

FILE NUMBER: Z212-275(JM) **DATE FILED:** June 3, 2022
LOCATION: Southwest corner of Drury Drive and South Polk Street
COUNCIL DISTRICT: 3
SIZE OF REQUEST: Approx. 5.6 acres **CENSUS TRACT:** 48113011003

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 an addition to an existing public school. [Adelle Turner Elementary School]

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

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

PRIOR CPC ACTION: On February 16, 2023, this case was held under advisement pending the outcome of the Board of Adjustment case for the front yard setback encroachment on Drury Drive as proposed on the site plan. The case BDA223-041(ND) was pending consideration on [Panel C, April 17, 2023](#); however, that meeting was cancelled. Subsequently, on April 20, 2023, this case was held under advisement once more, pending the outcome of the Panel C, May 15, 2023 Board of Adjustment hearing. At the time of this report, the Panel C docket had not been posted.

BACKGROUND INFORMATION:

- The area of request is zoned an R-7.5(A) Single Family District and is currently developed with a public elementary school. [Adelle Turner Elementary School]
- The existing school building contains a total floor area of 41,729 square feet. The applicant proposes an addition to the existing school for a 4,954-square-foot administrative office.
- The school will continue to serve grades Pre-K through fifth (elementary school) and includes 31 existing classrooms.
- Re-platting is required in order to establish a building site for construction of the new school. On May 19, 2022, the city plan commission approved preliminary plat S212-194, subject to conditions.
- **At the time of this report finalization, DISD was pending the outcome of a front yard setback encroachment request with the Board of Adjustment on May 15, 2023. Staff will brief the outcome of that request and changes for this case.**

Zoning History:

There has been one zoning change request in the area in the last five years.

1. **Z212-270:** On April 12, 2023, City Council approved 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, on property bound by South Polk Street, Reynoldston Lane, Regatta Drive, and Drury Drive. [*same block as subject case*]

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Reynoldston Lane	Local Street	60 feet/--
Regatta Drive	Local Street	60 feet/--
Drury Drive	Local Street	60 feet/--
Polk Street	Principal Arterial	100 feet/ Minimum-6 lanes-Divided 90-foot ROW

Traffic:

The proposed traffic management plan (TMP), dated January 12, 2023, is sealed by a licensed professional engineer (ref "Proposed Exhibit B_Traffic Management Plan" provided later in this staff report). The TMP contains the electronic signature of the proposed Adelle Turner Elementary School principal and the DISD transportation director.

Per proposed SUP conditions (ref “Proposed SUP Conditions” provided later in this staff report), a traffic study evaluating the sufficiency of the TMP must be submitted by March 1, 2025, or within six months after students first begin attending classes (whichever is later) and by March 1st of each odd-numbered year thereafter.

The Transportation Development Services Division of the Transportation Department has reviewed the current zoning request and does not anticipate that it will significantly impact the surrounding roadway system. The Transportation Department will collaborate with school officials to enforce the TMP.

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

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 2.5 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.

- 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 elementary school
North	R-7.5(A) Single Family District	Single family and church
East	R-7.5(A) Single Family District	Single family
South	R-7.5(A) Single Family District	Single family and church
West	R-7.5(A) Single Family District	Single family and public middle school

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 school other than an open-enrollment charter school [Adelle Turner Elementary School], which has been in operation at the request site since the mid-1960s. The site shares a block with a public middle school [W. H. Atwell Law Academy] to the northeast and additional property in the R-7.5(A) Single Family District developed with a church to the southeast.

Surrounding land uses include single family and a church to the north across Drury Drive; single family to the east; single family and public middle school to the west; and a church and single family to the south.

The existing school building contains a total floor area of 41,729 square feet. The current request is for an SUP for a public school other than an open-enrollment charter school to allow for an addition to the existing school for a 4,954-square-foot administrative office. The school will continue to serve grades pre-K through fifth (elementary school) and includes 31 existing classrooms. Staff supports the request, subject to a site plan, a traffic management plan, and conditions.

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 proposed use is compatible with the surrounding neighborhood and is consistent with the existing zoning and with the general provisions for a Specific Use Permit. Staff finds

that with the proposed site plan and TMP, the addition proposed will 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:

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	S. Polk St: 25' min Drury Dr: 25' min	10' side (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 18.4% per plan	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 Plan shows 6' existing chain-link fence in the front yard setback on S. Polk St.

Landscaping:

The proposed redevelopment of the site will require full compliance with Article X, as amended. The proposed site plan was reviewed by the chief arborist who found the plan acceptable in regard to having the capacity to adhere to the Article X requirements.

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 (1.5 spaces for each elementary school classroom). Site data summary table on the proposed SUP site plan indicates 47 spaces are required; a total of 79 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 subject site is not located in an MVA cluster; however, all surrounding properties are within the “F” cluster.

Dallas ISD Trustees and Administration

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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: For future additions, 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. The minimum buffer width maybe reduced to zero feet in those areas shown on the site plan where pick up and drop operations are conducted.
6. PEDESTRIAN AMENITIES: For future additions, 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.

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

6. 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. 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 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 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.

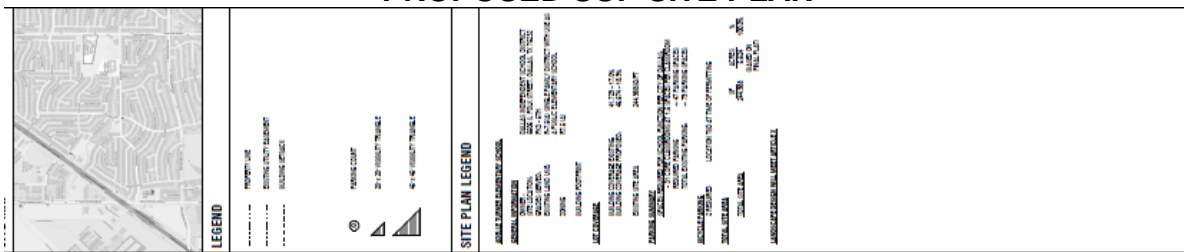
(D) Amendment process.

