

CITY PLAN COMMISSION**THURSDAY, JANUARY 5, 2023****Planner: Jenniffer Allgaier, M. Arch, AICP Candidate**

FILE NUMBER: Z212-261(JA) **DATE FILED:** May 3, 2022

LOCATION: Bounded by Boaz Street, West Greenway Boulevard, Glenwick Lane, and Inwood Road

COUNCIL DISTRICT: 13

SIZE OF REQUEST: Approx. 8.65 acres **CENSUS TRACT:** 48113007101

REPRESENTATIVE: Karl A. Crawley, Masterplan

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for a Specific Use Permit for a public school other than an open-enrollment charter school on property zoned an R-7.5(A) Single Family District.

SUMMARY: The purpose of the request is to allow for the construction of a new public middle school to replace the existing public middle school. [Longfellow Career Exploration Academy]

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

PREVIOUS CPC ACTION: On November 17, 2022, the City Plan Commission held this item under advisement to December 15, 2022. On December 15, 2022, the City Plan Commission held this item under advisement to January 5, 2023.

Single Family Districts [Ref. Sec. 51A-4.112(f) for R-7.5(A)]:

https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376

BACKGROUND INFORMATION:

- The area of request is zoned an R-7.5(A) Single Family District and is currently developed with a public middle school. [Longfellow Career Exploration Academy]
- The applicant proposes to construct a new middle school and then demolish the existing school.
- Property has an existing plat.
- The current zoning application was initially a request for a new Planned Development District (PD). However, the applicant amended the application to a request for a Specific Use Permit (SUP) after determining that the development goals for the property could be accomplished without the need for modified development standards.
- On November 17, 2022, the City Plan Commission held this item under advisement to December 15, 2022, to allow additional time for outstanding issues with the proposed traffic management plan (TMP) and proposed SUP site plan to be resolved.
- On November 23, 2022, the applicant submitted a revised TMP and a revised SUP site plan, both of which were included in the docket for the December 15, 2022, CPC hearing. Staff noted that these revisions did not fully address staff comments, and on December 15, 2022, the City Plan Commission held this item under advisement to January 5, 2023.
- Subsequent to the December 15, 2022, CPC hearing, applicant worked with staff to resolve pending items, and revisions resulting from this collaboration are included in the current case report.

Zoning History:

There have been two zoning change requests in the area in the last five years.

1. **Z167-395:** On October 12, 2022, City Council approved an amendment to and expansion of Planned Development District No. 67 on property zoned an R-7.5(A) Single Family District located generally north of Mockingbird Lane, east of Roper Street to Stigall Street, east of Taos Road, south of Kelton Drive, and west of Oriole Drive. *[Authorized Hearing]*
2. **Z190-230:** On January 21, 2021, the City Plan Commission recommended denial without prejudice of an application for a P(A) Parking District on property zoned an R-16(A) Single Family District and an MF-2(A) Multifamily District on the east line of Inwood Road, north of Lovers Lane. The zoning change request was subsequently withdrawn by the applicant.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Boaz Street	Local Street	-
West Greenway Boulevard	Local Street	-
Glenwick Lane	Local Street	-
Inwood Road	Principal Arterial	Minimum-6 lanes-Divided 100-foot ROW; bike plan

Traffic:

The proposed traffic management plan, dated **December 20, 2022**, is sealed by a licensed professional engineer, and contains the signature of the Longfellow Career Exploration Academy [MS] principal. The proposed SUP conditions require a traffic study evaluating the sufficiency of the traffic management plan (TMP) to be submitted by March 1, 2025 (or within **six three** months after students first begin classes, whichever is later) and by March 1st of each odd-numbered year thereafter.

The Transportation Division of the Transportation Department reviewed the original zoning request and recommended items one through eleven (noted in the case report prepared for the November 17, 2022, CPC hearing) with respect to the site plan and traffic management plan. *[Current status is shown next to each item.]*

1. Remove westernmost driveway on Boaz Street;
 - **Status:** *Completed.*
2. Remove both driveways/curb cuts on Glenwick Lane;
 - **Status:** *Easternmost driveway/curb cut on Glenwick Lane removed and converted to 10-foot-wide paved pedestrian path. Applicant requests to retain the westernmost driveway/curb cut proposed on Glenwick Lane for ingress-only bus traffic and only at drop off and pick up times. Except during drop-off and pick-up times, this driveway is to be closed to all traffic by a sliding, locked gate.*

Note: Driveways must be a minimum of 100 feet from the intersection at Inwood Road, typ.

- **Status:** *After receiving initial staff comments, in an effort to comply with city standard for minimum distance of driveway from intersection, applicant revised the original proposal (driveway at 90 degrees but less than 100 feet from the intersection) to show a 45-degree angled approach for the westernmost driveway on Glenwick Lane. While this resulted in compliance with city standard for minimum distance from the intersection, staff noted safety concerns created by the angled approach (limited visibility and increased differential speeds). Staff supports the 90-degree approach shown in the currently proposed traffic management plan as the safer of the*

two options. While staff acknowledges that this is not the preferred option and is a deviation from city standards, with the additional measures detailed in the traffic management plan – prohibiting eastbound traffic from Inwood Road during peak drop off and pick up, proscribing bus arrival and departure routes to minimize traffic impacts of bus queues, designated no-parking times along westbound Glenwick Lane, additional signage at bus ingress point, etc. – staff recommends approval of the traffic management plan dated December 20, 2022, included later in this case report.

3. Minimum six feet wide sidewalks with minimum five feet wide buffer along entire length of all street frontages with sidewalks located east of trees along Inwood frontage (show on site plan and provide callout with standard language);
 - **Status:** *Completed. Applicant has indicated agreement with all staff recommended SUP conditions, included later in this case report.*
4. A “conventional loading system” is not an acceptable recommendation for a TMP. Revise to recommend a traffic management plan;
 - **Status:** *Completed. See traffic management plan dated December 20, 2022, included in this case report.*
5. Confirm 80% bus assumption based on observations/counts (include dates of data points);
 - **Status:** *Completed.*
6. Evaluate bus departure routes after picking up students and provide alternate bus queuing location based on this evaluation;
 - **Status:** *Completed. Applicant has provided an illustration (new exhibit 2) in traffic management plan showing bus arrival and departure routes. See traffic management plan dated December 20, 2022, included later in this case report.*
7. Evaluate proposed parking based on demand observations (include dates of data points);
 - **Status:** *Completed.*
8. Evaluate right-of-way improvement options provided by Transportation Department and an implementation plan of selected improvement pending city staff and CPC approval;
 - **Status:** *Applicant has provided written response to staff indicating they have no preference regarding the proposed improvement options provided by City of Dallas Transportation Department, nor does applicant provide an alternate proposal. Further, applicant’s response to staff acknowledges that future right-of-way improvements may impact the operations of the school and that a revision to the traffic management plan, and possibly the SUP site plan, will be required for any change in operations. Applicant requests to defer any further discussion of right-of-way improvements.*

9. Include reference to selected improvement (see item no. 8 above) on site plan;

- **Status:** See response to item no. 8 above.

10. Obtain signatures of school principal and DISD police department representative in the “Review and Commitment” portion of the traffic management plan;

- **Status:** Completed. DISD police department representative’s signature is not required. Principal’s signature was obtained for the currently proposed traffic management plan dated December 20, 2022.

11. Add zoning case number to traffic management plan.

- **Status:** Completed.

Based on the November 23rd submittal, item 12 was recommended by staff and noted in the case report prepared for the December 15, 2022, CPC hearing. [Current status is shown next to the item.]

12. Provide a description and maneuvering of all vehicles accessing site on West Greenway Boulevard. Vehicles should not maneuver in public right-of-way (ROW). Close proposed driveway if maneuvering in public ROW is needed. (Note: TMP exhibit and proposed site plan show conflicting information at service area accessed from West Greenway Boulevard. This needs to be reconciled.)

- **Status:** Applicant requests to retain the proposed driveway on West Greenway Boulevard accessing required loading spaces and dumpster/recycling. While the proposed driveway does require vehicles to maneuver in the public ROW, staff notes that (a) the ROW in question serves as a corner side yard rather than a front yard for the residential uses across West Greenway Boulevard from the site, (b) the driveway will not have frequent use, given its purpose only for access to the service area for the school, and (c) applicant indicates further redesign of the site is not an option. While not ideal and not, technically, meeting city standard that maneuvering be contained within private property, given the conditions noted above, transportation staff supports the current zoning request as proposed.

STAFF ANALYSIS:

Comprehensive Plan:

The forwardDallas! Comprehensive Plan, adopted by City Council in June 2006, outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant’s request. The request is consistent with the following goals and policies 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

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

ECONOMIC ELEMENT

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

Policy 2.5.1 Promote strong and distinctive neighborhoods to enhance Dallas' quality of life.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.3 Encourage complementary building height, scale, design, and character.

1. New development should be appropriate to the context of its location in density, intensity, and size, particularly when adjacent to existing residential areas, historic or conservation districts.

Surrounding Land Uses:

	Zoning	Land Use
Site	R-7.5(A) Single Family District	Public middle school
North	PD No. 482	Drive-thru pharmacy; various retail & personal service uses; various office
East	MF-2(A) Multifamily District R-7.5(A) Single Family District	Multifamily; single family
South	D(A) Duplex District	Duplex
Southwest	MF-2(A) Multifamily District	Multifamily
West	LO-1 w/ a D Liquor Control Overlay	Bank; undeveloped; various office
Northwest	CR Community Retail District	Various retail & personal service uses

Land Use Compatibility:

The area of request is located in an R-7.5(A) Single Family District and is currently developed with a public middle school [Longfellow Career Exploration Academy]. The site is an entire city block and is surrounded by various retail/personal service and office uses [Inwood Village] to the north across Boaz Street, multifamily and single family uses to the east across West Greenway Boulevard, duplex and multifamily uses across Glenwick Lane to the south/southwest, and various office uses to the west across Inwood Road.

The current request for an SUP for a public school other than an open-enrollment charter school will allow for the construction of a new public middle school [academy] to replace the existing public middle school [academy].

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.

