130876

5-13-13

ORDINANCE NO. 28999

An ordinance amending the zoning ordinances of the City of Dallas by permitting the following property, which is presently zoned as an RR Regional Retail District:

BEING a tract of land in City Block 8018 generally bounded by Kiest Boulevard, Morse Drive, and Walton Walker Boulevard; and containing approximately 12.973 acres,

to be used under Specific Use Permit No. 2028 for an open-enrollment charter school; providing that this specific use permit shall be granted subject to certain conditions; providing a penalty not to exceed $2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this specific use permit; and

WHEREAS, the city council finds that this use will complement or be compatible with the surrounding uses and community facilities; contribute to, enhance, or promote the welfare of the area of request and adjacent properties; not be detrimental to the public health, safety, or general welfare; and conform in all other respects to all applicable zoning regulations and standards; and

WHEREAS, the city council finds that it is in the public interest to grant this specific use permit, subject to certain conditions; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the zoning ordinances of the City of Dallas are amended to allow the property described in Exhibit A, which is attached to and made a part of this ordinance ("the Property"), which is presently zoned as an RR Regional Retail District, to be used under Specific Use Permit No. 2028 for an open-enrollment charter school.

SECTION 2. That this specific use permit is granted on the following conditions:

1. USE: The only use authorized by this specific use permit is an open-enrollment charter school.

2. SITE PLAN: Use and development of the Property must comply with the attached site plan.

3. TIME LIMIT: This specific use permit expires on May 22, 2023, but is eligible for automatic renewal for additional fifteen-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)

4. CLASSROOMS: The maximum number of classrooms is 42.

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. OFF-STREET PARKING: Off-street parking must be provided and located as shown on the attached site plan.

7. ROADWAY IMPROVEMENTS: Before the issuance of a certificate of occupancy for an open-enrollment charter school, a "No Left-Turn/No U-Turn" sign must be provided at the median opening in the vicinity of Driveway 2.

8. TRAFFIC MANAGEMENT PLAN:

   A. In general. Operation of the open-enrollment charter school use 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.

(1) 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 November 1, 2014.

(2) After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1, 2015 and November 1, 2016. Thereafter, updates of the traffic study shall be submitted to the director by November 1 of every odd-numbered year beginning in 2017.

(3) 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.

(4) 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.

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

(2) 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.

SECTION 3. That all paved areas, permanent drives, streets, and drainage structures, if any, on the Property must be constructed in accordance with standard City of Dallas specifications, and completed to the satisfaction of the City of Dallas.

SECTION 4. That the building official shall not issue a building permit or a certificate of occupancy for a use authorized by this specific use permit on the Property until there has been full compliance with this ordinance, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

SECTION 5. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed $2,000.

SECTION 6. That the zoning ordinances of the City of Dallas, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 7. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 8. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

By _____
Assistant City Attorney

Passed MAY 22 2013

130876

GIS_Approved

Exhibit A

28999

Legal Description
Redbird Tract V

BEING that certain tract of land situated in the Samuel P. Loving Survey, Abstract No. 773, City of Dallas, Dallas County, Texas, being a portion of City Block 8018, Official City Numbers and being the same tract of land designated as Tract V to Redbird 166 Partners, L.P. according to warranty deed recorded in Volume 2000235, Page 4989 of the Official Public Records of Dallas County, Texas, and more particularly described as follows:

BEGINNING at a Texas Highway Department Monument found at the most Southerly corner of said Redbird Tract, same being the intersection of the Northwest Right-of-Way line of Morse Drive, a 60' Right-of-Way with the Northeast Right-of-Way line of Walton Walker Boulevard, a variable width Right-of-Way;

THENCE N 30°03'08"W, along the Northeast Right-of-Way line of said Walton Walker Boulevard, same being the Southwest line of said Redbird Tract, a distance of 653.54 feet to a Texas Highway Department Monument found for angle point;

THENCE N 36°45'33"W, continuing along said Right-of-Way line of said Walton Walker Boulevard and said Southwest line of said Redbird Tract, a distance of 292.16 feet to a 1/2 inch iron rod found for the Northwest corner of said Redbird Tract, same being a point in east line of said Walton Walker Boulevard Right-of-Way, same being a point in the South Right-of-Way line of West Kiest Boulevard, a variable width Right-of-Way, according to the deeds recorded in Volume 1793, Page 3, and Volume 71208, Page 1001, Deed Records of Dallas County, Texas;

THENCE along said South Right-of-Way line of Kiest Boulevard and the North line of said Redbird Tract as follows:

N 79°45'24"E, a distance of 219.80 feet to a 1/2 inch iron rod found for beginning of curve to the right;