- (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.

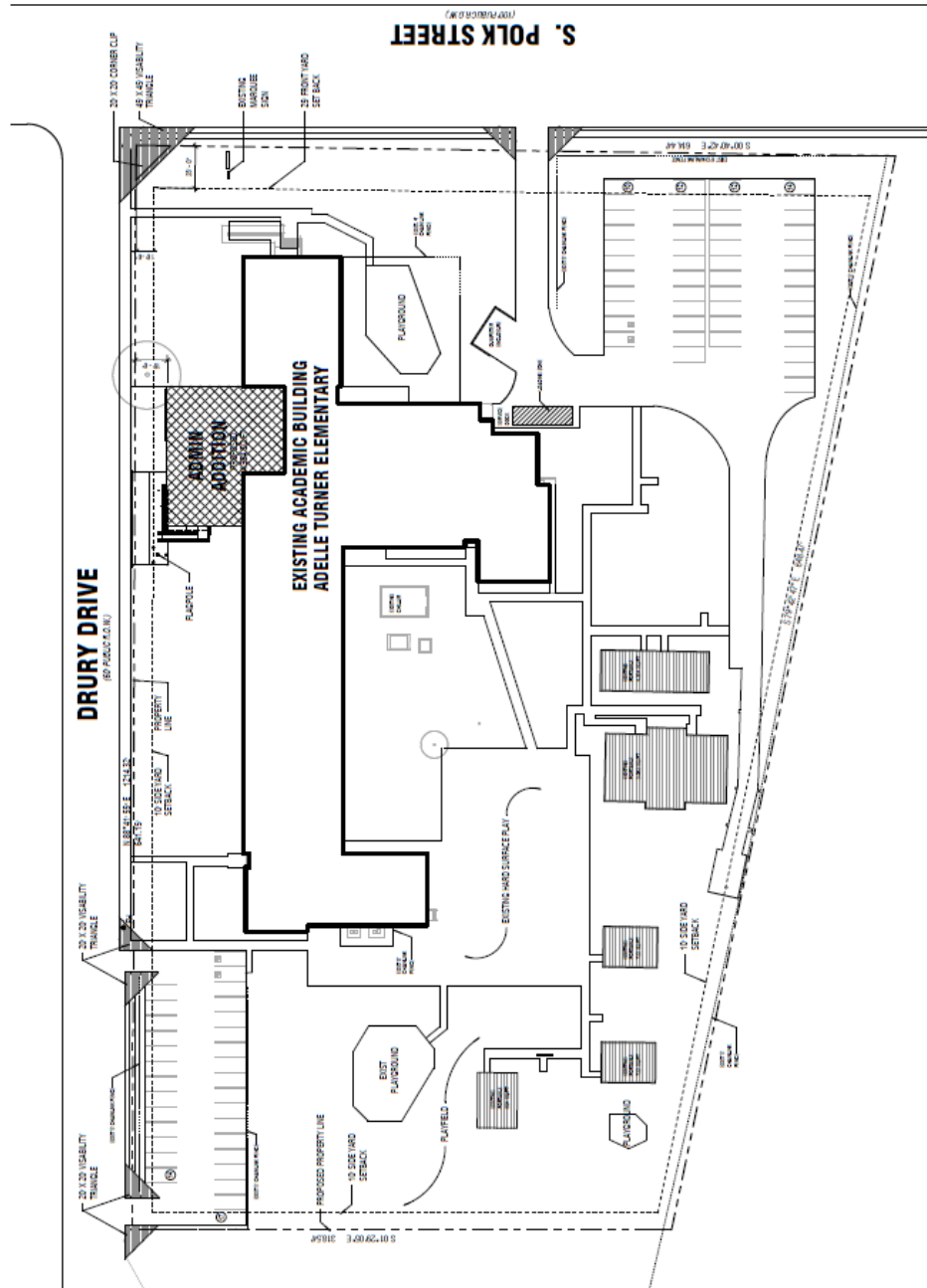
7. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

8. 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



ALL SITE FEATURES ARE EXISTING TO REMAIN. THE ONLY MODIFICATIONS TO THIS SITE ARE THE ADMIN ADDITION AT THE NORTH SIDE OF THE EXISTING STRUCTURE AND THE ENTRY PLAZA ENTERING THE NEW ADDITION.



PROPOSED TRAFFIC MANAGEMENT PLAN

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January 12, 2023

PK# 5105-21.530

TRAFFIC MANAGEMENT PLAN

Z -



Hunter W. Lemley

DISD Adelle Turner Elementary School
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 Adelle Turner Elementary School described below. The school has an existing enrollment of approximately 300 students and is anticipated to remain after improvements are complete.

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. The proposed changes to the school do not affect the existing TMP operations, therefore all operations shown and illustrated in this plan are existing conditions.

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 Wednesday March 30th, 2022 and Thursday March 31st, 2022 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

January 12, 2023

2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 5505 South Polk Street, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - South Polk Street:
 - Cross-section: Six lanes, two-way operation, divided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 40 mph [School Zone of 20 mph]
 - Drury Drive:
 - Cross-section: two lanes, two-way operation [eastbound one-way operational during school hours], undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - **Adjacent Intersections:**
 - South Polk Street and Drury Drive - Marked crosswalks on west and south legs, with barrier free ramps provided on the northwest, southwest, and southeast 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:**
 - Drury Drive: Two Driveways (Existing and Proposed)
 - South Polk Street: One Driveway (Existing and Proposed)
- **Student (Building) Ingress/Egress Points:**

January 12, 2023

- Main student pedestrian access is located at the main entrance on the north side of the school building.

