

FILE NUMBER: Z223-272(JA) **DATE FILED:** May 31, 2023

LOCATION: Property bounded by Millmar Drive, Shiloh Road, Healey Drive, and Casa Oaks Drive

COUNCIL DISTRICT: 2

SIZE OF REQUEST: Approx. 12.414 acres **CENSUS TRACT:** 48113012502

REPRESENTATIVE: Elsie Thurman, Land Use Planning & Zoning Services

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 applicant proposes to construct a new public elementary school to replace an existing public school. *[Edwin J. Kiest Elementary School]*

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

STAFF RECOMMENDATION: **Approval** for a permanent time period, subject to a revised site plan, a revised traffic management plan, and staff's recommended 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

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. [*Edwin J. Kiest Elementary School*]
- The applicant proposes to construct a new elementary school and then demolish the existing school.
- Platting is required in order to establish a building site for construction of the replacement school. Preliminary plat S212-255 was approved by City Plan Commission, subject to conditions, on July 21, 2022.

Zoning History: There have been no zoning change requests in the area within the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Millmar Drive	Local	-
Shiloh Road	Local	-
Healey Drive	Local	-
Casa Oaks Drive	Local	-

Traffic:

The proposed traffic management plan (TMP), dated November 27, 2023, is sealed by a licensed professional engineer, and contains the signature of the Kiest Elementary School principal. The proposed SUP conditions require a traffic study evaluating the sufficiency of the TMP to be submitted by September 30, 2025 (or within six months after students first begin attending classes in the new building, whichever is later) and by September 30th of each odd-numbered year thereafter.

The Transportation Development Services Division of the Transportation Department has reviewed the current zoning request and notes the following pending items (*boxed numbers correspond to numbered locations on CPC-recommended site plan shown later in this report*):

1

Bus driveway remains unresolved. Staff recommends removal of driveway.

Staff Notes: Staff recommends removal of this additional driveway because it creates an additional conflict point between pedestrians and vehicles. While staff understands that the applicant is proposing the separate bus driveway in an effort to keep buses separate from parent vehicles at peak drop off and pick up times, staff recommendation remains that the separate bus driveway be removed,

particularly given the lack of sufficient access points for pedestrians and bicyclists from the western portion of the property.

If pedestrians and bicyclists are being directed to a singular access point at the eastern end of Millmar Drive and a singular access point at the eastern end of Healey Drive, there is no opportunity to avoid crossing a vehicular driveway; therefore, the number of driveway conflict points should be minimized, and staff recommends removal of the separate bus driveway.

2

Staff recommends a maximum width of 24 feet at vehicle access points (city standard for this use at this location).

Staff Notes: The CPC recommendation regarding this item was to include a note at the easternmost drive approach on Millmar Drive and at the drive approach on Healey Drive indicating a width between 24ft-30ft to allow the discussion to be addressed at permitting. While staff accepts this as a compromise for the zoning application phase of the project, staff continues to recommend a maximum driveway width of 24 feet to ensure that vehicles must reduce speed as much as possible at these conflict points between vehicles and pedestrians/bicyclists.

3

CPC-recommended site plan still does not provide sufficient access for pedestrians and bicyclists on the western portion of the property.

Staff Notes: Access routes are needed during school peak hours as much as other times of the day and week. For example, if fields are available to the community outside of school hours, pedestrians and bicyclists should not be limited to access at proposed vehicular driveways. Likewise, students (walkers or bike riders) should not be limited access to the school at the same entry points as vehicles during peak hours.

The CPC-recommended site plan directs pedestrians and bicyclists to singular access points on the eastern portion of Millmar Drive and Healey Drive, making it virtually impossible for pedestrians/bicyclists to access the property and school building without crossing vehicular access points to the property.

Staff recommends pedestrian/bicycle access, including paved pathways, between building entries and all public rights-of-way. For this location, one additional access point with paved pathway on the western portion of Millmar Drive, one additional access point with paved pathway on Casa Oaks Drive, and one additional access point with paved pathway on the western portion of Healey Drive will provide sufficient access for pedestrians and bicyclists without requiring crossing a vehicular access point.

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.

TRANSPORTATION ELEMENT

GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS

Policy 4.2.2 Promote a network of on street and off-street walking and biking paths.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.1 Promote pedestrian friendly streetscapes

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.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

Policy 5.3.1 Encourage a balance of land uses within walking distance of each other.

Surrounding Land Uses:

	Zoning	Land Use
Site	R-7.5(A) Single Family District	Public school
Northwest	R-7.5(A) Single Family District	Public park
North	R-7.5(A) Single Family District	Single family

East	R-7.5(A) Single Family District	Single family
South	R-7.5(A) Single Family District	Single family
West	R-7.5(A) Single Family District	Single family

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 elementary school [Edwin J. Kiest Elementary School], which has been in operation on the site since the mid-1950s. Surrounding properties are developed with detached single-family homes and a public park [Harry Stone Park] to the northwest.

Currently, a Specific Use Permit (SUP) is required for schools to operate in an R-7.5(A) zoning district. Therefore, the applicant requests an SUP in order to construct a new elementary school to replace the existing school. The use remains compatible with the surrounding properties and uses.

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 current request and recommends approval of the Specific Use Permit with the following changes:

- 1. Revise the site plan and traffic management plan to address pending items outlined in the "Traffic" section (above) of this report to include the following:*
 - a. remove bus driveway;*
 - b. revise curb cuts for vehicular access to comply with city standard for the use/location [24-foot maximum driveway width; 15-foot maximum radii at approach]; and*
 - c. add at least one additional access point for pedestrians and bicyclists at the western end of Millmar Drive, Casa Oaks Drive, and the western end of Healey Drive, including paved pathways between the building and these access points.*
- 2. Revise condition language to follow staff recommendation/applicant's request.*

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.

The following table shows development standards applicable 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 Institutional uses, such as schools, may be built to any height consistent with FAA airspace limitations and the building code No max stories	45% max for residential structures 25% max for nonresidential structures 60% max for institutional uses such as schools	No max FAR Min lot area for a residential use is 7,500 sq ft No minimum lot area for a school	Continuity of blockface Parking must comply w FYSB* Max 4' tall fence in front yard
Proposed school at this R-7.5(A) site in particular	25' min at Casa Oaks Dr and Shiloh Rd	25' min at Millmar Dr and Healey Dr This 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 school	Parking must comply w FYSB* Max 4' tall fence in front yard
CPC-rec for school at this R-7.5(A) site in particular	25' min at Casa Oaks Dr and Shiloh Rd	25' min at Millmar Dr and Healey Dr This property does not have a rear yard	45' max 2 stories max	60% max for institutional uses such as schools	No max FAR No min lot area for a school	Parking must comply w FYSB* 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.

*FYSB ... Front Yard Setback

Landscaping:

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

The city arborist reviewed the current zoning request and anticipates that the site can conform to Article X. A landscape plan will be required for review at permitting. The city arborist supports the current zoning request as proposed and will coordinate with the applicant at permitting for further review of landscaping requirements at the request site.

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 kindergarten/elementary school classroom). A parking analysis provided on the proposed SUP site plan indicates 69 spaces are required (1.5 x 46 classrooms); a total of 93 off-street parking 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, it is embedded within an “E” MVA cluster.

