

FILE NUMBER: Z212-121(MP) **DATE FILED:** October 26, 2021

LOCATION: On the north line of West 9th Street, between North Polk Street and North Tyler Street

COUNCIL DISTRICT: 1 **MAPSCO:** 54 B

SIZE OF REQUEST: 4.798 acres **CENSUS TRACT:** 46.00

REPRESENTATIVE: Peter Kavanagh, Zone Systems, Inc.

OWNER: Tyler St. Christian Education Foundation

APPLICANT: Trinity Basin Preparatory

REQUEST: An application a Specific Use Permit for an open-enrollment charter school on property zoned Area A within Planned Development District No. 487.

SUMMARY: The purpose of the request is to allow for an open enrollment charter school on the site [Trinity Basin Preparatory].

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

STAFF RECOMMENDATION: **Approval** for five-year period, subject to a site plan, a traffic management plan, and conditions.

BACKGROUND INFORMATION:

- The area of request is currently developed as a private school. [Tyler Street Christian Academy]. The PD specifically allows R-5(A) uses and Private School uses by right.
- The applicant is proposing a new open enrollment charter school, within the existing building, with a 30,700 square foot addition to the southwest of the existing facility. The rear of the property would remain as ball fields.
- The proposed school will include grades Pre-K through 5th, with 44 classrooms.
- The use is permitted in the district only with a specific use permit.
- The TMP is proposing a queue with an entrance on North Polk Street and an exit on West 9th Street.

Zoning History:

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

1. **Z190-102** - On November 6, 2019, SUP No. 1388 for an open-enrollment charter school, on property zoned MF-2(A) Multifamily District, located at the southeast corner of West 9th street and North Tyler Street. [Trinity Basin Prep] was automatically renewed.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
West 9 th Street	Local	-
North Tyler Street	Principal Arterial	60 feet with Bike Facilities
North Polk Street	Principal Arterial	60 feet with Bike Facilities

Traffic:

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

STAFF ANALYSIS:

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 request complies with the following land use goals and policies of the Comprehensive Plan:

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT OPPORTUNITIES

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

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

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

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

NEIGHBORHOOD PLUS

GOAL 4.2 Support and leverage emerging school quality and school choice programs.

Land Use:

	Zoning	Land Use
Site	PD 487	Private School
North	PD 830 Subdistrict 5	Single Family
East	PD 830 Subdistrict 8, 8A	Single Family, General Merchandise or Food Store, Charter School
Southeast	MF-2(A)	Charter School
South	PD 487	Parking Lot, Retirement Housing, Church
West	R-5(A)	Single Family

Land Use Compatibility:

The area of request is currently developed as a 39,500 square foot private school, with a drop off queue accessed from 9th street. The north side of the property is ball field for the school, and north of the site is single family housing. To the east is single family housing as well as a convenience store. To the southwest of the subject site is the current facility for Trinity Basin Prep, currently operating as a Pre-K through 5 open enrollment charter school. To the south is a church and its parking lot, and a mid-rise retirement housing development. West of the site is single family housing.

The proposed school will include grades Pre-K through 5 with 44 classrooms. Hours of operation will be limited to 7:00 a.m. to 6:00 p.m., Monday through Friday.

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

Staff supports the request because the proposed use is consistent with the character of the surrounding area and is not foreseen to be detrimental to adjacent properties. The new two-story structure will not violate the residential proximity slope, which applies from the north and west sides of the property. Additionally, the request is consistent with the

Comprehensive Plan and Neighborhood Plus plan goals to provide greater access to schools and support school choice programs. Staff believes an initial time limit of five years without eligibility for automatic renewal will allow continued monitoring of the site in the future. The SUP site plan grants additional oversight to siting and traffic flow overtime. The large area of the site and the access to multiple streets help accommodate the schools operation and queuing while limiting impact to nearby residential properties. The proximity to homes makes the school accessible on foot and by bike to area students.

Landscaping:

The SUP landscape plan would allow for an exception to the existing driveway along 9th Street to be in the location of the required street buffer zone. The existing trees in the alley to the north are shown on public property. These are located outside a chain link fence. It is possible the trees may be subject to future removal if the alley was to be improved. In that PD 830, Sub 8A is considered a residential district, and with the R-5 to the west, this is considered a 'lot with residential adjacency' under Article X. The RBZ is applicable on three sides where the residential adjacency applies including N Polk and N Tyler Streets (street is less than 64' in width). The dimensions show the property can comply with the requirements by the dimensions shown on revised plan. The chief arborist has determined that the proposed landscape plan meets the intent of Article X.

Parking:

Pursuant to the Dallas Development Code, the off-street parking requirement for an open enrollment charter school is 1.5 spaces per elementary classroom. Therefore, the site is required to have a minimum of 63 spaces. As illustrated on the site plan, the site provides 102 car spaces and 20 bicycle spaces.

Market Value Analysis:

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

List of Partners/Principals/Officers

Vivian A. Skinner, President, Tyler Street Christian Education Foundation, Inc

CPC Action
DECEMBER 16, 2021

Motion: It was moved to recommend **approval** of a Specific Use Permit for an open-enrollment charter school for five-year period, subject to a revised site plan (dated December 15, 2021), a traffic management plan, and staff's recommended conditions on property zoned Area A within Planned Development District No. 487, on the north line of West 9th Street, between North Polk Street and North Tyler Street.

Maker: Popken
Second: Jung
Result: Carried: 11 to 0

For: 11 - Popken, Hampton, Anderson, Shidid,
Carpenter, Jackson, Blair, Jung, Haqq,
Kingston, Rubin

Against: 0
Absent: 2 - Suhler, Stanard
Vacancy: 2 - District 3, District 10

Notices: Area: 300 Mailed: 90
Replies: For: 3 Against: 1

Speakers: For: Peter Kavanagh, 1620 Handley Dr., Dallas, TX, 75208
Against: None

CPC RECOMMENDED SUP CONDITIONS

1. Use: The only use authorized by the specific use permit is an open-enrollment charter school.
2. Site Plan. Use and development of the Property must comply with the attached site plan.

CPC Recommendation:

3. Time Limit: This specific use permit expires on (five years from the passage of the ordinance).

Applicant's Request:

3. Time Limit: This specific use permit expires on (10 years from the passage of this ordinance), but is eligible for automatic renewal for additional 10-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)

4. Ingress and Egress. Ingress and egress must be provided in the location shown on the attached site plan. No other ingress or egress is permitted.
5. Classrooms. The maximum number of classrooms is 44.
6. Fencing. The outdoor play area must be enclosed by a minimum four-foot-high chain link or similar fence, as shown on the attached site plan.
7. Hours of Operation. The open-enrollment charter school may only operate between 7:00 am and 6:00 pm, Monday through Friday.
8. Off-Street Parking. A minimum of 63 off-street parking spaces must be provided in the location shown on the attached site plan.