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 Wednesday March 30th, 2022 and Thursday March 31st, 2022. 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			
1	Pre-K – 5 th	7:20 AM – 3:15 PM	300	300	59 (59)	0 (0)	-59 (-59)

*All times are subject to change

5. CIRCULATION

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

- Description of Existing and Proposed Conditions

Off-Site Circulation:

- Pre-K – 5th Grade:

Parent traffic enters the area traveling eastbound on Drury Drive. Parent traffic queues/stands on the curb sides adjacent to the school and queue along Drury Drive.

In order for students to enter appropriate vehicles on the north curbside, students cross the crosswalk with a present crossing guard at the intersection of Drury Drive and S Polk Street.

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

January 12, 2023

Two school buses are used for this particular school and load and unload students along the eastbound curbside of Drury Drive adjacent to the site. Special Education buses use the schools back parking lot for the loading and unloading of students.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

- Temporary traffic control devices are not used for this TMP in order to facilitate drop-off/pick-up operations.

6. DROP-OFF/PICK-UP COORDINATION

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

- **Subject School Recommended Loading System:**

- Monitored Non-Sequential System

DEFINITIONS:

A "Administer 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.

A "Monitored Non-Sequential System" refers to a more commonly used managed system 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. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis.

An "Unmanaged 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.

- **Separation of modes of transportation:**

- Bus: 5%
- Walk: 5%

January 12, 2023

- Picked Up by Parent: 90%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 7:20 AM – 3:15 PM (Pre-Kindergarten - 5th)

7. SCHOOL STAFF ASSISTANCE

- Number:
 - Observed: 2 – 3
 - Desired: 2 – 3
- Location:
 - Observed: Drury Drive
 - Desired: Drury Drive
- 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: 1
 - Desired: 1
- Location:
 - Observed: South Polk Street and Drury Drive
 - Desired: South Polk Street and Drury Drive

January 12, 2023

11. REPORT FORMAT

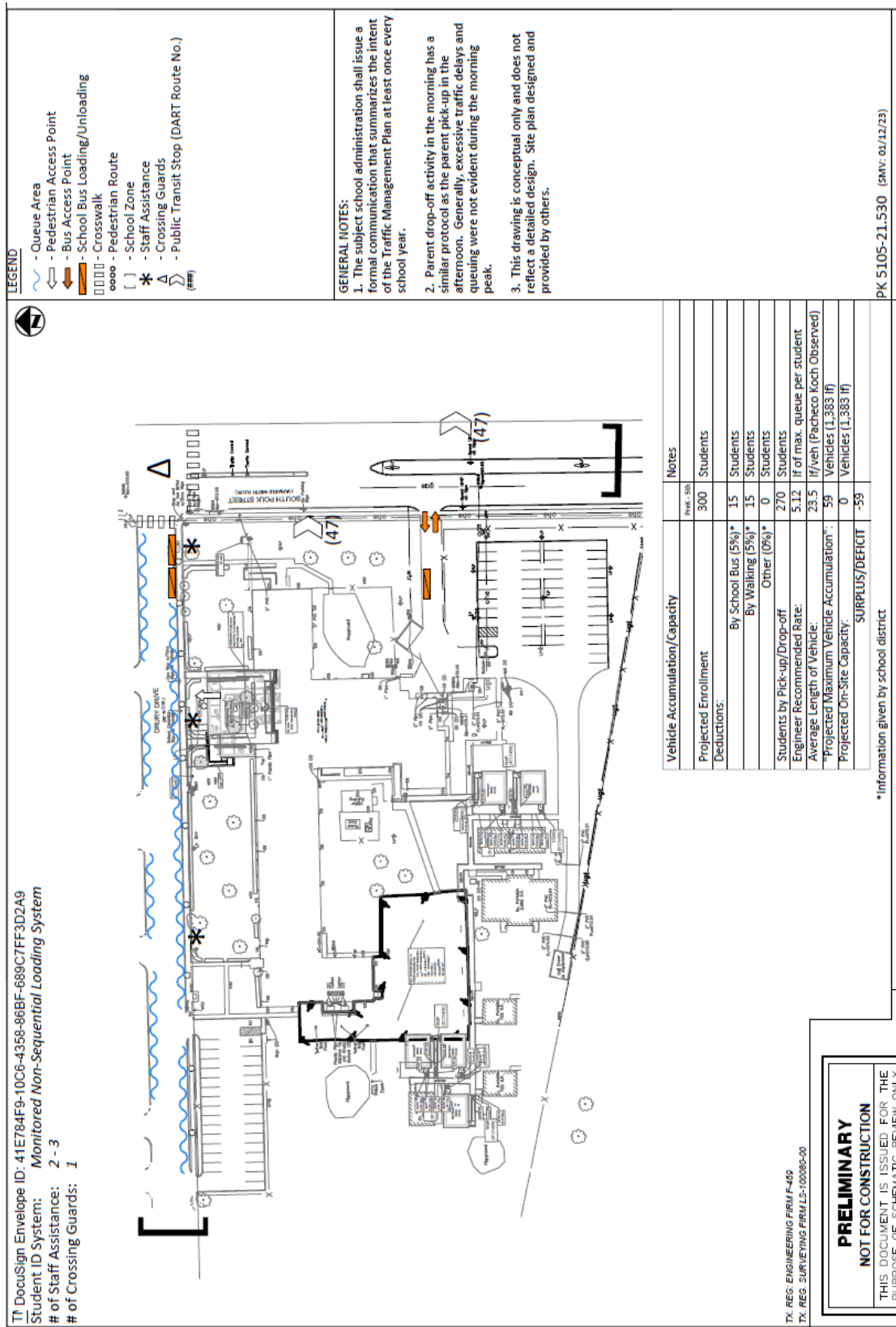
This report follows the City of Dallas Traffic Management Plan format as described in Appendix A6 of the City of Dallas *Street Design Manual*.