Dallas ISD Trustees and Administration
(current as of 3-5-24)

Dallas ISD Board of Trustees:

District 1 **Edwin Flores**
District 2 **Sarah Weinberg** – Board Secretary
District 3 **Dan Micciche** – First Vice President
District 4 **Camile White**
District 5 **Maxie Johnson** – Second Vice President
District 6 **Joyce Foreman**
District 7 **Ben Mackey**
District 8 **Joe Carreon**
District 9 **Justin Henry** – President

Dallas ISD Administration:

Dr. Stephanie Elizalde – Superintendent of Schools
Dr. Pamela Lear – Deputy Superintendent of Staff and Racial Equity
Dr. Brian C. Lusk – Deputy Superintendent of Academics and Transformations
Brent Alfred, AIA – Chief Construction Officer
Robert Abel – Chief of Human Capital Management
Dr. Tamika Alford-Stephens – Chief Financial Officer
Libby Daniels – Chief of Communication
Tiffany Huitt – Chief of School Leadership
Sean Brinkman – Chief Technology Officer
Angie Gaylord – Chief of Academics
Shannon Trejo – Chief of Innovation
David Bates – Chief Operations Officer
Jon T Dahlander – Chief Partnerships and Intergovernmental Relations Officer

CPC Action
March 7, 2024

Motion: It was moved to recommend **approval** of a Specific Use Permit for a public school other than an open-enrollment charter school for a permanent time period, subject to a revised site plan, a revised traffic management plan, and conditions with the following changes:

Item 4: Revise to add; add ' At Shiloh Road and Casa Oaks Drive a 25 foot setback is required'

Item 7: Add 'pedestrian and vehicular' ingress and egress must be provided at 'Millmar Drive, and Healey Drive as shown on the site plan'... (emphasis added)
And add; A minimum of one pedestrian gate to be located along Casa Oaks Drive.

Item 10: Signs, add the following:

- 'This site is considered a non-business district.'
- 'Sign Illumination : All sign lighting must be designed to minimize uplight.'
- 'Athletic field signs if provided shall not be illuminated before 7 am , or after 8 pm'

- Add height condition:

- Maximum building height of 45 feet and 2-stories.
- Maximum height of light poles is 20 feet.

- Add parking / loading conditions:

- Parking is prohibited within required setbacks. Vehicular drive aisles are allowed as shown on the site plan
- Drive crossings to differ in finish from the vehicular ingress & egress
- Loading area to be provided as shown on the site plan
- Garbage storage & mechanical areas visible from a public right-of-way or visible from a residential use must be screened, including on any side visible from the public right-of-way or the residential use, with screening that complies with the provisions of Sec. 51A-4.602(b). The requirement for screening applies regardless of distance from the right-of-way or the residential use.

- Add Lighting:

- Except as provided, all lighting must be directed downward and away from adjacent residential properties.
- Site lighting; Uses that operate between sunset and sunrise must provide illumination not to exceed a maintained average of two-and-one-half foot-candles at ground level and must not distribute more than one-quarter of one foot-candle of light on adjacent residential property.

- Add Other conditions:

- Outdoor amplified sound prohibited between 8 pm – 7 am

SITE PLAN COMMENTS:

- Shift pedestrian access :

- At north & south pedestrian access to be located between vehicular ingress/egress and Shiloh Road coordinated with accessible route at parking aisle to combine pedestrian access to building entry

- Add to site plan; a minimum of one pedestrian access located along Casa Oaks Drive
- add dimension at proposed bus drive of 15 ft
- increase pedestrian refuge area at vehicular drives from 3 ft to 5 ft
- Revise site plan to indicate 24 - 30 ft ingress / egress drive aisle with maximum 15 ft curb radii at Millmar Drive and Healy Drive as shown

TMP

- ADDED COMMENT: the TMP Exhibit 1 notes pedestrian access point: to be indicated on revised exhibit on property zoned an R-7.5(A) Single Family District bounded by Millmar Drive, Shiloh Road, Healey Drive, and Casa Oaks Drive.

Maker: Hampton
Second: Housewright
Result: Carried: 12 to 0

For: 12 - Chernock, Hampton, Herbert, Forsyth, Shidid,
Carpenter, Wheeler-Reagan, Blair, Sleeper,
Housewright, Haqq, Hall

Against: 0
Absent: 3 - Treadway, Kingston, Rubin
Vacancy: 0

Notices: Area: 400 Mailed: 186
Replies: For: 5 Against: 4

Speakers: For: Elsie Thurman, 9406 Biscayne Blvd., Dallas, TX, 75218
For (Did not speak): Fernando Rubio, 3130 Hammerly, Dallas, TX75212
Kathleen Lenihan, 9400 N. Central Expwy., Dallas, TX, 75231
Against: None

CPC-Recommended 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.

CPC-recommendation:

4. **HEIGHT AND STORIES**: Maximum height is 45 feet, except that the maximum height for light poles is 20 feet. Maximum number of stories is two.

Staff-recommendation & Applicant request:

4. ~~**HEIGHT AND STORIES**: Maximum height is 45 feet, except that the maximum height for light poles is 20 feet. Maximum number of stories is two.~~

CPC-recommendation:

5. **SETBACKS**: Minimum side yard is 25 feet at Millmar Drive and Healey Drive. **At Shiloh Road and Casa Oaks Drive a 25-foot setback is required.**

Staff recommendation & Applicant request:

5. **SIDE YARD**: Minimum side yard is 25 feet at Millmar Drive and Healey Drive.

6. **LANDSCAPING**: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.
7. **FENCES**: An open fence with a maximum height of six feet may be located in the required yard along a street frontage if all of the following conditions are met. (OPEN FENCE means a fence with a minimum 50 percent open surface area in any given square foot of surface.)
 - A. gates for vehicular traffic must be located a minimum of 20 feet from the back of the street curb;
 - B. the fence complies with the visual obstruction regulations in Section 51A-4.602;
 - C. the fence does not inhibit compliance with landscaping, sidewalks, buffers, or other regulations applicable to the Property; and
 - D. for fences within required front yards (Shiloh Road and Casa Oaks Drive), fence height is limited to four feet unless a six-foot open fence is approved by the Board of Adjustment for these locations.

8. **INGRESS-EGRESS**: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.
9. **PEDESTRIAN ACCESS**: Pedestrian access to property must be provided in the locations shown on the attached site plan, at a minimum. A minimum of one pedestrian gate to be located along Casa Oaks Drive.

CPC-recommendation:

10. **LIGHTING**: Except as provided, all lighting must be directed downward and away from adjacent residential properties. Uses that operate between sunset and sunrise may provide illumination not to exceed a maintained average of two-and-one-half foot-candles at ground level and must not distribute more than one-quarter of one foot-candle of light on adjacent residential property.

Staff-recommendation & Applicant request:

- ~~10. **LIGHTING**: Except as provided, all lighting must be directed downward and away from adjacent residential properties. Uses that operate between sunset and sunrise must provide illumination not to exceed a maintained average of two-and-one-half foot-candles at ground level and must not distribute more than one-quarter of one foot-candle of light on adjacent residential property.~~

CPC-recommendation:

11. **OUTDOOR AMPLIFIED SOUND**: Outdoor amplified sound prohibited between 8:00 p.m. and 7:00 p.m.

