

FILE NUMBER: Z201-118(JK) **DATE FILED:** September 14, 2020

LOCATION: Area bound by Paducah Avenue to the north, Lancaster Road to the east, Ann Arbor Avenue to the south, and Denley Drive to the west

COUNCIL DISTRICT: 4 **MAPSCO:** 65 C

SIZE OF REQUEST: ±8.004 acres **CENSUS TRACT:** 57.00

REPRESENTATIVE: Karl Crawley, MASTERPLAN

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for an amendment to Planned Development District No. 994 for R-7.5(A) Single Family District uses and a public school other than an open-enrollment charter school

SUMMARY: The purpose of the request is to allow for the expansion of the public-school use with the addition of a kitchen, administration, a secure vestibule entry, and a 10,000 square feet addition to replace the portable classrooms. [Holland Elementary School].

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

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

BACKGROUND INFORMATION:

- The area of request is currently developed with approximately 60,700 square foot school.
- According to DISD staff, the original Lisbon Elementary School was constructed in 1938. The school was renamed H.I Holland Elementary School at Lisbon in 2011.
- The applicant proposes 4,864 square foot addition to the existing school for a kitchen, administration, & secure vestibule entry. The applicant is also requesting to add 10,000 square foot to the building footprint to replace the current portable classrooms.

Zoning History: There has been one recent zoning change requests in the vicinity within the last five years.

Z167-295: On July 20, 2017 City Council approved Planned Development District No. 994 for a public school other than an open enrollment charter school. [subject site]

Thoroughfares/Streets:

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

Traffic:

Staff recommends continuing the school traffic operations under the existing TMP operations per PD No. 994, which requires the school operator to separate 4th and 5th grade students from the rest of the student population. The proposed TMP allows traffic to queue along the perimeter of the site with queues extending beyond Denley Drive onto Ann Arbor Avenue. One major design guideline in traffic operations for schools is the motorist ability to see their destination and the access point where students are dismissed. Parents are discouraged to participate in a queue when they don't see (or are informed) whether students have been dismissed or delayed. The proposed traffic operations would result in circulating traffic around the block and potentially stopping and picking students up at unassigned areas, and staff cannot support that.

Staff also does not recommend approval of a development plan showing a driveway on Ann Arbor or any additional points of access not shown on the existing development plan.

COMPREHENSIVE PLAN:

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

The proposed zoning request meets the following goals and objectives of the comprehensive plan:

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

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

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

Surrounding Land Use:

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

Land Use Compatibility

The site is developed with a public school containing a total floor area of approximately 60,700 square feet. The applicant proposes to add approximately 2,909 square feet of floor area to construct a kitchen addition, and approximately 1,955 square feet to

construct administration vestibule. The applicant's request for an amendment to Planned Development District No. 994 will facilitate the following these additions.

The applicant also intends to add 10,000 square feet to the building footprint to replace the portable classrooms.

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

Staff supports the addition of the kitchen and administration area, and the 10,000 sq. ft. addition to replace the portable classrooms, however, Staff has concerns regarding the proposed TMP as mentioned above and recommends continuation of the existing TMP.

Parking:

PD 994 refers to Division 51A-4.200 for off-street parking space requirements and the applicant will need to meet the requirement generated by the additional square footage.

Landscaping

The applicant has provided a landscape plan. Per the PD conditions, landscaping must be provided as shown on the landscape plan.

Market Value Analysis

Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to more precisely target intervention strategies in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets to orange, representing the weakest markets. While the area of request is not categorized as being within an MVA cluster, surrounding properties are located within an "I" Category.

List of Officers/Board Members

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

Z201-118(JK)

**MARCH 25, 2021
CPC ACTION**

Z201-118(JK)

Motion: It was moved to recommend **approval** of an amendment to Planned Development District No. 994 for R-7.5(A) Single Family District uses and a public school other than an open-enrollment charter school, subject to applicant's revised development plan, applicant's revised landscape plan, applicant's proposed traffic management plan, and revised conditions in an area bound by Paducah Avenue to the north, Lancaster Road to the east, Ann Arbor Avenue to the south, and Denley Drive to the west.

Maker: Johnson
Second: Stinson
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: 134
Replies: For: 4 Against: 0

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

CPC RECOMMENDED CONDITIONS

ARTICLE 994.

PD 994.

SEC. 51P-994.101. LEGISLATIVE HISTORY.

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

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

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

SEC. 51P-994.103. DEFINITIONS AND INTERPRETATIONS.

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

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

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

SEC. 51P-994.104. EXHIBITS.

The following exhibits are incorporated into this article:

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

SEC. 51P-994.105. DEVELOPMENT PLAN.

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

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply. (Ord. 30604)

SEC. 51P-994.106. MAIN USES PERMITTED.

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

(b) The following use is permitted by right:

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

SEC. 51P-994.107. ACCESSORY USES.

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

SEC. 51P-994.108. YARD, LOT, AND SPACE REGULATIONS.

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

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

(b) Floor area. For a public school other than an open-enrollment charter school, maximum floor area is ~~41,000~~ **79,189** square feet.

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

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

- (a) Consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.
- (b) For a public school other than an open-enrollment charter school, parking may be located in the required front yard along Paducah Avenue.
- (c) Screening is required for parking spaces located within the required front yard along Paducah Avenue. No other screening of parking lots or loading areas is required. (Ord. 30604)

