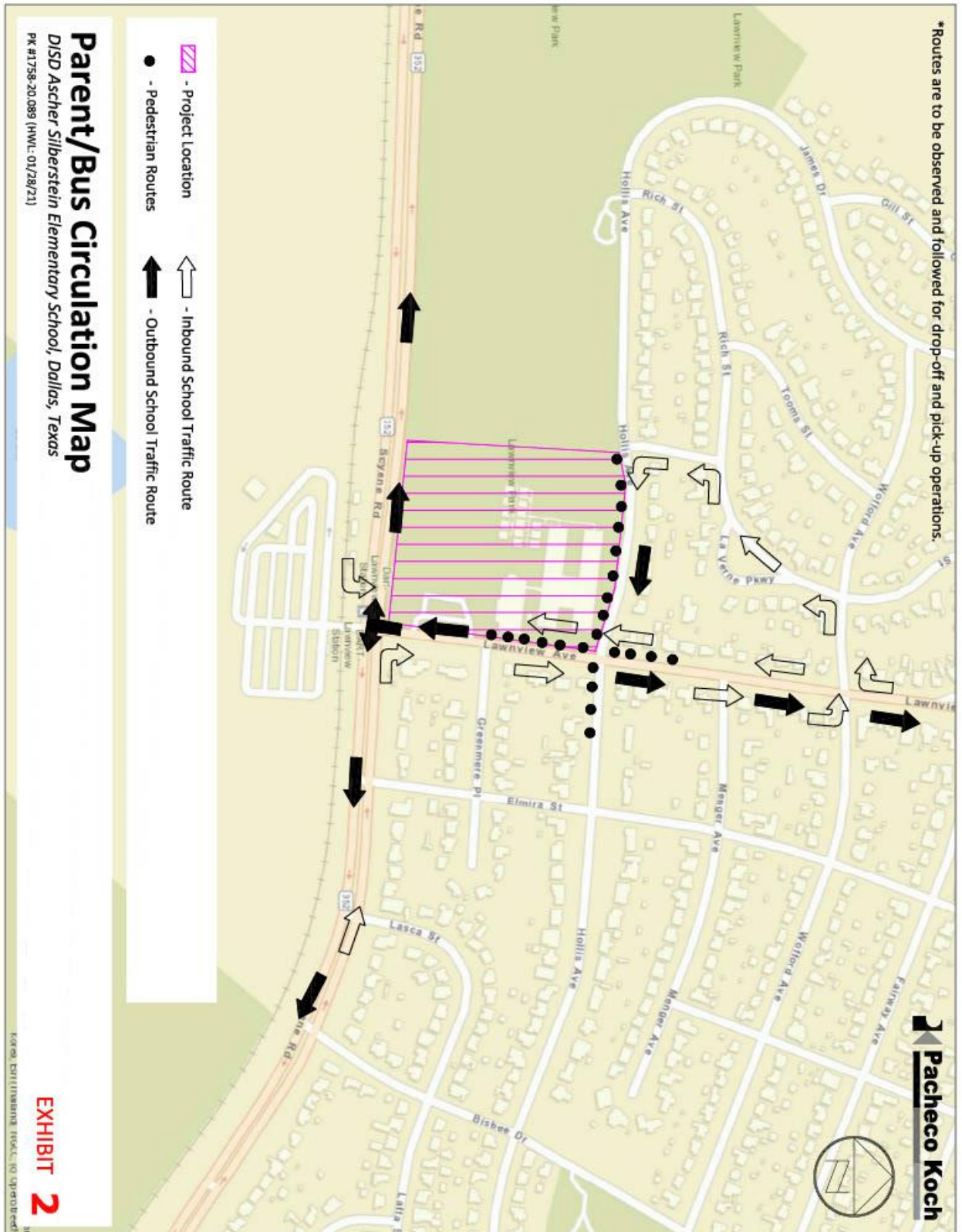
This school traffic management plan (TMP) for DISD Ascher Silberstein Elementary School was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. This plan was developed with direct input from individuals familiar with the general characteristics of the traffic needs of the school. It is important to note that a concerted and ongoing effort by and the full participation of the school administration are essential to accomplish these goals.