The following staff recommended changes (in addition to the items outlined in the traffic section above) were noted in the case report prepared for the November 17, 2022, CPC hearing. *[Current status is shown next to each item.]*

1. Update site data table to include relevant zoning information including corrected lot coverage (in square feet and as a percent of net lot area), number of required loading spaces, and required bicycle parking (correction);
 - **Status: Completed.**
2. Remove stories, height, gross square footage from site data table. These items are not regulated for this use at this location. If limits are to be set for these items, then these limits need to be established in the SUP condition language rather than placing the unregulated information on the site plan;
 - **Status: Completed.**
3. Show required loading space(s) on site plan;
 - **Status: Two proposed loading spaces added to site plan and TMP exhibit. Zoning staff defers to Transportation Engineering regarding maneuverability (see item no. 12 in Traffic section of case report).**
4. Add a note that location of bicycle parking will be determined at permitting;
 - **Status: Completed.**
5. Add typical dimension strings to site plan for parking space, access aisles, driveways, and perpendicular distance from building to property lines;
 - **Status: Completed.**

6. Remove extraneous information/details from the site plan (such as manholes, electrical lines, transformers, overhead utility lines, etc.) to avoid issues at permitting if these items need to be relocated as part of the permitting process;
 - **Status: Completed.**
7. Show existing trees on site plan, since location of sidewalks is related to location of existing street trees at this particular site;
 - **Status: Completed.**
8. Show minimum six-foot sidewalk with minimum five-foot buffer along the entire length of all street frontages, typ., with sidewalk along Inwood Road to the east of the existing trees. (Note: This is included as a staff-recommended SUP condition for this request site.);
 - **Status: Sidewalk along Inwood Road is not shown to the east of existing trees; however, this is acceptable provided the minimum sidewalk and buffer widths are maintained and provided sidewalks are appropriately distanced so as not to cause harm to existing trees. Staff notes that where sidewalks are fully or partially located on private property, a sidewalk easement will be required. This can be addressed at permitting. Staff also notes that sidewalk language has been added as a staff recommended SUP condition, and applicant has indicated agreement with all of staff's recommended conditions.**
9. Relocate site plan info/text to a readable location on plan;
 - **Status: Completed.**
10. Remove dashed lines adjacent to parking along Boaz Street and Inwood Road;
 - **Status: Completed.**
11. Update parking layout and totals based on evaluation of proposed parking noted in traffic comments;
 - **Status: Completed.**
12. Ensure that site plan and traffic management plan are consistent prior to submitting revised documents for review.
 - **Status: Completed.**

Based on the November 23rd submittal, item 13 was recommended by staff and noted in the case report prepared for the December 15, 2022, CPC hearing. [Current status is shown next to the item.]

13. Show visibility triangles at any additional driveways added to proposed site plan, regardless of whether the access point is currently intended for ingress only.
 - **Status: Completed.**

Subsequent to the December 15, 2022, CPC hearing, applicant worked with staff to resolve pending items as noted above, and revisions resulting from this collaboration are included in the current case report. Staff finds that the proposed use is compatible with the surrounding neighborhood and that the SUP conditions, traffic management plan, and site plan as submitted by applicant are sufficient to allow the school to operate in a manner that will not be a detriment to the adjacent properties and the surrounding roadway system.

Development Standards:

The current zoning application was initially a request for a new Planned Development District. At the request of staff, the applicant submitted the following analysis to determine whether the original application could be amended to a request for either a Specific Use Permit (SUP) or to a general zoning change request for an Institutional Overlay to be placed on the request site. Either of these options would authorize a school without changing the underlying zoning classification of the site.

Longfellow Middle School – Z212-261(JA)

- **DISD analysis** (w/ staff changes highlighted in yellow):
 - **Institutional Overlay:** Depends on the timing of the landscaping questions YES?
 - **SUP:** YES

- **CP Zoning response:**

- **RE: When landscaping must be completed** – Typically, landscaping must be completed before final inspection of any building on a lot. However, if the property owner provides the building official with documented assurance that the landscaping will be completed within six months, the building official may permit the property owner to complete the landscaping during the six-month period. Documented assurance here means (1) a copy of a valid contract to install the landscaping in accordance with the landscape plan within a six-month period; **or** (2) a set of deed restrictions (see code section for details) containing a covenant to install landscaping in accordance with the landscape plan within the six-month period. [ref. [Sec. 51A-10.127\(b\)](#)].

The applicant subsequently amended the application to a request for an SUP after determining that the development goals of the property could be accomplished without the need for modified development standards. Because an SUP does not change the zoning classification of a site, a school authorized by an SUP must comply with the development standards for the zoning district in which the school is located, read in conjunction with the yard, lot, and space regulations in Sec. 51A-4.400 of the Dallas Development Code, as amended.

Following is a comparison table showing development standards for R-7.5(A) Single Family Districts, in general, and development standards for the proposed school at the request site in R-7.5(A):

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR	Special Standards
	Front	Side/Rear				
R-7.5(A) in general	25' min	5' / 5' min for single family structures 10' / 15' min for other permitted structures	30' max	45% max for residential structures 25% max for nonresidential structures	No max FAR Min lot area for a residential use is 7,500 sq ft	Continuity of blockface Parking must comply w front yard setback Max 4' tall fence in front yard
Proposed school at this R-7.5(A) site in particular	Glenwick Ln: 25' min Boaz St: 25' min	West Greenway Blvd: 10' min Inwood Rd: 10' min (Property does not have a "rear" yard)	Any height consistent with FAA airspace limitations and the building code	60% max for institutional uses such as schools	No max FAR No min lot area for a public school	Parking must comply w front yard setback Max 4' tall fence in front yard

¹ Institutional uses (such as schools) may be built to any height consistent with FAA airspace limitations, residential proximity slope (RPS), and the building code. Note, however, that RPS is not generally applicable to lots in R(A), D(A), and TH(A) Districts.

² Lot coverage includes above-ground parking structures but does not include surface parking lots or other paving.

Landscaping:

Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.

Parking:

Pursuant to §51A-4.200 of the Dallas Development Code, if an SUP is required for a school use, the off-street parking requirement may be established in the ordinance granting the SUP [ref. [Sec. 51A-4.204\(17\)\(C\)\(iv\)](#)]. Since the proposed SUP conditions do not specify an alternative parking ratio for the school use, off-street parking must be provided in accordance with the standard use regulations (3.5 spaces for each middle school classroom). Site data summary table on the proposed SUP site plan indicates 38 classrooms, which requires a total of 133 off-street parking spaces (3.5 x 38 classrooms); 142 spaces are proposed for the site.

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 target intervention strategies more precisely 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 currently part of an MVA cluster; however, there is a “C” MVA cluster adjacent to the south and east and a “D” MVA cluster across Inwood Road to the west and southwest of the request site. In the wider area, there are “A” MVA clusters across University Boulevard to the south and across Lovers Lane to the north.

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PROPOSED SUP CONDITIONS

1. USE: The only use authorized by this specific use permit is a public school other than an open-enrollment charter school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit has no expiration date.
4. LANDSCAPING: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.

5. SIDEWALKS/BUFFER: Prior to the issuance of a certificate of occupancy, minimum six feet wide unobstructed sidewalks with minimum five feet wide buffer must be provided along the entire length of all street frontages, typ. An easement is required for any portion of the sidewalk located on private property.

6. PEDESTRIAN AMENITIES: Prior to the issuance of a certificate of occupancy, each of the following pedestrian amenities must be provided at regular intervals not to exceed 200 feet along the entire length of street frontage:

- (A) bench;
- (B) trash receptacle; and
- (C) bike rack.

Pedestrian amenities must be accessible from the public sidewalk but may not be located in a manner that reduces the unobstructed sidewalk width to less than what is required elsewhere in these conditions.

7. INGRESS-EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.

8. TRAFFIC MANAGEMENT PLAN:

- (A) In general. Operation of the public school other than an open enrollment charter school must comply with the attached traffic management plan.
- (B) Queuing. Except as shown on the attached traffic management plan, 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 March 1, 2025, or within six [three] months after students first begin attending classes, whichever is later. After the initial traffic

study, the Property owner or operator shall submit updates of the traffic study to the director by March 1st of each odd-numbered year.

- (a) If the Property owner or operator fails to submit the required initial traffic study to the director by March 1, 2025, or within ~~six~~ **three** months after students first begin attending classes, whichever is later, the director shall notify the city plan commission.
 - (b) If the Property owner or operator fails to submit a required update of the traffic study to the director by March 1st of each odd-numbered year, the director shall notify the city plan commission.
- (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.