SEC. 51P-994.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

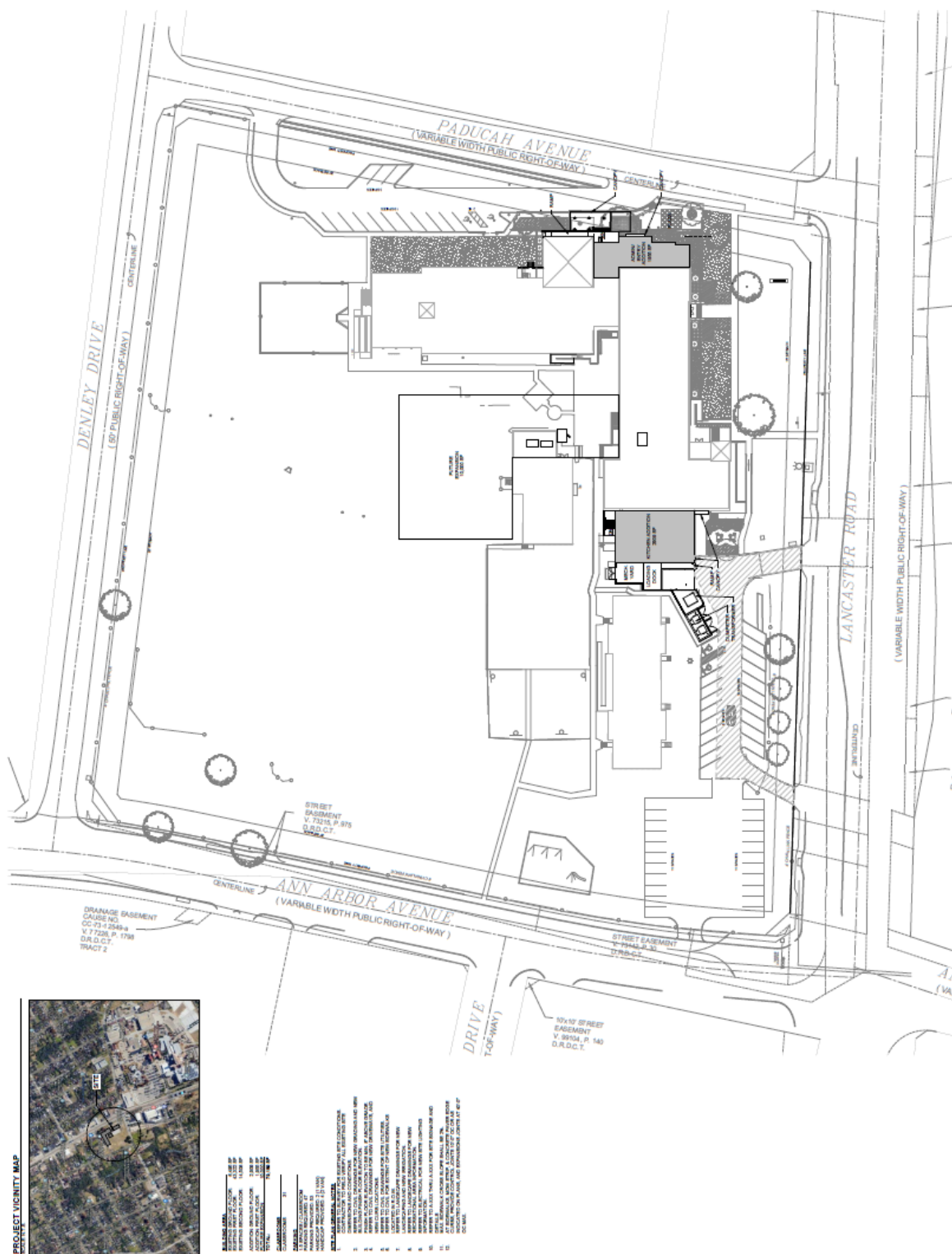
See Article VI. (Ord. 30604)

SEC. 51P-994.111. LANDSCAPING.

(a) For a public school, all landscaping must be provided as shown on the landscape plan (Exhibit 994C) prior to the issuance of a certificate of occupancy. Plant material must be maintained in a healthy, growing condition. Prior to the issuance of a building permit, tree preservation criteria must be met as outlined in Division 51A-10.100.

(b) For all other permitted uses, landscaping and tree preservation must be in accordance Article X.