9. Traffic Management Plan.

(A) In general. Operation of the open-enrollment charter school must comply with the attached traffic management plan.

(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.

(i) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by June 1, 2024. After the initial traffic study, the Property owner or operator shall submit annual updates of the traffic study to the director by June 1 of every following even year.

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

- (a) ingress and egress points;
- (b) queue lengths;
- (c) number and location of personnel assisting with loading and unloading of students;
- (d) drop-off and pick-up locations;
- (e) drop-off and pick-up hours for each grade level;
- (f) hours for each grade level; and
- (g) circulation.

(iii) 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.

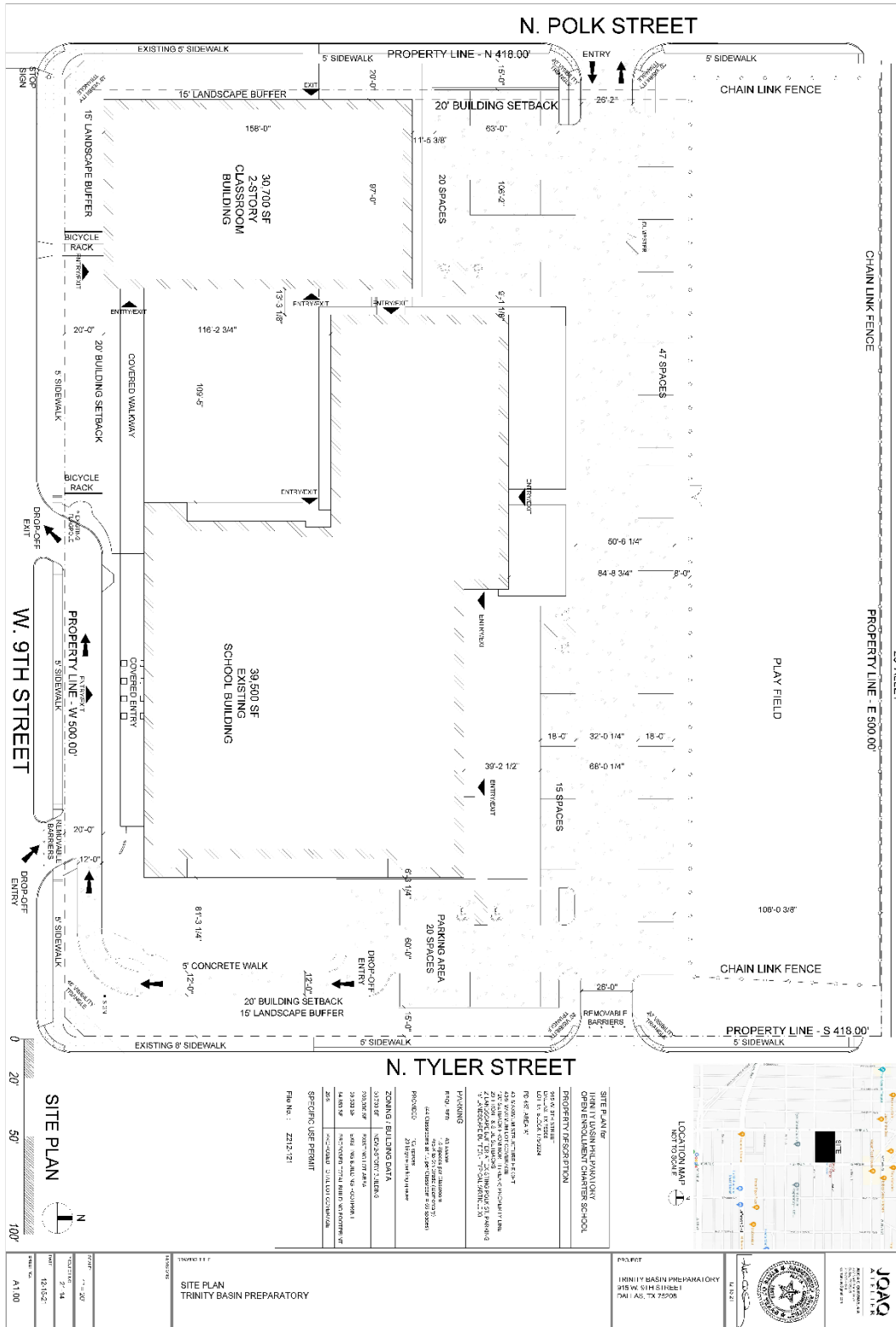
(i) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

(ii) 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.

10. Maintenance. The Property must be maintained in a state of good repair and neat appearance.

11. General Requirements. Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

CPC Recommended SUP Site Plan



CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN

Traffic Management Plan

**Trinity Basin Preparatory –
915 West 9th Street Campus
Dallas, Texas**

Prepared by:

Kimley-Horn and Associates, Inc.
801 Cherry Street, Suite 1300
Fort Worth, TX 76102
Registered Firm F-928

Contact:
Brandon Forsythe, P.E.
(817) 339-2289
November 2021
Updated from October 2021



I. Introduction and Purpose

Kimley-Horn and Associates, Inc. was retained by Trinity Basin Preparatory, Inc. to create a traffic management plan (TMP) for the existing Trinity Basin Preparatory (TBP) 10th Street campus currently located on the southeast corner of N Tyler Street & W 9th Street in Dallas, Texas. The school is proposing a relocation northwest of its current position to the vacant Tyler Street Christian Academy Building, located on the northwest corner of N Tyler Street and W 9th Street.

As part of the relocation, TBP is seeking a rezoning from a private school to charter school designation. The zoning request provides that the enrollment maximum for the school is 900 students. The relocated site will not be able to accommodate the existing enrollment, so as part of the relocation, a new building will be constructed on the southwest corner of the proposed site. It is to be noted that the school is not anticipating an increase in student enrollment at this time.

The purpose of this TMP is to ensure the queueing anticipated can be accommodated for on-site at the relocated school during the morning arrival and afternoon dismissal periods.

II. Existing TMP Operations

Arrival and dismissal period observations were conducted on Thursday August 26 and Tuesday August 31, 2021 during the morning arrival and afternoon dismissal periods.

The peak queueing noted based on field observations was found to be approximately 400 feet (~18 vehicles) during the arrival period and approximately 1,400 feet (~60 vehicles) during the dismissal period. Based on existing observations, drivers are not fully following the current TMP by entering and exiting at multiple locations. The existing TMP calls for one entrance (W 9th Street Western Drive) and one exit (W 10th Street Drive).