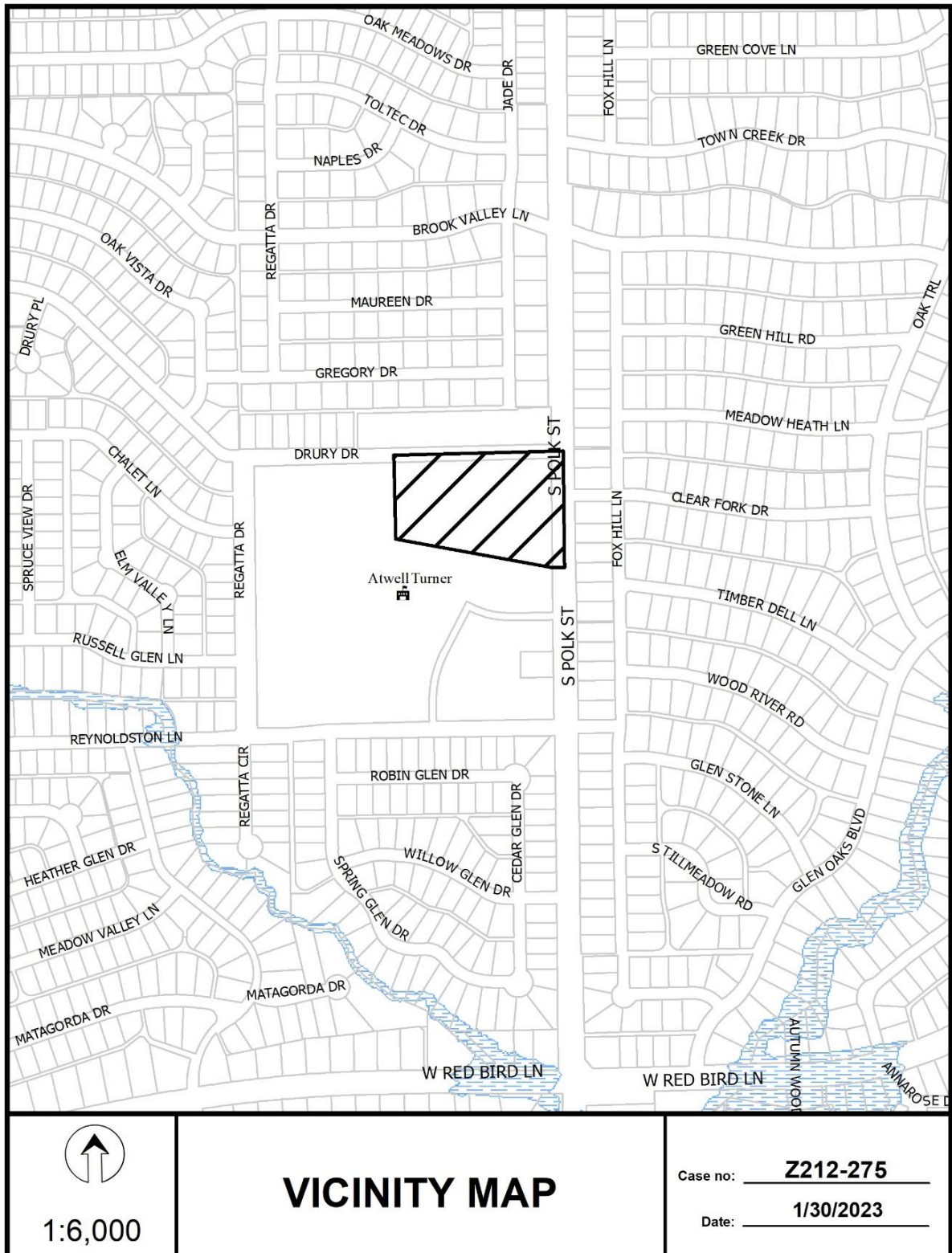
12. OTHER ITEMS WHERE APPLICABLE

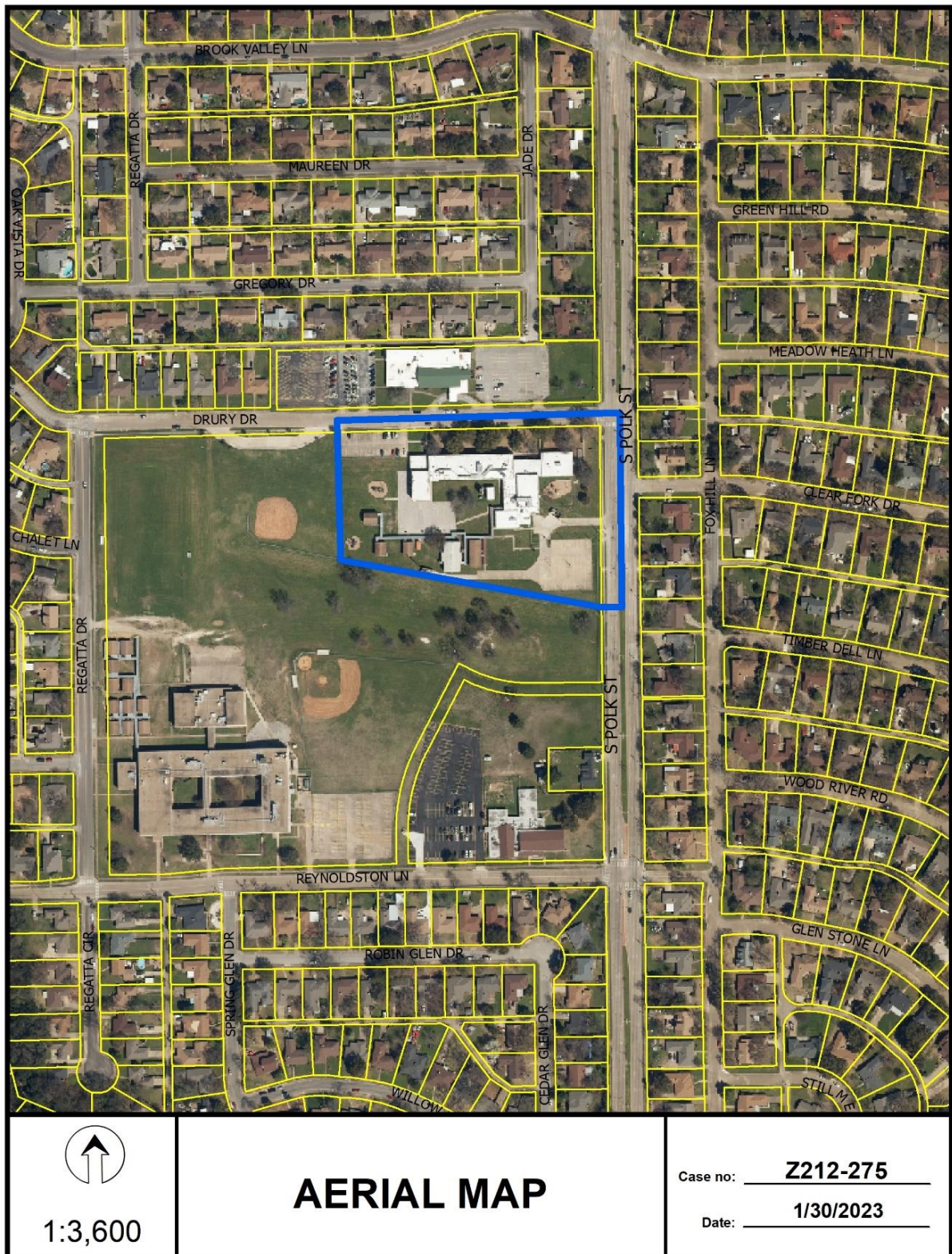
- a) School Bus Operations: (See Section 5)
- b) Methodology:
 - a. Engineer Recommended Rate: 5.12 linear feet per student
 - b. Average Length of Vehicle: 23.5 feet
 - c. Separation of modes of transportation:
 - i. Bus: 5%
 - ii. Walk: 5%
 - iii. Picked Up by Parent: 90%
 - NOTE: Information provided by DISD and validated with field observations
 - d. Projected maximum vehicle accumulation: 59
 - e. Projected on-site storage capacity: 0
 - f. Surplus/Deficit: -59
- c) Proposed Pedestrian Routes: The pedestrian routes are based on the attendance zone map. The attendance zone was provided at the time of this study and the anticipated (and observed) pedestrian routes include the sidewalk paths along Drury Drive.
- d) Proposed Parking Management Strategies:
 - a. On-street parking restrictions: None
 - b. Faculty Parking: parking lot on north and east of the building
 - c. Visitor Parking: parking lot on north and east of the building
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