By the endorsement provided below, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary or that other measures are more appropriate.

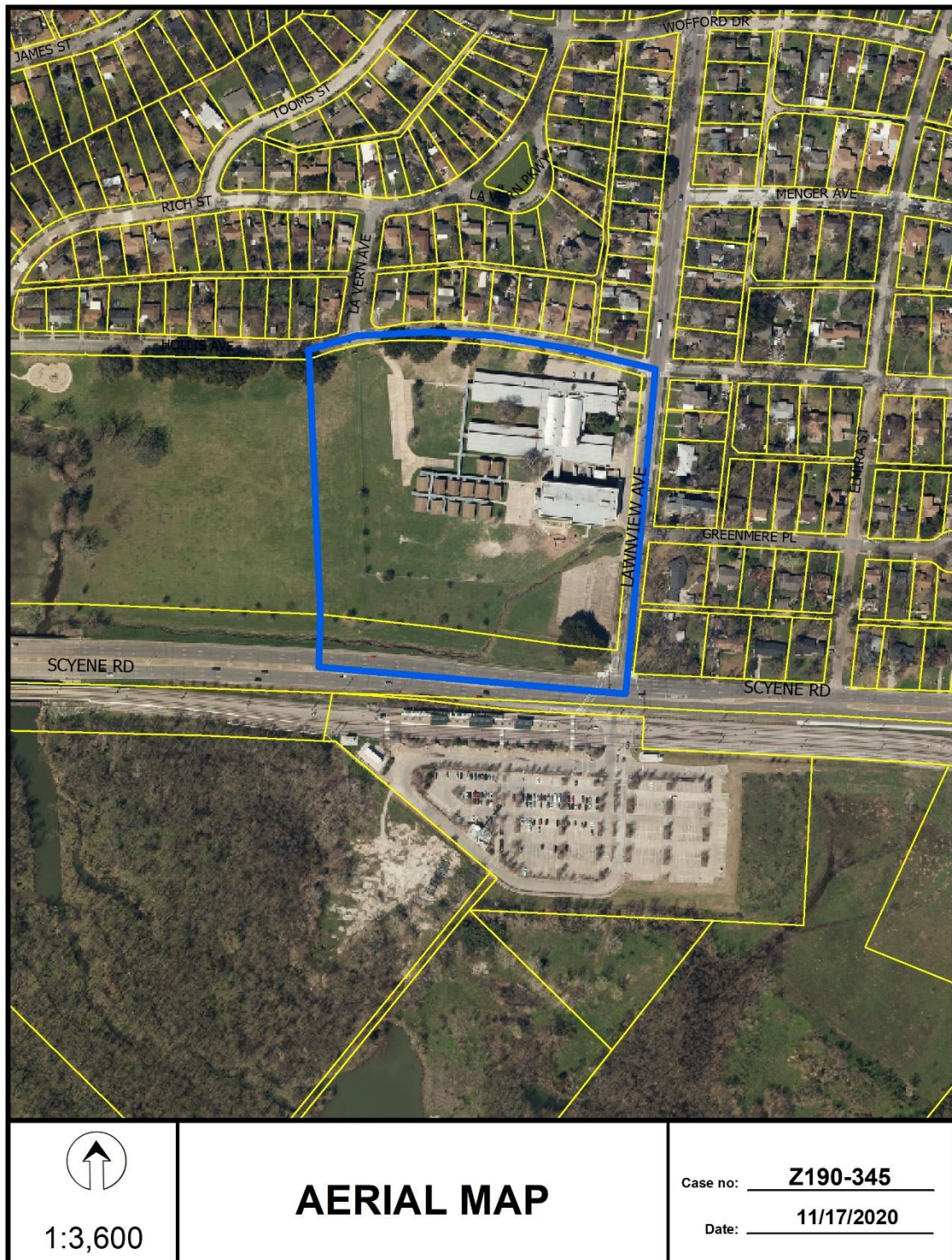
_____ Signature	_____ Date
Name: _____	
Title: _____	
_____ Police Department Signature	_____ Date
Name: _____	
Title: _____	