CPC Recommended Development Plan

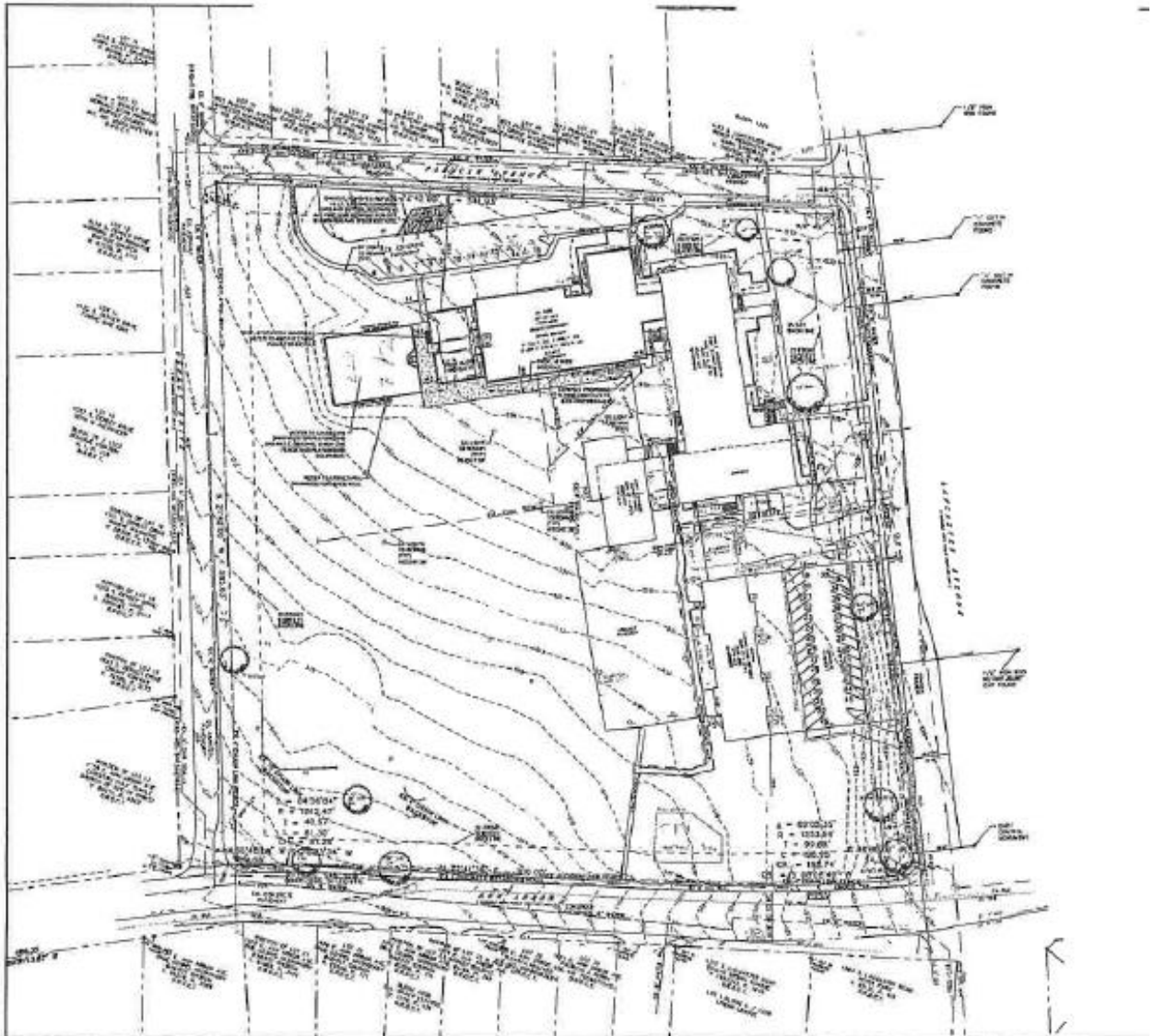


Existing Development Plan

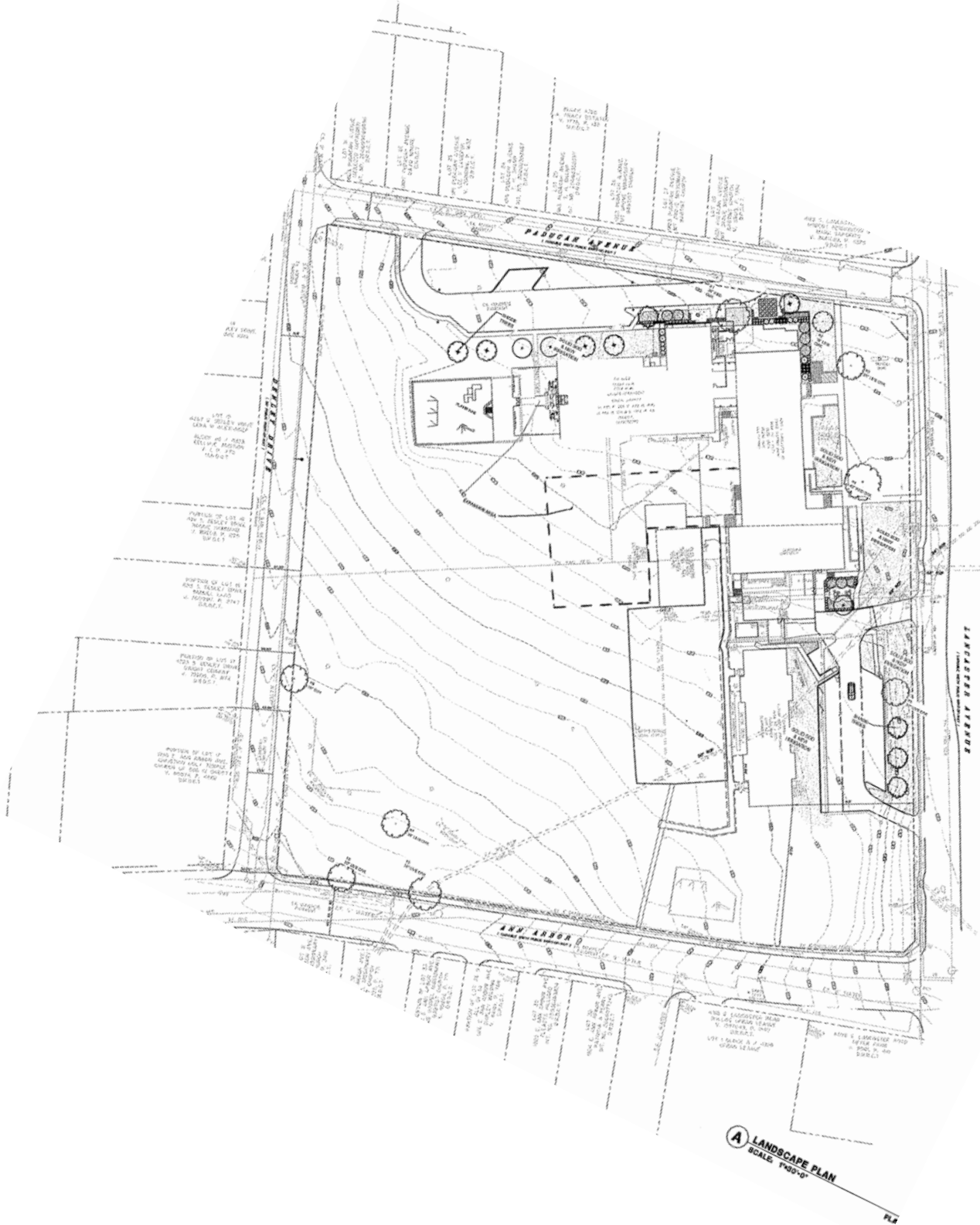
EXHIBIT 994A

Planned Development
District No. 994

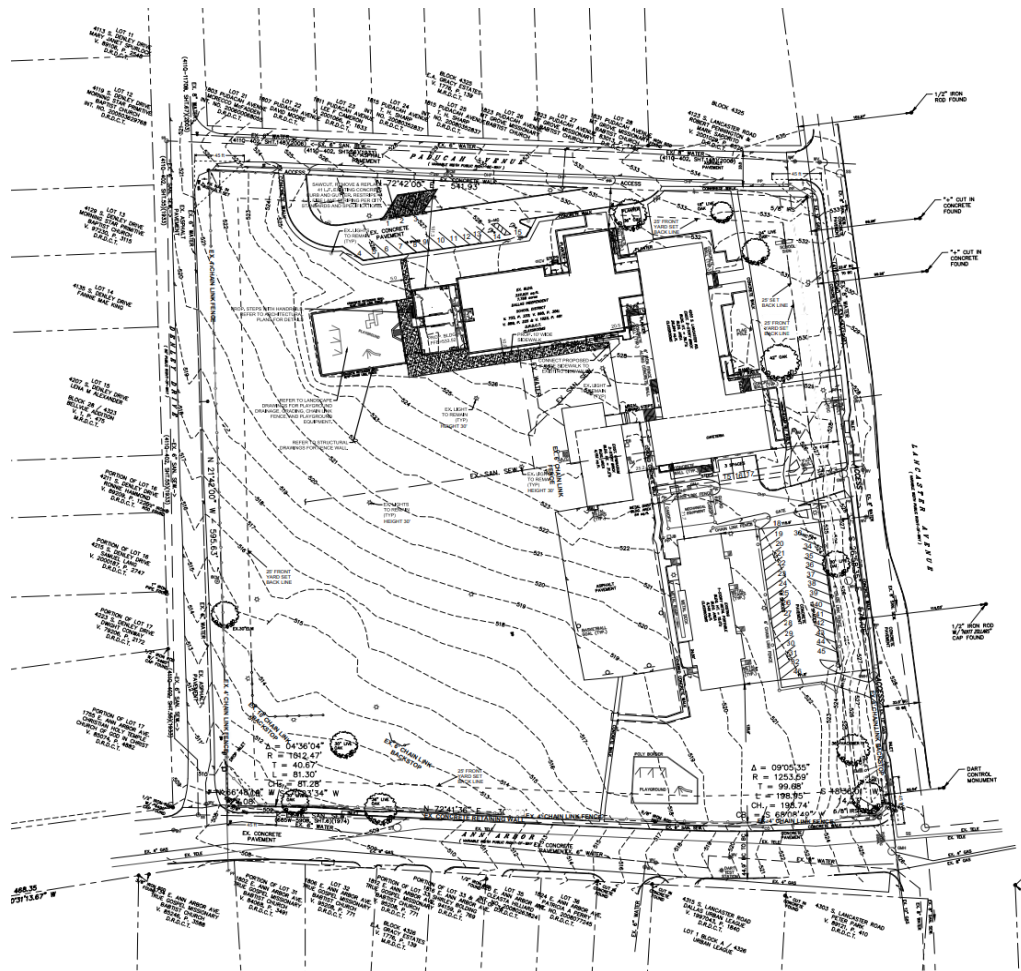
Approved
City Plan Commission
July 20, 2017



CPC Recommended Landscape Plan



Existing Landscape Plan



CPC Recommended Traffic Management Plan

Pacheco Koch
February 17, 2020

PK# 4552-20.090

TRAFFIC MANAGEMENT PLAN

Z__-__



Hunter W. Lemley

DISD H.I. HOLLAND ELEMENTARY SCHOOL
CITY OF DALLAS

Introduction

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

School Description

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

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

School Access

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

*Enrollment and Travel Mode Data provided by DISD

TRAFFIC MANAGEMENT PLAN

A summary of existing operations is provided below:

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

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

Parent pick-up activity currently occurs throughout provided queuing areas within the site along Paducah Avenue (All Grades). Dismissal consists of a single dismissal group.