NORTHEASTERLY, along said curve to the right having a radius of 526.05 feet, an arc length of 95.89 feet, a delta angle of 10°26'37" and a chord bearing and distance of N85°00'19"E, 95.75' to 1/2 inch iron rod found for end of said curve;

S 89°37'19"E, a distance of 141.92 feet to a 3/8 inch iron rod found for beginning of curve to the left;

NORTHEASTERLY, along said curve to the left having a radius of 52.00 feet, an arc length of 81.45 feet, a delta angle of 89°44'57" and a chord bearing and

GIS_Approved

Exhibit A

28999

distance of N 45°29'48"E, 73.38 feet to a 1/2 inch iron rod found for end of said curve;

N 45°26'14"E, a distance of 14.24 feet to a 1/2 inch iron rod found;

S 89°41'00"E, a distance of 688.24 feet to a 1/2 inch iron found, said corner being the intersection of said W. Kiest Boulevard with the Northwest line of Morse Drive (a 60' Right-of-Way);

THENCE S 59°37'36"E, along the northeastern line of said Redbird Tract, and the Northwest Right-of-Way line of said Morse Drive, a distance of 13.80 feet to a 1/2 inch iron rod found for the most westerly Northwest corner of said Redbird Tract, same being the beginning of a non-tangent curve to the right;

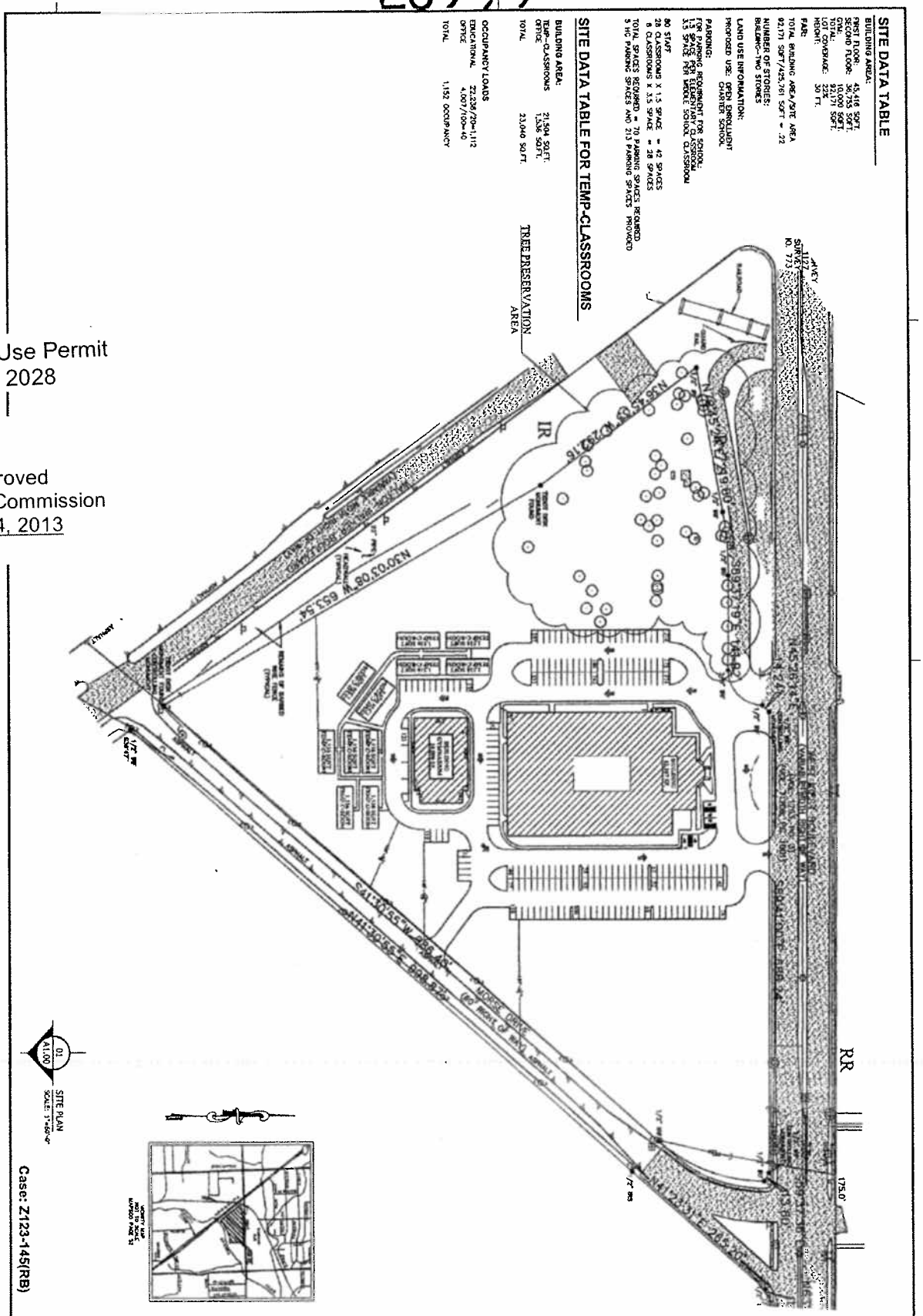
THENCE continuing southwesterly along said curve on the Northwest Right-of-Way line of said Morse Drive, same being the east line of said Redbird Tract, a radius of 240.00 feet, an arc length of 173.12 feet, a delta angle of 41°19'44" and a chord bearing and distance of S 20°50'47"W, 169.39 feet to a 1/2 inch iron rod found for point on end of said curve;