Staff-recommendation & Applicant request:

- ~~11. **OUTDOOR AMPLIFIED SOUND**: Outdoor amplified sound prohibited between 8:00 p.m. and 7:00 p.m.~~

CPC-recommendation:

12. **PARKING AND LOADING**: Parking is prohibited within required setbacks. Vehicular drive aisles are allowed as shown on the site plan. Drive crossings to differ in finish from the vehicular ingress and egress. Loading area to be provided as shown on the site plan.

Staff-recommendation & Applicant request:

- ~~12. **PARKING AND LOADING**: Parking is prohibited within required setbacks. Vehicular drive aisles are allowed as shown on the site plan. Drive crossings to differ in finish from the vehicular ingress and egress. Loading area to be provided as shown on the site plan.~~

13. **PEDESTRIAN AMENITIES:**

A. 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:

- i. bench;
- ii. trash receptacle; and
- iii. bicycle rack.

B. 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.

CPC-recommendation:

14. **SCREENING FOR GARBAGE STORAGE AND MECHANICAL AREAS:** Garbage storage and mechanical areas visible from a public right-of-way or visible from a residential use must be screened, including on any side visible from the public right-of-way or the residential use, with screening that complies with the provisions of Sec. 51A-4.602(b). The requirement for screening applies regardless of distance from the right-of-way or the residential use.

Staff-recommendation & Applicant request:

~~14. **SCREENING FOR GARBAGE STORAGE AND MECHANICAL AREAS:** Garbage storage and mechanical areas visible from a public right-of-way or visible from a residential use must be screened, including on any side visible from the public right-of-way or the residential use, with screening that complies with the provisions of Sec. 51A-4.602(b). The requirement for screening applies regardless of distance from the right-of-way or the residential use.~~

15. **SIDEWALKS/BUFFER:** Prior to the issuance of a certificate of occupancy, minimum six-foot-wide unobstructed sidewalks with a minimum five-foot-wide buffer must be provided along the entire length of all street frontages.

CPC-recommendation:

16. **SIGNS:** Signs for a public school other than an open-enrollment charter school must comply with the Article VII of the Dallas Development Code, as amended, and are not required to be shown on the attached site plan. The site is considered a non-business district. All sign lighting must be designed to minimize uplight. Athletic field signs, if provided, shall not be illuminated before 7:00 a.m. or after 8:00 p.m.

Staff-recommendation & Applicant request:

16. **SIGNS**: Signs for a public school other than an open-enrollment charter school must comply with the Article VII of the Dallas Development Code, as amended, and are not required to be shown on the attached site plan.

17. **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 September 30, 2025, or within six months after students first begin attending classes in the new building, whichever is later. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by September 30th of each odd-numbered year.

a. If the Property owner or operator fails to submit the required initial traffic study to the director by September 30, 2025, or within six months after students first begin attending classes in the new building, 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 September 30th 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.

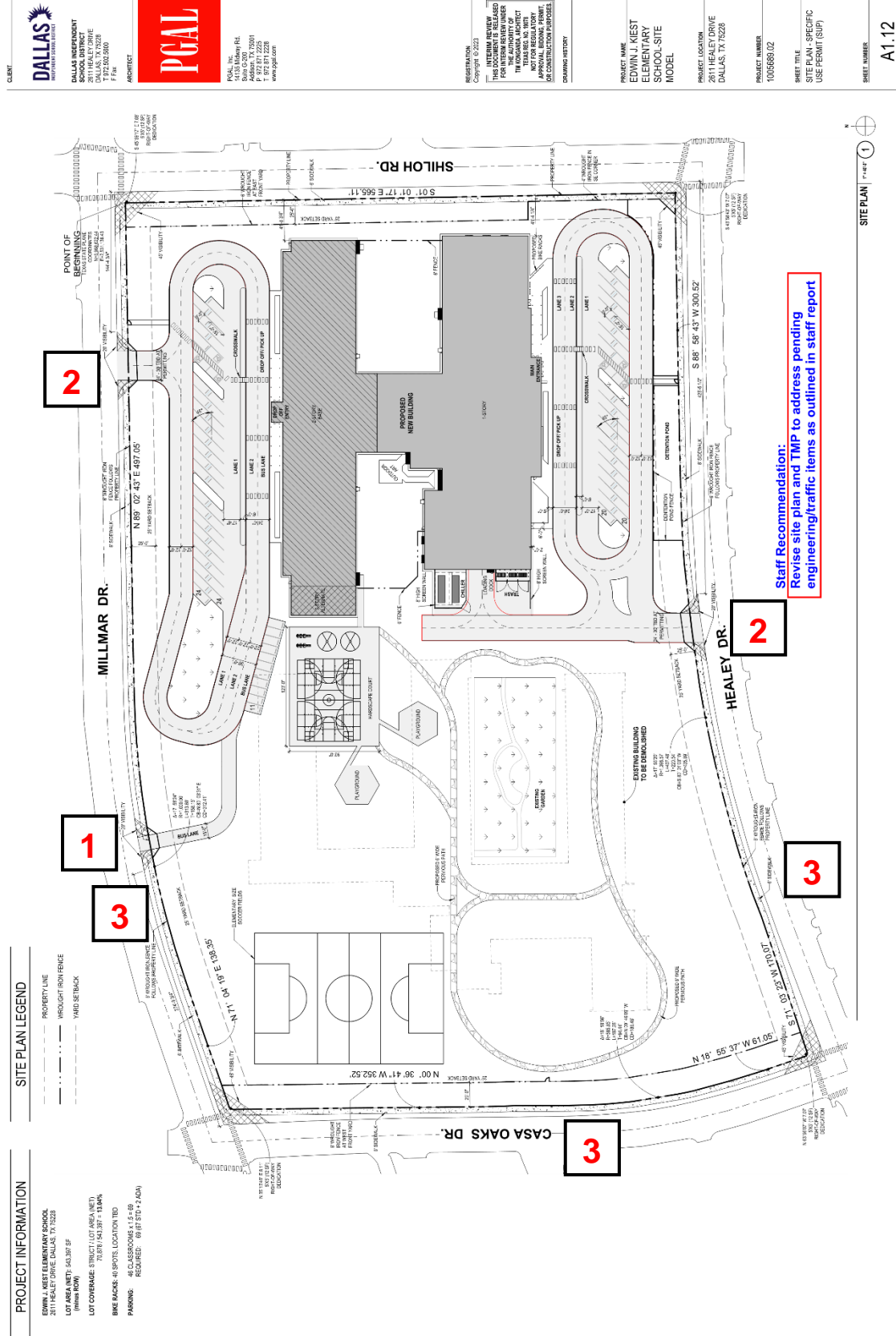
i. A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

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.

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

19. **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

Staff Recommendation:

Revise site plan and TMP to address pending engineering/traffic items as outlined in staff report

November 27, 2023

PK# 5484-22.556

TRAFFIC MANAGEMENT PLAN

Z223-272



Hunter W. Lemley

DISD EDWIN J. Kiest ELEMENTARY SCHOOL
CITY OF DALLAS

Introduction

The services of **Pacheco Koch** (PK) were retained by **PGAL** 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 Edwin J. Kiest Elementary School described below. The new school has an existing enrollment of approximately 570 students and is anticipated to increase to a maximum of 850 students after improvements of the new building 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.