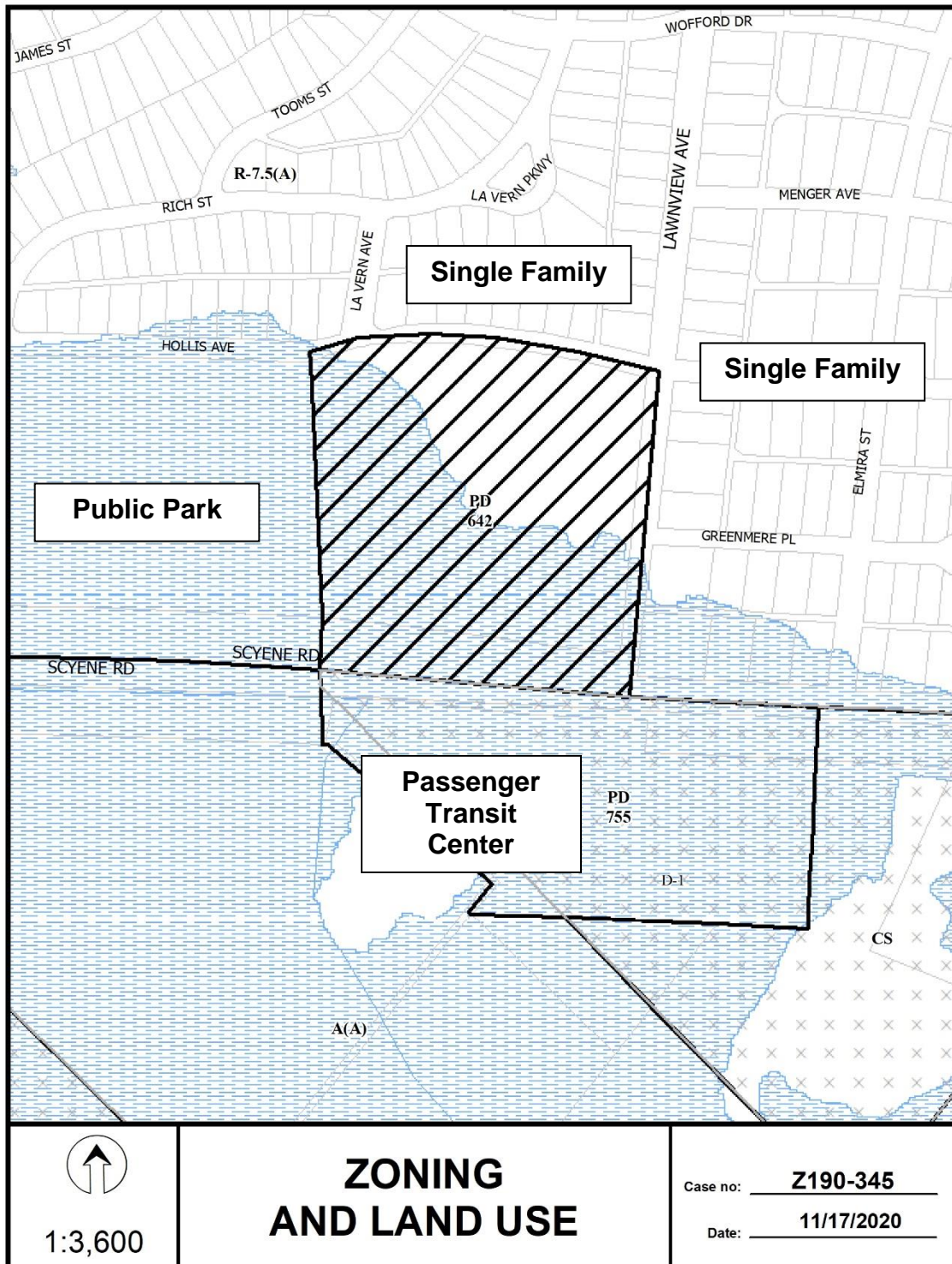
END OF MEMO