The arrival and dismissal period queues based on the observed TMP are mapped in **Exhibit 1**. Due to the arrival period queueing being less than the dismissal period queueing, two different TMPs are currently utilized. It is also to be noted that queueing and operations were observed during the second full week of school, and as such, are anticipated to be the worst-case scenario.

A. Arrival Period

During the arrival period, queueing observed is not as substantial due to parents not needing to wait for students to be chaperoned to their vehicle, just simply being dropped off. The arrival period uses the northwest access along W 9th Street as the main entrance and will stack two lanes southbound along the Elementary School's frontage. When queueing is not observed, parents will use any of the site drives provided to access the site. Spillback onto W 9th Street was observed to clear within seconds. The maximum observed queueing into W 9th Street was found to be four (4) vehicles. The arrival period uses staggered drop off times in which half of the students are dropped off from 7:00 – 7:30 (Pre K – 2nd grade) and the other half are dropped off from 7:30 – 8:00 (3rd – 4th grade).

B. Dismissal Period

During the dismissal period, a much more elaborate TMP is used to accommodate for the queue lengths increasing from 400 feet during arrival to 1,400 feet during dismissal. The dismissal period results in much more lengthy queues due to parents having to park, interact with staff, and wait for students to be chaperoned to their vehicle.

Similar to the arrival period, the dismissal period uses the northwest access along W 9th Street as the main entrance, stacking two lanes southbound along the Elementary School's frontage. When queueing is not observed, parents will use any of the site drives provided to access the site. When staff notices that queues are nearing W 9th Street, they direct vehicles on-site into one of seven east-west stacking lanes provided along the frontage of the Middle School/Church. Once these stacking lanes are filled and queueing along the Elementary School's frontage begin to near W 9th Street again, staff directs parents down the northernmost drive isle, adjacent to W 9th Street, to form an eighth east-west stacking lane. The maximum observed queueing into W 9th Street was found to be ten (10) vehicles. This spillback was cleared within a few minutes. Also like the arrival period, the dismissal period uses staggered times in which half of the students are dismissed from 2:30 – 3:00 (Pre K – 2nd grade) and the other half are dismissed from 3:00 – 3:30 (3rd – 4th grade).

III. Proposed TMP

As part of the proposed relocation, TBP is seeking a rezoning from a private school to charter school designation. The zoning request provides that the enrollment maximum for the school is 900 students.

Exhibit 2 summarizes the proposed TMP for the relocated school. Based on the TMP presented, the maximum queueing storage available at the new site is approximately 1,500 feet. The maximum queue noted during field observations was found to be 1,400. Introducing a third staggered drop off time is projected to accommodate for queueing on-site with the maximum capacity as the additional staggered time would not increase the max queue anticipated.

A. Proposed Operations

By the time the school is relocated, it is anticipated that both N Polk Street and N Tyler Street will be converted to two-way operations adjacent to the school.

The operations of the proposed TMP are recommended to function as a one-way loop on-site for both arrival and dismissal periods. The entrance is recommended at the N Polk Street access location and the exit is recommended at the existing west loop drive along W 9th Street. The N Polk Street ingress will be coned off to channelize traffic coming from the south into the southern lane and traffic coming from the north into the northern lane. Access to the proposed Melba Avenue extension to N Tyler Street and the existing east loop drive along W 9th Street are recommended to be restricted during arrival and dismissal times. This restricting of access is anticipated to improve operations of the TMP

as parent confusion of the existing TMP operations was noted multiple times due to several access locations being available.

Two lanes of on-site stacking will be provided in the east-west direction along the northern frontage of the relocated school site. As the loop continues east and transitions to a north-south direction, double stacking will no longer be provided.

The first location of school staff is recommended where the side-by-side stacking lanes transition down to one-lane. This will allow for staff to start planning what students need to be ready as drivers begin working their way through the loop to the loading area. The second location of staff is recommended at the loading area to facilitate pick-up and drop-offs.

B. Queueing Accommodations

The proposed TMP provides for approximately 1,500 feet of queueing on-site. This provides a surplus of approximately 100 feet of on-site storage if the maximum queue observed of 1,400 feet during the dismissal period is assumed. It is to be stressed that the observed queues at the existing site are anticipated to be the worst-case scenario with operations likely to improve with the TMP as the school year continues. The proposed one-way loop operations are anticipated to serve the queues on-site better by providing drivers with less confusion through the simplicity of the proposed TMP.

C. Future Accommodations

As part of the relocation, Trinity Basin Preparatory is seeking a rezoning from a private school to charter school designation. The zoning request provides that the enrollment maximum for the school is 900 students. While the school plans to relocate, there is not anticipated to be an increase in its current enrollment at this time.

While the proposed TMP accommodates the existing queues, to accommodate for an increase in student capacity, it is anticipated that the school will need to modify its operating hours to accommodate for an additional staggered drop off time. Introducing a third staggered drop off time is projected to accommodate for the queueing on-site with the maximum capacity as the additional staggered time would not increase the max queue anticipated.

D. On-Site Parking

The parking requirements for school use are based on the number of classrooms. With the relocation of the school, there will be a total of 31 classrooms. Based on the parking requirements set forth in the Dallas Development Code, found in Section 51A-4.204 (17)(C), the school is required to have a minimum of 1.5 spaces per classroom, which equates to 46 parking spaces for the school. Based on the concept plan, there will be 102 parking spaces provided, resulting in a surplus of 56 spaces provided on-site.

IV. CONCLUSIONS AND RECOMMENDATIONS

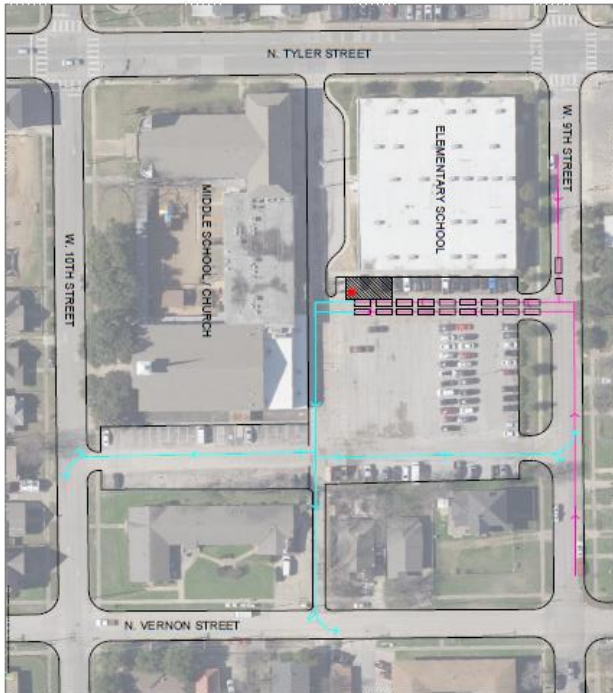
The newly proposed TMP for TBP 9th Street is designed to accommodate the anticipated queueing on-site at the relocated school during the morning arrival and afternoon dismissal periods.