- School buses load and unload students along the provided bus queuing area on the eastbound curbside of Paducah Avenue at the northeast corner of the subject site.
- Staff and visitor parking are provided in two areas surrounding the site. The parking lot north of the school building along Paducah Avenue will contain

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

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

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

Acknowledgement Statement

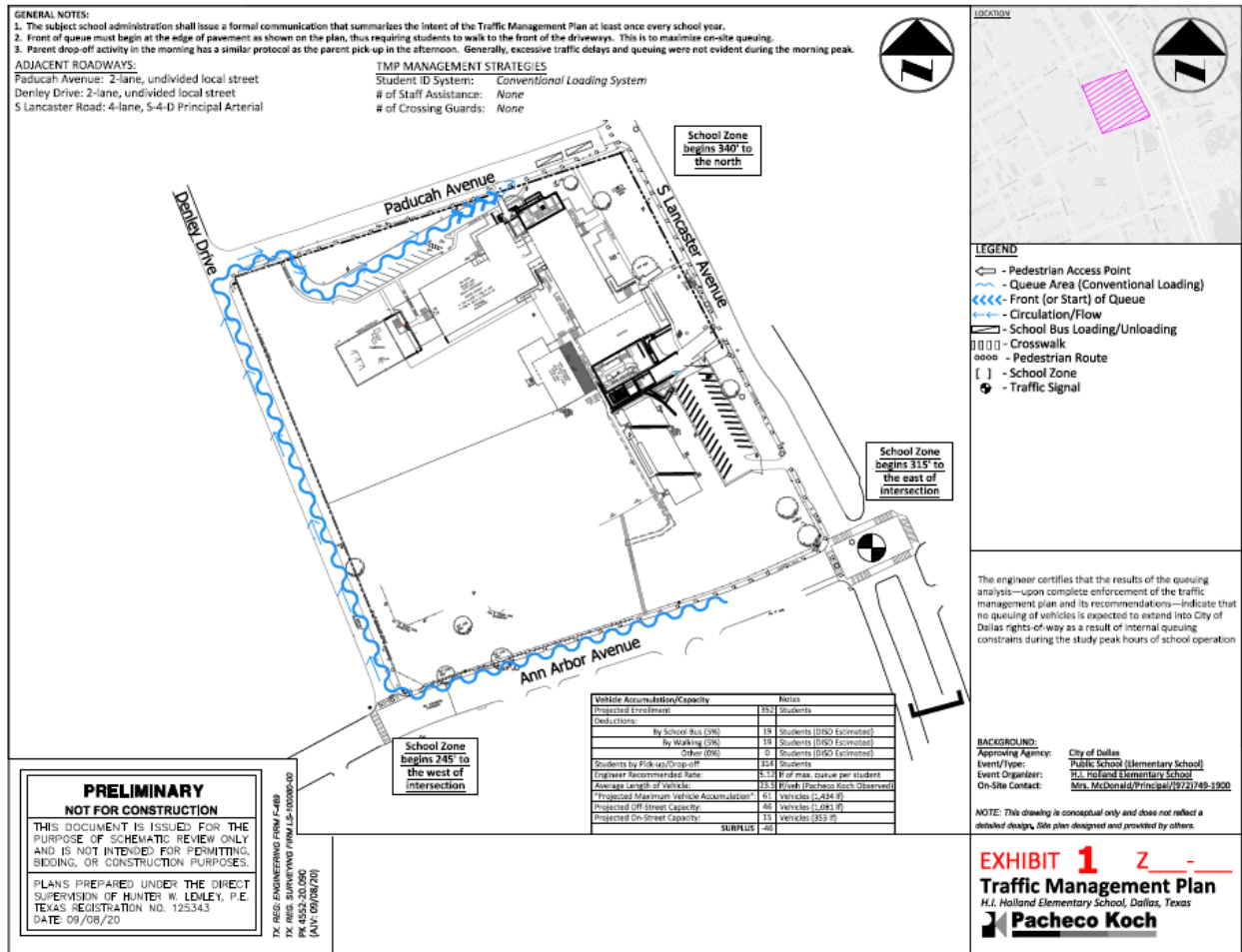
REVIEW AND COMMITMENT

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

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

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

END OF MEMO



Existing Traffic Management Plan

**Technical Memorandum**

To: Karl Crawley — Masterplan Consultants
From: David Nevarez, PE, PTOE — DeShazo Group, Inc.
Date: April 19, 2017
Re: Traffic Management Plan for H. I. Holland Elementary School at Lisbon in Dallas, Texas
DeShazo Project Number 17046

INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm providing professional services in traffic engineering, transportation planning and related fields. Masterplan Consultants retained the services of DeShazo on behalf of the Dallas Independent School District (DISD) to provide a requisite Traffic Management Plan (TMP) for H. I. Holland Elementary School at Lisbon. The school is located at 4203 S Lancaster Road in Dallas, Texas.

At the time of this study, the school had an enrollment of 352 students in Pre-K through 5th grade. The school is undergoing renovations mainly attributed to additional classroom space with no change to student capacity. A proposed site plan showing proposed building modifications is attached as reference.

The school site is zoned Commercial Retail (CR) and Single Family Residential [R-7.5(A)]. In order to gain entitlements for the proposed improvements, the school administration is seeking approval of a change to the development plan. As part of the approval process, the City of Dallas requires a TMP as a record of the preferred traffic control strategies and to ensure overall traffic safety and efficient operations. The plan is intended to assess anticipated traffic conditions during the morning drop-off and afternoon pick-up activities on the basis of satisfying these objectives. By consent of the TMP submittal, the school agrees to the strategies presented herein. In addition, the school is held self-accountable to enforce the plan until and unless the City of Dallas deems further mitigation measures are necessary.

TRAFFIC MANAGEMENT PLAN

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

The analysis summarized below utilizes the existing school site plan to evaluate aspects such as parking and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands. A concerted effort and full participation by the school administration, staff, students, and parents are essential to maintain safe and efficient traffic operations.

School Operational Characteristics

Table 1 provides a summary of the known operational characteristics for the school.

Table 1. School Operational Characteristics

Enrollment:	Pre-K:	44 students
	Kindergarten:	47 students
	1 st Grade:	63 students
	2 nd Grade:	58 students
	3 rd Grade:	53 students
	4 th Grade:	48 students
	5 th Grade:	39 students
	<i>Total: 352 students</i>	
Daily Start/End Schedule	>Start: 7:55 AM >End: 2:55 PM	
Approximate Percentage of Students Travelling by Mode Other Than Drop-off/Pick-up:	By Daycare/Van: \cong 5% (~19 Students) By Walking: \cong 5% (Observed)	

NOTE #1: To the highest degree practical, the accounts of existing conditions presented in this report were based upon actual on-site observations conducted by DeShazo during typical school conditions and from personal interviews of school representatives.

Existing Site Access and Circulation

The school provides parking lots for faculty and staff only on S Lancaster Road and Paducah Avenue. During afternoon peak hours, a third parking lot located at the east corner of the school provides parking for parents. Traffic operations concentrate in the perimeter of the school with a significant number of vehicles parked on both sides of Paducah Avenue. The majority of parents arrive from the south of the school traveling northbound on S Denley Drive and turning left on Paducah Avenue, a one-way (eastbound) street during school arrival and dismissal periods. Once the parents park, they either cross the street to pick up students or wait for students to be dismissed. A school van parks eastbound on Paducah Avenue without a designated loading area.