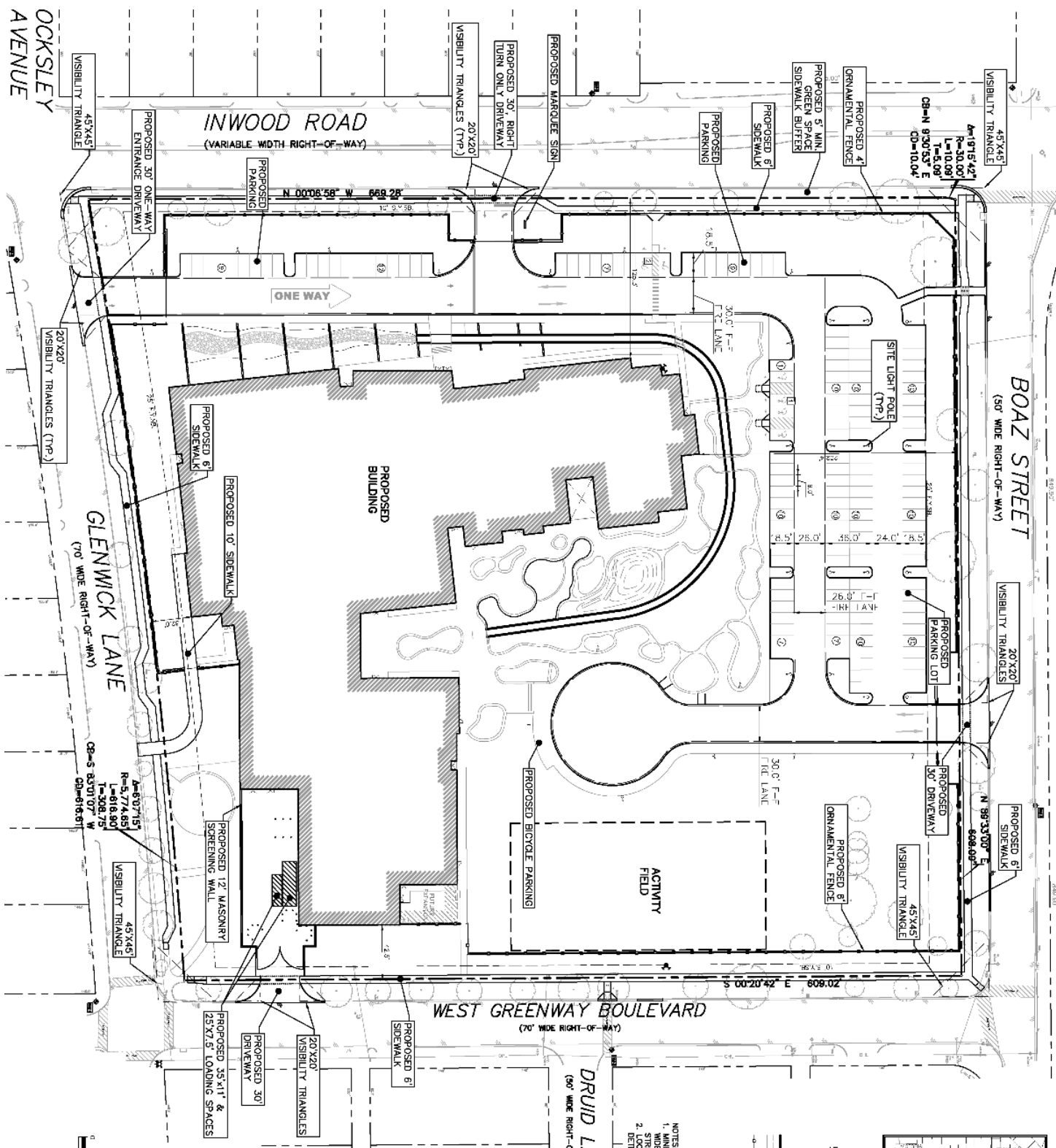
- (i) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
- (ii) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

9. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

10. 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



PROPOSED SUP SITE PLAN [Enlarged]



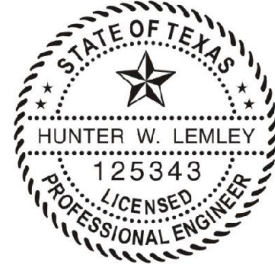
PROPOSED TRAFFIC MANAGEMENT PLAN

December 20, 2022

PK# 5095-21.675

TRAFFIC MANAGEMENT PLAN

Z212-261



A handwritten signature in blue ink that reads "Hunter W. Lemley".

DISD Henry W. Longfellow Career Exploration Academy
CITY OF DALLAS

Introduction

The services of **Pacheco Koch** (PK) were retained by **Masterplan** on behalf of **Dallas Independent School District (DISD)** to prepare a Traffic Management Plan (TMP), as requested by the City of Dallas, for the existing DISD Henry W. Longfellow Career Exploration Academy described below. The school has an existing enrollment of 449 students and is anticipated to remain after improvements are complete. Students arrive by bus at the subject school from their "home" schools. Students will have the option to arrive by parent (estimated 20%).

As described in Appendix A6 of the City of Dallas *Street Design Manual*, a school Traffic Management Plan is a "site-specific plan providing guidelines to coordinate traffic circulation during school peak hours. TMPs should promote strategies to manage all modes of transportation and maintain student safety paramount at all times. An effective plan requires continual planning, renewed understanding and coordinated efforts by city staff, school administration and staff, neighbors, parents, and students.

This TMP was prepared by registered engineers at Pacheco Koch who are experienced in transportation and traffic engineering (the "Engineer"). Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional engineering and related services.

The engineer performed most recent on-site dismissal field observations on Tuesday, January 11th and Tuesday, March 22nd during morning and afternoon periods that validates all information in this report.

1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)



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

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



December 20, 2022

2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 5314 Boaz Street, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Inwood Road:
 - Cross-section: Six lanes, two-way operation, median-divided.
 - Sidewalk connectivity evident along frontage of school.
 - Speed Limit: 35 mph
 - Boaz Street:
 - Cross-section: Two lanes (additional lane for right-turn eastbound onto W Greenway Boulevard), two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - W Greenway Boulevard:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - Glenwick Lane:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school.
 - Speed Limit: 30 mph

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



December 20, 2022

o **Adjacent Intersections:**

- Inwood Road and Boaz Street - Marked crosswalks on southbound and westbound approaches, barrier free ramps provided on all corners.
- Boaz Street and W Greenway Boulevard - Marked crosswalks on northbound and eastbound approaches, barrier free ramps provided on all corners.
- Inwood Road and Glenwick Lane – Marked crosswalks on southbound and westbound approaches (faded), barrier free ramps provided only on northeast and southeast corners.
- W Greenway Boulevard and Glenwick Lane - Marked crosswalks on all approaches, barrier free ramps provided on all corners.

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, school zones, and pedestrian infrastructure improvements are recommended to be upgraded at permitting as applicable and meet current city and TMUTCD standards.

3. INGRESS/EGRESS POINTS OF ACCESS

• **Vehicular Ingress/Egress Points:**

- o Boaz Street:
 - Existing – two (one in, one out)
 - Proposed – one (two-way)
- o W Greenway Blvd:
 - Existing – one (two-way, service only)
 - Proposed – one (two-way service/dock only)
- o Glenwick Lane:
 - Existing – none
 - Proposed – one (one-way bus only)
- o Inwood Road: One Driveways (outbound)
 - Existing – two (one in, one out)
 - Proposed – one (in + out)

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



December 20, 2022

- **Student (Building) Ingress/Egress Points:**
 - Main student pedestrian access is located at the main entrance on the north side of the school building (existing main entrance is also on the north side of the existing building).
 - Secondary access for parent drop-off and pick-up will be to the north of the school building (proposed).

4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by DISD for this campus have been validated by on-site dismissal observations conducted on Tuesday, January 11th and Tuesday, March 22nd. All information provided in the table below is strictly for the afternoon student pick-up release period.

See Section 12(b) for specific information on the methodology and calculations used in the table below. Specific separation of modes of transportation was provided by DISD and is provided in Section 6.

Table 1. Queuing Summary Table

Dismissal Period (Loading Zone)	Grades	Start/End Times	Total Enrollment		Maximum Vehicle Accumulation	(On-Site) Storage Capacity (veh)	Surplus /Deficit (veh)
			Existing	Proposed			
1A	6 th – 8 th Grade	8:20 AM – 3:55 PM	450	450	20 (20)	42 (24)	+22 (+4)

5. CIRCULATION

This section provides on-site traffic circulation, including any temporary traffic control devices.

Description of Existing Conditions

- On-Site Circulation:

- 6th – 8th Grade:

Parent traffic enters the area traveling via adjacent streets (Inwood Road, Boaz Street, W Greenway Boulevard, and Glenwick Lane). Parent traffic queues/stands in the queuing recessed area on-site along Boaz Street, north of the existing building. Parent vehicles also queue/stand on the northbound and southbound curbsides of W Greenway Boulevard.

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



December 20, 2022

Traffic exits the queueing area after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

- **School Buses**

School bus(s) queue along the eastbound curbside of Boaz Street and loads/unloads students during release period for 80% of the students. School buses are staggered to arrive at various times within the dismissal period in order to accommodate street capacity.

- **Staff and visitors**

Parking lots are provided on the north and west of the site.

- Temporary Traffic Control Devices:

- Temporary traffic control devices were not utilized in order to facilitate drop-off/pick-up operations.

Description of Proposed Conditions

- On-Site Circulation:

- **6th – 8th Grade:**

Parent traffic will enter and exit from the proposed driveway on Boaz Street. Queuing and loading will occur on site.

- **School Buses:**

School buses will unload and load in a similar system (Monitored Non-Sequential Loading System) as the parent loading. approach the site from the east on Glenwick Lane and enter the site via the bus-only driveway on Glenwick Lane. Buses are not to make a left-turn onto Boaz Street or Glenwick Lane. Student unloading and loading will occur along the internal curbside in the west parking lot with school staff supervision. Buses will stack along Glenwick Lane as buses enter the site. According to DISD representatives, up to 16 buses may be queued on site and arrive staggered. Students are to be dismissed onto sidewalk on right hand side of bus queue on side and along Glenwick Lane. During loading, each student will be assigned a specific bus number to allow for an efficient bus loading process by finding the bus with supervision. With the school being attended by Middle School aged students, buses will be loaded simultaneously in the loading period as the buses arrive on site. Buses will exit the site onto Inwood Road by right-turn-only and exit to the north as the buses scatter to the final destination of the route. An attachment of the current bus route schedule is at the end of this report along with an exhibit for an illustration of the immediate routes.

(NOTE: May not reflect future year bus routes and are subject to change)

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



December 20, 2022

- Staff and visitors

Parking lots are provided to the north and west of the site.

- Temporary Traffic Control Devices:

- Temporary traffic control devices are proposed to be utilized in order to facilitate drop-off/pick-up operations.
 - Cones are to be placed within the internal site parking lot to help separate and define the intended parent traffic circulation route.

6. DROP-OFF/PICK-UP COORDINATION

This section provides proposed student drop-off/pick-up coordination information.

- **Subject School Recommended Loading System:**
 - Administered Non-Sequential Loading System

DEFINITIONS:

An "Administered Sequential Loading System" refers to a managed system that enforces a prescribed policy for picking up students at a specific release time. Passenger loading and vehicle departures are sequential and consecutive order based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area. This system is the preferred method, specifically for elementary schools, however is not always the most feasible.

An "Administered Non-Sequential Loading System" refers to a more commonly used managed system, typically middle schools, that includes a passively supervised protocol that monitors and discourages unsafe activity along the perimeter of the site. This protocol manages students that wait to exit the building at parent vehicle arrival to get to their destination as staff walks student to parent vehicle. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis. For the case of separate dismissal locations, parents will be informed prior to pick-up on the correct location to queue.