THENCE S 41°30'55"W, along said Northwest Right-of-Way line of said Morse Drive, a distance of 986.40 feet to the Point of Beginning, containing 12.973 acres of computed land, more or less.

Site Plan 28999 130876

Specific Use Permit
No. 2028

Approved
City Plan Commission
April 4, 2013



TRAFFIC MANAGEMENT PLAN FOR
LA ACADEMIA DE ESTRELLAS
IN DALLAS, TEXAS

Prepared for:
La Academia de Estrellas
547 E. Jefferson Boulevard
Dallas, TX 75203

Prepared by:
DeShazo Group, Inc.
Texas Registered Engineering Firm F-3199
Engineers • Planners
400 South Houston Street
Suite 330 • Union Station
Dallas, Texas 75202
Phone 214/748-6740

11-26-2012

November 26, 2012

Specific Use Permit
No. 2028

DeShazo Group

DeShazo #12174

Approved
City Plan Commission
April 4, 2013

Traffic Management Plan for

La Academia de Estrellas

< DeShazo Project No. 12174 >

Table of Contents

28999 130876

DeShazo Group

*Traffic. Transportation Planning. **Parking.** Design.*

Technical Memorandum

To: Richard Tuck — La Academia de Estrellas

From: DeShazo Group, Inc.

Date: November 26, 2012

Re: Traffic Management Plan for the proposed La Academia de Estrellas in Dallas, Texas
(DeShazo Project No. 12174)

INTRODUCTION

The services of **DeShazo Group, Inc. (DeShazo)** were retained by La Academia de Estrellas ("the school") to conduct a traffic management plan (TMP) for their proposed campus planned to be located at 3200 & 3400 Walton Walker Boulevard in Dallas, Texas. The project site is bounded by Kiest Boulevard to the north, Walton Walker Boulevard to the west, and Morse Drive to the east. The proposed Project is an open-enrollment charter school that is being designed to accommodate up to 792 students from Kindergarten through 8th grades at the site buildout. This TMP is developed for and applicable to the ultimate school buildout conditions. However, TMP for any interim scenarios leading up to the ultimate school buildout could be commensurately derived from the concepts developed in this TMP.

DeShazo is an engineering consulting firm providing licensed engineers skilled in the field of traffic/transportation engineering.

Purpose

The purpose of this report is to develop procedures to promote traffic safety and efficiency to be used by the school during the morning drop-off and afternoon pick-up peak periods. The TMP will be provided to the City of Dallas staff ("the Staff") for review as to fulfill the associated requirements of the local approval process.

TRAFFIC MANAGEMENT PLAN

A Traffic Management Plan (TMP) is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. The analysis summarized below utilizes the school site plan to identify the queuing (i.e., vehicle stacking) space needed on site to accommodate the observed peak demands related to student drop-off and pick-up at the school. A concerted effort by the school administration and the parents is encouraged to provide and maintain safe and efficient traffic operations.

School Operational Characteristics

For the proposed La Academia de Estrellas, the following information was provided by the School:

- Estimated enrollment of 792 students
- No students will be transported via school buses
- No significant number of students will be walking to/from the school

The school also indicated that approximately 15-20% students may stay at the school following dismissal for tutoring and extra-curricular activities.

School Hours

The school is expected to operate on a uniform daily schedule. Classes on typical school days for all grades are planned to begin at 7:45 AM and conclude at 3:30 PM. While class times are established, it can be assumed that not all students will enter/exit the site at these exact times based upon normal distribution patterns. Occasional special events at the school that generate traffic may also occur outside the traditional peak drop-off and pick-up periods; while some of the measures presented in this report may be applicable in conjunction with special events, these traffic characteristics are not covered in this analysis.