Passenger Unloading/Loading and Vehicle Queuing

DeShazo conducted field observations during typical school-day conditions on Wednesday, April 12, 2017. The peak number of parent-vehicles on site was quantified during the afternoon pick-up period. The total maximum vehicular accumulation peaked with 55 vehicles around the school.

The school provides enough on-site capacity for a maximum accumulation of 46 vehicles as depicted in Exhibit 1. The designated areas for queuing operations is considered adequate upon enforcement of an active traffic management plan based on studies of other schools with similar enrollment characteristics.

Recommendations to Facilitate Queueing Operations

The school administration should immediately implement an active management of student loading to expedite queueing operations and reduce the maximum accumulation of traffic. Queue pick-up participation is a challenge that schools in our community face constantly. Full cooperation of all school staff members, students and parents is crucial for the success of the systematic queue. Proper training of school staff is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is recommended.

The following recommendations are provided to school administration for the management of vehicular traffic generated by the school during peak traffic conditions. Generally, traffic delays and congestion that occurs during pick-up periods is notably greater than the traffic generated during the morning drop-off period due to timing and traffic concentration. In most instances, achieving efficiencies during the afternoon period is most critical, while the morning traffic operations require nominal active management.

Traffic Queue Operations

- As shown on **Exhibit 1**, parents picking up students in Pre-K through 3rd grade should immediately proceed to form a double queue upon arriving at the school during the afternoon pick-up period. The north end lot provides 729 linear feet of on-site queueing—enough capacity for a double queue for more than 31 vehicles. Parents for grades 4 and 5 should proceed to form a double queue in the staff lot on S Lancaster Road in a clockwise direction.

Student Safety

- Student safety should remain paramount at all times. School administration should remind students, parents and staff of their expectations relative to this traffic management plan continuously throughout the school year.
- School administration should review traffic operations and address any problems concerning this traffic management plan and identify solutions in the interest of student safety.
- There is no evidence of any students walking home after school. School administration should investigate *A Safe Routes to School* program for students to walk home or ride bikes safely.
- In accordance with the Transportation Code, Section 545.4252, State law prohibits the use of wireless communication devices while operating a motor vehicle during the time a school zone is in effect. Restrictions do not apply to stopped vehicles or the use of handheld free devices.

School Bus/Daycare Vans Operations

- All school and daycare bus/van pick-up activities should be designated at the loading zone located at the northeast corner of the school site as shown in **Exhibit 1**.