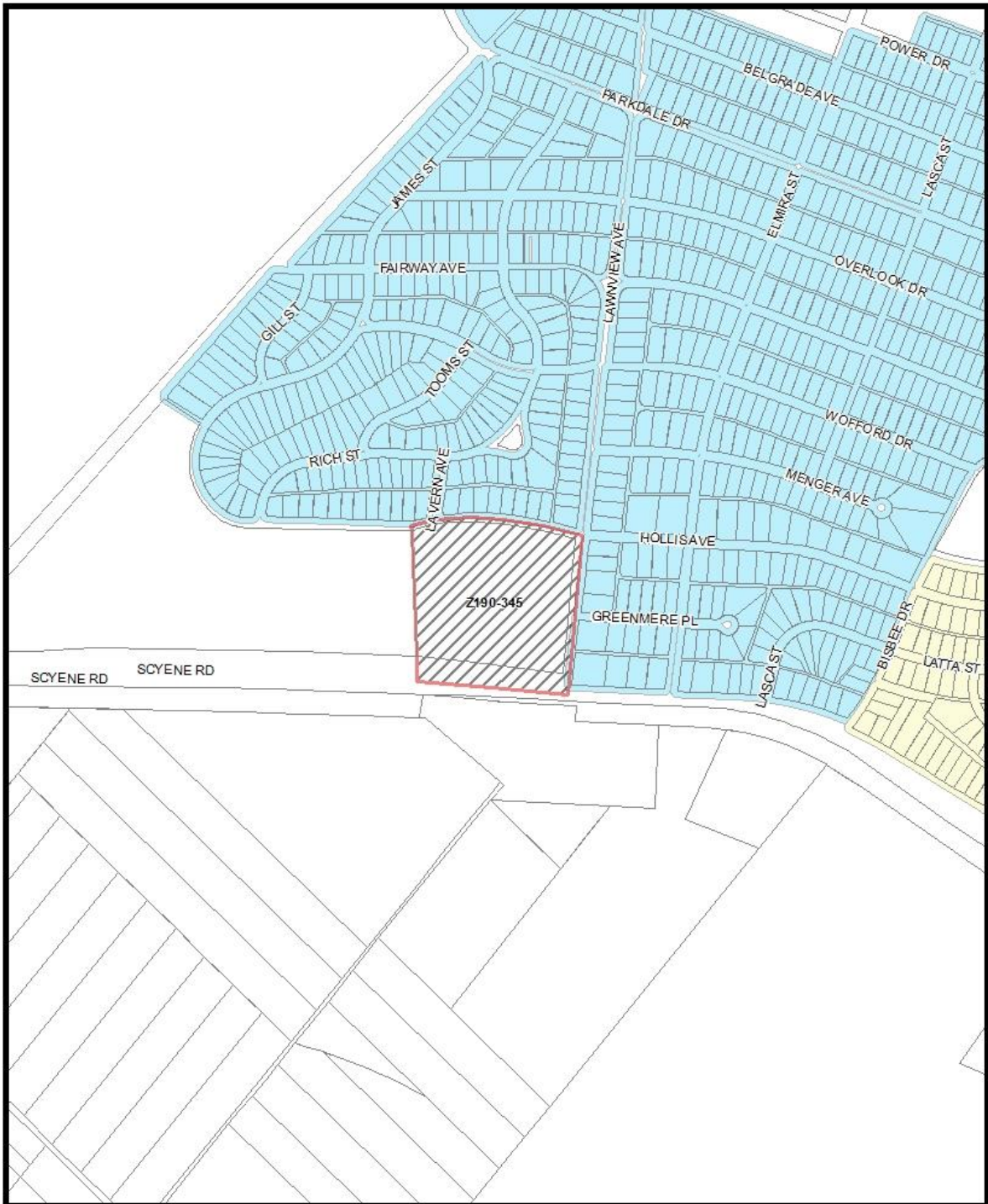








Z190-345(CT)



Market Value Analysis



1:7,200

Market Value Analysis

Printed Date: 11/17/2020

CPC RESPONSES



03/03/2021

Reply List of Property Owners***Z190-345******101 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	5940 HOLLIS AVE	Dallas ISD
	2	3307 TOOMS ST	SIMMONS MARIE H
	3	5755 RICH ST	KKQ PPTIES LLC
	4	5751 RICH ST	SWAN STEVEN WAYNE
	5	5826 RICH ST	HUTCHING BOBBIE JEAN
	6	5820 RICH ST	BENITEZ EFRAIN C
	7	5816 RICH ST	CHEATHAM CHARLES &
	8	5812 RICH ST	GARZA DEYANIRA
O	9	5806 RICH ST	POLK WENDELL C &
	10	5802 RICH ST	CARDOSO EVELIA J
	11	5748 RICH ST	WILSON JASON W
	12	5742 RICH ST	FORMBY TONI E
	13	5738 RICH ST	ZAK KARIN MATHIDE
	14	5732 RICH ST	CASTILLO GUADALUPE
	15	5728 RICH ST	GARCIA RUBEN
	16	5717 HOLLIS AVE	CHEPIL CHRISTOPHER W
	17	5723 HOLLIS AVE	SYMMONDS JOANNA
	18	5729 HOLLIS AVE	POINTS BARBARA L &
	19	5735 HOLLIS AVE	GARTH WILBERT P &
	20	5803 HOLLIS AVE	MORALES JOSE A
	21	5809 HOLLIS AVE	Taxpayer at
	22	5815 HOLLIS AVE	TILLIS ETHEL M
	23	5819 HOLLIS AVE	MAYER ANDREW
	24	5823 HOLLIS AVE	RODRIGUEZ ANGELICA &
X	25	5829 HOLLIS AVE	BROWN BOBBI L
	26	3320 TOOMS ST	Taxpayer at

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	3328	TOOMS ST	SANCHEZ ANDRES R
28	3334	TOOMS ST	MAYER ANDREW J
29	3341	LAVERNE ST	GONZALEZ JOSE P
30	3335	LAVERNE ST	RAMIREZ BARTOLO &
31	3329	LAVERNE ST	TILTON JOHN R & MARQUETTA
32	3323	LAVERNE ST	MARTINEZ EFREN
33	3317	LAVERNE ST	SALINAS JUAN &
34	3311	LAVERNE ST	SALINAS ELENA
35	3305	LAVERNE ST	SALINAS JORGE &
36	5827	RICH ST	HERNANDEZ CARLOS & MARTHA
37	5821	RICH ST	MARTIN HOWARD L & OMA DELL
38	5815	RICH ST	JAIMES LUIS & ISIS CORTES
39	5807	RICH ST	MCCLURE FREDRICK
40	3303	LAWNVIEW AVE	FLOYD DANNY
41	3231	LAWNVIEW AVE	PEREZ MARIA
42	3225	LAWNVIEW AVE	SALINAS GLORIA
43	3221	LAWNVIEW AVE	GARCIA ELODIA & LUCIO JAIMES
44	3215	LAWNVIEW AVE	VARGAS JOVANNI CASTRO
45	3211	LAWNVIEW AVE	3211 LAWNVIEW LLC
46	3203	LAWNVIEW AVE	LEMER GUILLERMO &
47	5943	HOLLIS AVE	MARTINEZ ISMAEL & MARIA E
48	5939	HOLLIS AVE	LUTHER BILLY W TR &
49	5933	HOLLIS AVE	MARTINEZ MERCEDES R &
50	5927	HOLLIS AVE	LEON FIDEL
51	5923	HOLLIS AVE	SALINAS SAMUEL
52	5917	HOLLIS AVE	MORRIS DAVID E &
53	5911	HOLLIS AVE	JOHNSON OCIE JR
54	5905	HOLLIS AVE	STEVENSON BETTY
55	3302	LA VERN AVE	RUIZ JUVENTINO & MARIA G
56	3306	LAVERNE ST	RUIZ FERNANDO
57	3312	LAVERNE ST	FLORES MARIA H

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	3318 LAVERNE ST	BOSTIC BEATRICE
	59	3322 LAVERNE ST	NAPHALAY MARY P
	60	3328 LAVERNE ST	Taxpayer at
	61	3332 LA VERN AVE	PEREZ ELOY & MARIA E
	62	3336 LAVERNE ST	ANDRADE DERAMIREZ MARIA E
	63	3342 LAVERNE ST	HERNANDEZ ASCENCION J &
	64	3346 LAVERNE ST	HERNANDEZ MARIA DE LOS A
	65	3302 LAWNVIEW AVE	RUSH DARRYL LEE & KARIN
	66	3202 LAWNVIEW AVE	MENDOZA FRANCES
	67	3206 LAWNVIEW AVE	BRADFORD ELLA MAE
	68	3214 LAWNVIEW AVE	BARRIENTOS BRENDA
	69	3220 LAWNVIEW AVE	FLORES CARLOS &
	70	3226 LAWNVIEW AVE	WARBINGTON RICK
	71	6018 MENDER AVE	LONG ARDIS WAYNE II
	72	6022 MENDER AVE	GARCIA CYNTHIA
	73	6030 MENDER AVE	OLVERA LORENZO M &
X	74	6035 HOLLIS AVE	ANTHONY SHIRLEY
	75	6019 HOLLIS AVE	Taxpayer at
	76	3102 LAWNVIEW AVE	VALERIO PEREZ ROELKY R
	77	3114 LAWNVIEW AVE	GUNELS MAXINE FRANKLIN
	78	3120 LAWNVIEW AVE	Taxpayer at
	79	3126 LAWNVIEW AVE	MARTINEZ RAUL SR &
	80	6018 HOLLIS AVE	JUAREZ LUIS & AZUCENA
	81	6022 HOLLIS AVE	CRAWFORD JEFF H
	82	6030 HOLLIS AVE	MARTINEZ SERGIO A
	83	6034 HOLLIS AVE	WRIGHT LARRY L & VICTORIA ANN
	84	6035 GREENMERE PL	HERNANDEZ JUAN ANTONIO &
	85	6031 GREENMERE PL	RODRIGUEZ RICARDO &
	86	6027 GREENMERE PL	PARKDALE RENTALS LLC
	87	6021 GREENMERE PL	RODRIGUEZ FERNANDO
	88	6017 GREENMERE PL	Taxpayer at

Z190-345(CT)

03/03/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	3010	LAWNVIEW AVE	SMITH SHELLIE BAMBI
90	3022	LAWNVIEW AVE	RODRIGUEZ MOISES ET AL
91	6020	GREENMERE PL	ESCUTIA ALICIA
92	6026	GREENMERE PL	NEAL ROBIN
93	6032	GREENMERE PL	STEWART JANET E
94	6038	GREENMERE PL	ESCOBAR LINDA & WALTER
95	6035	SCYENE RD	LAMINACK SHARON
96	6027	SCYENE RD	DAVIS ROGER L
97	6021	SCYENE RD	LOYD ETHEL
98	6234	SCYENE RD	DART
99	5900	SCYENE RD	DALLAS AREA RAPID TRANSIT
100	401	S BUCKNER BLVD	DART
101	401	S BUCKNER BLVD	DART