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, August 31st, 2022, and Thursday September 1st, 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

November 27, 2023

2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 2611 Healey Drive, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Shiloh Road:
 - Cross-section: Four lanes, two-way operation, no median.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*
 - Millmar Drive:
 - Cross-section: Two lanes, two-way operation, no median.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*
 - Casa Oaks Drive:
 - Cross-section: Two lanes, two-way operation, no median.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*
 - Healey Drive:
 - Cross-section: Two lanes, two-way operation, no median. (One-way westbound during school hours)
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*

November 27, 2023

o **Adjacent Intersections:**

- Shiloh Road and Millmar Drive - Marked crosswalks on the west, south, and east legs, barrier free ramps provided on all corners.
- Shiloh Road and Healey Drive - Marked crosswalks (faded) on the north, west, and east legs, barrier free ramps provided on all corners.
- Casa Oaks Drive and Millmar Drive - Marked crosswalks on all approaches, barrier free ramps provided on all corners.
- Casa Oaks Drive and Healey Drive - 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 Millmar Drive: Two Driveways (Existing); One Driveway (Proposed)
- o Healey Drive: Two Driveways (Existing); One Driveway (Proposed)

• **Student (Building) Ingress/Egress Points:**

- o Main student pedestrian access will be located at the main entrances on the north and south sides of the school building according to each pick up/drop-off locations per grade level.

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, August 31st, 2022, and Thursday September 1st, 2022. All information provided in the table below is strictly for the afternoon student pick-up release period.

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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)		Proposed	
1A	Pre-K – 2 nd	7:45 AM – 3:15 PM	330 (493)	61 (91)	94	+3
1B	3 rd – 5 th	7:45 AM – 3:15 PM	240 (357)	51 (66)	75	+9

*All times are subject to change

5. CIRCULATION

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

- Description of Existing Conditions

On-Site Circulation:

- Pre-K:
Parent traffic enters the area traveling via Shiloh Road and turns onto Healey Drive. Parent traffic queues/stands on the northbound and southbound curbsides along the property frontage.
- Kindergarten – 2nd Grade:
Parent traffic enters the area traveling via Casa Oaks Drive and turns onto Millmar Drive. Parent traffic queues/stands on the eastbound curbside along the property frontage and along the recessed area on Millmar Drive circulating in a counter-clockwise pattern.
Traffic exits the recessed area exiting back onto Millmar Drive after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.
- 3rd Grade – 5th Grade:
Parent traffic enters the area traveling via Shiloh Road and turns onto Healey Drive. Healey Drive operates as one-way westbound during school hours. Parent traffic queues/stands on the westbound curbside along the property frontage and along

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the recessed area on Healey Drive circulating in a counter-clockwise pattern.

Traffic exits the recessed area exiting back onto Healey Drive and continuing westbound after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

School buses arrive to the site load and unload students along the recessed area on Healey Drive.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

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

- Description of Proposed Conditions

On-Site Circulation:

- Pre-K – 2nd Grade:

Parent traffic is to enter the area traveling via Casa Oaks Drive and turn onto Millmar Drive headed eastbound. Parent traffic queues/stands onsite by entering the recessed area on Millmar Drive circulating in a counter-clockwise pattern.

Two queue lines will form outside the queueing area and stack until the end of the queueing isle on site. Students are to be loaded into parent vehicles as a 3-lane stacking system in front of the queue. A center median isle will be installed to present a safe refuge area for students to wait for the appropriate queued vehicle. Staff members will take extreme caution as they will communicate from within the school and outside the school to accompany students as the students arrive to the appropriate location and help cross through to the median location.

Traffic is to exit the site back onto Millmar Drive after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

- 3rd Grade – 5th Grade:

Parent traffic enters the area traveling via Shiloh Road and turns onto Healey Drive. Healey Drive operates as one-way westbound during school hours. Parent traffic queues/stands on site in the recessed area entering on Healey Drive circulating in a counter-clockwise pattern.

Two queue lines will form outside the queueing area and stack until the end of the queueing isle on site. Students are to be loaded into parent vehicles as a 3-lane stacking system in front of the queue. A center median isle will be installed to present a

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safe refuge area for students to wait for the appropriate queued vehicle. Staff members will take extreme caution as they will communicate from within the school and outside the school to accompany students as the students arrive to the appropriate location and help cross through to the median location.

Traffic is to exit the recessed area exiting back onto Healey Drive and continuing westbound after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

School buses arrive to the site before any parent activity in the area provided north of the building and load and unload students along the drop off/pick up lane. The school staff will actively be involved in managing the parent queue to ensure the school bus to safely exit the drop off/pick up lane.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

- Temporary traffic control devices are not proposed to be 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:**
 - Administered Sequential Loading 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. In situations with a double queue line, students are loaded in "groups" where students enter several vehicles in an instance. After, that group of vehicles depart, then another group of vehicles pull forward for the next set of students to enter each vehicle. Groups of vehicles can contain 5-10 vehicles at one time.

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

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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: 10%
- Picked Up by Parent: 85%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 7:45 AM – 3:15 PM

7. SCHOOL STAFF ASSISTANCE

- Number:
 - Observed: 10+ Staff Members
 - Desired: 10+ Staff Members
- Location:
 - Observed: At beginning of queue lines
 - Desired: At beginning of queue lines
- 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.

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

- Number:
 - Observed: Three
- Location:
 - Desired: Intersections of:
 - Shiloh Road at Millmar Drive
 - Shiloh at Healey Drive
 - Casa Oaks Drive at Healey Drive

November 27, 2023

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

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

Principal Signature

11/29/2023
Date

Name: Fernando Rubio

Title: Principal of Edwin J. Kiest Elementary

Police Department Signature

Date

Name: _____

Title: _____

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.

Traffic Management Plan
Edwin J. Kiest Elementary School
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November 27, 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