An "Unmanaged Loading System" refers to an unmanaged protocol where students are not monitored or supervised during the loading period. Vehicle arrivals are non-consecutive and circulate through the area on a more random basis without the supervision of school staff.

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



December 20, 2022

- **Separation of modes of transportation:**

- Bus: 80%
- Walk: 0%
- Picked Up by Parent: 20%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 8:20 AM – 3:55 PM (6th – 8th)

7. SCHOOL STAFF ASSISTANCE

- Number:
 - Observed: 3
 - Desired: 3-5
- Location:
 - Observed: North of the school building along Boaz Street
 - Desired: North of the school building along Boaz Street and west of the school building along Inwood Road
- Staff Requirements and expectations:
 - Staff assistance shall be present to allow students to enter and exit the school building in a safe and efficient manner.

8. ADULT SCHOOL CROSSING GUARDS AND/OR OFF-DUTY DEPUTIZED OFFICERS

- Number:
 - Observed: 0
 - Desired: 0
- Location:
 - Observed: N/A
 - Desired: N/A

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...

December 20, 2022

9. 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.

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.

REVIEW AND COMMITMENT

This school traffic management plan (TMP) for DISD Henry W. Longfellow Career Exploration Academy 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

12/21/2022
 Date

Name: **M. Scott Tatum**

Title: **Principal**

 Police Department Signature

 Date

Name: _____

Title: _____

 DISD Transportation Representative

 Date

Name: _____

Title: _____

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



December 20, 2022

10. ENGINEER SEAL

This report is signed, stamped, and dated by a licensed Professional Engineer in the State of Texas with specific expertise in transportation and traffic engineering.

11. REPORT FORMAT

This report follows the City of Dallas Traffic Management Plan format as described in Appendix A6 of the City of Dallas *Street Design Manual*.

12. OTHER ITEMS WHERE APPLICABLE

- a) School Bus Operations: (See Section 5)
- b) Methodology:
 - a. Engineer Recommended Rate: 5.12 linear feet per student
 - b. Average Length of Vehicle: 23.5 feet
 - c. Separation of modes of transportation:
 - i. Bus: 80%
 - ii. Walk: 0%
 - iii. Picked Up by Parent: 20%
- NOTE: Information provided by DISD and validated with field observations
- d. Projected maximum vehicle accumulation: 20
- e. Projected on-site storage capacity: 42
- f. Surplus/Deficit: +22
- c) Proposed Pedestrian Routes: The pedestrian routes will be/are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study and/however, the anticipated (and observed) pedestrian routes only include internal patterns.
- d) Proposed Parking Management Strategies:
 - a. On-Street Parking Restrictions: No parking or standing at anytime along the eastbound and westbound curbside of Boaz Street.
 - b. Faculty Parking: North of the proposed school building
 - c. Visitor Parking: West of the proposed school building

It was observed that 28 of 31 parking spaces were occupied in the northern lot and 11 or 50 parking spaces were occupied in the west parking lot.

- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



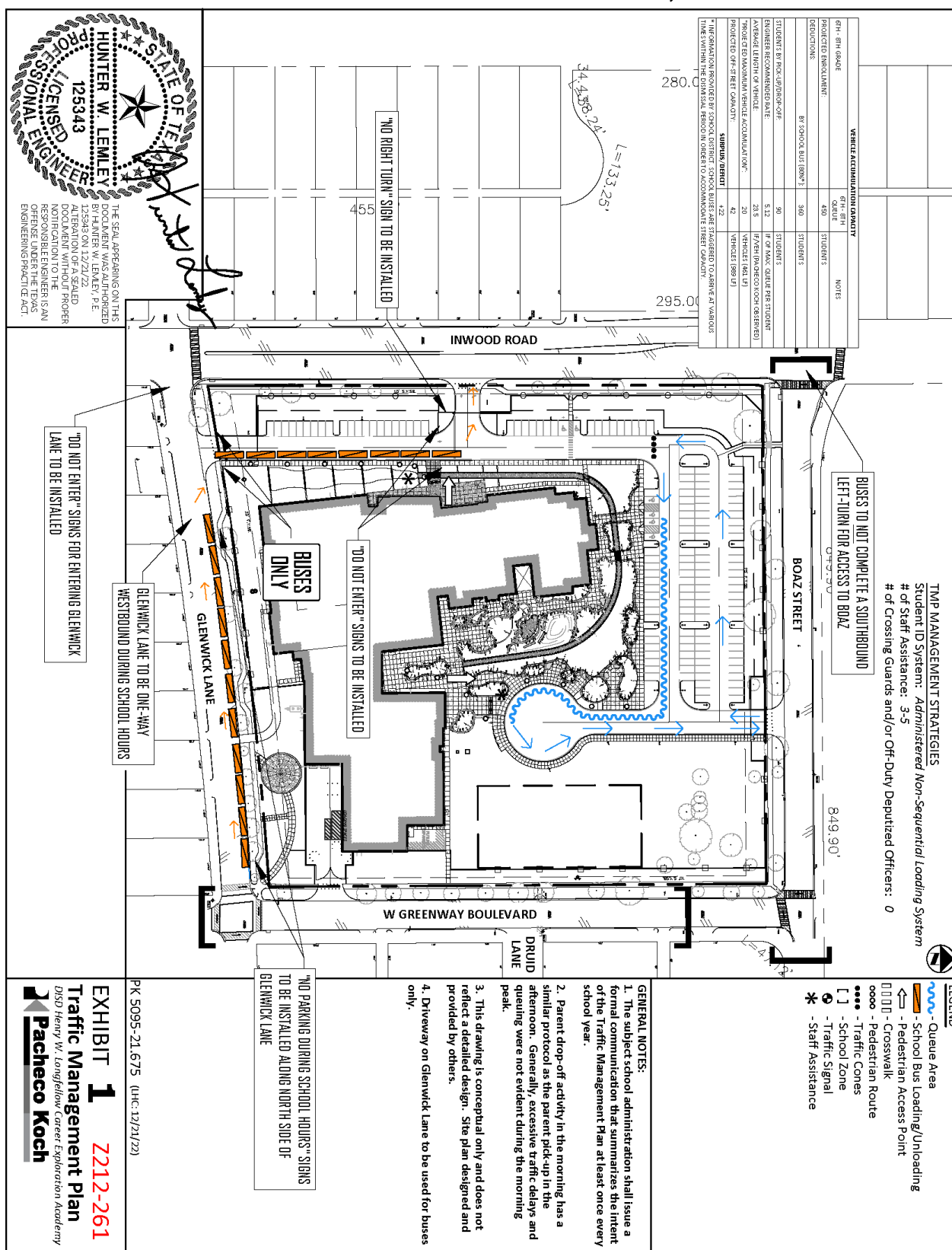
December 20, 2022

- a. Glenwick Lane to be converted to on-way westbound during school hours. Signs, Markings and all other required/applicable items to be implemented concurrently.
- b. "Do Not Enter" and "No Turning" signs (during school hours) to be installed on westbound approach at the intersection of Inwood Road and Glenwick Lane to discourage vehicles entering Glenwick Lane from Inwood Road.
- c. "No Parking During School Hours" Signs to be installed along north curbside of Glenwick Lane.
- f) Other Recommendations: (See **Exhibit 1**)

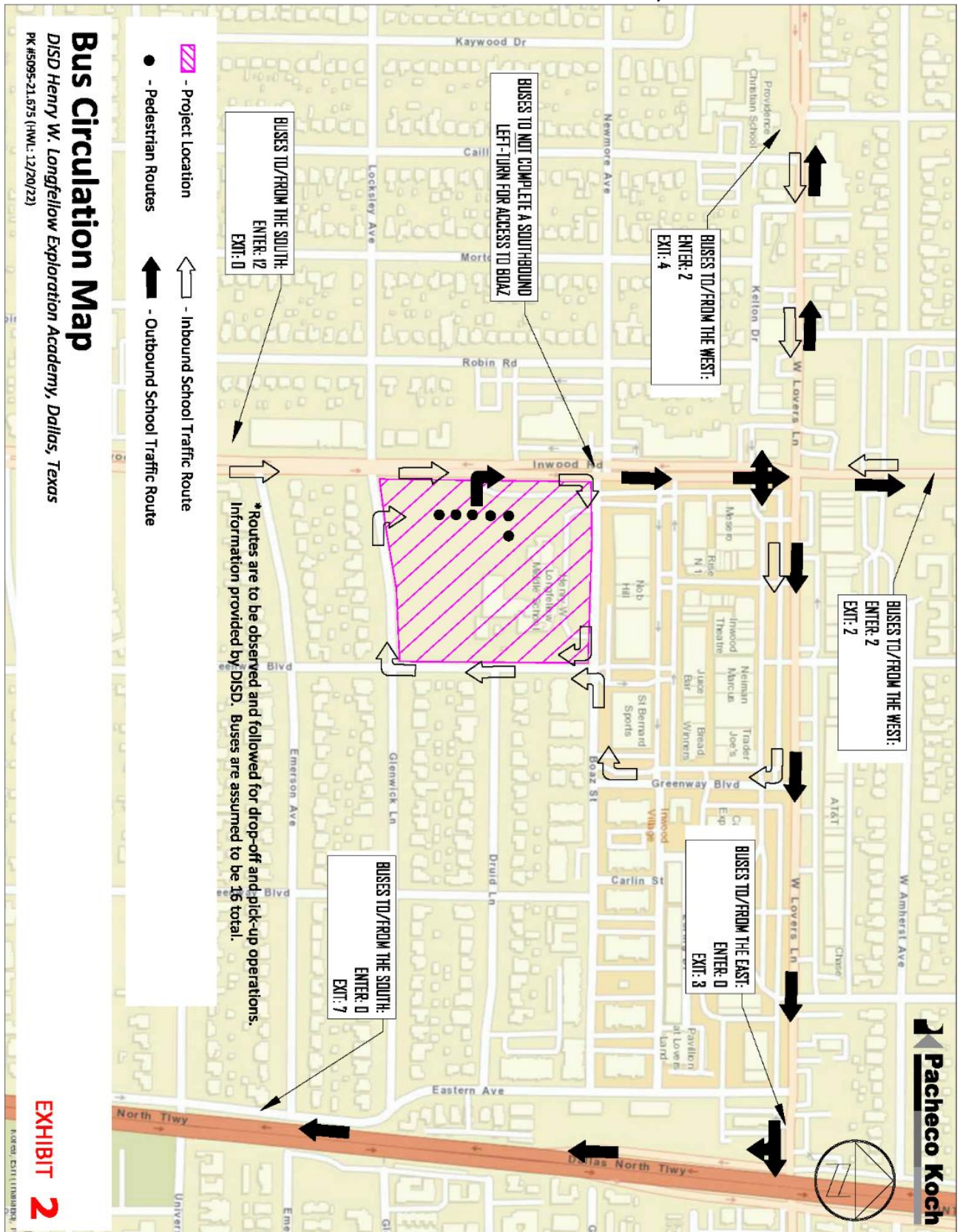
NOTE: Current loading system for delivers in loading deck will not have any effect on Traffic Management Plan as loading will occur outside of peak student pick-up and drop-off times.