The proposed TMP is anticipated to better serve the schools traffic demand and queueing through providing enough on-site storage to accommodate for the anticipated queues and providing a simple, concise plan that limits driver options to keep driver confusion low. The one-way loop operations are anticipated to better process queues on-site. It is recommended that parents and staff follow the protocols developed with the TMP and give a few weeks for everyone to become familiar with the plan in order for operations to function as intended.

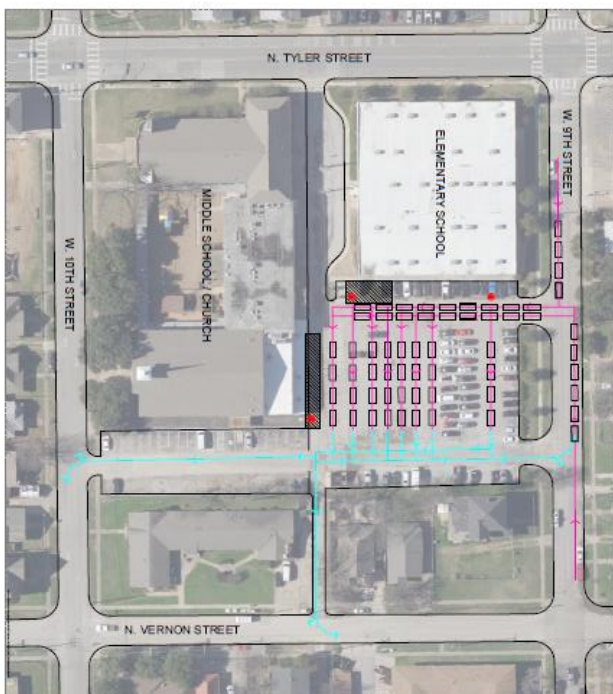
Arrival and dismissal periods should be actively managed in response to observed conditions. School administrative officials should implement the proposed TMP and monitor the operations on a continual basis. If traffic congestion or unsafe movements are observed, the plan should be reviewed and updated accordingly.

While the proposed TMP accommodates the existing queues, to accommodate for an increase in student capacity, it is anticipated that the school will need to modify its operating hours to accommodate for an additional staggered drop off time. Introducing a third staggered drop off time is projected to accommodate for the queueing on-site with the maximum capacity as the additional staggered time would not increase the max queue anticipated.

The proposed TMP was developed with direct input from school staff who are familiar with the school operating hours, existing TMP, and resulting queueing. Attached is an acknowledgement letter from the TBP principal.



**Arrival
AM Peak**



**Dismissal
PM Peak**






- TMP Legend:**
-  Inbound Vehicle Path
 -  Outbound Vehicle Path
 -  Observed Queue
 -  Staff Location
 -  Loading Area

Exhibit 1
Trinity Basin Preparatory (TBP)
Existing Observed TMP Operations

Trinity Basin Preparatory

Elementary Campus

831 W. Tenth St. Suite B, Dallas, TX 75208
Phone: 214-296-9302 ~ Fax: 214-296-9306
www.trinitybasin.net

To Whom It May Concern,

The Trinity Basin Preparatory (TBP) 9th Street Campus agrees to operate its facilities in accordance with the approved TMP and to monitor the operation of the school on a continuing basis to ensure that school traffic does not queue into the public right-of-way (ROW). If any queueing should occur in the public ROW TBP 9th Street Campus agrees to take the necessary action to mitigate it as soon as possible. TBP 9th Street Campus agrees that any changes planned to the total enrollment of the school will require the school to update this study and have a new TMP approved before making such changes in enrollment levels.

Best Regards,



Candee Martinez

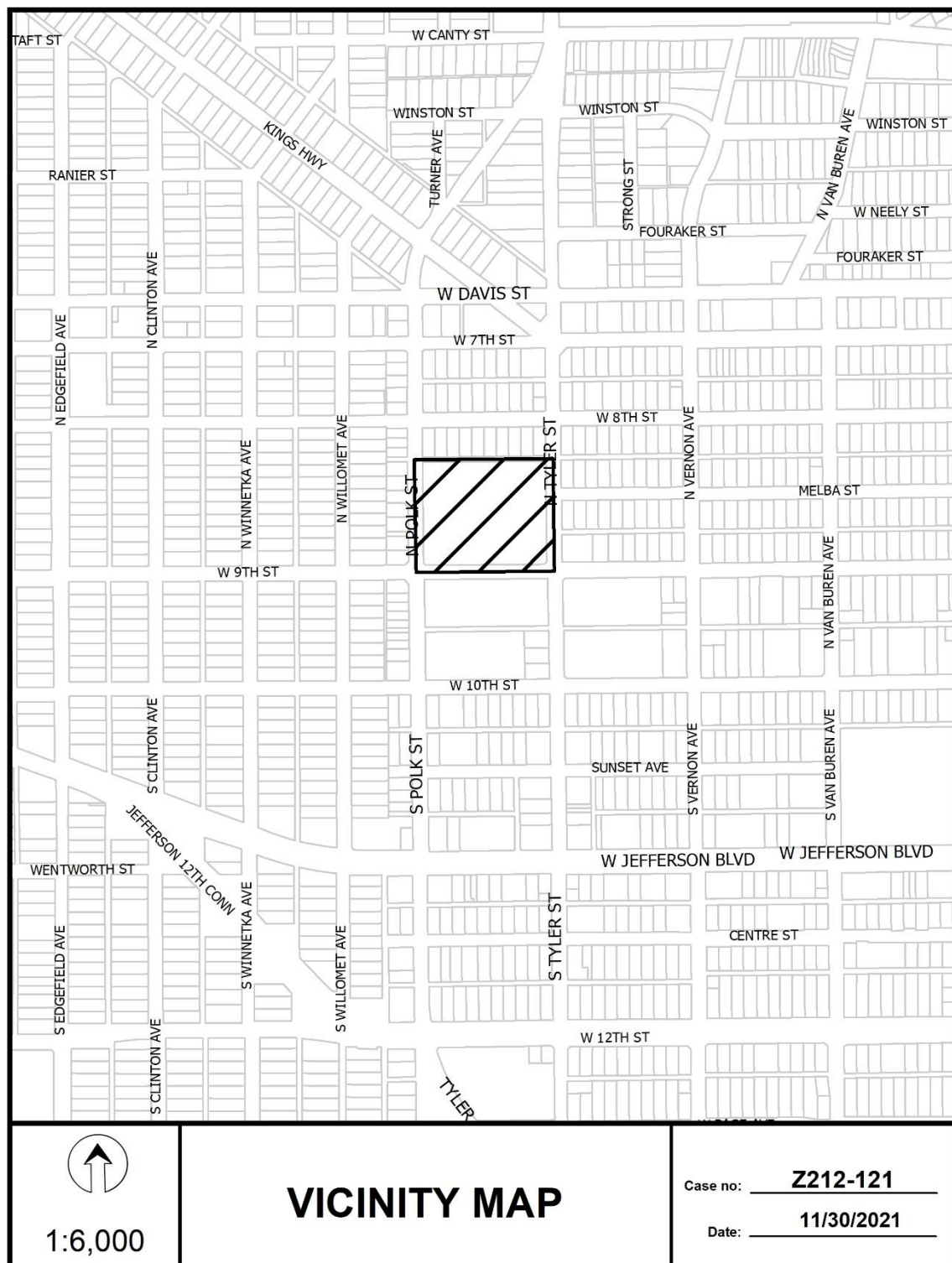
Principal, 10th Street Campus
Trinity Basin Preparatory
876 W. 9th St
Dallas, Texas 75208
(214) 296-9302