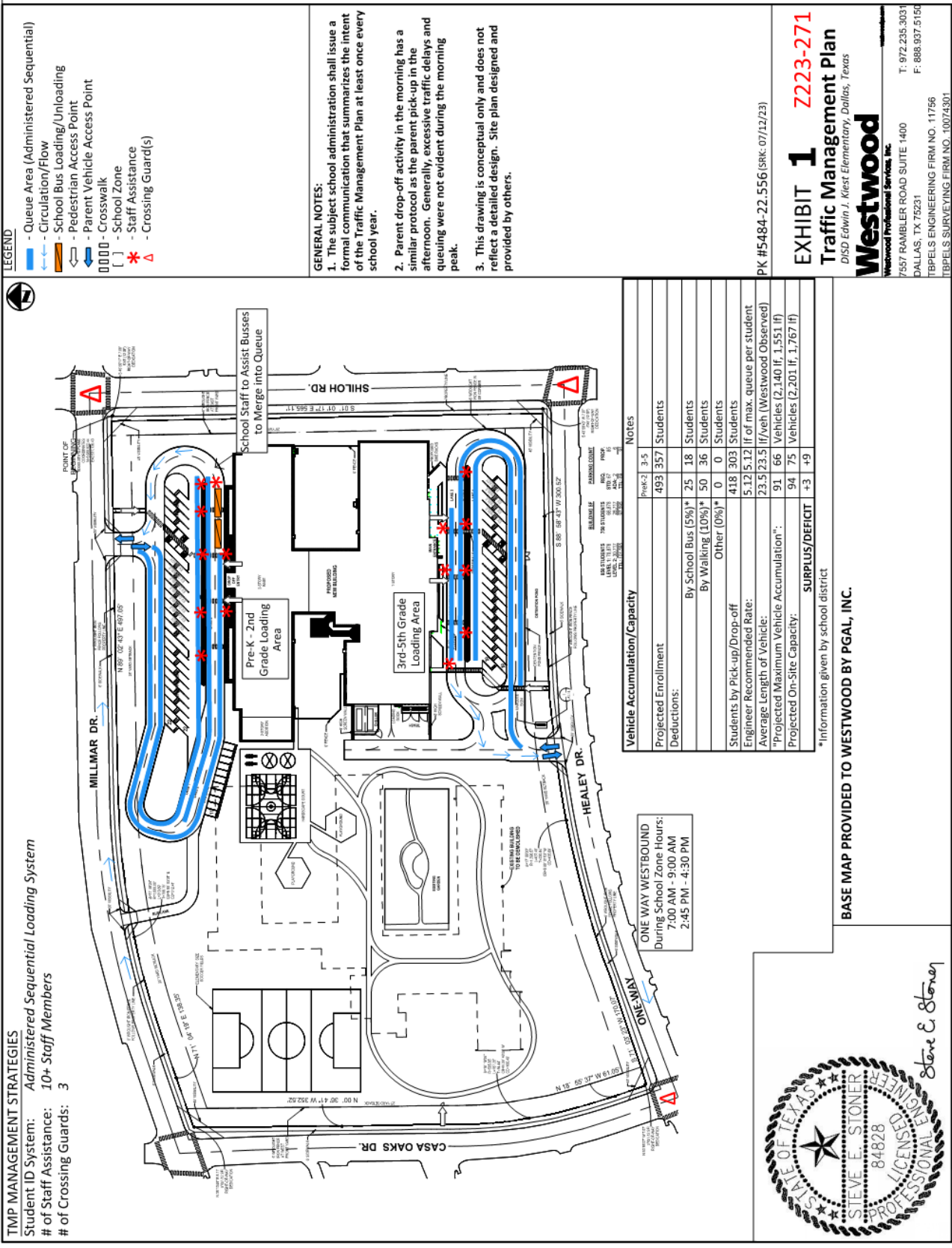
- a) School Bus Operations: (See Section 5)
- b) Methodology:
 - a. Engineer Recommended Rate: 5.12 linear feet per student
 - b. Average Length of Vehicle: 23.5 feet
 - c. Separation of modes of transportation:
 - i. Bus: 5%
 - ii. Walk: 10%
 - iii. Picked Up by Parent: 85%

NOTE: Information provided by DISD and validated with field observations
 - d. Projected maximum vehicle accumulation:
 - i. PreK – 2nd: 21
 - ii. 3rd – 5th: 66
 - e. Projected on-site storage capacity:
 - i. PreK – 2nd: 24
 - ii. 3rd – 5th: 75
 - f. Surplus/Deficit:
 - i. PreK – 2nd: +3
 - ii. 3rd – 5th: +9
- c) Proposed Pedestrian Routes: The pedestrian routes are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study however, the anticipated (and observed) pedestrian routes include the sidewalk paths along Millmar Drive, Casa Oaks Drive, and Healey Drive.
- d) Proposed Parking Management Strategies:
 - a. On-street parking restrictions:
 - i. Shiloh Road: No restrictions posted