Circulation

The site contains two driveways on Kiest Boulevard and one driveway on Morse Drive. Primary access to the campus during the morning drop-off and afternoon pick-up periods will be provided at Driveway 1 on Morse Drive and at Driveway 2 on Kiest Boulevard. It is recommended that the access at Driveway 3 on Kiest Boulevard be temporarily prohibited during the morning drop-off and afternoon pick-up periods in order to maintain safe and efficient traffic operations on campus. The overall circulation pattern on the school campus will be counterclockwise.

Passenger vehicles loading/unloading students from Area A will enter the school site via Driveway 1 from Morse Drive, form a single queue lane, circulate one-way northbound in the parking aisle. Vehicles will circulate counterclockwise through the parking lot and approach the loading/unloading area located along the eastern wall of the main building. [NOTE: Based upon the information obtained from the School, the main building with 82,167 SF will accommodate all classrooms, cafeteria and administrative offices and the secondary building with 10,000 SF will provide a gymnasium at site buildout.] The designated start of the loading/unloading area is located in the drive aisle adjacent to the southeast corner of the main building. Following the pick-up/drop-off, vehicles should exit the campus via Driveway 1 onto Morse Drive.

Passenger vehicles loading/unloading students from Area B will enter the school site via Driveway 2 from Kiest Boulevard, form a single queue lane, circulate one-way southbound in the parking aisle. Vehicles will circulate counterclockwise through the parking lot and approach the loading/unloading area located along the western wall of the main building. The designated start of the loading/unloading area is located in the drive aisle adjacent to the northwest corner of the main building. Following the pick-up/drop-off, vehicles should exit the campus via Driveway 2 onto Kiest Boulevard.

An additional loading/unloading area could be provided (as needed) on the east side of the gymnasium building starting from the northeast corner of the gymnasium building. Vehicles loading/unloading students from this area should enter the school via Driveway 2, circulate one-way southbound through the parking lot, form a single queue lane around the gymnasium building and enter the loading/unloading area. Following the pick-up/drop-off, these vehicles shall exit the school site via Driveway 1 onto Morse Drive.

Except at the driveways, all internal site circulation used for student loading/unloading shall be operated as one-way, counter-clockwise flow. On-site activity and circulation should be facilitated by staff members of the school. Ideally the student loading/unloading should occur on the passenger-side.

Detailed illustrations of the proposed circulation plan are provided in **Exhibit 1**.

NOTE: Also see important instructions in the next section: "Staff Assistance".

Queue Lengths

A goal for any school should be to accommodate all vehicular queuing and drop-off/pick-up procedures on private property (i.e., not utilize public right-of-way for passenger loading/unloading). To facilitate this goal, the schools should try to minimize the number of vehicles present on site at any given time in order to minimize potential of vehicles queuing and/or parking in public right-of-way. DeShazo has observed vehicle queuing characteristics at similar schools to estimate peak vehicular queue demand on the school campus.

Maximum queuing at schools consistently occurs during the afternoon peak period when students are being picked-up by private automobiles – traffic queuing during the morning period is typically less significant than the afternoon period since the drop-off activity is more temporally distributed and occurs much more quickly than student pick-up The DeShazo model projects the peak queue conditions experienced during the afternoon peak period.

Based upon the DeShazo model, the maximum number of vehicles in queue during the PM peak hour is equivalent to approximately 40% of the total inbound PM peak hour traffic volume. [NOTE: Since, this TMP is designed for the ultimate scenario, the total enrollment of 792 students was used to calculate the total inbound PM peak hour inbound volume.] The PM peak hour inbound volume is calculated for "private schools" based upon the projected number of students using the ITE *Trip Generation* equations. [ITE *Trip Generation* is a compilation of actual traffic generation data by land use as collected over several decades by creditable sources across the country, and it is accepted as the standard methodology to determine trip generation volumes for various land uses where sufficient data exists.]

For the proposed La Academia de Estrellas, the following assumptions were employed in the DeShazo Model:

- 792 total students
- No students will be transported via school buses
- No students will be walking to/from the school

Trip generation equations/rates for the ITE Land Use Code 534 - Private School (K-8) were used in the DeShazo model (excerpts from the ITE *Trip Generation* are provided in **Appendix**). Based on DeShazo's methodology the maximum passenger vehicle queue for the school was estimated to be **90 vehicles** or 1,800 linear feet (@ 20 feet/vehicle). More information and detailed queue calculations are also provided in **Appendix**.