END OF MEMO

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...



PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...

2022-2023 Henry W Longfellow Career Exploration Academy				Early Release December 16 - December 21
ROUTE	AM PICK-UP TIME	STOP(S) PICK-UP & DROP-OFF LOCATION	PM DROP-OFF	
1023	6:45 AM	BLAIR	5:24 PM	3:04 PM
	6:57 AM	CUELLAR	5:12 PM	2:52 PM
	7:02 AM	ANDERSON	5:06 PM	2:46 PM
	7:07 AM	PLEASANT GROVE	5:00 PM	2:40 PM
	7:13 AM	RUNYON	4:56 PM	2:36 PM
	8:05 AM	ARRIVE @ LONGFELLOW MS	4:05 PM	1:35/1:45 PM
	8:13 AM	ARRIVE @ WILLIAMS ES	4:10 PM	1:50 PM
1030	7:05 AM	WILMER HUTCHINS	5:09 PM	2:49 PM
	7:21 AM	WEISS	4:56 PM	2:36 PM
	7:36 AM	HOLLAND	4:42 PM	2:22 PM
	8:05 AM	ARRIVE @ LONGFELLOW MS	4:05 PM	1:35/1:45 PM
	8:10 AM	ARRIVE @ WILLIAMS ES	4:10 PM	1:50 PM
1062	6:38 AM	SEAGOVILLE NORTH ES	5:13 PM	2:55 PM
	6:47 AM	KLEBERG ES	5:03 PM	2:45 PM
	6:56 AM	MOSELEY ES	4:53 PM	2:35 PM
	7:10 AM	GONZALEZ ES	4:41 PM	2:21 PM
	8:00 AM	ARRIVE @ LONGFELLOW MS	4:05 PM	1:35/1:45 PM
	8:10 AM	ARRIVE @ WILLIAMS ES	4:10 PM	1:50 PM
1102	7:10 AM	TATUM ES	5:27 PM	2:57 PM
	7:17 AM	BLANTON ES	5:20 PM	2:50 PM
	7:25 AM	RICHARDSON ES	4:37 PM	2:17 PM
	8:05 AM	ARRIVE @ LONGFELLOW MS	4:05 PM	1:35/1:45 PM
	8:10 AM	ARRIVE @ WILLIAMS ES	4:10 PM	1:50 PM
2056	7:06 AM	GILL	5:07 PM	2:27 PM
	7:15 AM	KIEST	4:59 PM	2:19 PM
	7:23 AM	REINHARDT	4:50 PM	2:10 PM
	7:31 AM	MATA	4:41 PM	2:01 PM
	7:36 AM	MT AUBURN	4:37 PM	1:57 PM
	7:58 AM	ARRIVE @ LONGFELLOW MS	4:10 PM	1:50 PM
	8:05 AM	ARRIVE @ WILLIAMS ES	4:05 PM	1:35/1:45 PM
	7:03 AM	HIGHLAND MEADOWS	4:53 PM	2:35 PM
	7:17 AM	HEXTER	4:43 PM	2:25 PM

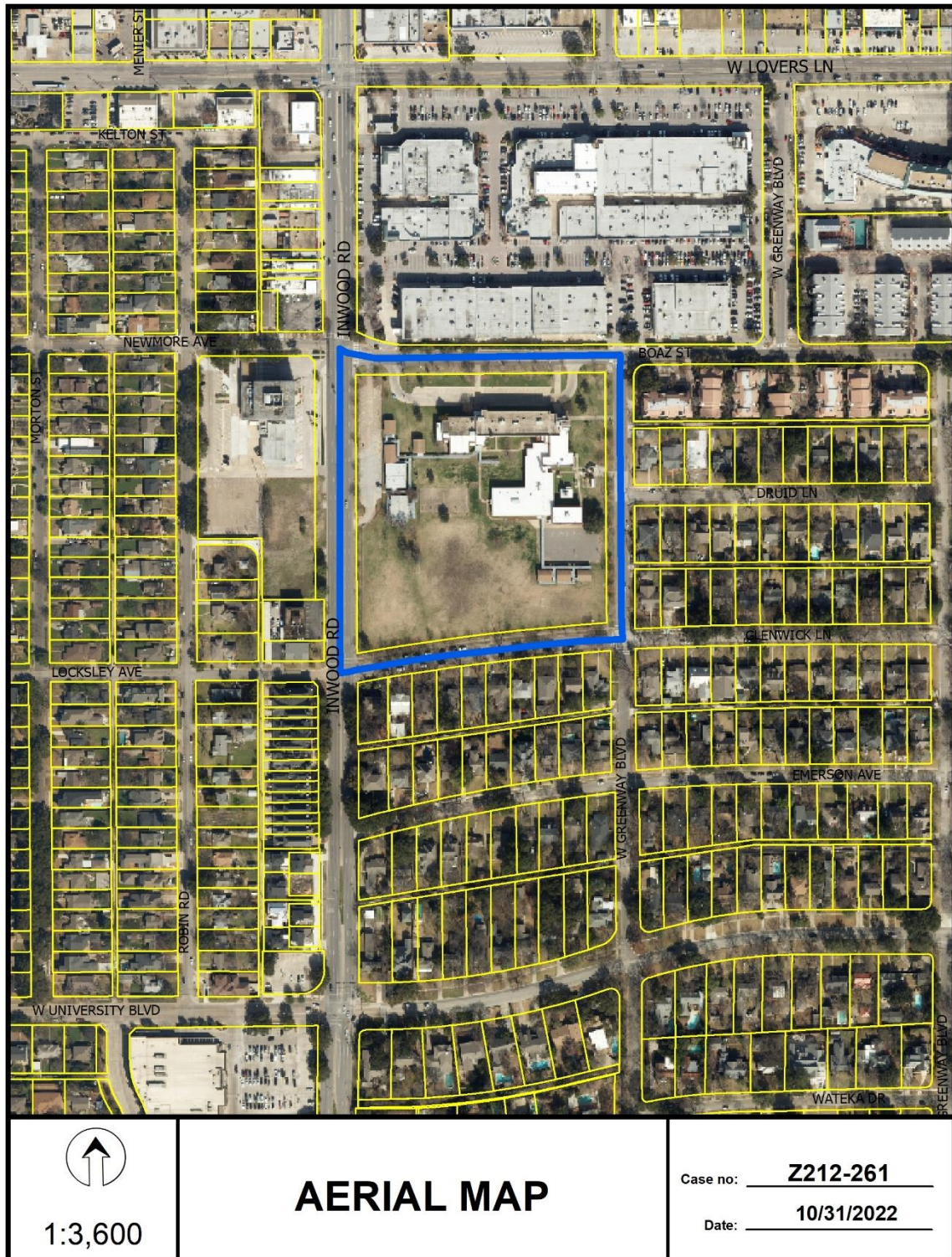
PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...