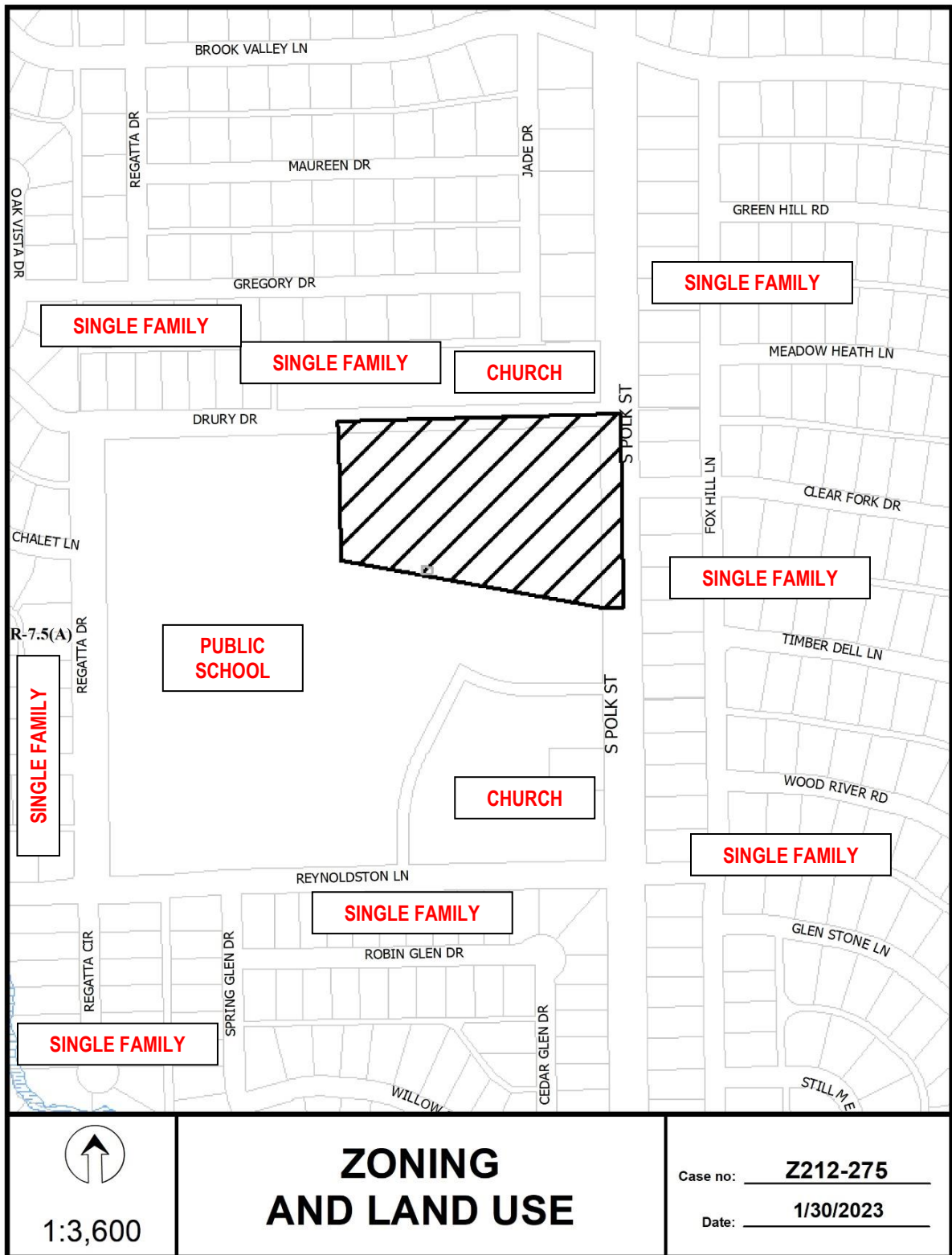
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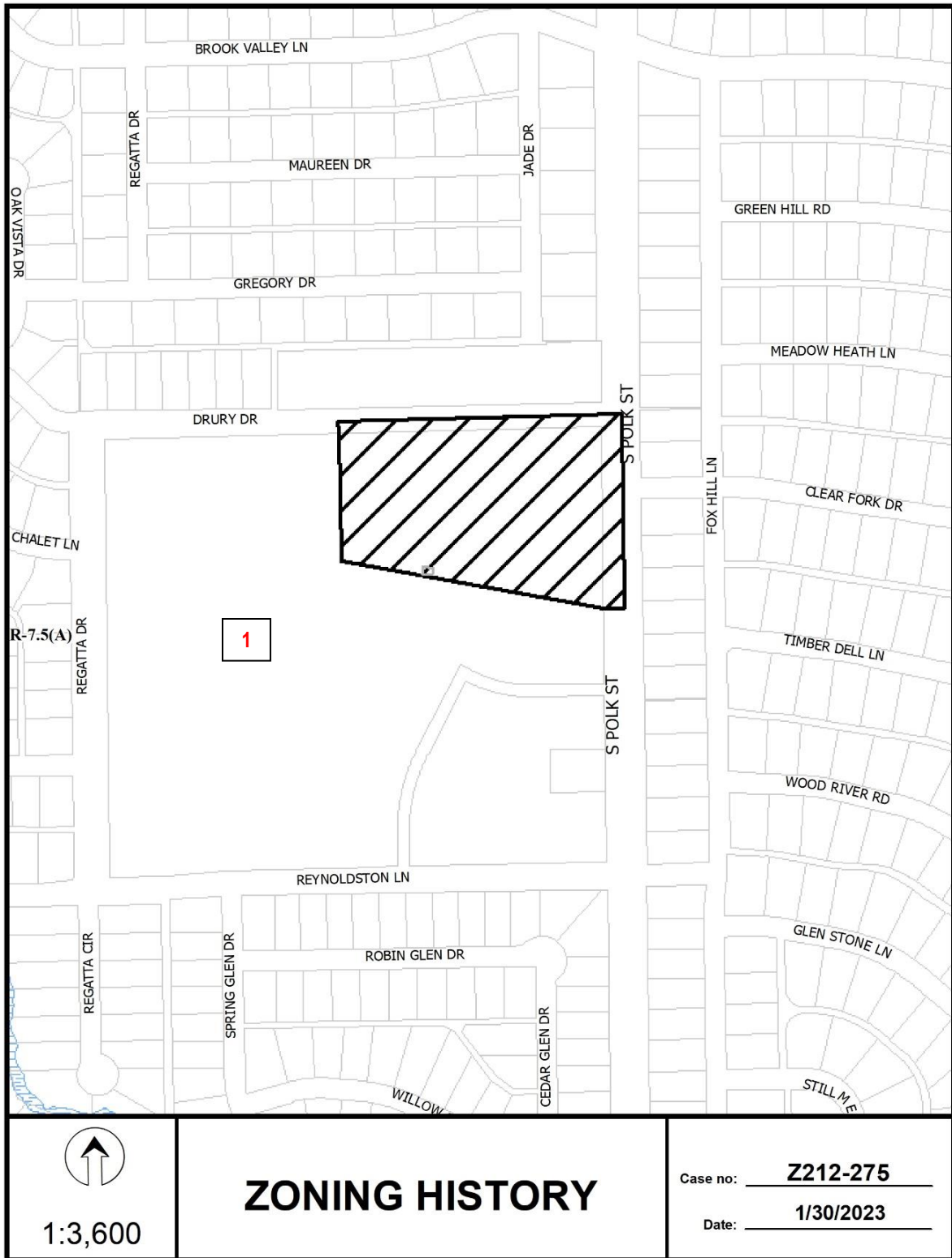
PROPOSED TRAFFIC MANAGEMENT PLAN