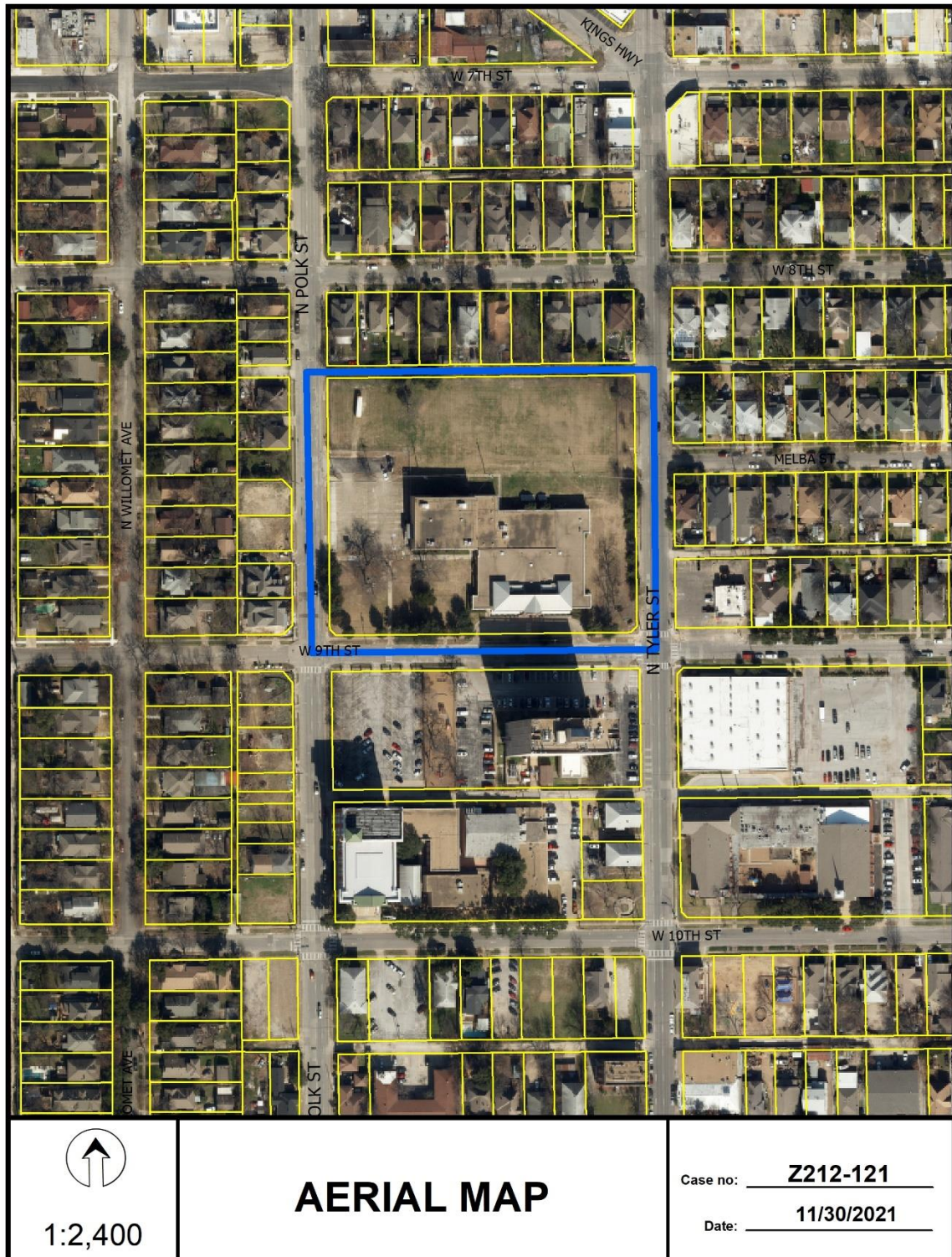


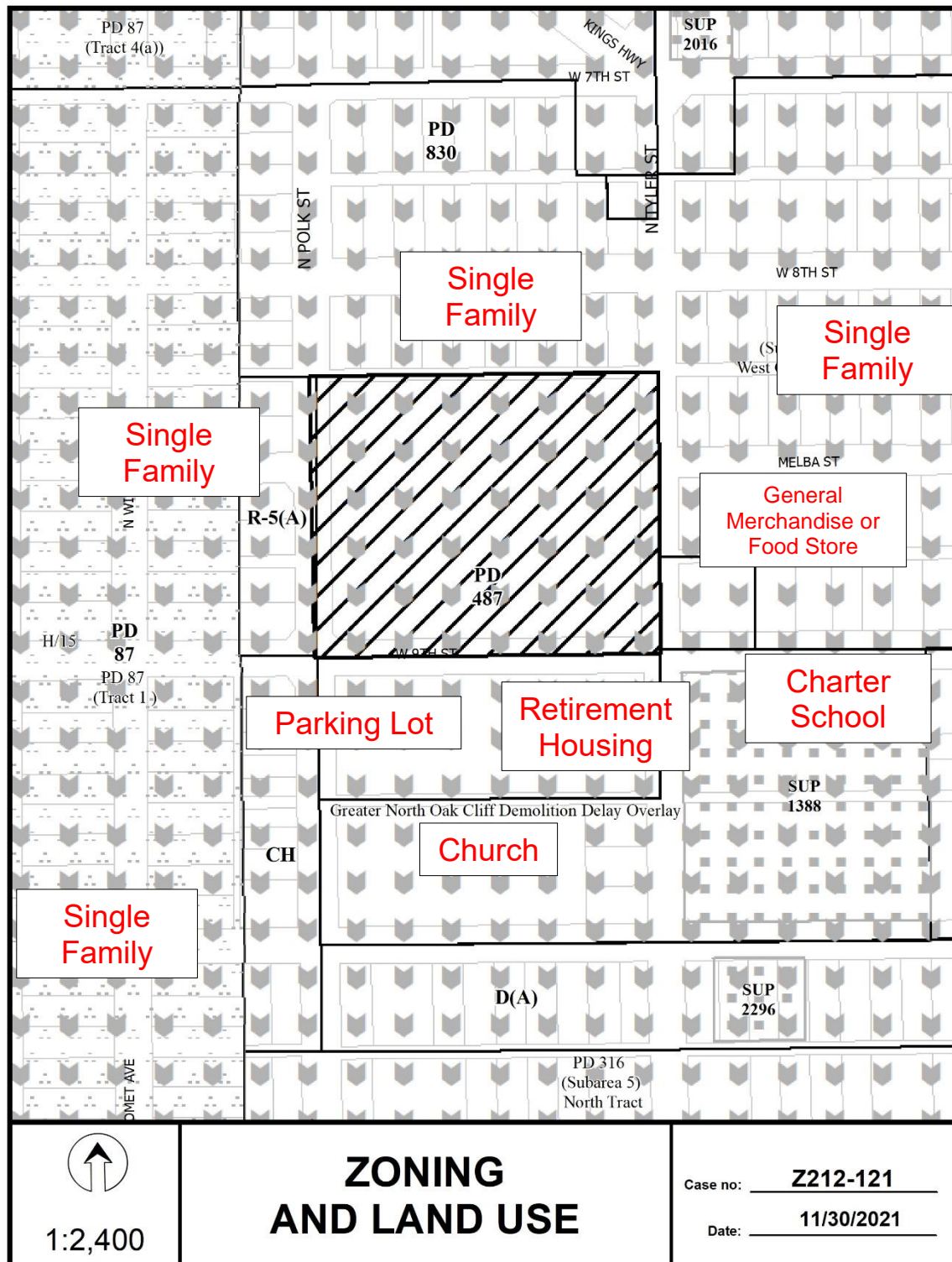
"To inspire every student to do more, expect more, and be more"