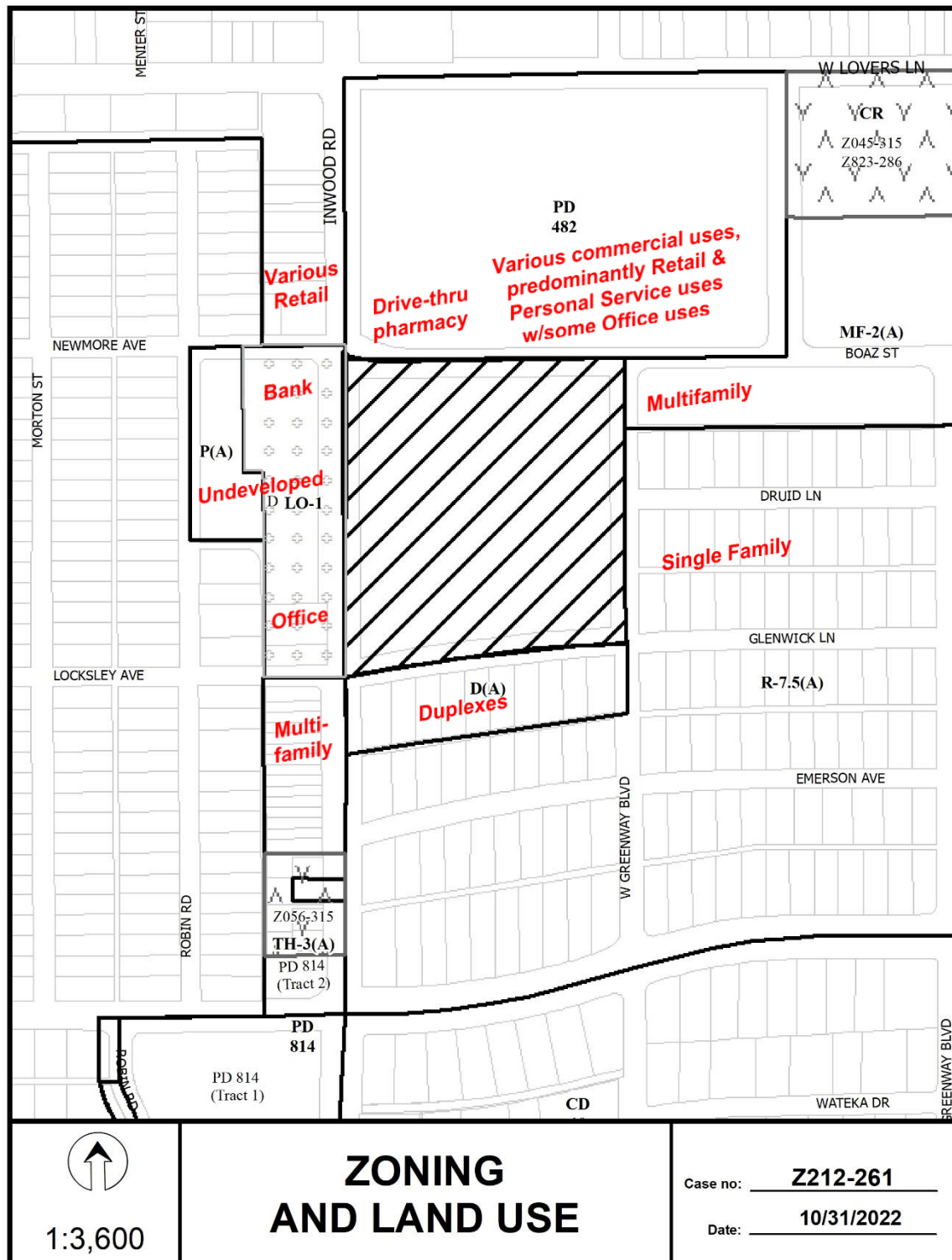
2057	7:27 AM	RODGERS ES	4:33 PM	2:15 PM
	7:31 AM	HOTCHKISS	4:27 PM	2:09 PM
	7:46 AM	LOWE	4:18 PM	1:58 PM
	8:05 AM	ARRIVE @ LONGFELLOW MS	4:05 PM	1:35/1:45 PM
2064	7:13 AM	RHOADS	5:03 PM	2:42 PM
	7:21 AM	URBAN PARK	4:52 PM	2:32 PM
	7:39 AM	MILAM	4:31 PM	2:11 PM
	7:50 AM	MAPLE LAWN	4:20 PM	2:00 PM
	7:57 AM	ARRIVE @ LONGFELLOW MS	4:10 PM	1:50 PM
	8:05 AM	ARRIVE @ WILLIAMS ES	4:05 PM	1:35/1:45 PM
3039	7:22 AM	MARTINEZ	4:55 PM	2:29 PM
	7:31 AM	DEZAVALA	4:41 PM	2:17 PM
	7:44 AM	KNIGHT	4:26 PM	2:02 PM
	7:57 AM	ARRIVE @ LONGFELLOW MS	4:10 PM	1:51 PM
	8:15 AM	ARRIVE @ WILLIAMS MS	4:05 PM	1:35/1:45 PM
3073	7:10 AM	BURNETT	5:11 PM	2:45 PM
	7:18 AM	CAILLET ES	5:05 PM	2:40 PM
	7:25 AM	MARCUS	4:54 PM	2:29 PM
	7:37 AM	WITHER ES	4:39 PM	2:17 PM
	7:49 AM	PERSHING	4:29 PM	2:00 PM
	8:00 AM	ARRIVE @ LONGFELLOW MS	4:10 PM	1:51 PM
	8:15 AM	ARRIVE @ WILLIAMS MS	4:05 PM	1:35/1:45 PM
3094	7:00 AM	JUNKINS ES	5:19 PM	2:53 PM
	7:12 AM	FRANK ES	5:05 PM	2:40 PM
	7:23 AM	BUSH ES	4:56 PM	2:32 PM
	7:32 AM	CHAPEL HILL ES	4:49 PM	2:24 PM
	7:45 AM	NATHAN ADAMS ES	4:36 PM	2:13 PM
	8:06 AM	ARRIVE @ WILLIAMS ES	4:05 PM	1:35/1:45 PM
	8:15 AM	ARRIVE @ LONGFELLOW MS	4:15 PM	1:54 PM
3128	7:48 AM	LIPSCOMB ES	4:40 PM	2:18 PM
	8:08 AM	ARRIVE @ WILLIAMS ES	4:05 PM	1:35/1:45 PM
	8:15 AM	ARRIVE @ LONGFELLOW MS	4:15 PM	1:55 PM
4068	7:24 AM	STARKS	4:51 PM	2:28 PM
	7:33 AM	BUDD ES	4:41 PM	2:19 PM
	7:39 AM	BOTELLO ES	4:32 PM	2:13 PM

PROPOSED TRAFFIC MANAGEMENT PLAN, Cont'd...

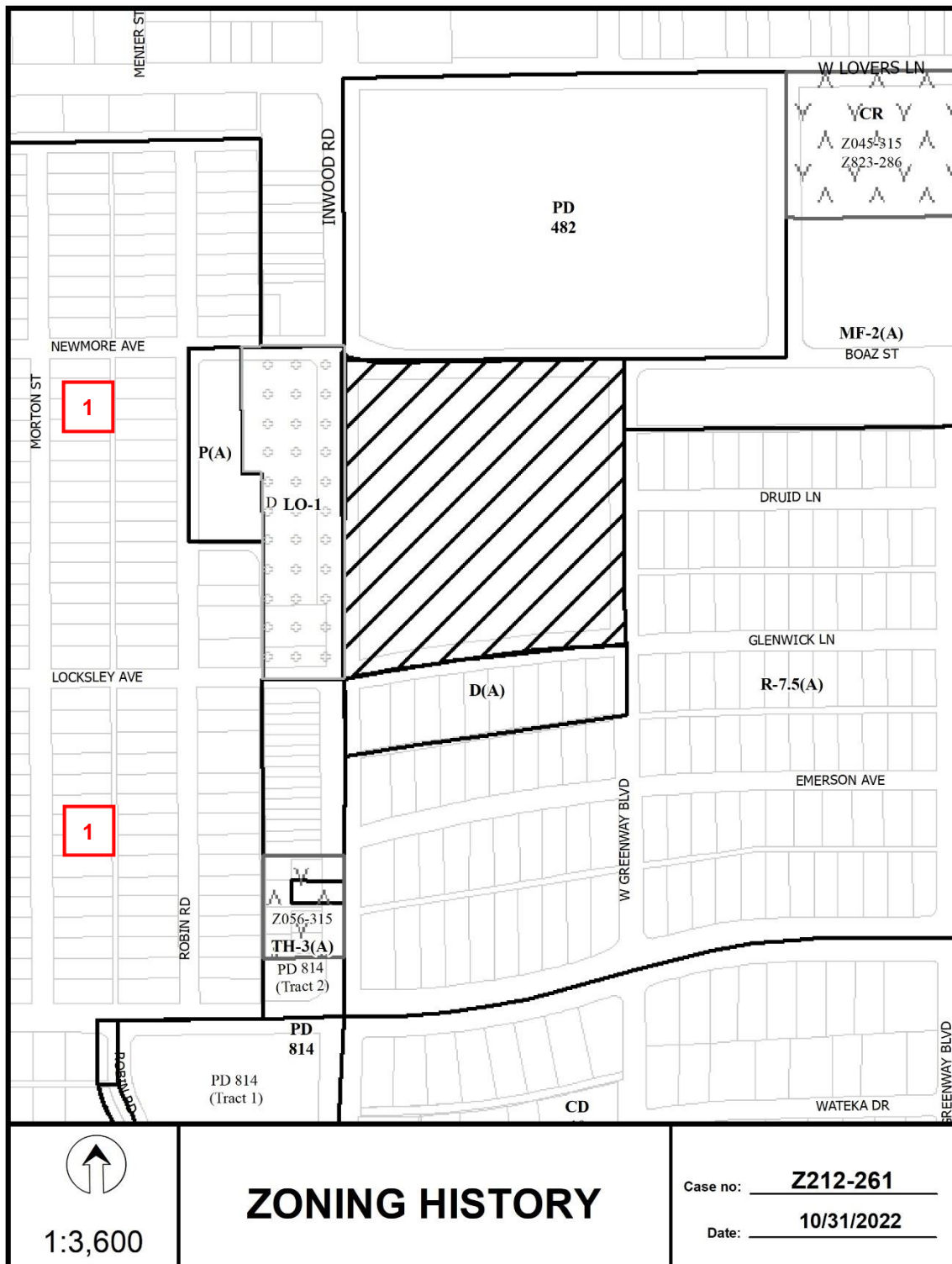
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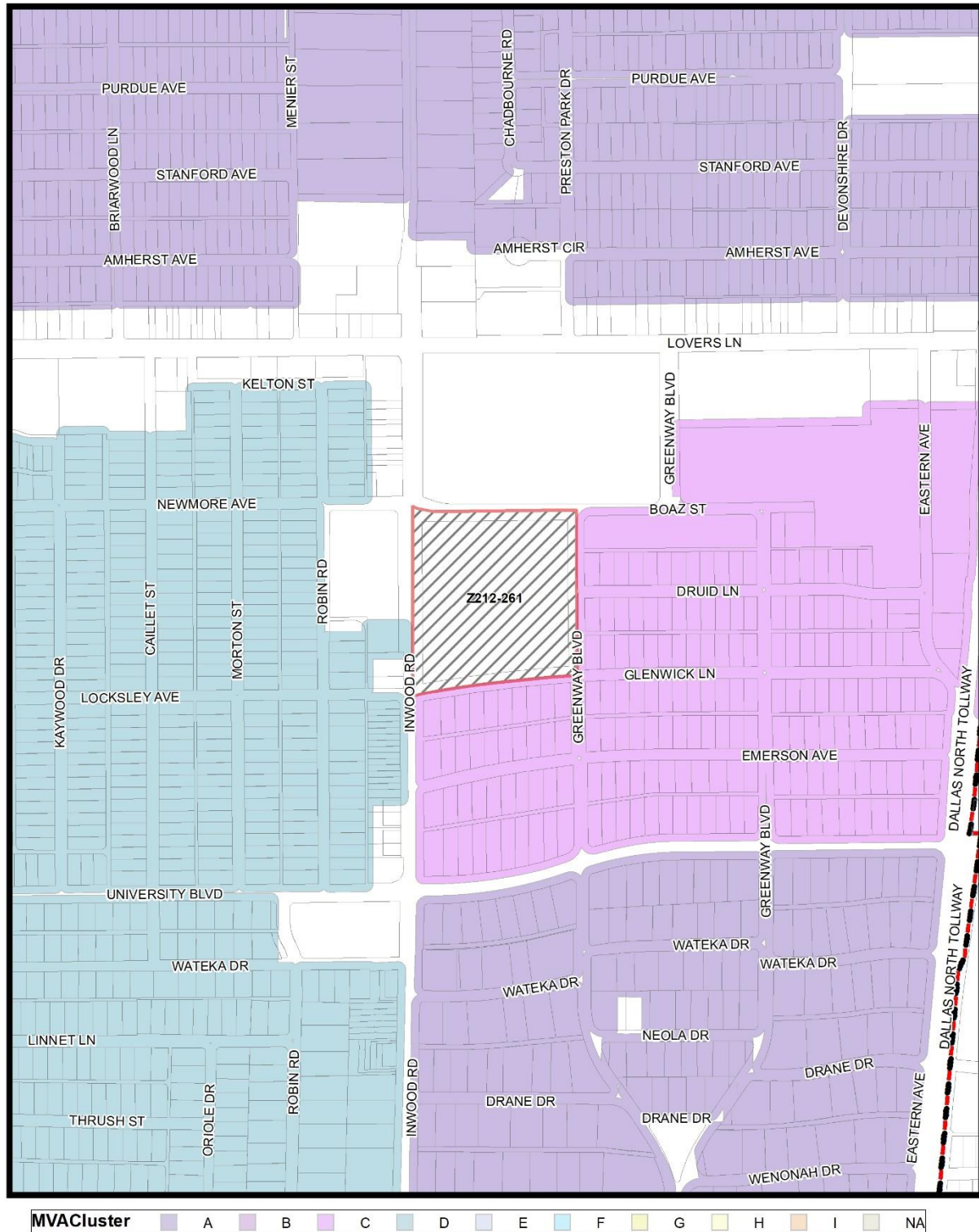