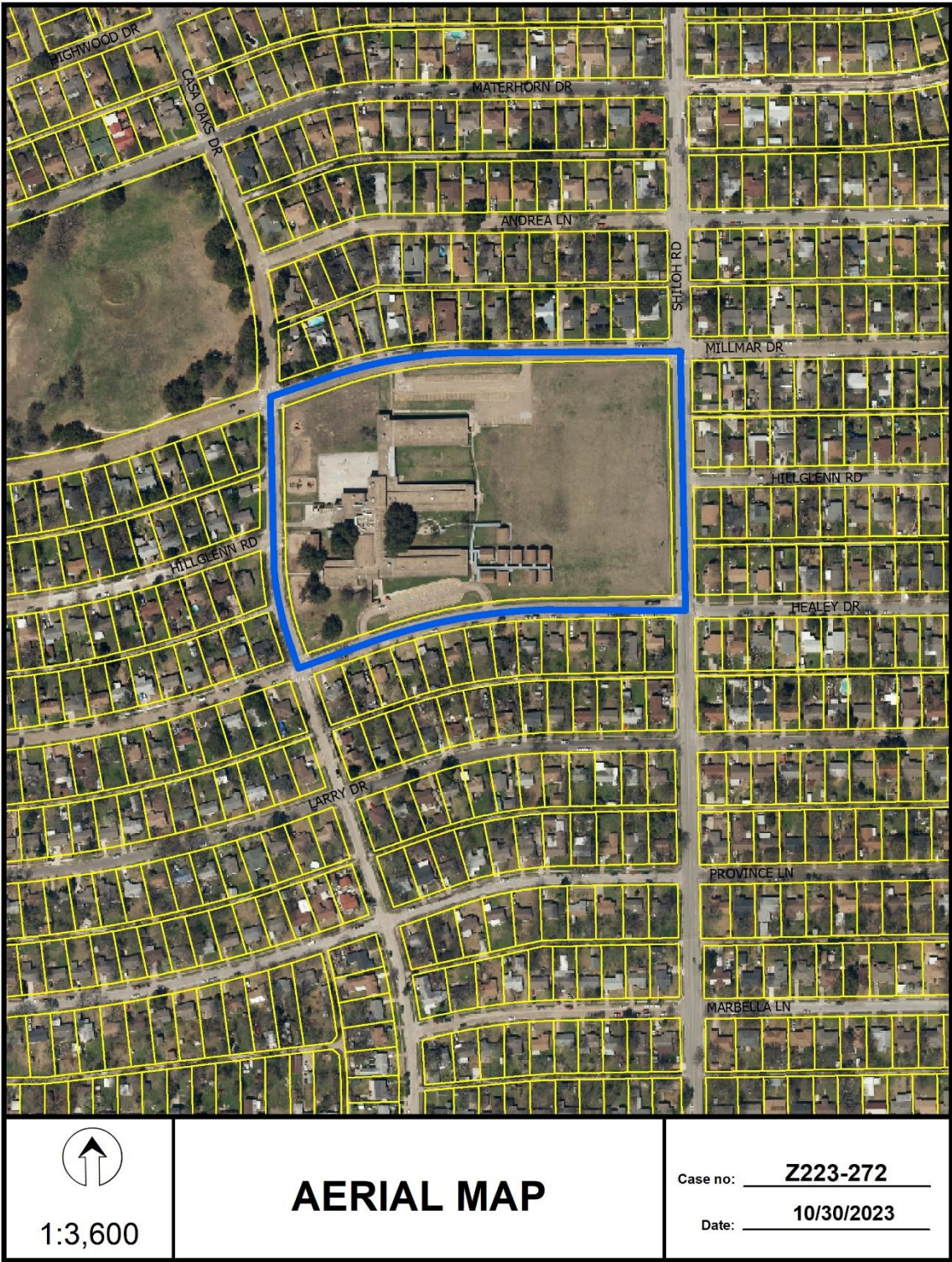
November 27, 2023

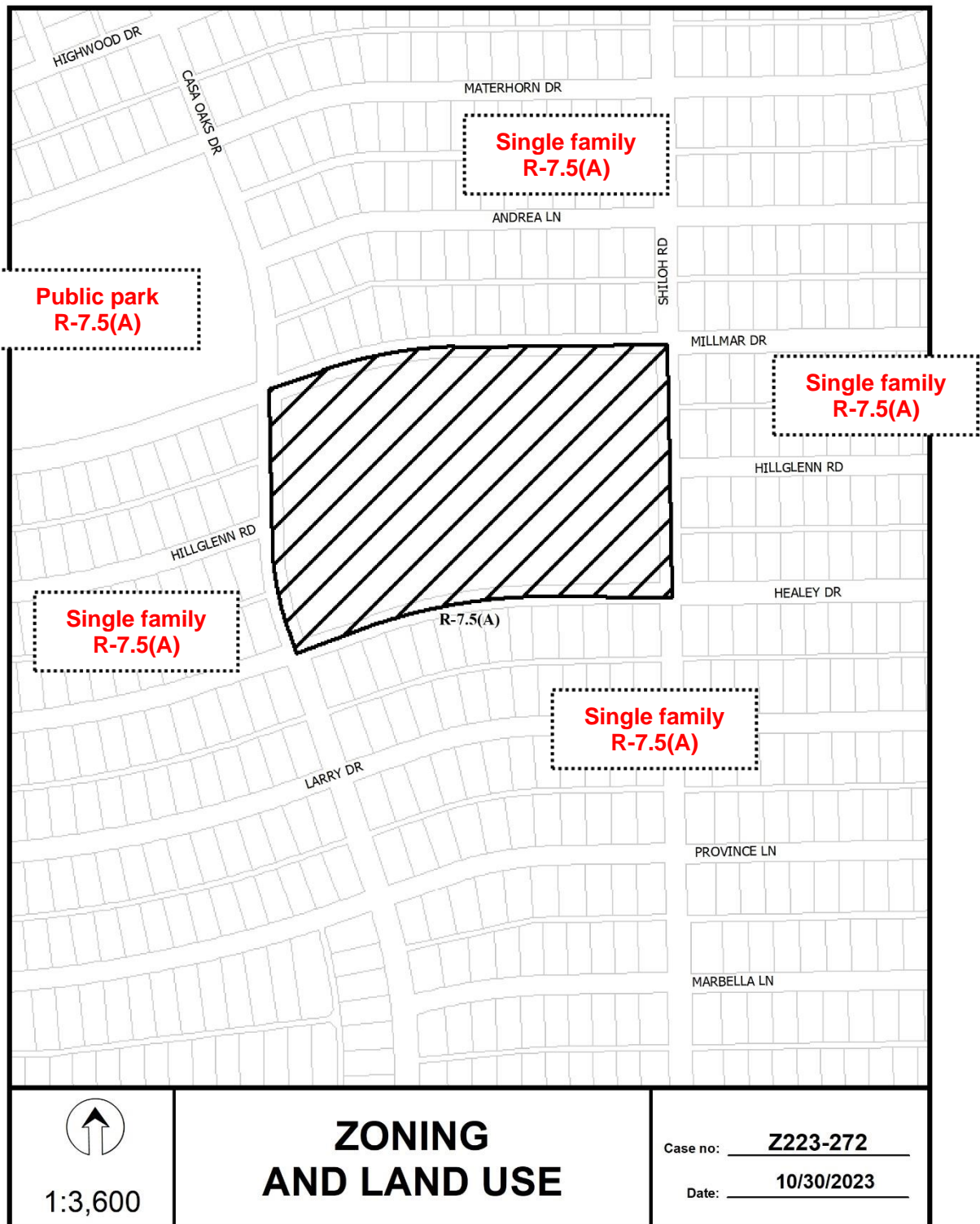
- ii. Healey Drive: restriction for westbound curbside during school hours
- iii. Casa Oaks Drive: "No Parking" anytime on southbound curbside
- iv. Millmar Drive: No restrictions posted
- b. Faculty Parking: North and south of the building
- c. Visitor Parking: south of the building
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