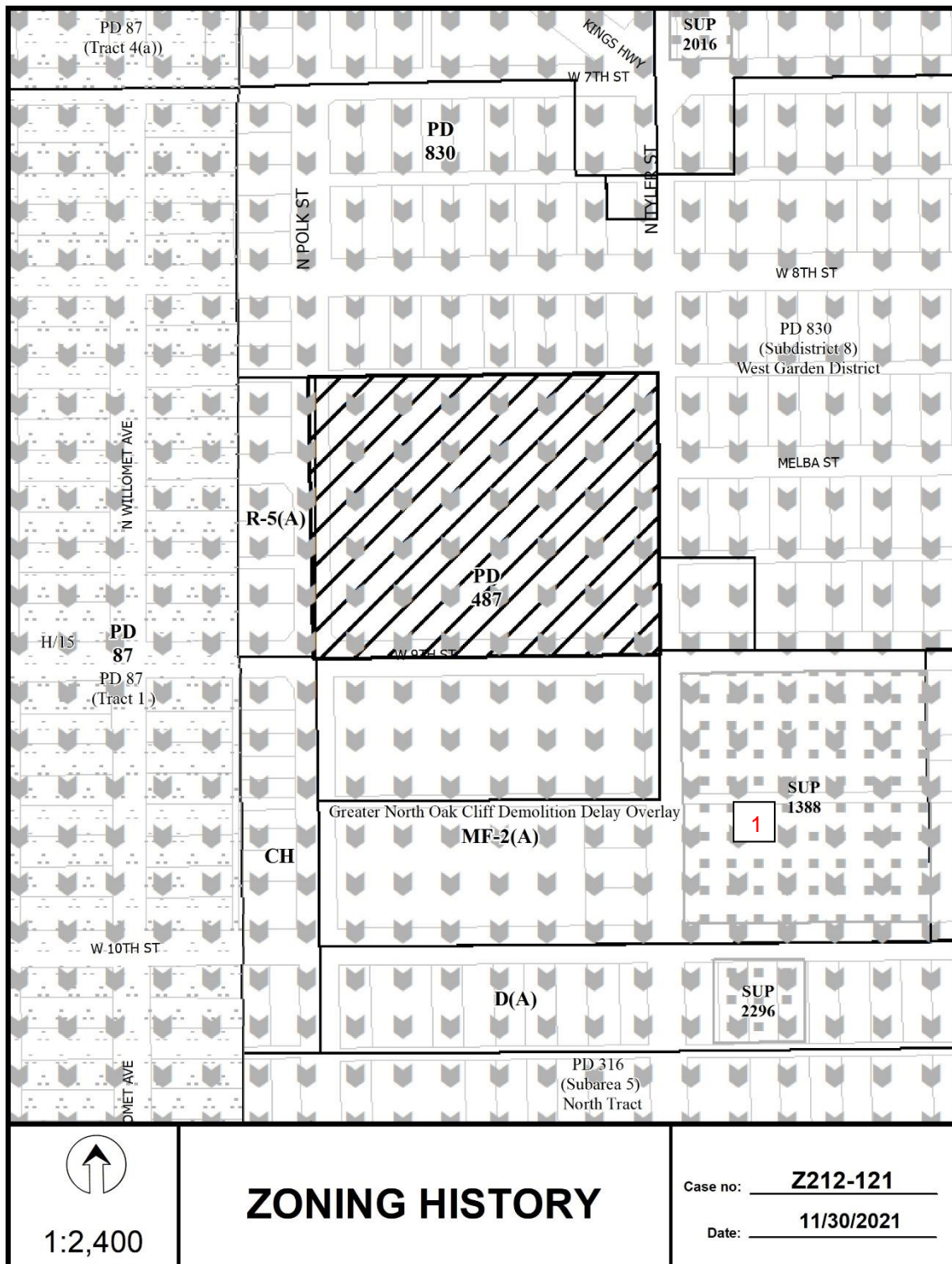
A Public Charter School of Choice

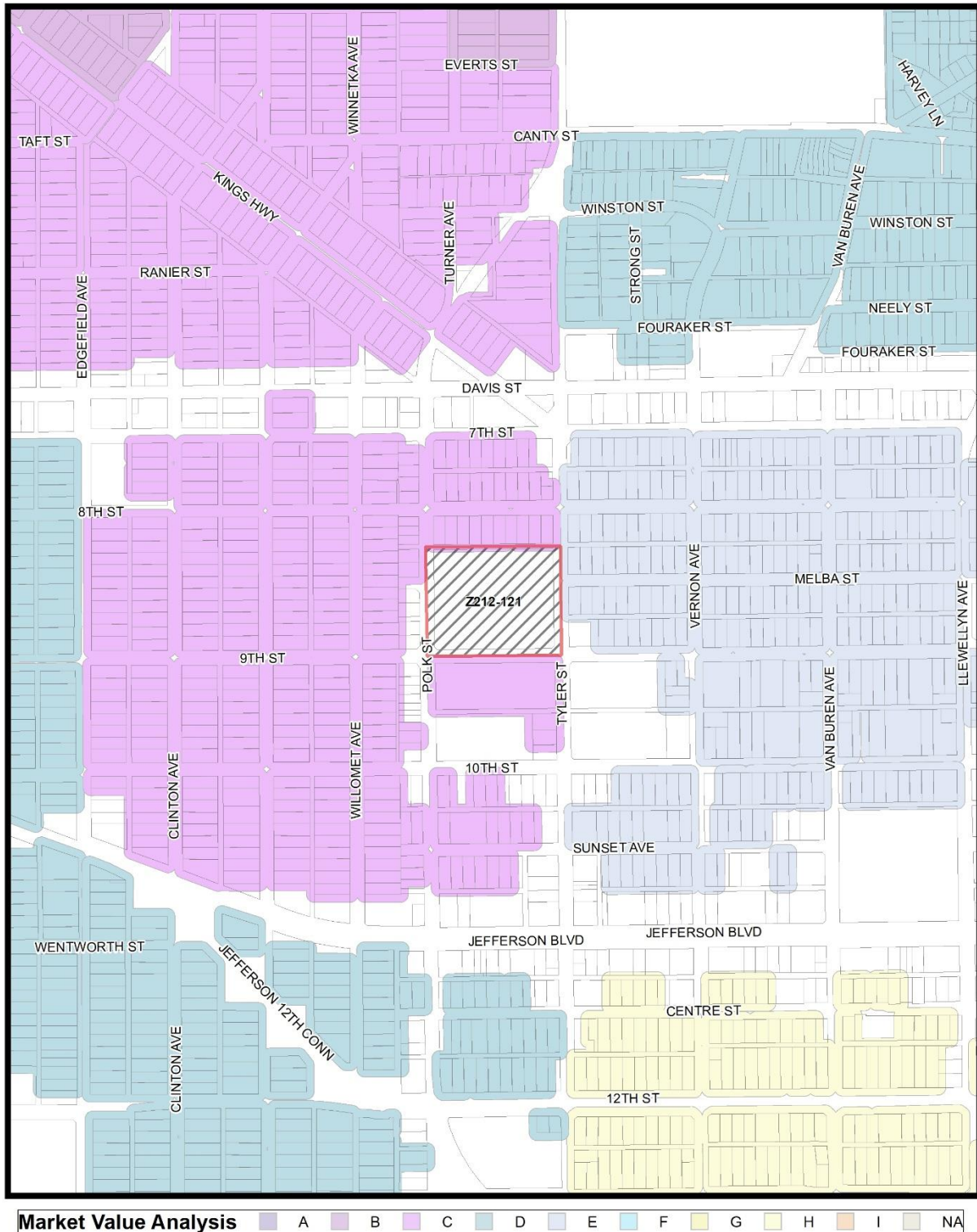
Z212-121(MP)