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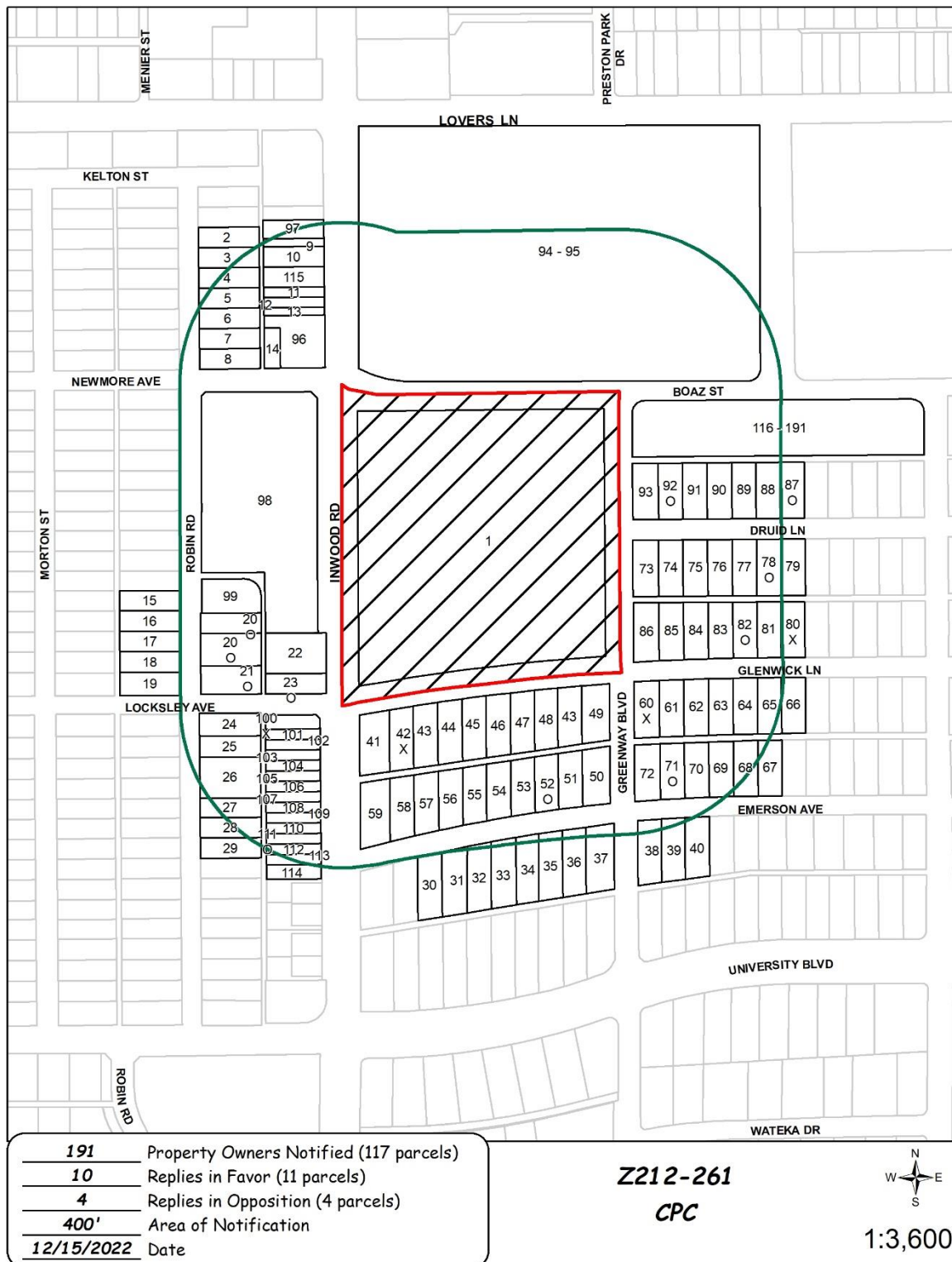


Z212-261(JA)



Market Value Analysis

Printed Date: 10/31/2022



12/14/2022

Reply List of Property Owners***Z212-261******191 Property Owners Notified******10 Property Owners in Favor******4 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	5314 BOAZ ST	Dallas ISD
	2	7802 ROBIN RD	TREVINO ALBERTO GALVAN
	3	7722 ROBIN RD	WHITEKER JEREMY ALEXANDER
	4	7718 ROBIN RD	FURR REX W
	5	7714 ROBIN RD	CHATTAM WILLIE D
	6	7710 ROBIN RD	EVANS JOHN R JR &
	7	7706 ROBIN RD	CRUZ HOMES CONCEPTS LLC
	8	7702 ROBIN RD	HARRISON ALICIA N
	9	7801 INWOOD RD	TRIPLE TK LLC
	10	7721 INWOOD RD	SKL INVESTMENT
	11	7713 INWOOD RD	77713 REAL ESTATE LTD
	12	7715 INWOOD RD	7713 REAL EST LTD
	13	7711 INWOOD RD	7711 INWOOD RD LLC
	14	5215 NEWMORE AVE	Taxpayer at
	15	7519 ROBIN RD	MOSCOW RE LLC
	16	7515 ROBIN RD	MAZZMANIA LP &
	17	7511 ROBIN RD	WATSON LINDA SMITH
	18	7507 ROBIN RD	SDH 2009 INV LP
	19	7503 ROBIN RD	BROADNAX BONNIE L EST OF
O	20	7514 ROBIN RD	7514 ROBIN ROAD LLC
O	21	7504 ROBIN RD	INGRAM SANDRA L
	22	7509 INWOOD RD	7509MBC LLC
O	23	5221 LOCKSLEY AVE	CORRIGAN INV
	24	7418 ROBIN RD	VAUGHN NOLAN E
	25	7414 ROBIN RD	Taxpayer at
	26	7410 ROBIN RD	FRIERSON ELBERT EST OF

12/14/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	7402 ROBIN RD	JENKINS BETTY
	28	7318 ROBIN RD	HENDERSON BOBBIE J
	29	7314 ROBIN RD	WATSON MICHAEL SCOTT & DENNISE M
	30	5314 EMERSON AVE	1994 GST EXEMPTION TRUST
	31	5320 EMERSON AVE	MANFREDINI CHRISTOPHER & JANSEN &
	32	5324 EMERSON AVE	LOEWEN BRENT &
	33	5330 EMERSON AVE	CHILDERS JONATHAN R
	34	5334 EMERSON AVE	HARPER MAX III & ELLEN D
	35	5338 EMERSON AVE	SCHNETZER DAVID & AMANDA
	36	5344 EMERSON AVE	2019 ROSEN BETSY JANE EXCLUSION
	37	5350 EMERSON AVE	NOONAN PATRICK MURPHY &
	38	5402 EMERSON AVE	FLABIANO NOAH B & MOLLY H
	39	5408 EMERSON AVE	NEUHOFF JOE OSCAR JR
	40	5412 EMERSON AVE	BARON JOAN
	41	5302 GLENWICK LN	HABIBI MASOUD & PIPER
X	42	5306 GLENWICK LN	NUOVO INVESTMENTS LLC
	43	5312 GLENWICK LN	4631 WILDWOOD LLC
	44	5318 GLENWICK LN	DIETZ WILLIAM M
	45	5322 GLENWICK LN	MONTGOMERY KAYLYN
	46	5328 GLENWICK LN	4631 WILDWOOD LLC
	47	5332 GLENWICK LN	KOSTER PROPERTIES LTD
	48	5338 GLENWICK LN	4631 WILDWOOD LLC
	49	5348 GLENWICK LN	WALSH PAULA JOAN
	50	5351 EMERSON AVE	MCCLENDON KATHERINE
	51	5345 EMERSON AVE	KRAMER MARK &
O	52	5339 EMERSON AVE	GRAUSE ALEXANDER E & NARINDER K
	53	5335 EMERSON AVE	REDWINE HOLT & MADISON
	54	5331 EMERSON AVE	KAHN MICHAEL LINZ &
	55	5325 EMERSON AVE	ALTEMORE BROOKE &
	56	5321 EMERSON AVE	FOUR WINDS ENT LTD
	57	5317 EMERSON AVE	BURCH RICHARD BRADLEY