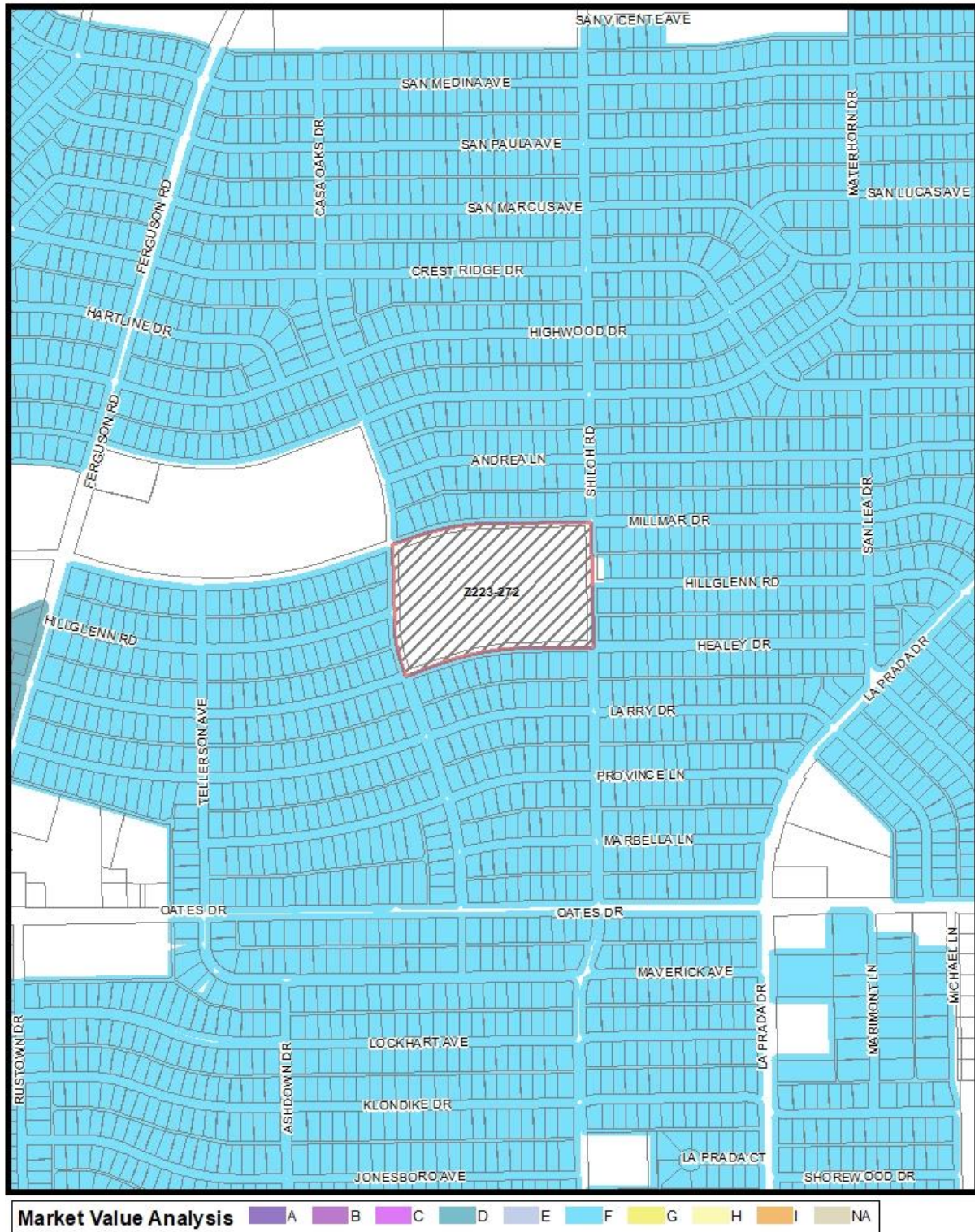
END OF MEMO











Market Value Analysis

Printed Date: 10/30/2023



03/06/2024

Reply List of Property Owners***Z223-272******186 Property Owners Notified******5 Property Owners in Favor******4 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	2611 HEALEY DR	Dallas ISD
	2	2604 LARRY DR	GONZALEZ SHIRLEY ANN
	3	2610 LARRY DR	TUCKER OPAL A ESTATE OF
	4	2622 LARRY DR	TOVAR EDMUNDO
	5	2626 LARRY DR	CROSBY SARAH INEZ LF EST
	6	2630 LARRY DR	HARRIS CURTIS MICHAEL &
	7	2636 LARRY DR	HARVEY VADA A
	8	2642 LARRY DR	NALL JOHN WILLIAM
	9	2646 LARRY DR	KOSTER PROPERTIES
	10	2650 LARRY DR	GEORGE MICHAEL & GRACIELA
	11	2660 LARRY DR	CRUZ JOSE & EULOGIA
	12	2604 HEALEY DR	CERNARODRIGUEZ OCTAVIO &
	13	2608 HEALEY DR	BENNETT LANDON
	14	2614 HEALEY DR	LIZARDI ARTURO
	15	2618 HEALEY DR	QUEZADA ADRIAN & ANA GARCIA
	16	2624 HEALEY DR	RED COLLAR CAPITAL LLC
	17	2628 HEALEY DR	DONOHOO INVESTMENT COMPANY
	18	2634 HEALEY DR	Taxpayer at
	19	2638 HEALEY DR	VASQUEZ JOSE M &
	20	2644 HEALEY DR	KOSTER PROPERTIES LTD
X	21	2648 HEALEY DR	HARDY CAROL MCWHERTER
	22	2652 HEALEY DR	HENNIG THOMAS L EST OF
	23	2658 HEALEY DR	ESCAMILLA CESARIO SALINAS &
	24	2662 HEALEY DR	TBMC HOLDINGS LLC SERIES 2
	25	2668 HEALEY DR	BANKS ASHLEY GARRETT
	26	2661 LARRY DR	RAMIREZ JOE NOE

03/06/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2655	LARRY DR	KOSTER PROERTIES LTD
28	2651	LARRY DR	ALCARAZ REVOCABLE LIVING TRUST
29	2647	LARRY DR	PENNEY LAWRENCE & SYLVIA
30	2643	LARRY DR	ALCALA RODRIGO & ADRIANA
31	2639	LARRY DR	CASTILLO JOSE ANDRES &
32	2633	LARRY DR	CABRERA VICTORIA EST OF
33	2629	LARRY DR	HERNANDEZ EDUARDO BARBOSA
34	2625	LARRY DR	VELA ROBERTO
35	2621	LARRY DR	ALONSO LEONARDO & GUILLERMINA
36	2615	LARRY DR	ALONSO LEONARDO &
37	2611	LARRY DR	ALONSO LEONARDO &
38	2605	LARRY DR	VASQUEZ JESUS
39	2506	MILLMAR DR	SMITH PHILIP N LF EST
40	2512	MILLMAR DR	FILSON NORMA J
41	2518	MILLMAR DR	CERVANTES JOSE ANTONIO
42	2522	MILLMAR DR	LOCKETTE JORDAN & KATHRYN
43	2526	MILLMAR DR	LOPEZ CHRISTINA D
44	2532	MILLMAR DR	A3 CONSTRUCTION SERVICES LLC
45	2538	MILLMAR DR	BARONET BRIANNA N & EDSON A
46	2533	HILLGLENN RD	RICO OLGA LIDIA
47	2529	HILLGLENN RD	DELOSSANTOS BENJAMIN & BENITA
48	2525	HILLGLENN RD	VASQUEZ ANDREA M
49	2519	HILLGLENN RD	GARCIA MIGUEL A JR &
50	2515	HILLGLENN RD	BADGLEY RONALD JIM
51	2509	HILLGLENN RD	TAFALLA LOUIS E
52	2503	HILLGLENN RD	ZARAZUA CLEMENTE
53	2508	HILLGLENN RD	PERMART FREEDOM PPTIES LLC
54	2514	HILLGLENN RD	CASTRO GERMAN TORRES &
55	2518	HILLGLENN RD	SANTILLAN JOSE L EST OF &
56	2522	HILLGLENN RD	ESCUDERO FERNANDO
57	2526	HILLGLENN RD	VARGAS JOSE C

03/06/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	2532 HILLGLENN RD	ZARAZUA MARIA
	59	2537 HEALEY DR	DIAZ AHTZIRI SOTELO
	60	2531 HEALEY DR	LEMUS OSCAR A
	61	2525 HEALEY DR	CLINES MELVIN K
	62	2521 HEALEY DR	BARACAMONTES JESUS PALOMINO
	63	2517 HEALEY DR	GUTIERREZPEREZ ISRAEL &
	64	2511 HEALEY DR	MURILLO VICENTE JR
	65	2507 HEALEY DR	CELIS DOMINGO
	66	2510 HEALEY DR	GEORGE RAYMOND
	67	2516 HEALEY DR	CISNEROS MARIA T
	68	2520 HEALEY DR	GONZALES MICHAEL DAMIAN &
	69	2524 HEALEY DR	GARCIA JOSE MARTIN &
	70	2532 HEALEY DR	HOUSTON VERNON LLC
	71	2536 HEALEY DR	ALMANZA JOSE
	72	2543 LARRY DR	PEREZ ALEXANDER BALTAZAR
	73	2539 LARRY DR	DUMONT JUDITH CAYLE
	74	2533 LARRY DR	JAMES MAROLYN
	75	2529 LARRY DR	PARKER ANITA N
	76	2521 LARRY DR	ZUNIGA ALEJANDRO &
	77	2515 LARRY DR	GARCIA MANUELA MARTINEZ
	78	2532 LARRY DR	ALONSO LEONARDO & GUILLERMINA
	79	2538 LARRY DR	NEWBAUER DOUGLAS EDWARD
X	80	2542 LARRY DR	FIGUEROA EMILIO
	81	2651 ANDREA DR	DOVEY JESSICA L &
	82	2647 ANDREA DR	SMITH SHELLEY ANNE
	83	2643 ANDREA DR	LAM MINH
	84	2637 ANDREA DR	WINDHAM JAMES C
	85	2633 ANDREA DR	AGUILAR HIRAM & CITLALLI ANYLU LARA
	86	2629 ANDREA DR	MASTERS JAMIE M
X	87	2625 ANDREA DR	DOMINGUEZ MARIA S & FRANK
	88	2621 ANDREA DR	SEMBORSKI KARY ANN &