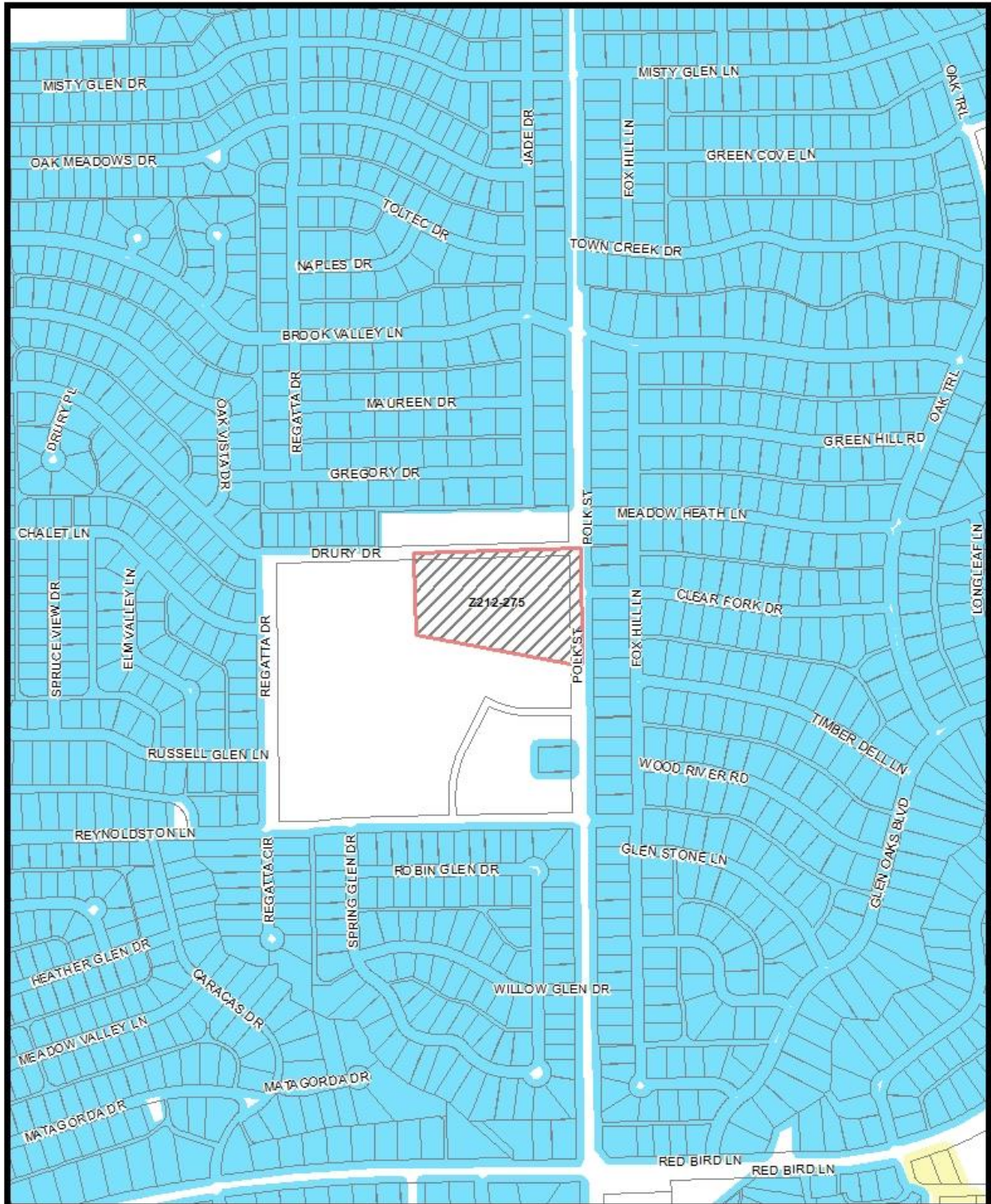












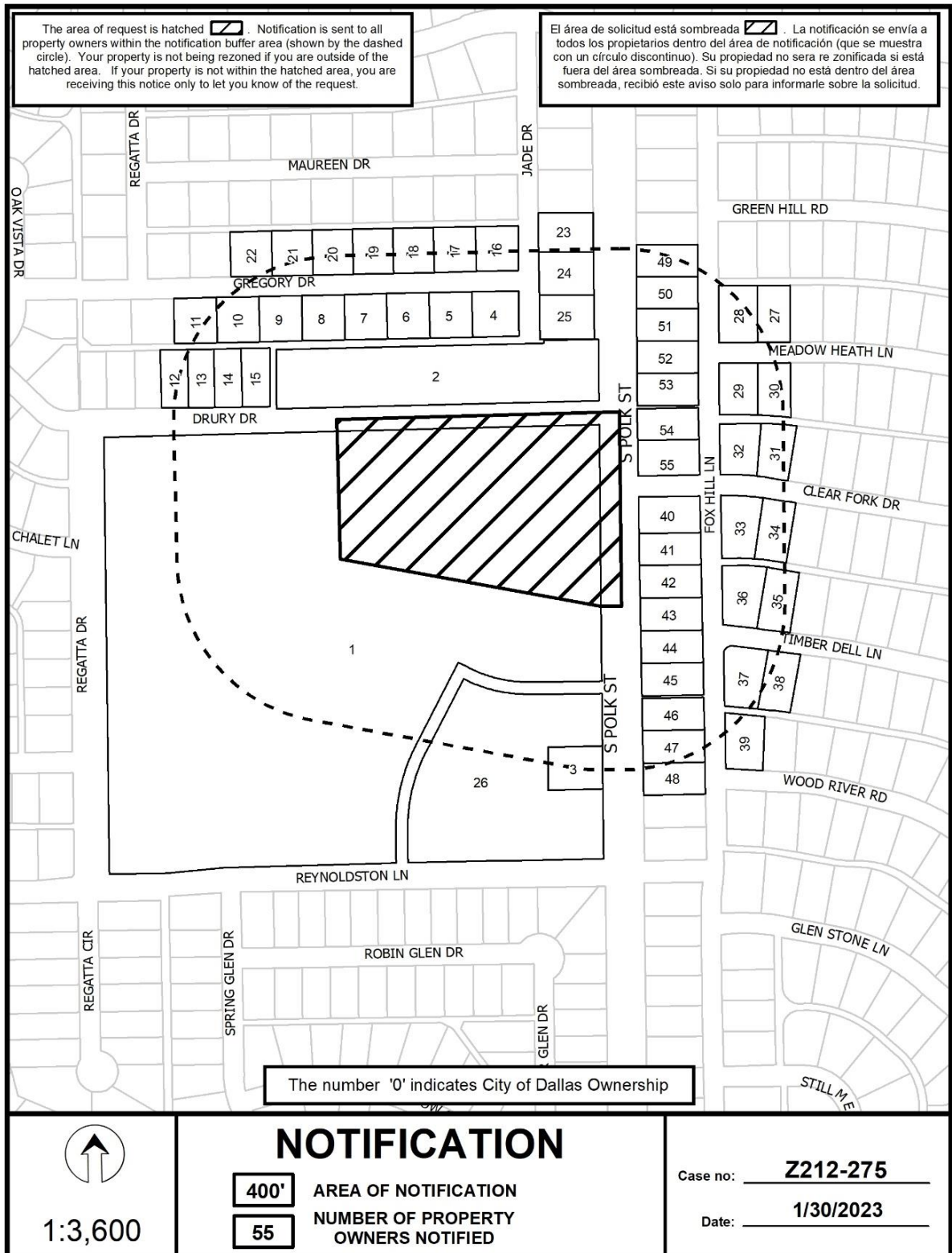
Market Value Analysis A B C D E F G H I NA