12/14/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	5311 EMERSON AVE	WATSON JOHN MILTON & MELINDA P
	59	5305 EMERSON AVE	WILLIAMS VERONICA GRACE
X	60	5402 GLENWICK LN	MIGLICCO KELLY & JOHN W
	61	5408 GLENWICK LN	FENIMORE ROBERT D & ABBE
	62	5412 GLENWICK LN	PADDISON DIANE S &
	63	5416 GLENWICK LN	WEBSTER ELIZABETH 2020 TRUST &
	64	5422 GLENWICK LN	DAVIS KERRI L
	65	5426 GLENWICK LN	DRINKWATER MICHAEL D &
	66	5432 GLENWICK LN	LEWIS RUTH H LIVING TRUST
	67	5427 EMERSON AVE	BROOKS CAROL
	68	5423 EMERSON AVE	ZVARA DAVID M & JULIE E
	69	5417 EMERSON AVE	TOMLINSON JORAYNE TAMMY
	70	5411 EMERSON AVE	MEDINA MARION & RAYMUND A
O	71	5407 EMERSON AVE	ALLEN LUKE GAYDEN &
	72	5403 EMERSON AVE	FRISCHHERTZ DEAN
	73	5402 DRUID LN	MILLER JEFFRIE C
	74	5408 DRUID LN	ARMSTRONG JEFFREY ROSS
	75	5412 DRUID LN	HELMS JENNIFER ANTON &
	76	5416 DRUID LN	MURCHISON DANIEL & CLAIRE
	77	5422 DRUID LN	CLAYTON WILLIAM MCELWEE &
O	78	5426 DRUID LN	MCCLUNG WILLIAM B & JILL
	79	5432 DRUID LN	HEARD ZACHARY R
X	80	5433 GLENWICK LN	TODD HUNTER & ASHTON
	81	5427 GLENWICK LN	ALCOTT DOUGLAS A
O	82	5423 GLENWICK LN	UNDERWOOD MAUREEN M &
	83	5417 GLENWICK LN	Taxpayer at
	84	5411 GLENWICK LN	MOORE MARGARET RAE
	85	5407 GLENWICK LN	NASR JOSEPH & LEA ABDALLA
	86	5403 GLENWICK LN	SCHWEITZER TAB & BARBARA
O	87	5433 DRUID LN	GAMBLE ROBERT A
	88	5427 DRUID LN	PLASTER WILLIAM &

12/14/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	5423 DRUID LN	WOOD JOAN BATES &
	90	5417 DRUID LN	EARLE HAYDEN
	91	5411 DRUID LN	LADEWIG BRIAN S & COURTNEY G
O	92	5407 DRUID LN	BLAYLOCK SUZANNE
	93	5403 DRUID LN	RICHARDSON RICHARD L & PAULA K
	94	5300 W LOVERS LN	L&B DEPP INWOOD VILLAGE
	95	5458 W LOVERS LN	L&B DEPP INWOOD VILLAGE
	96	7709 INWOOD RD	CA SOUTH INWOOD LP
	97	7803 INWOOD RD	WALKUP BETTYE JANE TR
	98	7621 INWOOD RD	INWOOD NATIONAL BANK
	99	7518 ROBIN RD	INWOOD NATIONAL BANK
X	100	7431 INWOOD RD	STANTON BRADLEY A & HEATHER L
	101	7427 INWOOD RD	SPENCER WILLIAM B
	102	7423 INWOOD RD	CHUBBY BUNNY LLC
	103	7419 INWOOD RD	HERSHISER JAMIE B
	104	7415 INWOOD RD	FLORY MARK H &
	105	7411 INWOOD RD	REECE ROBERT LEE &
	106	7407 INWOOD RD	MILLER BARBARA O
	107	7403 INWOOD RD	HOLGUIN MARGO
	108	7335 INWOOD RD	HOWEY ROBERTS S JR &
	109	7331 INWOOD RD	KLEIN JAMES & DEBRA KLEIN MOORE
	110	7327 INWOOD RD	RENNA FAMILY TRUST
O	111	7323 INWOOD RD	CASTANON ROSINDA
	112	7319 INWOOD RD	EVANS MICHAEL LOREN &
	113	7315 INWOOD RD	MEEK JAMES M & SHARON M
	114	7311 INWOOD RD	HUTCHINSON SUSAN &
	115	7717 INWOOD RD	Taxpayer at
	116	7640 W GREENWAY BLVD	GRAHAM SALLY JUNE B &
	117	7640 W GREENWAY BLVD	ELYAFI RACHEL
	118	7640 W GREENWAY BLVD	NGUYEN PATTY
	119	7640 W GREENWAY BLVD	BRAHE CATHERINE L

12/14/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	120	7640 W GREENWAY BLVD	MCLAUGHLIN RICHARD &
	121	7640 W GREENWAY BLVD	CLAMPITT LESLIE GAMBLE
	122	7640 W GREENWAY BLVD	WOOD SHARON AINSLIE
	123	7640 W GREENWAY BLVD	NORMA & HUEY LLC
	124	7640 W GREENWAY BLVD	SARGENT PATRICK
	125	7640 W GREENWAY BLVD	WALDREP VIRGINIA E
	126	7640 W GREENWAY BLVD	MOURAS RITA C &
	127	7640 W GREENWAY BLVD	SIMS KERRY M
	128	7640 W GREENWAY BLVD	WACHENDORFER RUTH
	129	7640 W GREENWAY BLVD	LITTLE LELAND BYROM & ELAINE
	130	7640 W GREENWAY BLVD	RUPERT ASHLEY E
	131	7640 W GREENWAY BLVD	STEWART BARBARA L GST TRUST
	132	7640 W GREENWAY BLVD	CUELLAR SANDRA ELIZABETH
	133	7640 W GREENWAY BLVD	HARGRAVE CAROLYN L
	134	7640 W GREENWAY BLVD	CROWE ERIN
	135	7640 W GREENWAY BLVD	DJ & BM LLC
	136	7640 W GREENWAY BLVD	BAHADUR VIKRANT &
	137	7640 W GREENWAY BLVD	WHELAN MARJORIE F
	138	7640 W GREENWAY BLVD	BYERS GLENDA
	139	7640 W GREENWAY BLVD	FRAZIER AMY M
	140	7640 W GREENWAY BLVD	MELLOW JEFF
	141	7640 W GREENWAY BLVD	HUANG GUOCUN & HAIXIA HE
	142	7640 W GREENWAY BLVD	EDWARDS LEAH & RANDY
	143	7640 W GREENWAY BLVD	MORGAN DAVID L & KENDA G TR
	144	7640 W GREENWAY BLVD	ADDINGTON MARCI
	145	7640 W GREENWAY BLVD	ENGLISH DARLA
	146	7640 W GREENWAY BLVD	LONG JAMES CHARLES III &
	147	7640 W GREENWAY BLVD	VESTAL ROBERT J
	148	7640 W GREENWAY BLVD	ROGERS JULIANA M
	149	7640 W GREENWAY BLVD	FLEMING HADDEN MANAGEMENT TRUST
	150	7640 W GREENWAY BLVD	BUI DAVID T

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	151	7640 W GREENWAY BLVD	FALCO MICHELLE VANESSA
	152	7640 W GREENWAY BLVD	MOOSCHEKIAN TERRENCE & LINDA TR
	153	7640 W GREENWAY BLVD	MEAGHER ROBERT
	154	7640 W GREENWAY BLVD	MOEHLENPAH MELANIE &
	155	7640 W GREENWAY BLVD	DUNN GERALD W
	156	7640 W GREENWAY BLVD	HILEBRANDCORY LORI ANN
	157	7640 W GREENWAY BLVD	ANG GERALDINE
	158	7640 W GREENWAY BLVD	CLEMMER MELANIE
	159	7640 W GREENWAY BLVD	CHRISTIAN SARAH T
	160	7640 W GREENWAY BLVD	MCANULTY CHRISTIAN MCANULTY &
	161	7640 W GREENWAY BLVD	TITLE & TITLE PROPERTIES
	162	7640 W GREENWAY BLVD	THAMAKE SANJAY &
	163	7640 W GREENWAY BLVD	BALLARD SANDRA
	164	7640 W GREENWAY BLVD	SHEPPARD KRISTEN M
	165	7640 W GREENWAY BLVD	CONWAY DEBORAH
	166	7640 W GREENWAY BLVD	HARGETT SHARON E
	167	7640 W GREENWAY BLVD	ESTES JULIA RAE
	168	7640 W GREENWAY BLVD	METRO ASSOCIATES LTD
	169	7640 W GREENWAY BLVD	BROWN LIDIA
	170	7640 W GREENWAY BLVD	KOBOS MEGAN
	171	7640 W GREENWAY BLVD	3317 LTD
	172	7640 W GREENWAY BLVD	BOWEN KATHERINE PEERY
	173	7640 W GREENWAY BLVD	PONNAMBALAM AMRESH I &
	174	7640 W GREENWAY BLVD	CARMAN JOHN A II &
	175	7640 W GREENWAY BLVD	WILLIAMS MARYBETH
	176	7640 W GREENWAY BLVD	GADOL ELMIRA
	177	7640 W GREENWAY BLVD	MONINGER CHRISTINE
	178	7640 W GREENWAY BLVD	JVMB WAREHOUSE LLC
	179	7640 W GREENWAY BLVD	LACASITA GROUP LLC
	180	7640 W GREENWAY BLVD	BLANCK KATHY H
	181	7640 W GREENWAY BLVD	DUNAGAN PAUL & GINA

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	182	7640 W GREENWAY BLVD	MORAN JAMES A & PATRICIA V
	183	7640 W GREENWAY BLVD	TAYLOR ELAINE
	184	7640 W GREENWAY BLVD	INHOFE KATHERINE MARGARET
	185	7640 W GREENWAY BLVD	LOVE BARBARA S
	186	7640 W GREENWAY BLVD	JOHNIGAN SANDRA K ET AL
	187	7640 W GREENWAY BLVD	ORTEGA ZUZEL
	188	7640 W GREENWAY BLVD	CORSON ALLEN KENNETH
	189	7640 W GREENWAY BLVD	POTTER BLAIR &
	190	7640 W GREENWAY BLVD	MORAN JAMES A & PATRICIA
	191	7640 W GREENWAY BLVD	MORAN JAMES & PATRICIA 1986 FAMILY TRUST