The proposed school campus as shown on the site plan provides a primary queuing space of approximately 1,220 feet (about 61 vehicles @ 20 feet per vehicle) in the queue lanes (#1 and #2) and approximately 951 feet (about 47 vehicles @ 20 feet per vehicle) in the queue lanes (#3 and #4) as shown in **Exhibit 1**. [NOTE: The school may assign parents to a specific queue lane in order to balance the traffic demand with the queue space provided.] An additional queue length of approximately 380 feet (about 19 vehicles @ 20 feet per vehicle) around the gymnasium building (as illustrated in **Exhibit 1**) can also be made available, as needed. The site plan also shows a total of 218 parking spaces on campus out of which at least 100 spaces (approximately) are expected to remain available for student pick-up.

A supplemental strategy to be considered by the school (in order to reduce the peak queuing demand) is to introduce staggered release times during the afternoon pick-up period. With proper management, vehicular traffic can be dispersed over a longer period of time and peak queue can be further reduced.

Staff Assistance

To optimize safety, it is important to have staff from the school present where- and whenever students are dropped-off or picked-up. The general responsibility of the authorized staff is to ensure all vehicles in the immediate vicinity of the designated loading area are in a fully stopped condition before loading/unloading occurs and where pedestrians are present, and to provide general oversight and limited assistance (where practical to do so). At the appropriate interval, the authorized staff should instruct motorists when it is safe to advance/exit.

Option: Placement of temporary traffic control devices (e.g., traffic cones, barricades, signs, etc.) within the site by school personnel may be used to assist and guide motorists through the intended circulation patterns during peak drop-off and pick-up periods.

NOTE: Only deputized officers of the law (including school crossing guards) may place traffic control devices or instruct traffic within public rights-of-way.

In the morning, at least two staff members should be available at the designated passenger drop-off area(s) to guide and assist vehicles to designated locations and direct students into the school building. Likewise, during the afternoon, at least three staff members should be available at the designated passenger loading area(s) to facilitate orderly and expedient passenger loading. An additional staff member should be stationed at the intersecting point of the queue lanes near Driveway 3 to safely facilitate traffic flow into the loading lane to pick-up students.

Staff directing traffic at the intersecting point of two queue lanes (and other areas, where appropriate) should, in lieu of simple hand gestures, procure and use reversible hand-paddle signs

with the messages (and symbols) for STOP and for SLOW (i.e., proceed slowly). Optional additional equipment used by staff may include whistles (for audible warnings) and flashlights (for visual warnings) in order to better-gain the attention of motorists.

It is recommended that the staff should oversee operations within the site and ensure traffic flows according to the TMP. Other general protocols to be imposed:

- enforce no parking of passenger vehicles in the queue lanes (i.e., leaving vehicles unattended)
- passenger loading and unloading should primarily occur at the curbside and in some cases other areas specially designated for passenger loading/unloading on private property (*NOT* on public right-of-way)

Bus Circulation

--Not Applicable (no buses)--

ADDITIONAL RECOMMENDATIONS

1. Subject to approval by the City of Dallas Department of Street Services: Install *"No Left-Turn/No U-Turn"* sign on westbound Kiest Boulevard at the median opening in the vicinity of Driveway 2.

SUMMARY

This TMP is to be used by La Academia de Estrellas to provide safe and efficient transportation of students, staff, and faculty to and from the site. The Plan was developed with the intent of optimizing passenger vehicle loading/unloading within the site and to avoid vehicle queuing and passenger loading/unloading within the City right-of-way. The details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness and compliance and to consider adjustments as needed to provide overall safety.

END OF MEMO

Appendix

28999

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Private School (K-8)
(534)