1:6,000

Market Value Analysis

Printed Date: 1/30/2023



01/30/2023

Notification List of Property Owners***Z212-275******55 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	5505 S POLK ST	Dallas ISD
2	5415 S POLK ST	TRINITY TEMPLE FULL
3	5717 S POLK ST	NUNEZ BEATRIZ &
4	1208 GREGORY DR	WEST DEBRA
5	1218 GREGORY DR	HUTCHINS JIMMY
6	1228 GREGORY DR	CORNU JEANCLAUDE & KIMBERLY KATHLEEN
7	1238 GREGORY DR	BELDIN KIMBERLY &
8	1306 GREGORY DR	HARDIN LESLIE
9	1316 GREGORY DR	BILLS MARCIA &
10	1326 GREGORY DR	REED DAVID ALAN
11	1336 GREGORY DR	TINNELL DENNIS B & REBECCA A
12	1327 DRURY DR	ROBINSON SHIRLEY
13	1323 DRURY DR	JEFFERSON BOBBY J
14	1319 DRURY DR	BURNETT EDWARD JR
15	1315 DRURY DR	RS RENTAL I LLC
16	1207 GREGORY DR	Taxpayer at
17	1217 GREGORY DR	BILZ CAROL BRADLEY
18	1227 GREGORY DR	WILSON HERMAN II
19	1237 GREGORY DR	ADAMS HENRIETTA
20	1305 GREGORY DR	HINTON AVALEON & CYNTHIA
21	1315 GREGORY DR	JR CHANDLER DONALD S
22	1325 GREGORY DR	Taxpayer at
23	5316 JADE DR	COULTER DELOIS
24	5324 JADE DR	JERNIGAN PATSY
25	5408 JADE DR	WILLIAMS ARTHUR
26	1121 REYNOLDSTON LN	STRAIGHTWAY PENTECOSTAL CATHEDRAL

01/30/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	917 MEADOW HEATH LN	GARCIA JOSHUA L
28	923 MEADOW HEATH LN	MASK MARILYN L JOHNSON EST OF &
29	924 MEADOW HEATH LN	FARMER LENETTE L & JOANNE
30	918 MEADOW HEATH LN	MATHIS KENNETH R
31	937 CLEAR FORK DR	POSADAS JORGE RODRIGUEZ &
32	945 CLEAR FORK DR	FORD JAMES EST OF
33	944 CLEAR FORK DR	ROBERSON JAMES M &
34	936 CLEAR FORK DR	YOUNG SANDRA ELAINE
35	937 TIMBER DELL LN	EVERETT JOYCE E
36	945 TIMBER DELL LN	ALDREDGE ZENA
37	944 TIMBER DELL LN	GARZA KARLA G LEAL
38	936 TIMBER DELL LN	GREEN LASHERRA
39	947 WOOD RIVER RD	MCCLENDON LEWIS B
40	5507 FOX HILL LN	GARRETT MAE
41	5515 FOX HILL LN	ROSEMOND GABRIELLE
42	5519 FOX HILL LN	DENMON DESSIE J
43	5525 FOX HILL LN	CIVIC CENTER DFW 1 LLC
44	5605 FOX HILL LN	GOSSIP KENNETH ALONZA
45	5611 FOX HILL LN	TURNER VICTORIA J
46	5617 FOX HILL LN	SMITH STEVEN ANDREW &
47	5623 FOX HILL LN	REED CLARENCE LOUIS &
48	5707 FOX HILL LN	MOLINA PAUL AARON &
49	5309 FOX HILL LN	VALDEZ LASRO V
50	5315 FOX HILL LN	KELLEY LAWRENCE
51	5321 FOX HILL LN	KIMBLEY HILLARY M
52	5403 FOX HILL LN	AFRICA RAY
53	5409 FOX HILL LN	RHODES JOE L
54	5415 FOX HILL LN	SJTP HOLDINGS LLC
55	1011 CLEAR FORK DR	DORSEY ESTHER H & FLOYD LIVING