03/06/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	2615 ANDREA DR	VEGA ELADIO F
	90	2611 ANDREA DR	THURMOND TRACI
	91	2607 ANDREA DR	COLE SUSANNAH
	92	2603 ANDREA LN	ELLIOTT ROBERT BRUCE
	93	2519 ANDREA DR	CAMMARATA GINA
	94	2515 ANDREA LN	SMITH LEE NOBLE III
	95	2509 ANDREA DR	GUERREO PATRICIA
X	96	2505 ANDREA DR	SHERIDAN JANET LOUISE
O	97	2504 ANDREA DR	CHOI MAXIMILIAN ELIAS &
	98	2508 ANDREA DR	Taxpayer at
	99	2514 ANDREA LN	VALENTE LORRAINE
	100	2520 ANDREA LN	ODRIA SANDRA J
	101	2604 ANDREA DR	KUTZ MAX ALAN & MADISON
	102	2610 ANDREA DR	FARMER DON A & GAIL
	103	2614 ANDREA LN	TIMM LAUREN MICHELLE
	104	2620 ANDREA LN	SANCHEZ ERIC
	105	2624 ANDREA DR	MARQUEZ JUAN A & JULISSA
	106	2628 ANDREA DR	FLORES ESTEBAN &
	107	2632 ANDREA DR	MORENO CYNTHIA
	108	2636 ANDREA DR	AMAYA MARIA A
	109	2642 ANDREA DR	THURMOND PAULA PIPER
	110	2646 ANDREA LN	MORALES JOSHUA VELERIO
	111	2650 ANDREA DR	MITCHELL CODY LANE &
	112	2669 MILLMAR DR	GALLEGOS RAFAEL
O	113	2663 MILLMAR DR	REESE CARRIE J & MCKINNELY S
	114	2659 MILLMAR DR	AVILA JESSE & RHEANNA
	115	2655 MILLMAR DR	AVILA ANGIE
	116	2649 MILLMAR DR	DUNKELBERG MARC & SUZANNE W
	117	2645 MILLMAR DR	PARRISH KAREN DOVE &
	118	2641 MILLMAR DR	NUNN KATELYN E &
	119	2637 MILLMAR DR	BURLESON BETTY LATOMA EST OF

03/06/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	120	2633 MILLMAR DR	BRYANT TOBY &
	121	2629 MILLMAR DR	CANHEN HOLDINGS LLC
	122	2623 MILLMAR DR	SANDOVAL KRISTIN ANN
O	123	2619 MILLMAR DR	STEPHENS GRAHAM RAYMOND &
	124	2615 MILLMAR DR	MENDENHALL LINDSEY M &
O	125	2611 MILLMAR DR	RICE BETTY JEAN
	126	2607 MILLMAR DR	KELICK ROBERT &
	127	2703 ANDREA DR	ROBLES STANLEY M
O	128	2709 ANDREA DR	WILSON DOUGLAS EDWARD &
	129	2715 ANDREA DR	HERNANDEZ JUAN &
	130	2702 ANDREA DR	CEDILLO HILARIO
	131	2708 ANDREA LN	CHAVEZ CRISTINA
	132	2714 ANDREA DR	HERNANDEZ ROSA ISELA
	133	2718 ANDREA DR	RUIZ PEDRO
	134	2722 ANDREA DR	BRASHEAR ANTHONY CHRISTOPHER
	135	2728 ANDREA DR	MORALES MAURO
	136	2803 MILLMAR DR	CARILLO JULIAN & GABRIELA
	137	2727 MILLMAR DR	ESCAMILLA ALEJANDRO B
	138	2723 MILLMAR DR	GARCIA MARIA S REVOCABLE TRUST
	139	2719 MILLMAR DR	BERNAL JOSE L SANCHEZ & GLORIA SANCHEZ
	140	2715 MILLMAR DR	GALLEGOS LUIS ANTONIO G &
	141	2709 MILLMAR DR	RODRIGUEZ JOSE & LETICIA
	142	2703 MILLMAR DR	JUAREZ DANIEL MENDOZA &
	143	2702 MILLMAR DR	TRAN DUOC V &
	144	2708 MILLMAR DR	HORNA DAVID R & EVELIA
	145	2714 MILLMAR DR	GONZALEZ JOSE B & MARIA O
	146	2718 MILLMAR DR	COPPOLA GLENDA
	147	2722 MILLMAR DR	RODRIGUEZ JOSE M
	148	2728 MILLMAR DR	GALLARDO JOSE LUIS
	149	2802 MILLMAR DR	AQUINO NOEMI REYES &
	150	2803 HILLGLENN RD	GARCIA ANGEL &

03/06/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	151	2727 HILLGLENN RD	PENA ERNESTO & BLANCA E
	152	2723 HILLGLENN RD	BANDA FILIMON J
	153	2719 HILLGLENN RD	PHAM VAN MINH
	154	2715 HILLGLENN RD	GOMEZ AARON I &
	155	2709 HILLGLENN RD	Taxpayer at
	156	2703 HILLGLENN RD	PUENTE DANIEL & MAYRA
	157	2702 HILLGLENN RD	WYLIE GAIL LEE
	158	2708 HILLGLENN RD	CASTILLO CELSA &
	159	2714 HILLGLENN RD	ROJAS RAQUEL
	160	2718 HILLGLENN RD	TORRES JUAN JOSE
	161	2722 HILLGLENN RD	FRIGO ELIZABETH M
	162	2726 HILLGLENN RD	SCOTT TAMARA NICOL &
	163	2802 HILLGLENN RD	VAUGHN DEBORAH M
	164	2803 HEALEY DR	PAYNE KAY TANNER
	165	2727 HEALEY DR	GREEN ALLISON
	166	2723 HEALEY DR	ZAVALA JAVIER
	167	2717 HEALEY DR	ARRIOLA ANNE MARIE
	168	2711 HEALEY DR	MASIELLO DOMENIC &
	169	2707 HEALEY DR	HURLEY CAROL C
	170	2703 HEALEY DR	TURNER REVOCABLE TRUST
	171	2702 HEALEY DR	NABOR ROGELIO MARCIAL &
	172	2708 HEALEY DR	GUERRERO ALDO
	173	2712 HEALEY DR	FLORES JOSE & VIRGINIA
	174	2716 HEALEY DR	GONZALEZ GILBERT
	175	2722 HEALEY DR	LAM MINH H
	176	2726 HEALEY DR	LAM MINH HOANG
	177	2802 HEALEY DR	FRASER LEWIS & JENNIFER
	178	2705 LARRY DR	CRUZ ORALIA &
	179	2709 LARRY DR	OLIVA ROLANDO G
	180	2715 LARRY DR	GARCIA LEONEL JR
	181	2719 LARRY DR	WILLIAMS FLORA D

Z223-272(JA)

03/06/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	182	2723 LARRY DR	GEORGE RAYMOND &
	183	2729 LARRY DR	GOUD MAHIR G
	184	2704 LARRY DR	GARZA MARIBEL
	185	2708 LARRY DR	RIVERA HECTOR
	186	2714 LARRY DR	MENDOZA LOURDES PATRICIA