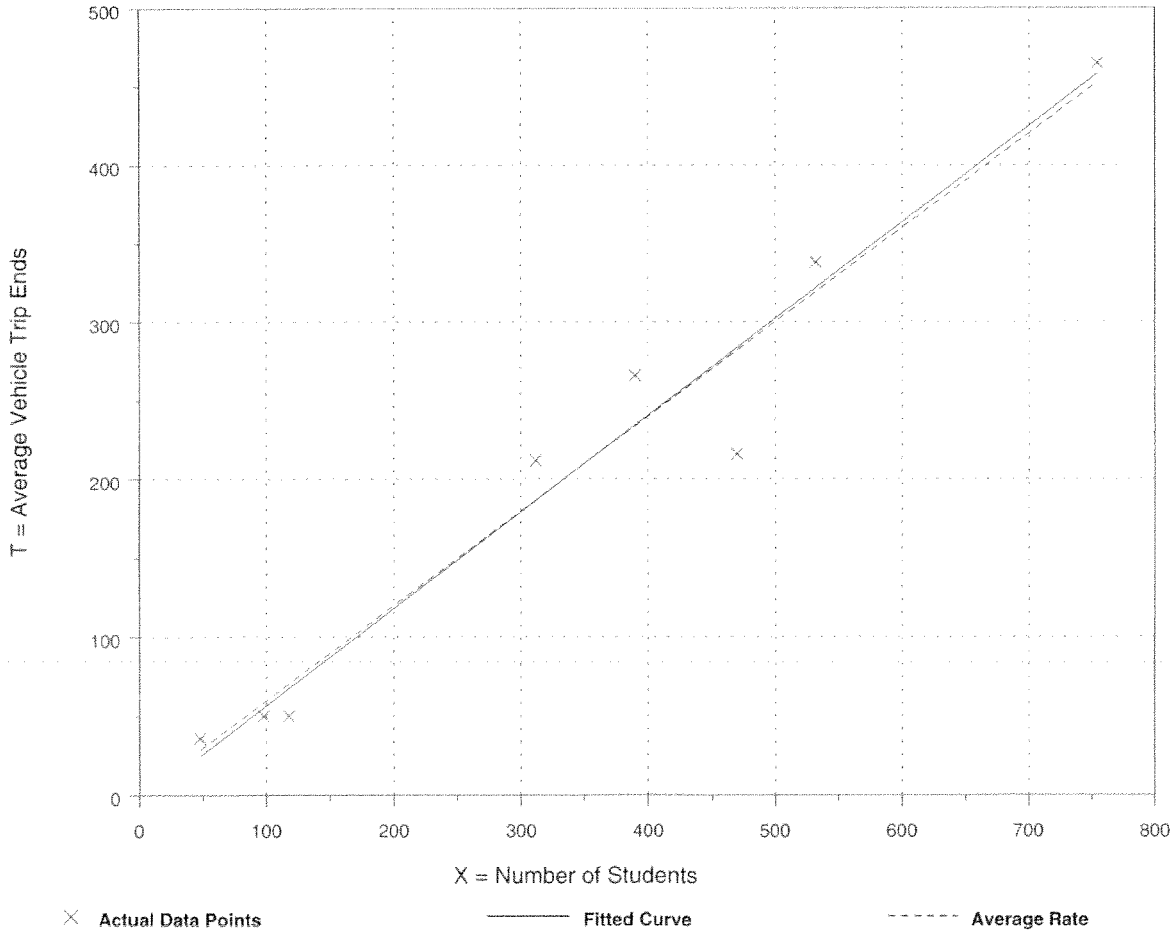
Average Vehicle Trip Ends vs: Students
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 8
Average Number of Students: 340
Directional Distribution: 47% entering, 53% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.60	0.42 - 0.75	0.78

Data Plot and Equation



Fitted Curve Equation: T = 0.61(X) - 4.70

R^2 = 0.96

130876

28999

APPENDIX

DeShazo Model: Private/Charter School (v. 2.0) 2011 — DeShazo No. 12174

11/26/2012

PROJECT INFORMATION

School Name: *La Academia de Estrellas*
City, State: *Dallas, TX* Grades: *K-8th*
School Type: *Charter School*

Maximum Enrollment: ***792 students***

TRIP GENERATION

ITE LAND USE 534

PM PEAK HOUR OF GENERATOR	*IN*	*OUT*
T = 0.61(X) - 4.70	*47%*	*53%*

where X = 792 *students*
→ *T =* 478 *(PM Peak Hour of Generator)*

ii) DeShazo Adjustment Factor*: 1.00

**Adjustment factor applied to peak ITE trip generation values is considered appropriate based upon DeShazo's actual empirical data at other similar sites.*

iii) Adjusted Trip Generation:

	Total	Inbound		Outbound	
PM Peak	478	225	*(47%)*	254	*(53%)*

QUEUE MODEL

i) Projected Inbound PM Peak Hour Trips: T_{in}= 225

ii) Estimated % of PM-Inbound Trip Ends in Peak Queue: F_Q = 40%

[i.e., F_Q is based upon DeShazo's actual empirical data of other similar schools.]

iii) Adjusted Peak Queue (*TMP/Traffic Circulation*): F_A = *+0%*

[i.e., coordinated inbound traffic/queuing plan and separate traffic circulation for each mode of transportation]

iv) Projected Peak Queue:

$Q_{min} = T_{in} \times (F_Q + F_A)$ = *225* x *40%* = *90 vehicles in theoretical peak queue*

or 1,800 linear feet (@ 20 ft/veh)