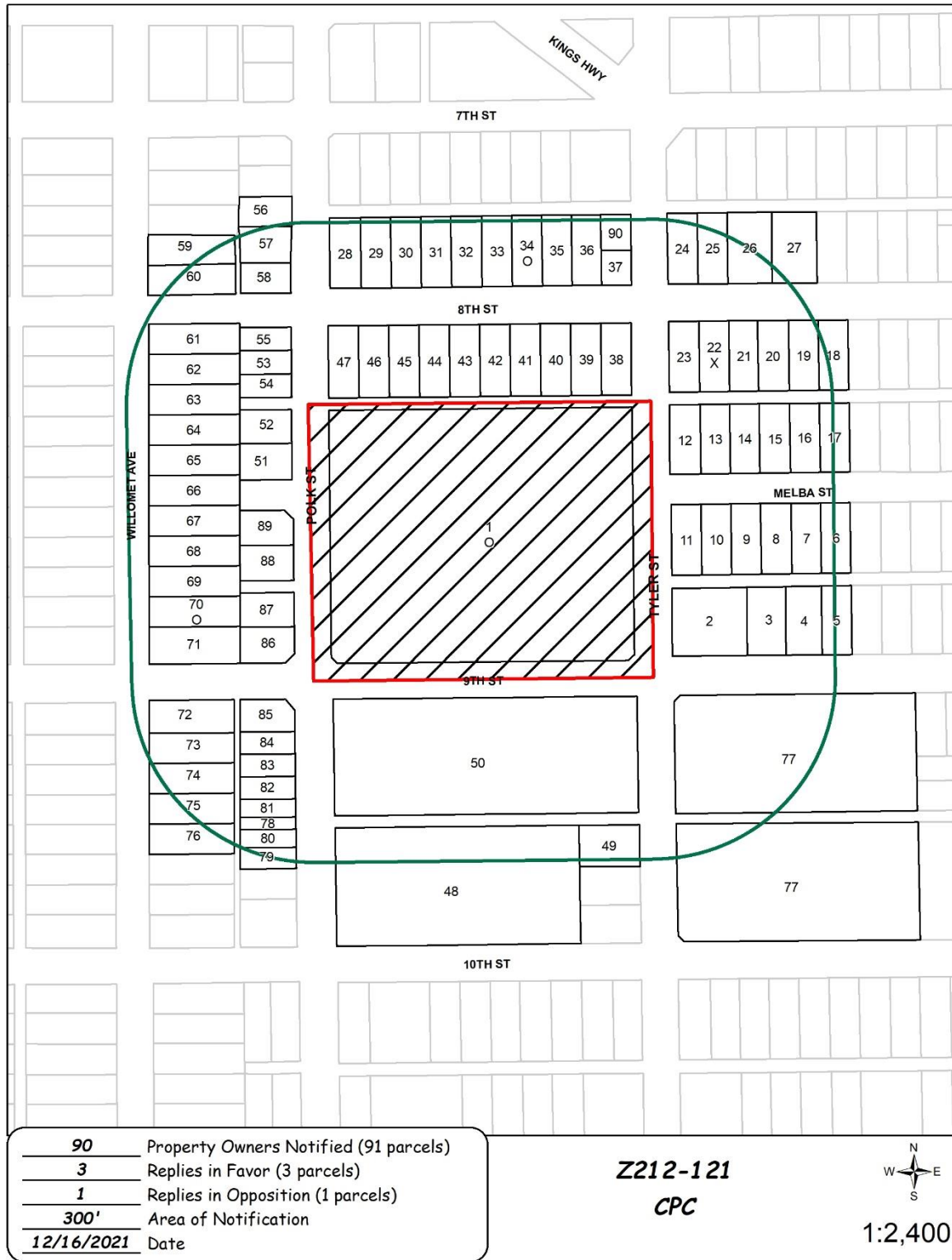


1:6,000

Market Value Analysis

Printed Date: 12/1/2021

CPC RESPONSES



12/15/2021

Reply List of Property Owners***Z212-121******90 Property Owners Notified 3 Property Owners in Favor 1 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
O	1	915 W 9TH ST	TYLER ST CHRISTIAN EDU
	2	8311 E 9TH ST	SOUTHLAND CORP
	3	827 W 9TH ST	CRUZ ERICK A &
	4	821 W 9TH ST	HILL SILVIA
	5	819 W 9TH ST	SUESS RANDY R
	6	816 MELBA ST	MORAN LUCIO R &
	7	820 MELBA ST	AGUILAR JAINY
	8	824 MELBA ST	MCMILLIN JUSTIN
	9	828 MELBA ST	BRUTON JESSICA &
	10	832 MELBA ST	SHEPHERD CLAYTON R &
	11	840 MELBA ST	MENDOZA PABLO &
	12	837 MELBA ST	TOUCHET GARRETT
	13	833 MELBA ST	GUARDIOLA HILDA L
	14	829 MELBA ST	DI IORIO PAUL C & TOSHA T
	15	825 MELBA ST	NAVARRO JOSE M
	16	821 MELBA ST	RAMOS LUIS
	17	817 MELBA ST	GARZA JOSE P
	18	816 W 8TH ST	HERMIDA CUAUHEMOC
	19	820 W 8TH ST	MASCHOFF DOUGLAS H & MARY ROSE
	20	824 W 8TH ST	VAIL DEREK M & ZULEMA
	21	828 W 8TH ST	RUETH KATHLEEN
X	22	832 W 8TH ST	METZ RALPH P
	23	836 W 8TH ST	HUGHES DIMITRI O & JOYETTE S
	24	835 W 8TH ST	BOSS E & CARLA S
	25	833 W 8TH ST	BURGESS GEORGE
	26	827 W 8TH ST	MEDRANO JUAN & DORA E

12/15/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	823 W 8TH ST	PORTUGAL JUAN Y &
	28	937 W 8TH ST	MENDOZA MICHAEL ANTHONY
	29	935 W 8TH ST	PTP PROPERTIES AT 8TH
	30	931 W 8TH ST	MONTAGNO SERRANO ELIAS &
	31	927 W 8TH ST	DELGADILLO MANUEL J
	32	923 W 8TH ST	S & B LAKE HOLDING LLC
	33	919 W 8TH ST	MORENO ANTONIO & ANTELMA
O	34	915 W 8TH ST	LEFTWICH WILLIAM S
	35	909 W 8TH ST	TEMPLETON REVOCABLE LIVING TRUST
	36	905 W 8TH ST	ARGANBRIGHT REVOCABLE LIVING
	37	901 W 8TH ST	ARGANBRIGHT ROBERT HARVEY
	38	900 W 8TH ST	COLEMAN GUILLERMO D
	39	904 W 8TH ST	ISERMANN ERIN
	40	908 W 8TH ST	TEMPLETON JAMIE LYNN
	41	912 W 8TH ST	ARGANBRIGHT ROBERT H
	42	916 W 8TH ST	RUBIO RAYMOND
	43	918 W 8TH ST	GHOSHTAGORE UJJAL K
	44	922 W 8TH ST	FERNANDEZ VINCENTE H