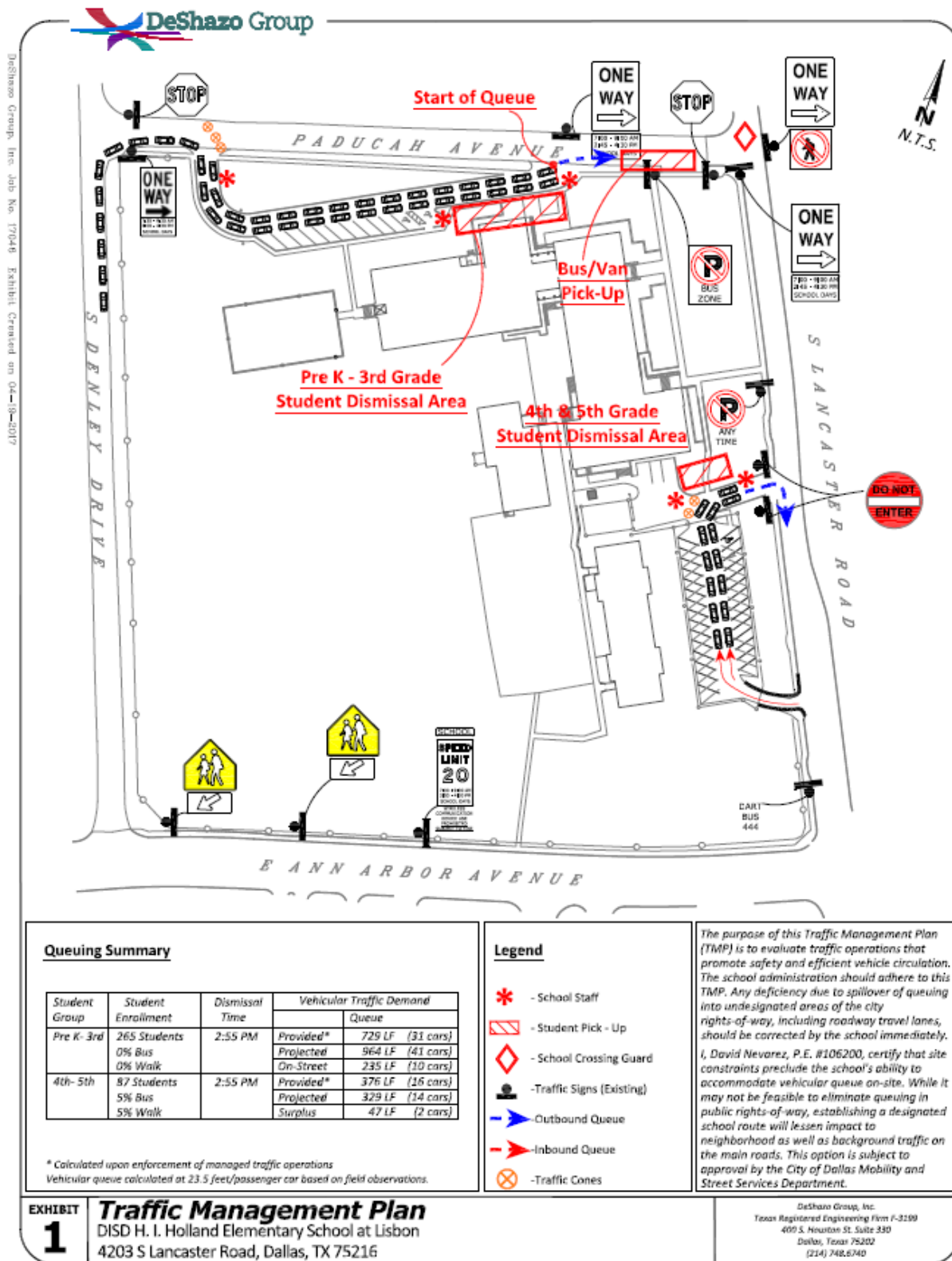
Enforcement

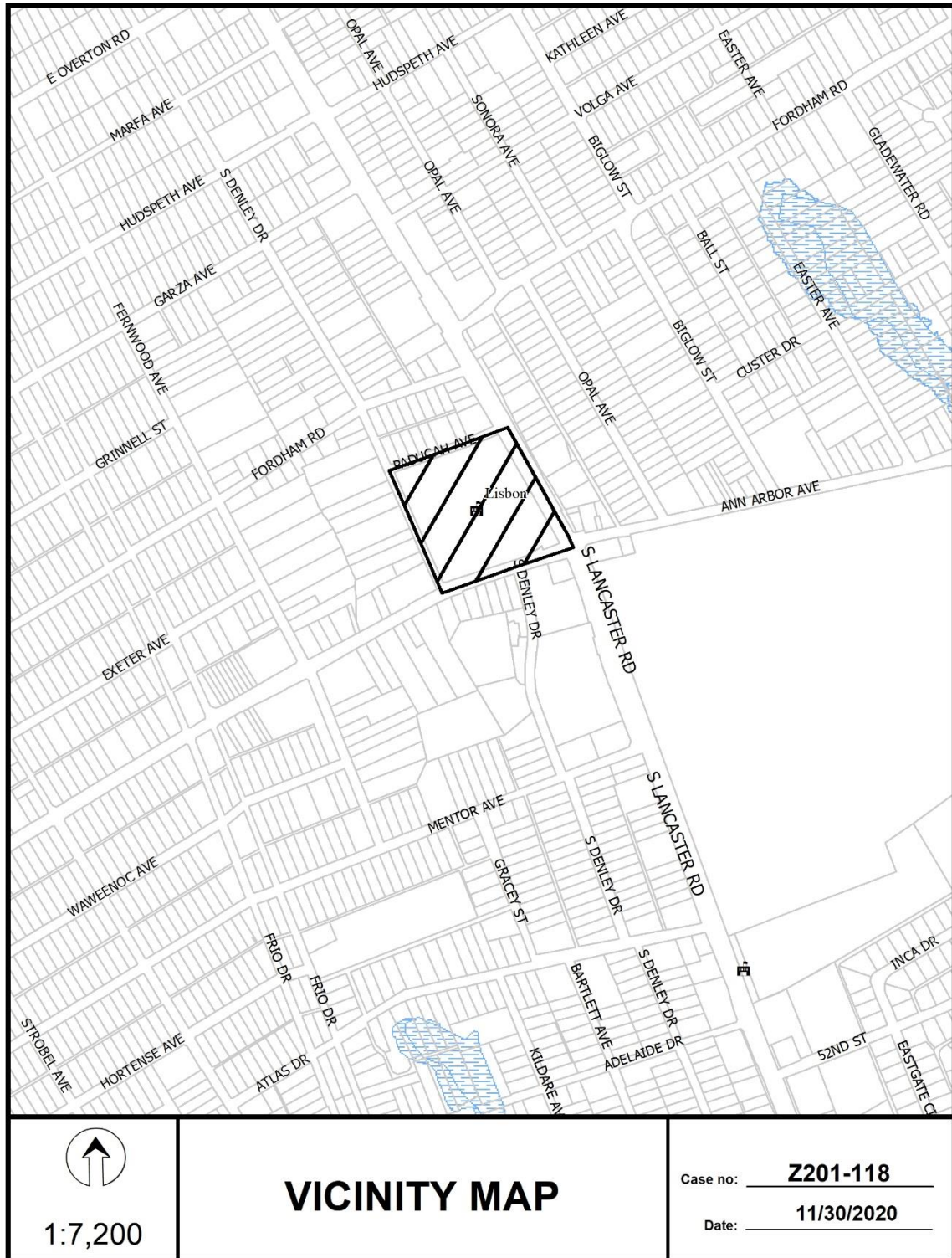
- School officials should appoint a safety committee whose objective is to implement actions of this TMP and make any necessary adjustments to enforce a coordinated traffic management plan.
- The plan includes a specific number and location of school staff and adult crossing guards. An appropriate number of school staff shall be assigned to fulfill the duties of student supervision, traffic control, and other related duties as generally depicted on the plan.

SUMMARY & RECOMMENDATIONS

This TMP is to be used by DISD H. I. Holland Elementary School at Lisbon to provide safe and efficient transportation of students, staff, and faculty. The Plan was developed with the intent of optimizing safety and efficiency and the goal of accommodating vehicular traffic generated by the school at peak traffic periods within the site. The details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness.