DeShazo Group –

Traffic Management Plan

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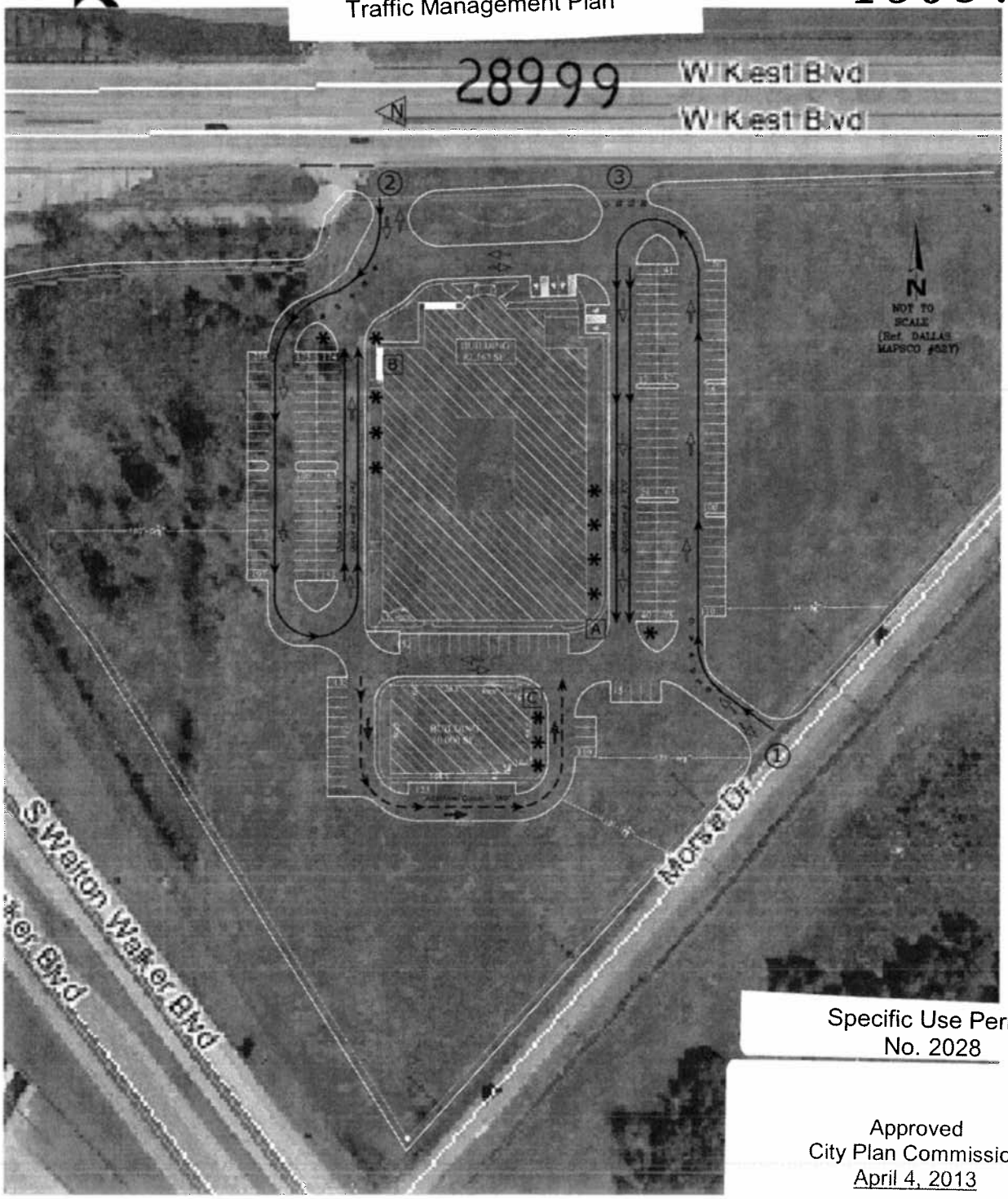


Specific Use Permit
No. 2028

Approved
City Plan Commission
April 4, 2013

School Information

Current Enrollment: 792 Students
Academic: Kindergarten - 8th
Hours: 7:45 AM-3:30 PM

Queuing (Passenger Vehicles)

	Primary Queue	Additional Queue	Additional Parking	Total
Projected Demand*	**90**	--	--	90
Available Capacity	**108**	19	100**	227
NET Surplus/Deficiency	**18**	119		137

** Based upon DeShazo Queuing Model*
*** Estimated parking supply available for afternoon pick-up operations.*

Lege.

- Circulation Path (Primary)
- Circulation Path (Additional)
- Passenger Vehicle Queue (Primary)
- Passenger Vehicle Queue (Additional)
- [A] Drop-off/Pick-up Area (Primary)
- [B] Drop-off/Pick-up Area (Primary)
- [C] Drop-off/Pick-up Area (Additional)
- ✱ ✱ Staff Assistance
- (#) School Driveway Nomenclature
- ⊗ Temporary Traffic Cones
- "No Left-Turn/ No U-Turn" Sign

NOTE: This Traffic Management Plan was developed to prevent the queuing of drop-off/pick-up related vehicles within the city right-of-way. The school administration should adhere to this TMP and any deficiency due to spill over of queuing into undesignated areas of the city right-of-way, including roadway travel lanes, should be corrected by the school immediately.

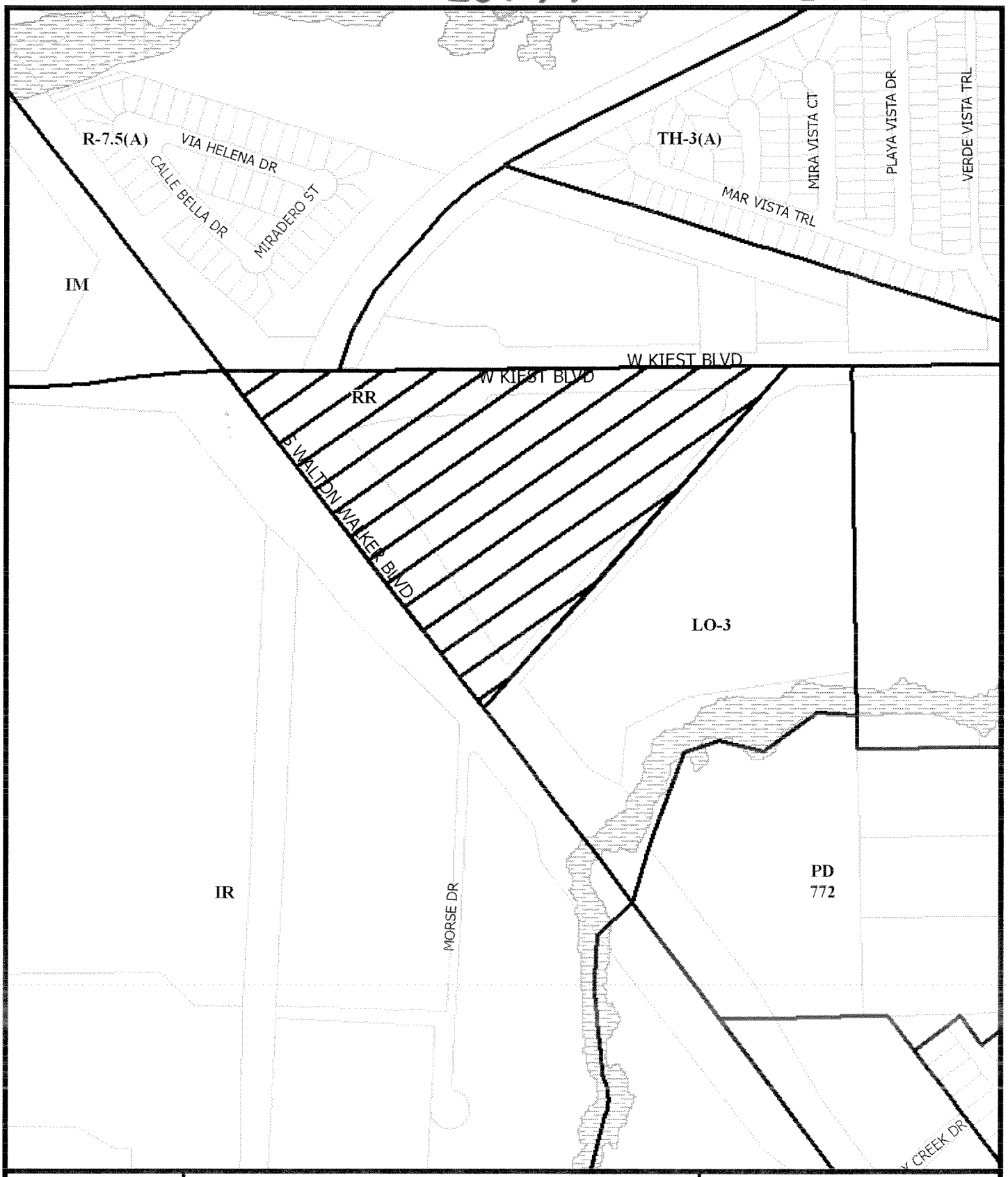
Traffic Management Plan Update (Afternoon Pick-Up)

La Academia de Estrellas Traffic Management Plan

Site plan (base) is provided by ADI Engineering, Inc. on Monday, November 19, 2012.
Aerial photograph (base) is obtained from http://maps.dallascityhall.com.

EXHIBIT 1

28999 130876



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ZONING AND LAND USE

Case no: Z123-145

Date: 2/20/2013