	45	928 W 8TH ST	BOSS JEREMY T
	46	932 W 8TH ST	ERIVES PATRICIA
	47	936 W 8TH ST	ORTIZ TERESO
	48	927 W 10TH ST	TYLER STREET UNITED METHODIST CHURCH
	49	111 N TYLER ST	TYLER ST UNITED METHODIST CHURCH
	50	922 W 9TH ST	TYLER STREET MANOR INC
	51	301 N POLK ST	AYALA OSCAR
	52	305 N POLK ST	MACKEY BENJAMIN
	53	315 N POLK ST	CAGLIOSTRO CHRISTINE
	54	311 N POLK ST	JC LEASING LLP
	55	319 N POLK ST	HARNER MICAH J
	56	409 N POLK ST	SMITH TAMMY GALYE
	57	405 N POLK ST	SARASON RON S

12/15/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	401 N POLK ST	MORRISON ANTHONY
	59	404 N WILLOMET AVE	AGUIRRE JOSE L & IRMA M
	60	400 N WILLOMET AVE	MIMS EDWARD W &
	61	318 N WILLOMET AVE	Taxpayer at
	62	314 N WILLOMET AVE	GRANDERSON PHILLIP
	63	310 N WILLOMET AVE	LEE JANDER A & VICKI F
	64	306 N WILLOMET AVE	ROSALES JOHN J
	65	302 N WILLOMET AVE	EGGEN FLOYD E &
	66	300 N WILLOMET AVE	LAY JAMES J
	67	218 N WILLOMET AVE	TDTWJ LLC
	68	214 N WILLOMET AVE	OLIVER DAVID &
	69	210 N WILLOMET AVE	LOZANO ARMANDO & ROSALVA
O	70	206 N WILLOMET AVE	SARGENT EDWIN B & LINDA F
	71	200 N WILLOMET AVE	CUMPLIDO JOSE F &
	72	130 N WILLOMET AVE	JONES JAMES D
	73	126 N WILLOMET AVE	MCILROY JOHN D &
	74	120 N WILLOMET AVE	DYER LYNDA K
	75	114 N WILLOMET AVE	LEON ROBERTO S
	76	112 N WILLOMET AVE	GARZA REFUGIO JR
	77	831 W 10TH ST	GRACE TEMPLE BAPTIST CHURCH
	78	131 N POLK ST	CENTRE LIVING HOMES LLC
	79	115 N POLK ST	BARTLEY JEREMY
	80	123 N POLK ST	Taxpayer at
	81	131 N POLK ST	Taxpayer at
	82	139 N POLK ST	ALDANA DEYBI & NORMA A
	83	147 N POLK ST	COTTER JAKE AUSTIN &
	84	155 N POLK ST	HEINKE CHRISTINE SCOTT
	85	163 N POLK ST	BREELAND GRANT MICHAEL &
	86	203 N POLK ST	ANDERSON MICHAEL & CORLEE
	87	209 N POLK ST	DEVLIN BRIDGET DEIGHAN &
	88	215 N POLK ST	PALMER CATHERINE & JEFFREY

Z212-121(MP)

12/15/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	221 N POLK ST	NWAZOTA NENNA &
	90	409 N TYLER ST	Taxpayer at