END OF MEMO





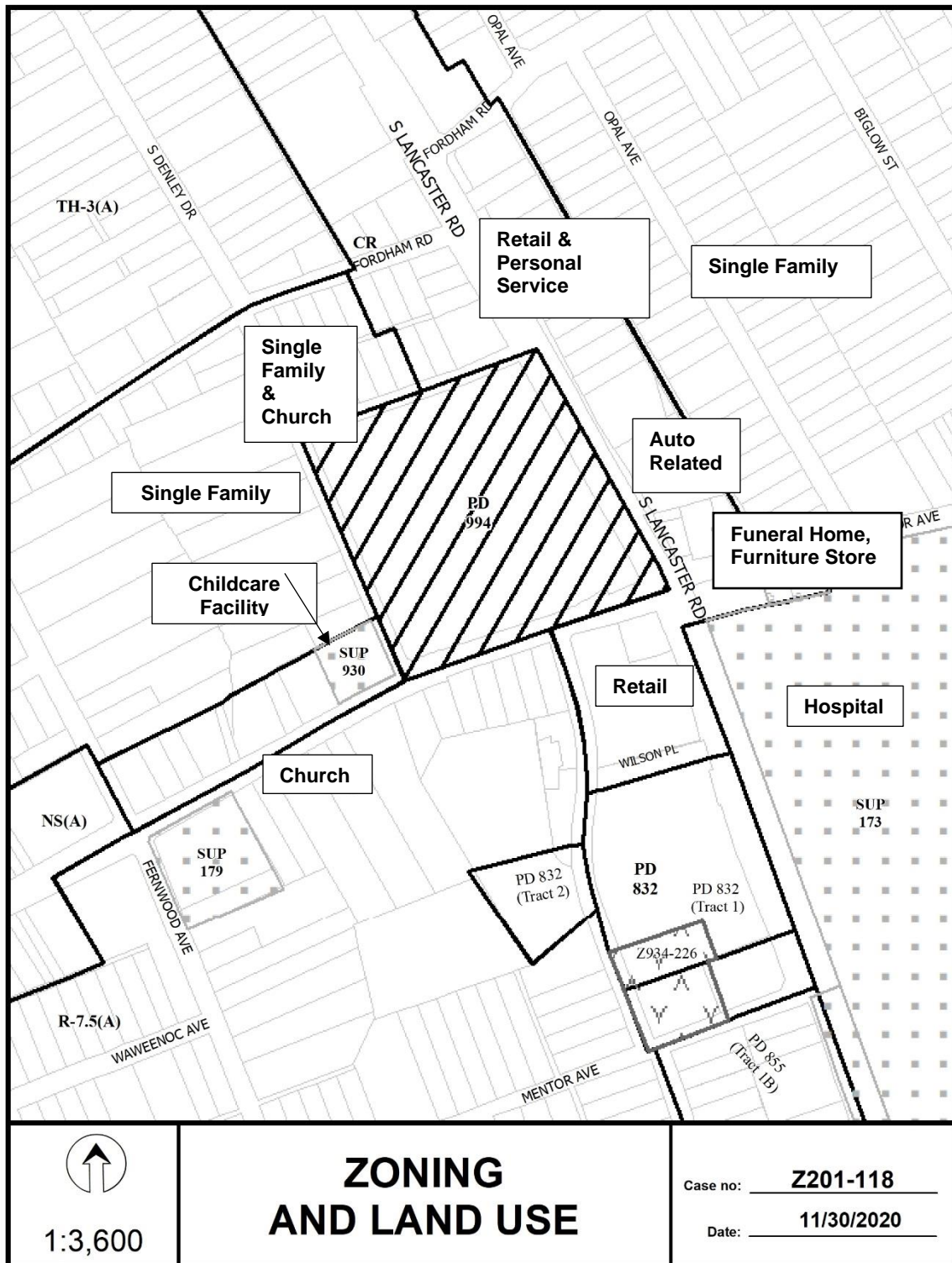


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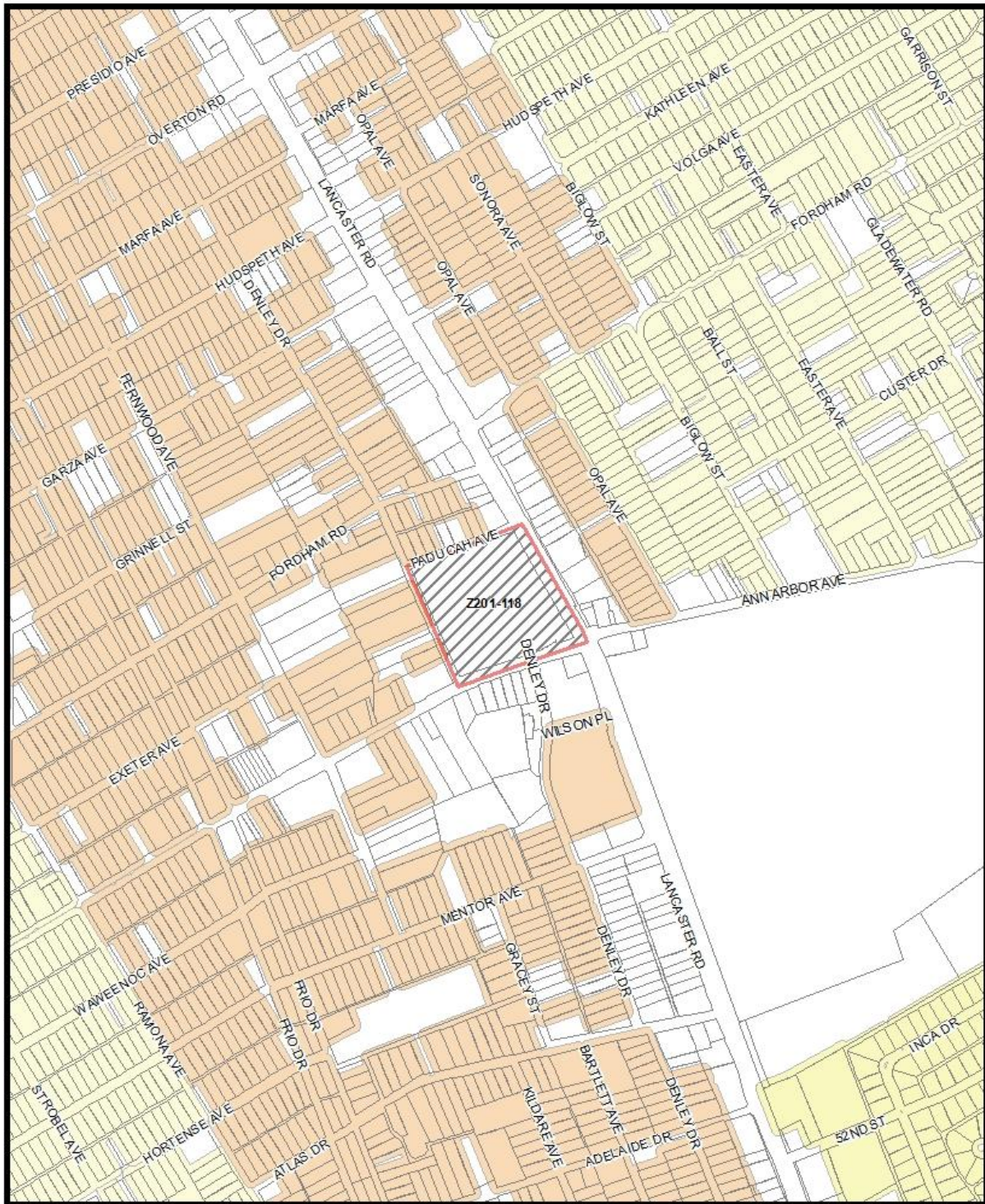
AERIAL MAP

Case no: Z201-118

Date: 11/30/2020







Market Value Analysis

A B C D E F G H I NA



1:7,200

Market Value Analysis

Printed Date: 11/30/2020

CPC RESPONSES



03/24/2021

Reply List of Property Owners***Z201-118******134 Property Owners Notified******4 Property Owners in Favor******0 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	4203 S LANCASTER RD	Dallas ISD
	2	4019 S DENLEY DR	ANTHONY BOYD IRA LLC
	3	4021 S DENLEY DR	REBOLLAR HECTOR MANUEL N &
O	4	1747 FORDHAM RD	BETTS BETHEL L
	5	4031 S DENLEY DR	JACKSON PATRICIA A
	6	1739 FORDHAM RD	TORRES JOHNNY
	7	1717 E ANN ARBOR AVE	Taxpayer at
	8	1719 E ANN ARBOR AVE	HAWKINS DAVID R II
	9	4214 FERNWOOD AVE	MARTINEZ JOSE LOPEZ
	10	4210 FERNWOOD AVE	POWELL CHRISTINE
	11	4202 FERNWOOD AVE	Taxpayer at
	12	4130 FERNWOOD AVE	CAZARES CASAS LLC
	13	4114 FERNWOOD AVE	WHITLEY ALICE PARHAM
	14	1726 FORDHAM RD	CHAVEZ EDWARD
	15	1722 FORDHAM RD	JACKSON MATTIE
	16	4107 S DENLEY DR	CRAWFORD CURTIS
	17	1746 FORDHAM RD	BLADE JAMAAL LAROY & KAREN MCQUEEN
	18	1738 FORDHAM RD	GONZALEZ PEDRO
	19	4101 S DENLEY DR	ROMERO JUAN
	20	4113 S DENLEY DR	SPURLOCK MARY JANET EST OF
	21	4119 S DENLEY DR	BRICKMAN HOMES & CONSTRUCTION LLC
	22	4129 S DENLEY DR	MORNING STAR PRIMITIVE
	23	4135 S DENLEY DR	GARCIA JULIAN &
	24	4207 S DENLEY DR	ALEXANDER LENA M &
	25	4215 S DENLEY DR	LANG SAMUEL
	26	4211 S DENLEY DR	HAMMOND RONNIE

03/24/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	1731 E ANN ARBOR AVE	MASON YVONNE M
	28	4223 S DENLEY DR	CONWAY DWIGHT
	29	1733 E ANN ARBOR AVE	CUEVAS ELADIO JR
	30	1823 FORDHAM RD	SAAHIR VENITA L
	31	4033 S LANCASTER RD	ROUSAN INVESTMENTS INC
	32	1827 FORDHAM RD	ANDRADE URIEL
	33	1815 FORDHAM RD	MCELROY E W
	34	4030 S DENLEY DR	TURNER NORA L & HENREY
	35	4022 S DENLEY DR	ORTIZ MARIA E VALVERDE
	36	4020 S DENLEY DR	HAYNES LILY FAY
	37	4023 S LANCASTER RD	UNITED WORLD WIDE APOSTOLIC CHURCHES
	38	4123 S LANCASTER RD	PENNINGTON ROBERT &
	39	1802 FORDHAM RD	PRESTON MICHELLE ROBB
	40	1806 FORDHAM RD	LIFE LIGHT DELIVERANCE
	41	1810 FORDHAM RD	LIFE LIGHT DELIVERANCE CH
	42	1818 FORDHAM RD	JENNINGS GLADYS M LF EST
	43	1822 FORDHAM RD	YOUNG WANDA JEAN
	44	1826 FORDHAM RD	Taxpayer at
	45	1830 FORDHAM RD	JACKSON RONALD EARL &
	46	4103 S LANCASTER RD	MOODY KATHY & CLINTON
	47	4111 S LANCASTER RD	MOODY CLINTON
	48	1803 PADUCAH AVE	AGUILAR ELIZABETH
	49	1807 PADUCAH AVE	MOORE DAVID
	50	1811 PADUCAH AVE	HERNANDEZ HUGO
	51	1815 PADUCAH AVE	C II H CONSTRUCTION LLC
	52	1819 PADUCAH AVE	F & S PROPERTIES LLC
	53	1823 PADUCAH AVE	MT GROVE MISSIONARY BAPT
	54	1831 PADUCAH AVE	MT GROVE MISSIONARY
O	55	4325 S DENLEY DR	LISBON CEMETERY
O	56	4303 S LANCASTER RD	REARDEN BYRD LLC
	57	1802 E ANN ARBOR AVE	TRUE GOSPEL MISSIONARY

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	1806 E ANN ARBOR AVE	TRUE GOSPEL MISSIONARY
	59	1816 E ANN ARBOR AVE	4315 ESV LLC
	60	1722 E ANN ARBOR AVE	CITY WIDE COMMUNITY DEV CORP
	61	1728 E ANN ARBOR AVE	CITY WIDE COMMUNITY
	62	1730 E ANN ARBOR AVE	TRUTEES OF GODS GOSPEL
	63	1712 E ANN ARBOR AVE	CHORA CIRILO MORALES
	64	1718 E ANN ARBOR AVE	MALDONALDO GILBERT &
	65	4318 FERNWOOD AVE	HERNANDEZ RAMIRO &
	66	4240 S LANCASTER RD	RLE PPTIES LLC
	67	4242 S LANCASTER RD	RLE PPTIES LLC
	68	4244 S LANCASTER RD	AL-BUSTAMIS LLC
	69	1913 E ANN ARBOR AVE	JOHNSON LOIS
	70	4130 S LANCASTER RD	MOODY CLINTON J ETAL
	71	4122 S LANCASTER RD	JEM ENTERPRISES LLC
	72	4102 S LANCASTER RD	BRIAN FAMKAR I LLC
	73	1917 E ANN ARBOR AVE	SANCHEZ CARLOS
	74	4110 S LANCASTER RD	DALLAS AREA RAPID TRANSIT
	75	4228 S LANCASTER RD	JEANETTE INV IV LTD
	76	4114 S LANCASTER RD	MITCHELL JAMES SR
	77	4138 S LANCASTER RD	MOODY CLINTON J
	78	4202 S LANCASTER RD	MOODY CLINTON JUNIOR
	79	4206 S LANCASTER RD	MOODY CLINTON JR
	80	4208 S LANCASTER RD	MOODY CLINTON JR &
O	81	4214 S LANCASTER RD	HARRAL LINDA
	82	4220 S LANCASTER RD	KAMY REAL PPTY TRUST
	83	4251 OPAL AVE	WILSON REDELL
	84	4247 OPAL AVE	RIOS ESTELLA DELTORO
	85	4243 OPAL AVE	ARIZPE SABINO LEIVA JR
	86	4239 OPAL AVE	AVILA JOSE A
	87	4235 OPAL AVE	WILLIAMS SYLVESTER
	88	4231 OPAL AVE	HUAPEO FRANCISCO & RAQUEL

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	4227 OPAL AVE	SMITH PATRICIA
	90	4223 OPAL AVE	AMF CONNECTIONS INC
	91	4215 OPAL AVE	TURNER THELMA
	92	4211 OPAL AVE	TURNER AUBRA O
	93	4203 OPAL AVE	IGLESIA MISION LA ROCA &
	94	4151 OPAL AVE	MARTINEZ JOSE EMILIO
	95	4147 OPAL AVE	TAULTON WESLEY ANNA
	96	4143 OPAL AVE	SIGALA GUADALUPE
	97	4139 OPAL AVE	ROCKWELL BETTY L
	98	4135 OPAL AVE	RANSOM TONI
	99	4131 OPAL AVE	LEARY CURTIS ETAL
	100	4127 OPAL AVE	SANFORD OCTAVIA
	101	4123 OPAL AVE	HERNANDEZ ANASTACIO &
	102	4117 OPAL AVE	HERNANDEZ ANASTACIO
	103	4113 OPAL AVE	SHWE THUNG &
	104	4111 OPAL AVE	GUTIERREZ EVELYN
	105	4230 OPAL AVE	VILLANUEVA LETICIA
	106	1943 E ANN ARBOR AVE	NEW MT PILGRIM BAPTIST
	107	4226 OPAL AVE	CHAMPAGNE IRA H JR
	108	4210 OPAL AVE	BROWN ARMADA THOMPSON
	109	4150 OPAL AVE	DIB BILL
	110	4130 OPAL AVE	PLACENCIA ISABEL &
	111	4138 OPAL AVE	HERNANDEZ MIGUEL &
	112	4214 OPAL AVE	CHAFFIN PORTER
	113	4134 OPAL AVE	Taxpayer at
	114	4142 OPAL AVE	ADVANCED INVESTMENT INC
	115	4242 OPAL AVE	Taxpayer at
	116	4246 OPAL AVE	TRUSTEES OF GREATER NEW
	117	4146 OPAL AVE	ALEJO DEYSSY M MARTINEZ &
	118	4202 OPAL AVE	MORALES JESUS & JULIETA
	119	4206 OPAL AVE	Taxpayer at

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	120	4234 OPAL AVE	DALLAS HOUSING ACQUISITION & DEV CORP
	121	4222 OPAL AVE	A BETTER PLACE LLC
	122	4218 OPAL AVE	MALDONADO CLAUDIA &
	123	1916 E ANN ARBOR AVE	UNITED STATES DEPARTMENT OF VETERANS
	124	4500 S LANCASTER RD	U S VETERANS HOSPITAL
	125	1755 E ANN ARBOR AVE	CHRISTIAN HOLY TEMPLE
	126	4315 S LANCASTER RD	Taxpayer at
	127	4345 S DENLEY DR	CITY WIDE COMMUNITY DEVELOPMENT CORPORATION
	128	4345 S DENLEY DR	LANCASTER URBAN VILLAGE COMMERCIAL LLC
	129	4345 S DENLEY DR	Taxpayer at
	130	4418 S DENLEY DR	Taxpayer at
	131	1734 E ANN ARBOR AVE	TRUE GOSPEL MISSIONARY BAPTIST CHURCH
	132	4302 S LANCASTER RD	COSMO W & D INC
	133	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
	134	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT