Development Services
Planning and Zoning
Telephone (903)892-7229
Email: planning@cityofsherman.com

AGENDA

The Planning and Zoning Commission and Board of Adjustment of the City of Sherman will hold a regular meeting Tuesday, November 14, 2023 at 5:00P.M. in the Council Chambers at 220 W. Mulberry to consider the following:

All requests are subject to the Zoning Ordinance/Code of Ordinance Chapter 14, unless otherwise stated.

1. **CALL TO ORDER**

2. **APPROVE MINUTES OF THE REGULAR OCTOBER 17, 2023 PLANNING AND ZONING COMMISSION AND BOARD OF ADJUSTMENT MEETING**

   APPROVE MINUTES OF THE OCTOBER 30, 2023 PLANNING AND ZONING COMMISSION SPECIAL CALLED MEETING.

3. ANNOUNCEMENTS

4. **CITIZEN COMMENTS**
   During this meeting, the Planning and Zoning Commission and Board of Adjustment welcomes public comment **only** on agenda items listed under the Open Meeting portion of the agenda, in accordance with Texas Government Code Section 551.007. For items not listed on the agenda, those matters may be discussed with City staff during regular business hours by contacting them at times other than at Planning and Zoning Commission meetings. There will also be an opportunity to speak regarding any of the public hearing items on the agenda when that item is presented.

5. **900 SOUTH FM 1417 (HERITAGE PARKWAY) (Project No. 23-005928)**
   The request of Steve Dietrich (Owner) and Gregg Davidson, Alliance GC Group, Inc. (Representative) concerning the property located at 900 South FM 1417 (Heritage Parkway), in the Elizabeth Jones Survey, Abstract No. 625 and currently zoned MF-30 (Multi Family Residential) District/F.M. 1417 Overlay District, as follows:
   Planning and Zoning Commission
   Site Plan for the Country Village Office Addition

6. **416SOUTH ELM STREET (Project No. 23-006073)**
   The request of Oscar Medina (Owner) and Underwood Drafting & Surveying (Surveyor) concerning the property located at 416 South Elm Street, consisting of 0.341 acres in the Samuel Blagg Survey, Abstract No. 56, as follows:
   Planning and Zoning Commission
   Final Plat of Medina Addition

7. **110-120 BLOCKS WEST MULBERRY STREET (Project No. 23-006074)**

The request of Ricardo Alvarez and Dianna Torres (Owner) and Underwood Drafting & Surveying (Surveyor) concerning the property located in the 110-120 Blocks West Mulberry, consisting of 0.67 acres in the J.B. McAnair Survey, Abstract No. 763 and being a part of Lots 1-3 and 8, Block B of the T.J. Shannon Supplement and currently zoned C-1 (Retail Business) District/Downtown Overlay District, as follows:

Planning and Zoning Commission

Final Plat of Liberty Lighthouse Addition

8. **1200 SOUTH DEWEY AVENUE (Project No. 23-006075)**

The request of City of Sherman (Owner) and Weaver Consultants Group (Surveyor) concerning the property located at 1200 South Dewey Avenue, consisting of 101.638 acres in the J.B. G.B. Pilant Survey, Abstract No. 963, as follows:

Planning and Zoning Commission

Final Plat of Sherman Airport Addition

9. **2601-2701 BLOCK SOUTH FM 1417 (HERITAGE PARKWAY) AND 3001 BLOCK WEST TRAVIS (Project No. 23-006136)**

The request of Chris LaRocco, Bearcat Crossing, LTD. (Owner), Jim Riley (Applicant) and Votex Surveying Company (Surveyor) concerning the property located in the 2601-2701 Blocks South FM 1417 (Heritage Parkway) and 3001 Block West Travis, consisting of 15.264 acres in the Elizabeth Jones Survey, Abstract No. 625 and currently zoned C-1 (Retail Business) District/FM Highway 1417 Overlay District, as follows:

Planning and Zoning Commission

Final Plat of Bearcat Crossing Addition

10. **300-1000 BLOCKS EAST FM 1417 (VIETNAM VETERANS PARKWAY)**

The request of Ronny Guerrero (Owner) and Michael Carlisle, Kimley-Horn and Associates (Surveyor) concerning the property located in the 300-1000 Blocks East FM 1417 (Vietnam Veterans Parkway), being 105.109 acres in the Sherod Dunman Survey, Abstract No. 329, as follows:

Planning and Zoning Commission

Site Plan for Bel Air Beach Club

11. **3000 BLOCK WEST OB GRONER ROAD AND 4500 BLOCK WEST PARK AVENUE (Project No. 23-005675)**

The request of Shakir Rehmatullah, Flato Development, Inc. (Owner), Rick Leisner, Norris Design (Representative) and Atwell-Group (Surveyor) concerning the property located in the 3000 Block West OB Groner Road and the 4500 Block West Park Avenue consisting of 220.18 acres being a part of the Elizabeth Jones Survey, Abstract No. 625 and the Jason Stamps Survey, Abstract No. 1115, and located in the ETJ (Extra Territorial Jurisdiction), as follows:

Planning and Zoning Commission

Public Hearing and Zone Change for a PD (Planned Development) of Greenway.

12. **2408 SOUTH FIRST STREET (Project No. 23-005930)**

The request of Francisco Vela and Cindy Aguilar (Owner) and Underwood Drafting & Surveying (Surveyor) concerning the property located at 2408 South First Street, consisting of 0.205 acres being a part of the Robert Thompson Survey, Abstract No. 1200 and being Lot 2 of Alvarado-Vela Addition, as follows:

Planning and Zoning Commission

Public Hearing and Zone Change from R-6 (Single Family Residential) District to R-2F (Duplex Residential) District.

13. **620 NORTH TRAVIS STREET (Project No. 23-005931)**

AN EMAIL WAS RECEIVED FROM NICHOLAS PAYNE ON NOVEMBER 2, 2023 AT 9:27 A.M. REQUESTING TO TABLE THIS ITEM

The request of BRS Properties, LP (Owner) and Nicholas Payne (Representative) concerning the property located at 620 North Travis Street, in the Chapin Addition part of Block 6 George Bond Supplement, Block 1, Lot 3, and is currently zoned C-1 (Retail Business) District, as follows:

Board of Adjustment

Public Hearing and Variance under Section 14.02.016 to allow a 2' front setback in lieu of the required 25' for a Sign addition.

14. **2505 NORTH HICKORY STREET(Project No. 23-005932)**

The request of Sarika Mandavilli (Owner), Vamsi Krishna Chitluri (Representative) and Burns Surveying (Surveyor) concerning the property located at 2505 North Hickory Street, consisting of 1.673 acres in the J.B. McAnair Survey, Abstract No. 763, as follows:

Board of Adjustment

A. Public Hearing and Variance under Section 14.02.011 to allow a lot area of 1.673 acres in lieu of the required 2 acres in an MF-15 (Multi-Family Residential) District.

Planning and Zoning Commission

B. Public Hearing and Zone Change from MF-30 (Multi Family Residential) District to an MF-15 (Multi Family Residential) District.
C. Site Plan for The Fab Townhomes

15. **2303TEXOMA PARKWAY (Project No. 23-005609)**

The request of LCA Properties, LLC (Owner), Todd Kofsky, Sherman Motors (Representative) and Underwood Drafting & Surveying (Surveyor) concerning the property located at 2303 Texoma Parkway, consisting of 0.770 acres, being in the Smith McGlothlin Survey, Abstract No. 808, and being a remainder of Lot 1 in Block 1 of Highland Park Addition, and currently zoned C-2 (General Commercial) District, as follows:

Planning and Zoning Commission

Public Hearing, Specific Use Permit and Site Plan approval under Section 14.06.009 to allow Automobile Sales, New or Used and Automobile repair, body work, or painting with asphalt addition in a C-2 (Retail Business) District and repeal Ordinance No. 6613.

16. **2007-2011 TEXOMA PARKWAY AND 2007 TEXOMA DRIVE (Project No. 23-005150)**
TABLED FROM OCTOBER 17, 2023

The request of IKON Group Opportunity Zone Fund, LLC (Owner), Kent Hughlett (Representative) and Helvey-Wagner Surveying (Surveyor) concerning the property located at 2007-2011 Texoma Parkway and 2007 Texoma Drive, consisting of 5.924 acres being a replat of Lots 1 and 2, Block A of First United Bank Addition and a part of Lot 5, Block 2 of Teague Industrial Park Unit No. 2, and currently zoned C-2 (General Commercial) District, as follows:

Planning and Zoning Commission

Public Hearing, Site Plan and Specific Use Permit approval under Section 14.06.009 allow a mini-warehouse (Self Storage) in a C-2 (General Commercial) District.

17. **125 NORTH TRAVIS STREET (Project No. 23-006125)**

The request of Los Hermanos Partnership (Owner) and Laura Ayers, Still Charming/House of Eli (Representative) concerning the property located at 125 North Travis Street being in the J.B. McAnair Survey, Abstract No. 763, and currently zoned C-1 (Retail Business) District/Central Business District Overlay, as follows:

Planning and Zoning Commission

Public Hearing, Site Plan and Specific Use Permit approval under Section 14.06.009 to allow a Secondhand store or rummage shop in a C-1 (Retail Business) District/Central Business District Overlay.

18. **ADJOURNMENT**

By direction of the Planning and Zoning Commission and Board of Adjustment of the City of Sherman.

Clay Mahone, Chairman ATTEST: Rob Rae, Secretary

Meetings of this advisory board are open to the public.

Note: The above agenda schedule represents an estimate of the order for the indicated items and is subject to change at any time.

An unscheduled closed executive session may be held if the discussion of any of the above agenda items concems the purchase, exchange, lease or value of real property; or requires consultations with City Attorney.

In accordance with the Texas Open Meetings Act, Chapter 551 of the Texas Government Code, the Planning and Zoning Commission and Board of Adjustments may hold an executive session if the discussion of any of the items identified in this agenda, or any of the items identified below, concern one or more of the following:

Tex. Gov't Code § 551.071	Seeking the advice of its attorney about pending or contemplated litigation, settlement offers or any matter in which the duty of the attorney to the Planning and Zoning Commission and Board of Adjustments under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act.

Certification

I, the undersigned authority, do hereby certify that the above Agenda of the Regular Meeting of the Board of Adjustments and Planning and Zoning Commission of the City of Sherman is a true and correct copy of said Notice and that I posted a true and

correct copy of said Notice on the bulletin board, at City Hall, of said City of Sherman, Texas, a place convenient to the public and said notice was posted on November 9, 2023 at 4:00 p.m. and said time of posting was 72 hours before said meeting was convened or called to order.

Dated this 9th day of November 2023
City of Sherman, Texas

_____

Lauren Marlow,
Development Services Coordinator

Sherman
CLASSIC TOWN. BROAD HORIZON.

Planning & Zoning Commission and Board of Adjustments **2.**

Meeting Date: 11/14/2023

Prepared By: Lauren Marlow, Development Services Coordinator

Issue:

APPROVE MINUTES OF THE REGULAR OCTOBER 17, 2023 PLANNING AND ZONING COMMISSION AND BOARD OF ADJUSTMENT MEETING

APPROVE MINUTES OF THE OCTOBER 30, 2023 PLANNING AND ZONING COMMISSION SPECIAL CALLED MEETING.

List of Agenda Items:

Attachments

2023-10-17 Minutes

2023-10-30 Minutes

STATE OF TEXAS §

October 17, 2023

COUNTY OF GRAYSON §

BE IT REMEMBERED THAT A Regular Meeting of the Planning and Zoning Commission and Board of Adjustment of the City of Sherman, was begun and held on October 17, 2023.

MEMBERS PRESENT: CHAIRMAN MAHONE
COMMISSION MEMBERS: DAVIS, MANLEY, SIMS, WHITAKER AND BLAGG

ALTERNATE: NONE

MEMBERS ABSENT: DOWNTAIN

STAFF PRESENT: ROB RAE, DIRECTOR OF DEVELOPMENT SERVICES, WAYNE LEE, DIRECTOR OF ENGINEERING, KERRI TURNER, DEVELOPMENT SERVICES PLANNING TECHNICIAN, LAUREN MARLOW, DEVELOPMENT SERVICES COORDINATOR AND AMBER DOAN, ENGINEERING COORDINATOR

CITY ATTORNEY: ALICESON COTTON

CALL TO ORDER

CALL TO ORDER
Chairman Mahone called the meeting to order at 5:02 p.m.

APPROVE MINUTES

APPROVE MINUTES
The Planning and Zoning Commission reviewed the minutes of the September 19, 2023, Regular Meeting. Motion by Commission Member Davis to approve the Minutes as written. Second by Commission Member Sims. All present voted AYE.
MOTION CARRIED.

ANNOUNCEMENTS

ANNOUNCEMENTS
Chairman Mahone stated, "Preliminary Plats are reviewed by Staff and will no longer be on the Agenda. Final Plats and Replats will no longer go to City Council. These items will only go to Planning and Zoning for approval."

CITIZEN COMMENTS

CITIZEN COMMENTS
There were no citizen comments.

CONSENT AGENDA (ITEMS 6, 7, 8, 9, 10, 11 AND 12)

CONSENT AGENDA
Consent Agenda items are considered routine and non-controversial items.

The Commission reviewed the Consent Agenda. Commission Member Davis moved to approve Items 6, 7, 8, 9, 10, 11 AND 12 on the Consent Agenda as presented subject to the Staff Review Letter. Second by Commission Member Whitaker. All present voted AYE.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

FINAL PLAT – CONSENT AGENDA ITEM

FINAL PLAT – MIAN TERRACE
819 NORTH WALNUT STREET
(RAZA MIAN)

THE REQUEST OF RAZA MIAN (OWNER), LEXINGTON WRIGHT (REPRESENTATIVE) AND COPLEY LAND SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 819 NORTH WALNUT STREET, CONSISTING OF 0.173 ACRES IN THE J.B. MCANAIR SURVEY, ABSTRACT NO. 763, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
FINAL PLAT OF MIAN TERRACE

The property is located at 819 North Walnut Street between East College Street and East Brockett Street. The owner would like to plat the property into

1 lot for residential development. They had seen the Staff Review Letter and would abide by the Recommendations.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

SITE PLAN – CONSENT AGENDA ITEM
THE REQUEST OF SHERMAN CROSSROADS, LTD (OWNER), STEPHANIE GROSS (REPRESENTATIVE) AND A & W SURVEYORS, INC (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 3608 SOUTH HIGHWAY 75, CONSISTING OF 1.009 ACRES, LOT 30, BLOCK 2 SHERMAN CROSSROADS, PHASE 4 AND LOCATED IN THE BLALOCK INDUSTRIAL PARK/BLALOCK COMMERCIAL OVERLAY DISTRICT, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
SITE PLAN OF CHIPOTLE MEXICAN GRILL

SITE PLAN – CHIPOTLE MEXICAN GRILL
3608 SOUTH HIGHWAY 75
(SHERMAN CROSSROADS, LTD)

The property is located at 3608 South Highway 75 between West Travis Street and East FM 1417 (Heritage Parkway). The owner is requesting Site Plan approval for Chipotle Mexican Grill. They had seen the Staff Review Letter and would abide by the Recommendations.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

FINAL PLAT – CONSENT AGENDA ITEM
THE REQUEST OF HERITAGE VENTURES OF TEXAS, LLC (OWNER), BLUESTONE PARTNERS, LLC (DEVELOPER) AND WINKELMAN & ASSOCIATIONS, INC. (SURVEYOR) CONCERNING THE PROPERTY LOCATED IN THE 1600-1800 BLOCKS NORWOOD STREET AND THE 2700-3000 BLOCKS WEST MCGEE STREET, CONSISTING OF 14.768 ACRES IN THE FIELDING BACON SURVEY, ABSTRACT NO. 120 AND CURRENTLY ZONED R-6 (SINGLE FAMILY RESIDENTIAL) DISTRICT, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
FINAL PLAT OF HERITAGE CROSSING, PHASE 2

FINAL PLAT – HERITAGE CROSSING, PHASE 2
1600-1800 BLOCKS NORWOOD STREET AND THE 2700-3000 BLOCKS WEST MCGEE STREET
(HERITAGE VENTURES OF TEXAS, LLC)

The property is located in the 1600-1800 Blocks Norwood Street and the 2700-3000 Blocks West McGee Street between Little Lane and Carriage Estates Road. The owner would like to plat the property into 37 lots for residential development. They had seen the Staff Review Letter and would abide by the Recommendations.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

FINAL PLAT – CONSENT AGENDA ITEM
THE REQUEST OF BRANDY BIGHAM (OWNER) AND UNDERWOOD DRAFTING & SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 6 WISHIP DRIVE, CONSISTING OF 5.003 ACRES BEING A PART OF THE WILLIAM A. WATKINS SURVEY, ABSTRACT NO. 1325 AND BEING TRACT 29 OF ROBERTSON'S FARM AND LOCATED IN THE ETJ (EXTRA TERRITORIAL JURISDICTION), AS FOLLOWS:
PLANNING AND ZONING COMMISSION
FINAL PLAT OF BIGHAM ESTATES

FINAL PLAT – BIGHAM ESTATES
6 WISHIP DRIVE
(BRANDY BIGHAM)

The property is located at 6 Wiship Drive between Reynolds Road and Pumping Jack Road and located in the ETJ (Extra Territorial Jurisdiction). The property owner would like to plat the property into two lots for residential development. They had seen the Staff Review Letter and would abide by the Recommendations.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

FINAL PLAT – GARCIA ADDITION
800 BLOCK MITCHELL LANE
(HERIBERTO GARCIA)

FINAL PLAT – CONSENT AGENDA ITEM
THE REQUEST OF HERIBERTO GARCIA (OWNER) AND HELVEY-WAGNER SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED IN THE 800 BLOCK MITCHELL LANE, CONSISTING OF 10.001 ACRES BEING A PART OF THE AARON BURLESON SURVEY, ABSTRACT NO. 61 AND LOCATED IN THE ETJ (EXTRA TERRITORIAL JURISDICTION), AS FOLLOWS:
PLANNING AND ZONING COMMISSION
FINAL PLAT OF GARCIA ADDITION

The property is located in the 800 Block Mitchell Lane between Highway 56 and Bethany Road and located in the ETJ (Extra Territorial Jurisdiction). The property owner would like to plat the property into two lots for residential development. They had seen the Staff Review Letter and would abide by the Recommendations.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

FINAL PLAT – ALVARADO ESTATES
2917 SOUTH FIRST STREET
(NEW DIMENSION HOMES, LLC)

FINAL PLAT – CONSENT AGENDA ITEM
THE REQUEST OF NEW DIMENSION HOMES, LLC (OWNER) AND UNDERWOOD DRAFTING & SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 2917 SOUTH FIRST STREET, CONSISTING OF 0.870 ACRES BEING A PART OF THE ROBERT THOMPSON SURVEY, ABSTRACT NO. 1200 AND LOCATED IN THE R-6 (SINGLE FAMILY RESIDENTIAL) DISTRICT, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
FINAL PLAT OF ALVARADO ESTATES

The property is located at 2917 South First Street between East Ida Road and South Dewey Avenue. The property owner would like to plat the property into three lots for residential development. They had seen the Staff Review Letter and would abide by the Recommendations.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

FINAL PLAT – PEBBLEBROOK SOUTH PHASE 4, SECTION 1
2000-2300 BLOCKS WEST MOORE STREET
(CARBET PROPERTIES LLC)

FINAL PLAT – CONSENT AGENDA ITEM
THE REQUEST OF CARBET PROPERTIES LLC (OWNER), JACOB TUDOR (REPRESENTATIVE) AND UNDERWOOD DRAFTING AND SURVEYING (SURVEYOR) CONCERNING THE PROPERTY IN THE 2000-2300 BLOCKS WEST MOORE STREET, CONSISTING OF 19.287 ACRES IN THE ELIZABETH JONES SURVEY, ABSTRACT NO. 625 CURRENTLY ZONED R-6 (SINGLE FAMILY RESIDENTIAL) DISTRICT, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
FINAL PLAT OF PEBBLEBROOK SOUTH PHASE 4, SECTION 1

The property is located in the 2000-2300 Blocks West Moore Street between West Travis and West Park Avenue. The owner would like to plat the property into 72 lots for residential development. They had seen the Staff Review Letter and would abide by the Recommendations.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

PUBLIC HEARING, SPECIFIC USE PERMIT AND SITE PLAN – OUTDOOR RESTAURANT

PUBLIC HEARING, SPECIFIC USE PERMIT AND SITE PLAN
THE REQUEST OF BRIAN PREVIATY (OWNER) AND UNDERWOOD DRAFTING & SURVEYING, INC. (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 4801 NORTH FM 1417 (HERITAGE PARKWAY) CONSISTING OF 5.742 ACRES IN THE ALFRED HUME SURVEY, ABSTRACT NO. 522 AND CURRENTLY ZONED C-2 (GENERAL COMMERCIAL) DISTRICT, AS FOLLOWS:
PLANNING AND ZONING COMMISSION

PUBLIC HEARING, SPECIFIC USE PERMIT AND SITE PLAN APPROVAL UNDER SECTION 14.06.009 TO ALLOW A COMMERCIAL AMUSEMENT CENTER, INDOOR OR OUTDOOR AND AN OUTDOOR RESTAURANT IN A C-2 (RETAIL BUSINESS) DISTRICT AND REPEAL ORDINANCE NO. 6578.

4801 NORTH FM 1417 (HERITAGE PARKWAY) (BRIAN PREVIATY)

The property is located at 4801 North FM 1417 (Heritage Parkway) near the intersection of Plainview Road and North Heritage Parkway.

Brian Previaty, 4801 North FM 1417 (Heritage Parkway), Sherman, TX
Mr. Previaty explained, "I am requesting a Specific Use Permit to allow a food truck as an outdoor restaurant. The food truck would allow us to provide food for kids or employees. We had the Health Inspector and the Fire Marshal out to guide us in our direction."

Chairman Mahone asked, "Will this be permanent or will you move this each night?"

Mr. Previaty replied, "This will be permanent."

Chairman Mahone asked, "Will the food truck be on an improved surface?"

Mr. Previaty replied, "No, it will be on gravel."

Commission Member Davis asked Mr. Rae, "What does the City consider a food truck versus an outdoor restaurant?"

Mr. Rae stated, "A food truck is mobile according to our Ordinance and would need to be moved each night to their commissary. For this item their commissary is on their site and they have no plans to move it."

Chairman Mahone asked if they had seen the Staff Review Letter.

Mr. Previaty replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Specific Use Permit and Site Plan.

ACTION TAKEN.

Planning and Zoning Commission
Motion by Commission Member Davis to approve the Specific Use Permit and Site Plan located at 4801 North FM 1417 (Heritage Parkway) subject to the Staff Review letter. Second by Commission Member Whitaker.

VOTING AYE: MAHONE, DOWNTAIN, DAVIS, BLAGG, SIMS, WHITAKER AND MANLEY
VOTING NAY: NONE.
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

PUBLIC HEARING, ZONE CHANGE AND REPLAT
THE REQUEST OF HOME RUN 9, LLC AND GANAPATHY, LTD (OWNERS), KENT HUGHLETT (REPRESENTATIVE/ARCHITECT) AND HELVEY-WAGNER SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED IN THE 1200 BLOCK EAST PECAN GROVE ROAD AND THE 1200 BLOCK SARA SWAMY DRIVE, CONSISTING OF 11.122 ACRES BEING PART OF THE HILLIARD JENNINGS SURVEY, ABSTRACT NO. 639, AS FOLLOWS: PLANNING AND ZONING COMMISSION

PUBLIC HEARING, ZONE CHANGE – R-6 TO C-1
REPLAT – PECAN GROVE ESTATES, PHASE 2
1200 BLOCK EAST PECAN GROVE ROAD AND THE 1200 BLOCK

A. PUBLIC HEARING AND ZONE CHANGE FROM R-6 (SINGLE FAMILY RESIDENTIAL) DISTRICT TO MF-15 (MULTI FAMILY RESIDENTIAL) DISTRICT.
B. REPLAT OF PECAN GROVE ESTATES, PHASE 2

SARA SWAMY DRIVE (HOME RUN 9, LLC AND GANAPATHY, LTD)

This item was Tabled at the September 19, 2023 Planning and Zoning Commission Meeting.

The property is located in 1200 Block East Pecan Grove Road and the 1200 Block Sara Swamy Drive.

Kent Hughlett, 177 Timberbrook Circle, Denison, TX
Mr. Hughlett explained, "The owner is requesting a Zone Change to MF-15 (Multi Family Residential) District for a townhome addition. This development will be gated and provide 96 townhomes with a walking trail. We removed the hospital parking and helipad to give time and see what the hospital's needs are. They will come back at a later date to request a Site Plan."

Chairman Mahone asked, "Where will you have the gates?"

Mr. Hughlett replied, "We will have a gate off Sara Swamy and Pecan Grove Road. There will be enough room for a vehicle to pull in and not cause traffic."

Chairman Mahone asked Mr. Rae, "Could you explain the second Staff Recommendation?"

Mr. Rae explained, "This item was Tabled from last month and part of Shot Clock Rules they can only recommend to table once for platting purposes. They had changed their request to focus on the residential lot. This property will need a Preliminary Plat for this lot by itself."

Mr. Hughlett stated, "The Surveyor has submitted a Preliminary Plat for Staff review."

Chairman Mahone stated, "You seem to be up to speed on this."

Maureen Kane Stevenson, 3700 Melrose Trail, Sherman, TX
Ms. Kane Stevenson explained, "I oppose the Zone Change for the property located in the 1200 Block East Pecan Grove Road and the 1200 Block Sara Swamy Drive. This proposed zoning to MF-15 (Multi Family Residential) District would allow 96 townhomes with the allotment of four vehicles per living unit per the Site Plan. This would increase the traffic along Pecan Grove Road and Calais Drive. If this Zone Change was approved, it would increase the safety hazard for drivers and pedestrians in the area including children who attend Neblett Elementary School and Dillingham Elementary School. The current Site Plan puts an entrance/exit to the development directly across from the north entrance/exit of Neblett Elementary School. I have sent in photos which were presented in your agenda packet for you to review. Increased congestion could also pose an issue for emergency vehicles, accessing the schools and neighborhoods. This Zone Change is not necessary with the thousands of multi-family units going up in the area. I included three Site Plans that were recently approved for multi-family residential development and a planned development. All of these developments will have everyone using Pecan Grove Road. Is this Zone Change truly necessary?"

Chairman Mahone asked if they had seen the Staff Review Letter.

Mr. Hughlett replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Zone Change and Replat.

Marlow, Lauren

From: Planning
To: Maureen Kane
Subject: RE: Opposition to proposed re-zoning of Pecan Grove property

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From: Maureen Kane
Sent: Friday, September 15, 2023 2:23 PM
To: Planning
Subject: Opposition to proposed re-zoning of Pecan Grove property

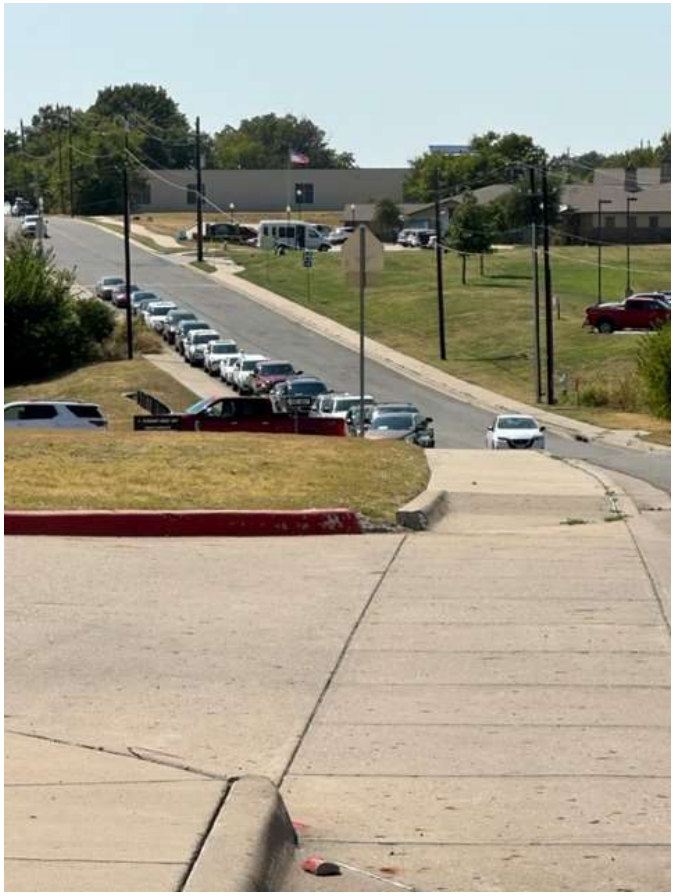
Hello,

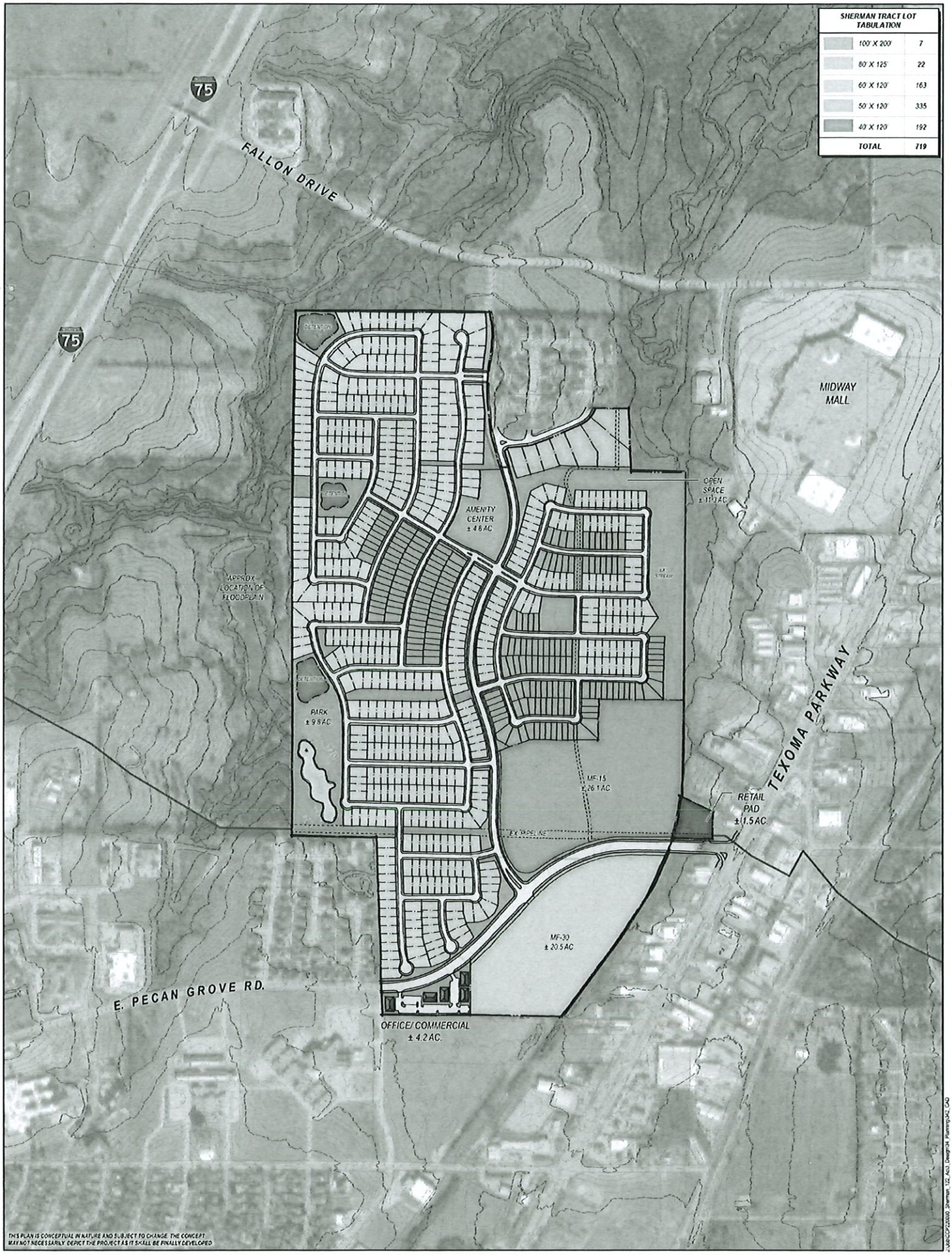
I live at 3700 Melrose Trail in Sherman.
I am writing in opposition to item 21 on the 9/19 Planning & Zoning Commission meeting agenda, the proposed rezoning of the 1200 block of East Pecan Grove.

The proposed rezoning of this property to multi family, to allow for the proposed development of 96 townhomes, would significantly increase traffic on the already overburdened Pecan Grove Rd, and Sara Swamy, which is also a hazard to drive as vehicles park on each side of the road.
Changing the zoning to allow this proposed development would increase the safety hazard for drivers and pedestrians in the area, including children who attend Neblett and Dillingham.
Increased congestion could also pose a problem for emergency vehicles accessing the schools or the Pecan Grove neighborhood.

Please see attached photos of traffic on Pecan Grove Rd. and please consider the safety of the kids, parents, drivers, teachers, and residents who would be affected by the proposed zoning change.
Please maintain the current zoning for the 1200 block of East Pecan Grove Rd.

Thank you,
Maureen Kane





PELOTON LAND SOLUTIONS

SHERMAN TRACT

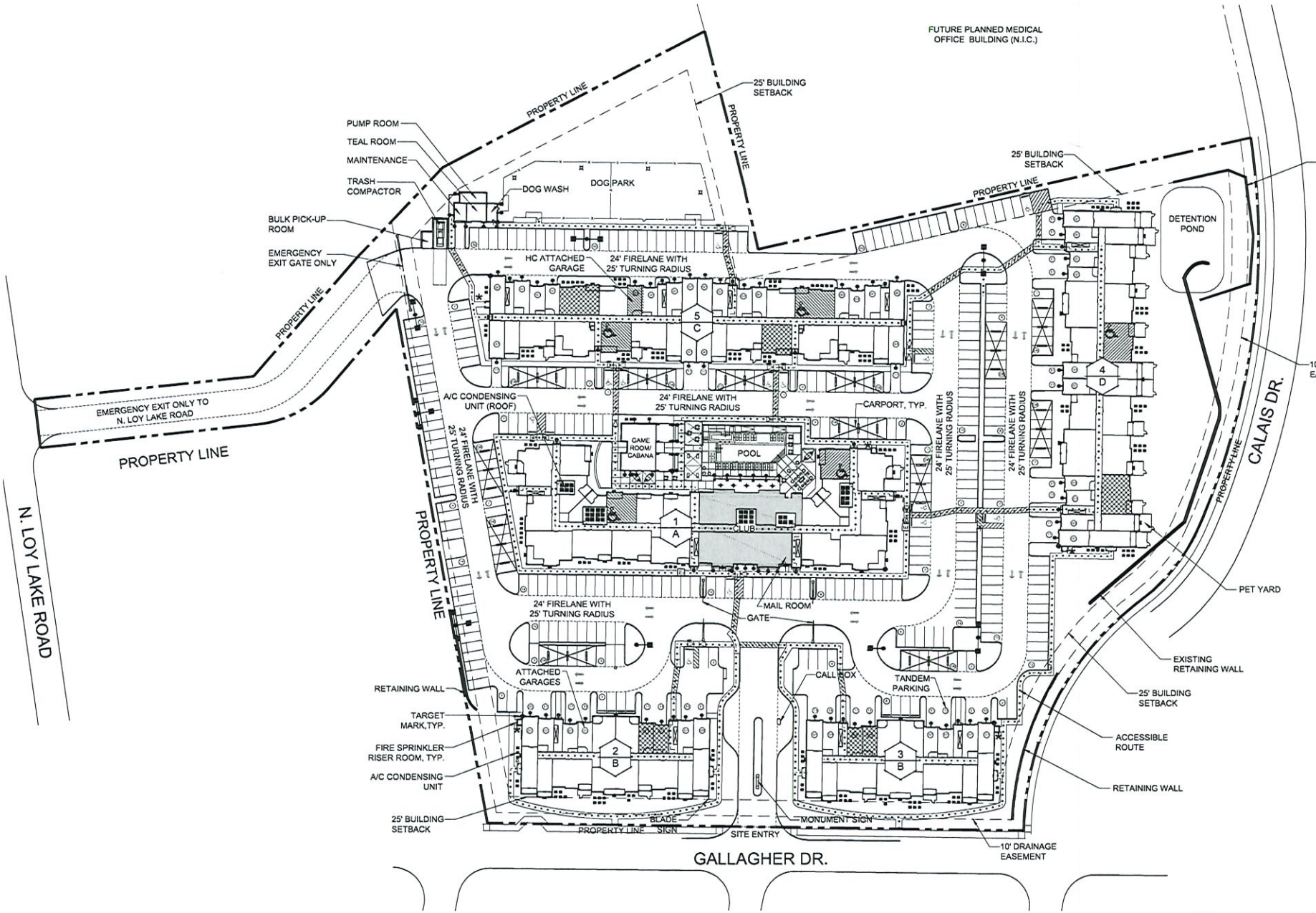
CONCEPTUAL SITE PLAN

SHERMAN, TEXAS | ± 248.19 AC.

GRAPHIC SCALE

FEBRUARY 2023

J:\JAR\CP\23000 Sherman, TX\ Acct\ Design\4 Planning\4C_CAD



01 SITE PLAN
SCALE: 1" = 40'-0"

GRAPHIC SCALE
1 INCH = 40 FEET

08.13.2021

Cross architects

ARCHITECT:
CROSS ARCHITECTS, PLLC
879 JUNCTION DRIVE
ALLEN, TEXAS 75013
P: 972.398.6644
WWW.CROSSARCHITECTS.COM

ASPIRE AT SHERMAN
SHERMAN, TEXAS

DATE
08.13.2021

PROJECT NUMBER
20080

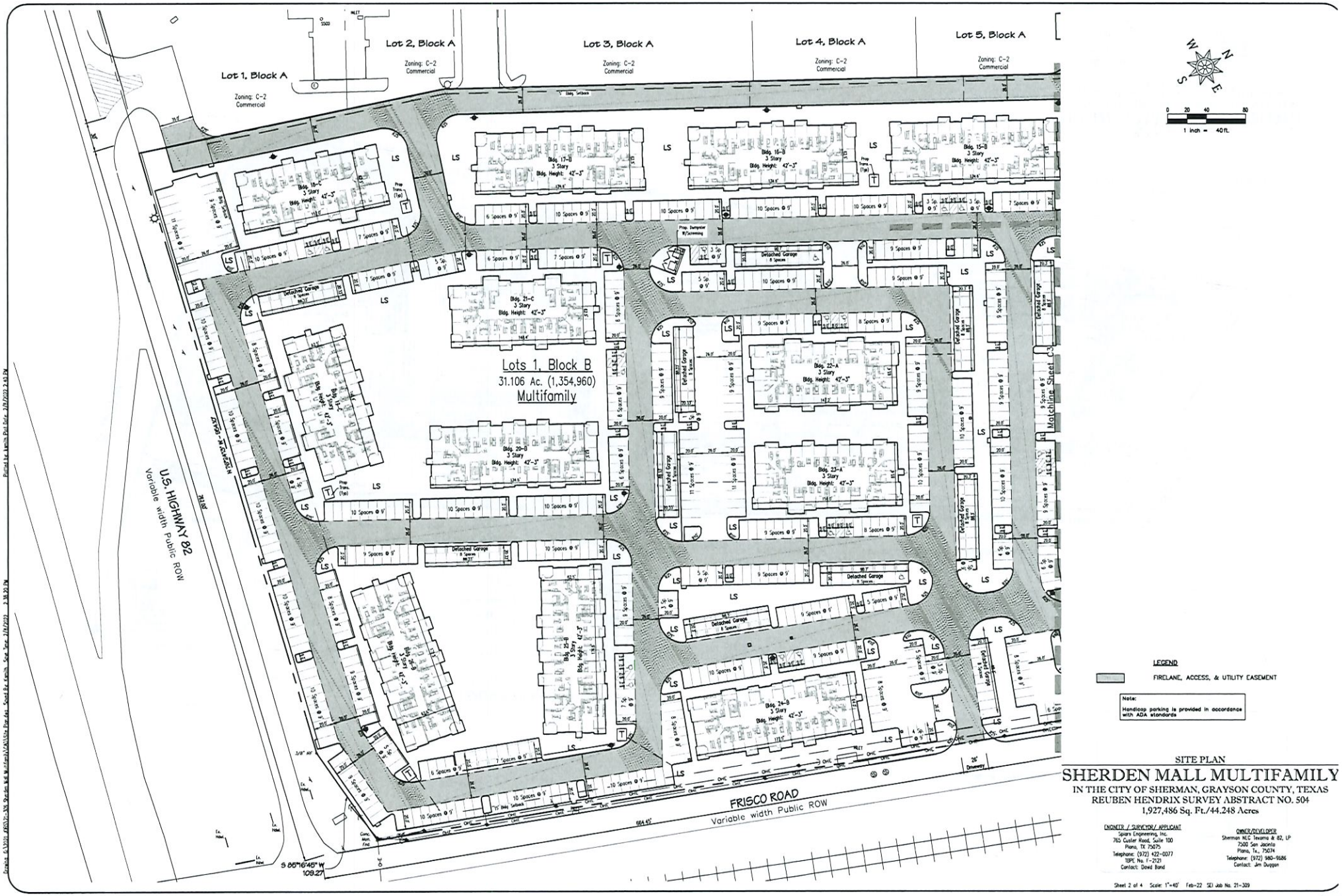
REVISIONS

NO.	DATE

ISSUED FOR:

SHEET NUMBER
A1.0a
SITE PLAN

COPYRIGHT © 2021



LEGEND

FIRELANE, ACCESS, & UTILITY EASEMENT

Note:
Handicap parking is provided in accordance with ADA standards

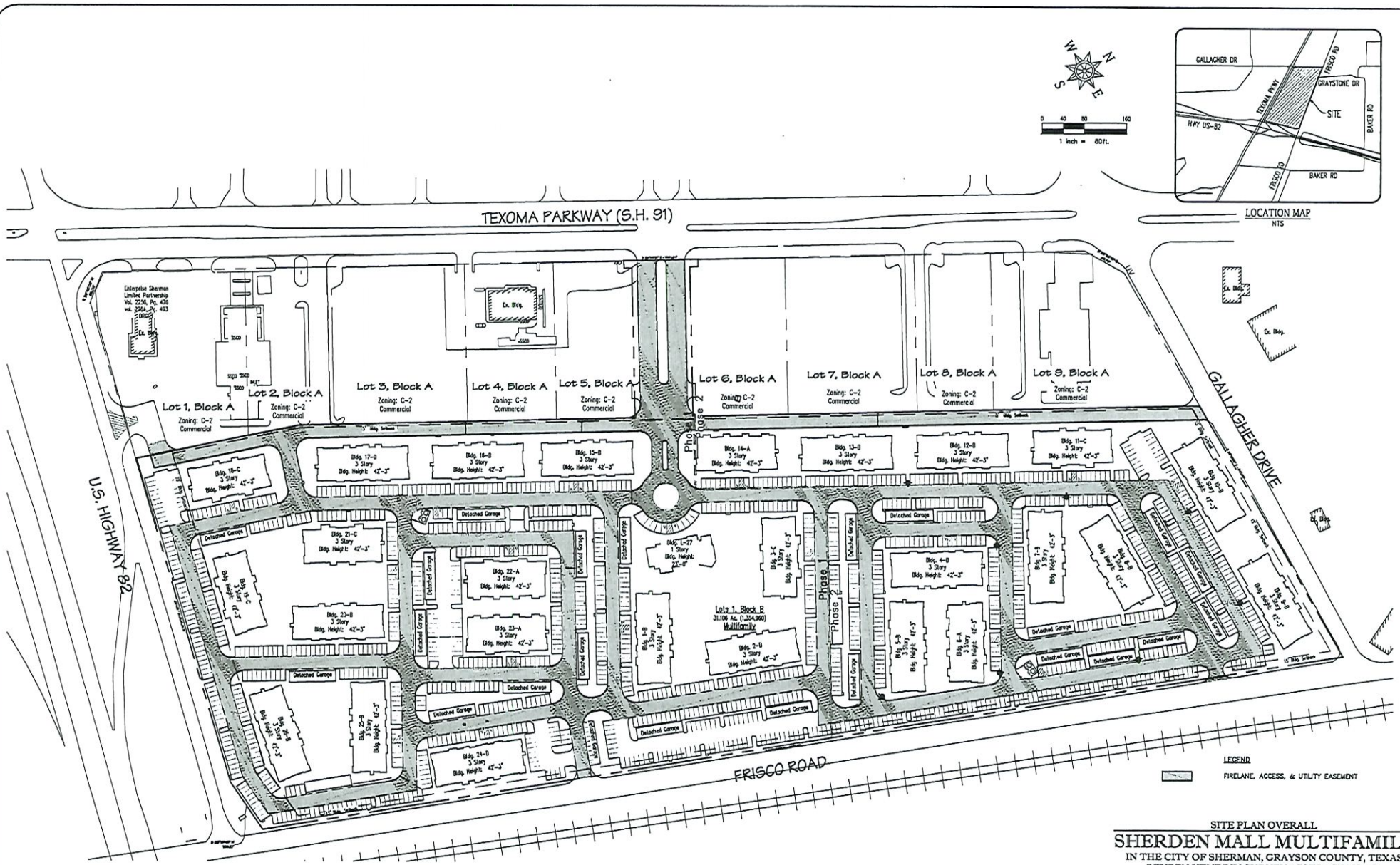
SITE PLAN

SHERDEN MALL MULTIFAMILY

IN THE CITY OF SHERMAN, GRAYSON COUNTY, TEXAS
REUBEN HENDRIX SURVEY ABSTRACT NO. 504
1,927,486 Sq. Ft./44.248 Acres

ENGINEER / SURVEYOR/ APPLICANT
Spiars Engineering, Inc.
765 Custer Road, Suite 100
Plano, TX 75075
Telephone: (972) 422-0077
TBPE No. F-2121
Contact: David Bond

OWNER/DEVELOPER
Sherman NLC Texoma & 82, LP
7500 San Jacinto
Plano, Tx., 75074
Telephone: (972) 980-9686
Contact: Jim Duggan



SITE PLAN OVERALL

SHERDEN MALL MULTIFAMILY

IN THE CITY OF SHERMAN, GRAYSON COUNTY, TEXAS
REUBEN HENDRIX SURVEY ABSTRACT NO. 504
1,354,960 Sq. Ft./31.106 Acres

ENGINEER / SURVEYOR/ APPLICANT
Spiars Engineering, Inc.
765 Custer Road, Suite 100
Plano, TX 75075
Telephone: (972) 422-0077
TBPE No. F-2121
Contact: David Bond

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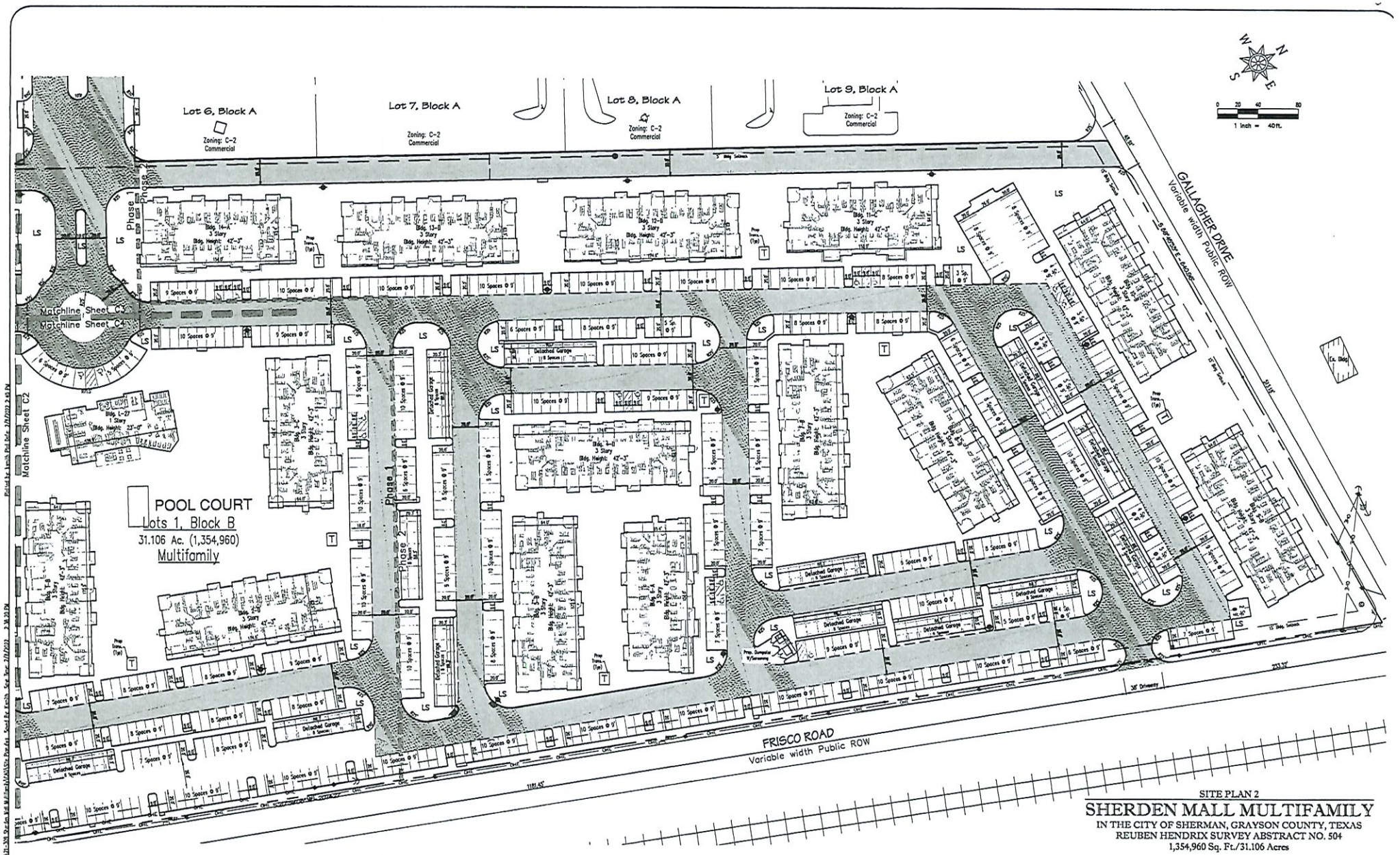
Telephone: (972) 985-9686
Contact: Jim Duggan



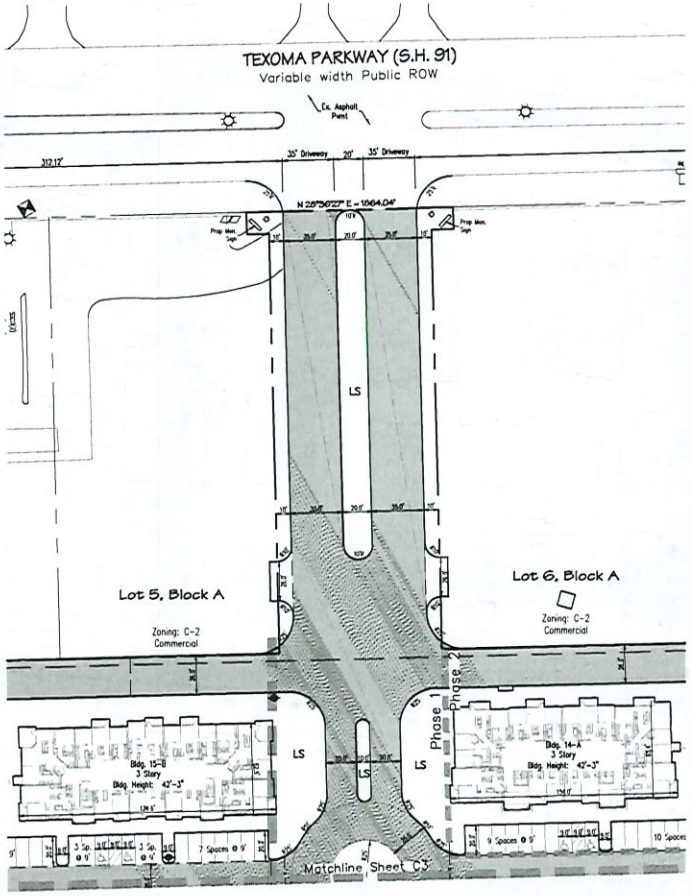
SITE PLAN 2

SHERDEN MALL MULTIFAMILY

IN THE CITY OF SHERMAN, GRAYSON COUNTY, TEXAS
REUBEN HENDRIX SURVEY ABSTRACT NO. 504
1,354,960 Sq. Ft./31.106 Acres

ENGINEER / SURVEYOR / APPLICANT
Spiars Engineering, Inc.
765 Custer Road, Suite 100
Plano, TX 75075
Telephone: (972) 422-0077
TBPE No. F-2121
Contact: David Bond

OWNER/DEVELOPER
Sherman NEC Texoma & 82, LP
7500 San Jacinto
Plano, Tx., 75074
Telephone: (972) 930-0606
Contact: Jim Duggan



SITE DATA	LOT 1, BLOCK 1
Proposed Use:	Multifamily
Lot Area (Gross/Net):	44.249 Ac. (1,927,486 S.F.)
Existing Zoning:	C2
Proposed Zoning:	R2
Building Footprint:	Type A – 10,273 Sq. Ft. Type B – 11,315 Sq. Ft. Type C – 9,991 Sq. Ft. Total: 49,955 Sq. Ft.
Building Area:	Type A – 29,729 Sq. Ft. Type B – 33,015 Sq. Ft. Type C – 28,867 Sq. Ft. Total: 824,506 Sq. Ft.
Floor Area Ratio(FAR):	0.29:1
Impervious Area:	558,281 Sq. Ft. Total
Landscape Area:	756,385 Sq. Ft. Total
Required Parking	1,062
Surface Parking	1,275
HC Surface Parking	30
Detached Garage	189
HC Detached Garage	3
Total Parking Provided:	1,497 Spaces (Incl. 30 HC)

Building Type		A	B	C
Number of Buildings		4	17	5
Unit Type	# of Bedrooms	Number of Units		
A1	1		9	
A2	1	6	3	6
A3	1	6	6	6
B1	2	6	6	6
B2	2		6	6
C1	1	6		
Total Units per Building Type		24	30	24
Total Bedrooms per Building Type		42	42	36
			Total Bedrooms	1062

Building Tabulation

Sherman MF – Phase 1 Unit Tabulation				
Type	Area	No.	%	Total Area
A1	602	81	13.42%	48,726
A2	700	63	12.15%	44,100
A3	807	90	20.00%	72,630
B1	984	90	24.59%	88,560
B2	1,182	78	25.39%	92,196
C1	1,406	12	4.65%	16,872
Total		324	100.00%	363,084

Average Unit Size : 946.83

Sherman MF – Phase 2 Unit Tabulation				
Type	Area	No.	%	Total Area
A1	602	72	23.08%	43,344
A2	700	42	13.46%	29,400
A3	807	66	21.15%	53,262
B1	984	66	21.15%	64,944
B2	1,182	54	17.31%	63,828
C1	1,406	12	3.85%	16,872
Total		312	100.00%	271,650

Average Unit Size : 870.67

Sherman MF – Total Unit Tabulation				
Type	Area	No.	%	Total Area
A1	602	153	21.07%	92,070
A2	700	105	14.46%	73,500
A3	807	156	21.49%	125,892
B1	984	156	21.49%	153,504
B2	1,182	132	18.18%	156,024
C1	1,406	24	3.31%	33,744
Total		726	100.00%	634,734

Average Unit Size : 874.34

Garage Tabulation

	Building Types			
Bldg. No.	A 2	B 9	C 4	Total 15
A1		9		81
A2	6	3	6	63
A3	6	6	6	90
B1	6	6	6	90
B2		6	6	78
C1	6			12
Units/Bldg.	24	30	24	
Units/Bldg. Type	48	270	96	414

	Building Types			
Bldg. No.	A 2	B 8	C 1	Total 11
A1		9		72
A2	6	3	6	42
A3	6	6	6	66
B1	6	6	6	66
B2		6	6	54
C1	6			12
Units/Bldg.	24	30	24	
Units/Bldg. Type	48	240	24	312

	Building Types			
Bldg. No.	A 4	B 17	C 5	Total 26
A1		9		153
A2	6	3	6	105
A3	6	6	6	156
B1	6	6	6	156
B2		6	6	132
C1	6			24
Units/Bldg.	24	30	24	
Units/Bldg. Type	96	510	120	726

LEGEND

FIRELANE, ACCESS, & UTILITY EASEMENT

PHASELINE

Note:
Handicap parking is provided in accordance with ADA standards

SITE PLAN 3

SHERDEN MALL MULTIFAMILY

IN THE CITY OF SHERMAN, GRAYSON COUNTY, TEXAS
REUBEN HENDRIX SURVEY ABSTRACT NO. 504
1,354,960 Sq. Ft./31.106 Acres

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Contact: David Bond

OWNER/DEVELOPER
Sherman NLC Texoma A, B2, LP
7500 San Jacinto
Plano, Tx., 75074
Telephone: (972) 980-9686
Contact: Jim Duggan

Plotted by: kevin Plot Date: 2/8/2022 2:45 PM
Drawing: C:\2021 PROJECTS\SEI Projects\Sherden MF Multifamily\CAD\Site Plan.dwg, Sheet 3, Kevin, Site Data, 2/8/2022 2:38:33 PM

Marlow, Lauren

From: Planning
To: Amanda Conner
Subject: RE: zone proposal change R-6 district and C-1district to MF-15. Abstract number 639

From: Amanda Conner
Sent: Tuesday, September 19, 2023 2:37 PM
To: Planning
Subject: zone proposal change R-6 district and C-1 district to MF-15. Abstract number 639

To whom it may concern,
My name is Amanda Conner and my husbands name is Dusty Conner.
We live at 3712 Melrose Trl Sherman Tx 75090. There is a plan to build town homes behind our home. We do not approve of having town homes behind our home. There is not enough room for town homes on this property. This will decrease the value of our home and our neighbors homes. There will also be added traffic.

Thank You,
Amanda and Dusty Conner

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

SMITH PATRICIA
3908 MELROSE TRAIL
SHERMAN, TX 75090

August 31, 2023

The Planning and Zoning Commission and Board of Adjustment of the City of Sherman will hold a public hearing on the day of Tuesday, September 19, 2023, at 5:00 P.M. in the City Council Chambers, at 220 W. Mulberry, to hear the request of:

Home Run 9, LLC and Ganapathy, LTD (Owners), Kent Hughlett (Representative/Architect) and Helvey-Wagner Surveying (Surveyor) concerning the property located in the 1200 Block East Pecan Grove Road and the 1200 Block Sara Swamy Drive, consisting of 13.652 acres being part of the Hilliard Jennings Survey, Abstract No. 639, being all of the 11.11 tract of land and being all of Lot 4, Block 1, of Heritage Park Addition, Phase Two and currently zoned C-2 (General Commercial) District

The request is as follows:

Planning and Zoning Commission
Public Hearing and Zone Change from R-6 (Single Family Residential) District and C-1 (Retail Business) District to MF-15 (Multi Family Residential) District.

As a property owner within two hundred feet (200') of this property, you are invited to attend. You are not required to be present, but all interested parties wishing to speak should appear at the time and place stated above. If you cannot attend the public hearing but wish to have your comments presented to the Planning and Zoning Commission or Board of Adjustment, you may do so by emailing planning@cityofsherman.com or comment in the space provided below and mail to: Development Services, P.O. Box 1106, Sherman, TX 75091. If you wish to have your views published in the online agenda, they must be received in the Development Services office by 5:00 p.m. on Wednesday, the week prior to the Planning and Zoning Commission meeting, otherwise, your comments will be provided to each Commission member at the meeting.

Rob Rae
Acting Secretary, Planning & Zoning Commission

See attached sheet

Unless this notice is delivered in an envelope that has the "City of Sherman" logo and is affixed with postage as required by the U.S. Postal Service, it is NOT an official notice sent to you by the City of Sherman.

I am against this development as are all of the residents of our neighborhood that I been able to visit with one-on-one.

The traffic in our area with the 2 schools is already a concern. When you add in the 248 unit apts. being built to our South, the 700+ homes proposed to our north, the 2 apt. complexes also proposed to our north, and the townhouses to our west, the traffic will be a real problem for drivers and for the increased # of children who will be walking to and from school.

Another concern is how our firestation will be able to meet the needs of this added population.

These townhouses will be adjacent to my backyard, so I don't want the loss of privacy which will come from people looking down from their second story windows.

These townhouses do not mirror our single family neighborhood.

Pat Smith

PETITION TO OPPOSE REZONING OF 1200 BLOCK E. PECAN GROVE RD./1200 BLOCK SARA SWAMY DR.

We, the undersigned residents and concerned citizens of Sherman, express our strong opposition to the proposed rezoning of the 1200 block of E. Pecan Grove Rd./1200 block of Sara Swamy Dr. Rezoning from single family to multi-family to accommodate a proposed development of 96 townhomes will lead to safety hazards from increased traffic congestion on the already strained roadway, and reduce the ease of transportation for our emergency responders, children being dropped off/picked up from school, established area residents and any community members. With the 234 apartments on Gallagher and Calais nearing completion, and 46 acres of multi-family planned for the Pecan Grove Estates development, any additional multi-family projects will also fundamentally change and negatively impact the existing neighborhood.

#	NAME	ADDRESS	PHONE	EMAIL
1	Valerie Kirkman			
2	Kiara Scott	101 S. COLBERT AVE		
3	MICHELLE KIRKPATRICK	1719 MORELAND		
4	Wendy Grady	405 Kessler Blvd.		
5	Andrea Perez	2126 N Duke		
6	Bryana Heywood	810 N Harrison Ave		
7	Diana Chavez	3264 Dripping Spring Rd		
8	Sara Flores	2717 Kent Dr.		
9	Brandi Snodgrass	3207 Lexington Dr		
10	Olamigoke Omisore	4906 dry creek Rd		
11	Casey Rice	4804 Liberty Hill Tr		
12	Mark Boatman	3209 Bordeaux		
13	Luis Lozcano	716 S. Dewey Ave		
14	Deborah Renée	1101 W. Lamberth Rd.		
15	Sharon Guthrie	1705 E Pecan Grove Rd		
16	Ashley Young	3113 Bandera Dr.		
17	Wendy Mendez	2213 n Duchess Dr		
18	Quincy Blair	2225 Duke Street		
19	Crean Flores	149 doolittle st		
20	Jose Ricardo	4551 Perry St Sherman Tx		
21	Jaime Macon	3105 Bandera Dr.		

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#	NAME	ADDRESS	PHONE	EMAIL
1	Ruth Cather	3809 Sumner Ct		
2	John Blystone	3715 Sumner		
3	Zach Gladden	3706 Sumner Ct.		
4	Jeni Little	3806 Menimac Rd		
5	Joan Barstet	3802 Merrimac Rd		
6	Betty Mason	3716 Merrimac		
7	WARREN BOX	1713 BECAN ROAD E.		
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#	NAME	ADDRESS	PHONE	EMAIL
1	Stacy Rake	1707 Moreland Dr Sherman, TX 75090		
2	Sara Friedle	3823 Sumner Ct Sherman, Tx 75090		
3	Chad Friedle	3823 Sumner Ct Sherman, Tx 75090		
4	Mike Stewart	3806 Sumner Ct Sherman, TX 75090		
5	Blair Weaver	3803 Merrimac		
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#	NAME	ADDRESS	PHONE	EMAIL
1	Robert Cowsos	1711 Moreland		
2	John Murphy	1707 Moreland		
3	K. Michaux	1611 Moreland Dr.		
4	Gina Axtell	3800 Sumner Ct.		
5	Jeanette Smith	3718 Sumner Ct		
6	CHRIS MONROE	3814 SUMNER		
7	Donnie Smith	3710 Sumner Ct.		
8	KR Mayfoory	3715 Merrimac		
9	Roy Atnip	3711 Merrimac		
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#	NAME	ADDRESS	PHONE	EMAIL
1	Dany Smith	3824 Melrose Trail		
2	[illegible]	3816 MelRose		
3	Dusty Comer	3712 Melrose Trl		
4	Amanda Comer	3712 Melrose Trl		
5	Tommy Parker	3708 Melrose Trl		
6	Lynda Denard	3816 Melrose Trl		
7	Cory Parker	3708 Melrose Trl		
8	Shannon Cox	3704 Melrose Trl		
9	Jessica Cox	3704 Melrose Trl		
10	Jerry Smith	3713 Melrose Tr.		
11	Mary Smith	3713 Melrose Trail		
12	Dickie Cox	3719 Melrose Trl.		
13	Carolyn Jones	3800 Melrose Trl		
14	Sara Goss	3800 Melrose Trl		
15	Pat Smith	3708 Melrose Trl		
16	Mary A Smith	3824 Melrose TN		
17	Maureen Stevenson	3700 Melrose Trl		
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#	NAME	ADDRESS	PHONE	EMAIL
1	Ashley Wright	5224 Pentridge Dr		
2	Robin Selander	3804 Melrose Trl		
3	Tracy Ramirez	401 W. LAMBERTH		
4	AnnaMarie Garza	4701 Camp Ver		
5	Nancy picazzo	1217 S Chaffin		
6	Jacob Holcomb	4901 Hilre Drive		
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#	NAME	ADDRESS	PHONE	EMAIL
1	Peggy Redshaw	1603 Moreland Sherman		
2	Jerry B. Pinkerton	1603 Moreland Sherman		
3	Annice Hall	1618 Carriage Est		
4	Virgie Carter	2607 Sherwood Dr.		
5	Jackie W. Mims	3018 FM 1417 Apt 216		
6	Wanda Gros	1105 N. Brockett		
7	R Hampton	717 Hillside		
8	Sue McCray	1421 Lexington Dr.		
9	Terri Cartman	2213 Norwood St.		
10	Alice Smith	2117 Shady Lake		
11	Barbara Delemar	2919 S. Roeling		
12	Deana Ramsey	737 N McKowns Ave		
13	Mary D. Walker	805 S Valentine Dr		
14	Jane Gibson	1217 Preston Dr.		
15	Teri Nichols	1904 Carriage Estates		
16	Laura Hall	2525 Nantucket Sherman		
17	Doris Whitmire	2501 Oakbrook Cir Sherm		
18	Anne Webb	~~1500 N. Grant #B~~		
19	Becky Schnaufer	608 W Burgie St		
20	Kathy Richards	2603 Sierra Dr		

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#	NAME	ADDRESS	PHONE	EMAIL
1	Christina Rucker	922 Starlight Dr. Sherman		
2	Ashley Delphin	1224 N Sam Rayburn Sherman		
3	Ayana DeSett	3917 Crystal Cove Sherm		
4	Alicia Bennington	404 North Cleveland Ave		
5	Taylor Herd	301 Kansas St		
6	Christian Herd	301 Kansas St		
7	Victoria Gomez	529 Ross St		
8	Mirna Salazar	1213 E Cherry St		
9	Alejandra Melchor	422 W Tennessee		
10	Chris Chilton	1001 Blue Jay Ln		
11	Maria Menjivar	501 N Colbert ave Sher		
12	Carmen Mateo	1702 N Lochart st Sherman TX		
13	Mayra Beltran	521 E. Pacific St Sherman TX		
14	Rosa Yana	1318 E. Jones St.		
15	Lucia Parra	815 S. Willow St. Sherman TX		
16	Brittany Davis	5295 N Travis Sher		
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#	NAME	ADDRESS	PHONE	EMAIL
1	Sebastian Bonglio	214 w King st		
2	Jaevon Sherman	214 w King St		
3	Suzette Jewell	326 Hidden Valley Tr		
4	Barry Wilson	3711 Merrimac R		
5	Day Chimp	3711 Merrimac Rd		
6	Lea L Wright	3707 MerrimacRd		
7	James Wright	3707 Merrimac Rd		
8	[illegible]	3124 Preston Cl. Dr		
9	Rachel Shearn	1701 Timberline Ln		
10	Tra Walla	304 Windy Hill Rd.		
11	Tiffany Dixon	1724 Locust Ave		
12	Tony Dixon	"		
13	Zachary Dixon	"		
14	Dillian Dixon	"		
15	Rebecca Thompson	5213 Playa Dr		
16	Jon Lain	711 N. Crockett		
17	Angela Cyr	510 Arbor Ln		
18	Kenneth Cyr	510 Arbor Ln		
19	Renee Brown	419 Ridgeview Rd.		
20	Chelsey Collier	3612 Fawn Meadow TR		

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#	NAME	ADDRESS	PHONE	EMAIL
1	Mariela Salazar	1119 E. Cherry St		
2	Casey Hickman	2216 San Jacinto		
3	Josh Valdez	1304 El Sol Blvd		
4	Bradley Brake	534 Mitchell Rd		
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PETITION TO OPPOSE REZONING OF 1200 BLOCK E. PECAN GROVE RD./1200 BLOCK SARA SWAMY DR.

We, the undersigned residents and concerned citizens of Sherman, express our strong opposition to the proposed rezoning of the 1200 block of E. Pecan Grove Rd./1200 block of Sara Swamy Dr. Rezoning from single family to multi-family to accommodate a proposed development of 96 townhomes will lead to safety hazards from increased traffic congestion on the already strained roadway, and reduce the ease of transportation for our emergency responders, children being dropped off/picked up from school, established area residents and any community members. With the 234 apartments on Gallagher and Calais nearing completion, and 46 acres of multi-family planned for the Pecan Grove Estates development, any additional multi-family projects will also fundamentally change and negatively impact the existing neighborhood.

#	NAME	ADDRESS	PHONE	EMAIL
1	Robert Cowsos	1711 Moreland		
2	John Murphy	1707 Moreland		
3	K. Michaux	1611 Moreland Dr.		
4	Gina Axtell	3800 Sumner Ct.		
5	Jeanette Smith	3718 Sumner Ct		
6	CHRIS MONROE	3814 SUMNER		
7	Donnie Smith	3710 Sumner Ct.		
8	Kathy Lowry	3715 Merrimac		
9	Roy Atnip	3711 Merrimac		
10	Sherry L Mack	813. N. Mackey		
11	Engracia Cruz	1415 E pecan st		
12	Yesseuia Merino	1008 S willow st		
13	Marcos Rodriguez	1011 N. Walnut st		
14	Lena Brantley	1224 Beach Blvd		
15	April Underwood	617 E. Carter st		
16	Davion Brown	620 S. Charles St		
17	Lizeth. R	1518 N Brents		
18	Rela Bar	1105 Peach blvd		
19	Shirley Spratt	814 N. Brents		
20	Karla C	103 S Burdette		

already turned in Oct. 10, 2023

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turned in Oct. 10, 2023

#	NAME	ADDRESS	PHONE	EMAIL
1	Stacy Rake	1207 Moreland Dr Sherman, TX 75090		
2	Sara Friedle	3823 Sumner Ct Sherman, TX 75090		
3	Chad Friedle	3823 Sumner Ct Sherman, TX 75090		
4	Mike Stewart	3806 Soman Ct Sherman, TX 75090		
5	Blair Weaver	3803 Merrimac		
6	Jesalde Calis	1201 E Chaffin Sherman TX		
7	Dorne Grant	815 E Chaffin Sherman TX 75090		
8	Miriam Lopez	3210 N Calais Sherman TX 75090		
9	Mariela Morena	505 W Burdette Ave		
10	Jose Mtz	1831 Texoma Pkwy		
11	Adam Sherro	119 N Andrews Ave		
12	Yuri Enriquez	410 East Evergreen		
13	Robin Garrett	301 Northridge Dr		
14	Ana Dguez	714 N East St		
15	Sandra Lara	724 E Houston		
16	Janet Corona	415 N Andrews Ave.		
17	Destiny Anderson	123 N. Calhoun St		
18	James Peter Scruggs	816 E Pecan Sherman 750		
19	Ivan Marquez	820 N Walnut St.		
20	Ricardo Almeida	901 Mitchell Pl		

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#	NAME	ADDRESS	PHONE	EMAIL
1	BARON SNELGROVE	3817 MELROSE TR.		
2	ROBIN WILLIS	3817 MELROSE TR.		
3	Iris Horstman	3809 Melrose Tr		
4	Linda Williams	3805 Melrose Trl		
5	Mary Allison	3801 Melrose		
6	Lori Hoover	1605 Pecan Grove Rd E		
7	Don Hoover	" "		
8	LARRY PETTIT	1613 PECAN GROVE E		
9	Pat Pettit	" " "		
10	JoAnn Irvin	1701 Pecan Grove		
11	Cleo Inocian	1601 Pecan Grov		
12	Lyle Inocian	1601 Pecan Grov		
13	Leif Inocian	1601 Pecan Grove R		
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PETITION TO OPPOSE REZONING OF 1200 BLOCK E. PECAN GROVE RD./1200 BLOCK SARA SWAMY DR.

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#	NAME	ADDRESS	PHONE	EMAIL
1	Amber Defer	610 E. Summit St		
2	Robert Defer	610 E. Summit St		
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ACTION TAKEN.

Planning and Zoning Commission
Motion by Commission Member Manley to deny the Zone Change and Replat located in the 1200 Block East Pecan Grove Road and the 1200 Block Sara Swamy Drive. Second by Commission Member Whitaker. (DENIED)

VOTING AYE: MAHONE, SIMS, WHITAKER AND MANLEY
VOTING NAY: DAVIS AND BLAGG.
MOTION CARRIED.

This item was Denied by Commissioners.

PUBLIC HEARING – VARIANCES – REAR AND SIDE SETBACK

SITE PLAN & SPECIFIC USE PERMIT – MINI-WAREHOUSE

REPLAT – TEXOMA PLACE STORAGE

2007-2011 TEXOMA PARKWAY AND 2007 TEXOMA DRIVE (IKON GROUP OPPORTUNITY ZONE FUND, LLC)

PUBLIC HEARING, VARIANCES, SITE PLAN, SPECIFIC USE PERMIT AND REPLAT
THE REQUEST OF IKON GROUP OPPORTUNITY ZONE FUND, LLC (OWNER), KENT HUGHLETT (REPRESENTATIVE) AND HELVEY-WAGNER SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 2007-2011 TEXOMA PARKWAY AND 2007 TEXOMA DRIVE, CONSISTING OF 5.924 ACRES BEING A REPLAT OF LOTS 1 AND 2, BLOCK A OF FIRST UNITED BANK ADDITION AND A PART OF LOT 5, BLOCK 2 OF TEAGUE INDUSTRIAL PARK UNIT NO. 2, AND CURRENTLY ZONED C-2 (GENERAL COMMERCIAL) DISTRICT, AS FOLLOWS:
BOARD OF ADJUSTMENT

A. PUBLIC HEARING AND VARIANCE UNDER SECTION 14.02.017 TO ALLOW A 5.01' REAR SETBACK IN LIEU OF THE REQUIRED 15' FOR A MINI-WAREHOUSE.
B. PUBLIC HEARING AND VARIANCE UNDER SECTION 14.02.017 TO ALLOW A 8.02' SIDE SETBACK IN LIEU OF THE REQUIRED 25' FOR A MINI-WAREHOUSE.

PLANNING AND ZONING COMMISSION

C. PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT APPROVAL UNDER SECTION 14.06.009 ALLOW A MINI-WAREHOUSE (SELF STORAGE) IN A C-2 (GENERAL COMMERCIAL) DISTRICT.
D. REPLAT OF TEXOMA PLACE STORAGE

The property is located at 2007-2011 Texoma Parkway and 2007 Texoma Drive at the corner of Texoma Parkway and Texoma Drive.

Kent Hughlett, 177 Timberbrook Circle, Denison, TX
Mr. Hughlett explained, "This property was the former First United Bank and the owner would like to take the motor bank out. The mini warehouse would take its place and we would have a brick wall on the outward facing walls to match the façade. There is a possibility of a detention pond at the corner of Teague for runoff."

Commission Member Davis asked, "What is the reasoning for the Variance?"

Mr. Hughlett replied, "We want to utilize as much of the property as we can."

Chairman Mahone asked Mr. Rae, "We have consistently allowed these kinds of minimal setbacks specifically for these types of businesses. Could you explain the Staff Recommendation of denial?"

Mr. Rae stated, "The request doesn't demonstrate undue hardship from the configuration of the lot."

Chairman Mahone asked Mr. Rae, "What is the reason for tabling Item C?"

Mr. Rae stated, "If Item A and Item B are denied then tabling Item C would give the applicant a chance to re-draw the Site Plan. We don't have a problem with

the proposed use just meeting the Ordinances. Item D is for the lack of a Preliminary Plat and the easement that has not been abandoned. There is an easement that has been identified that has building on it based off of their Site Plan."

Chairman Mahone asked Mr. Hughlett, "Do you know anything about the easement?"

Mr. Hughlett replied, "No. The surveyor was the one who found it and has been involved with Engineering but there is no record of it."

Chairman Mahone asked Mr. Lee, "What is the process for abandoning an easement?"

Mr. Lee replied, "We would have to know who is allowed to abandon it."

Commission Member Blagg asked Mr. Lee, "Is that a public easement?"

Mr. Lee replied, "I do not know."

Chairman Mahone requested an Executive Session and stated, "The Planning and Zoning Commission will now hold a closed Executive Session pursuant to the Texas open meetings act at Section 551.001 to consult with the City Attorney."

ADJOURNMENT

On Motion duly made and carried, the meeting adjourned for an Executive Session at 5:36 p.m.

ADJOURNMENT

RECONVENE

The Executive Session closed, and the meeting reconvened at 5:41 p.m.

RECONVENE

Commission Member Blagg stated, "On Item D would we be approving to have Lot 1R, Lot 2R and Lot 3R platted? The Replat doesn't address the placement of the buildings and the easement is shown."

Mr. Lee stated, "Yes and all the comments would need to be addressed prior to filing. This Plat was submitted originally in August while Engineering was reviewing for the current Planning and Zoning Commission Meeting. We may not have realized this was being brought forward under previous rules. Looking through the Staff Review Letter comments they are all valid items that need to be addressed. I have no objection to the Replat being approved subject to the Staff Review Letter with the exception of number one."

Chairman Mahone asked Mr. Lee, "Is there an issue with the Preliminary Plat missing?"

Mr. Lee stated, "The original submittal was prior to the requirement. Our Ordinance before allowed Replats to be submitted without a Preliminary Plat."

Chairman Mahone asked if they had seen the Staff Review Letter.

Mr. Hughlett replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Variances, Site Plan, Specific Use Permit and Replat.

ACTION TAKEN.

Board of Adjustment

Motion by Commission Member Davis to deny the Variances for Item A and B located at 2007-2011 Texoma Parkway and 2007 Texoma Drive. Second by Commission Member Sims.

VOTING AYE: SIMS AND DAVIS
VOTING NAY: MAHONE, BLAGG AND MANLEY

Items A and B fails for lack of a concurring vote of four (4) members.

(ITEMS A AND B - FAILED)

Board of Adjustment
Motion by Commission Member Manley to approve the Variances for Item A and B located at 2007-2011 Texoma Parkway and 2007 Texoma Drive. Second by Commission Member Blagg.

VOTING AYE: MAHONE, BLAGG AND MANLEY
VOTING NAY: SIMS AND DAVIS.

Items A and B fails for lack of a concurring vote of four (4) members.
Items A and B were declared No Action.

(ITEMS A AND B – NO ACTION)

Planning and Zoning Commission
Motion by Commission Member Blagg to Table Item C Site Plan and Specific Use Permit located at 2007-2011 Texoma Parkway and 2007 Texoma Drive. Second by Commission Member Sims.

VOTING AYE: DAVIS, BLAGG, SIMS, WHITAKER, MANLEY AND MAHONE
VOTING NAY: NONE

Item C was Tabled by Commissioners.

(ITEM C – TABLED)

Planning and Zoning Commission
Motion by Commission Member Blagg to approve the Replat subject to the Staff Review Letter located at 2007-2011 Texoma Parkway and 2007 Texoma Drive with the exception of Comment number 1 on the Staff Review Letter. Second by Commission Member Sims.

VOTING AYE: DAVIS, BLAGG, SIMS, WHITAKER, MANLEY AND MAHONE
VOTING NAY: NONE
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

PUBLIC HEARING AND TEMPORARY USE PERMIT
THE REQUEST OF TERRA PERPETUA LLC (OWNER) AND STEPHEN SCOTT (REPRESENTATIVE) CONCERNING THE PROPERTY LOCATED AT 3730 EAST FM 1417 (VIETNAM VETERANS PARKWAY) BEING IN THE SHEROD DUNMAN SURVEY, ABSTRACT NO. 329, AS FOLLOWS:
PLANNING & ZONING COMMISSION
PUBLIC HEARING AND TEMPORARY USE PERMIT UNDER SECTION 14.06.008 TO ALLOW A CONCRETE BATCH PLANT IN A PD (PLANNED DEVELOPMENT) DISTRICT/75 & 82 OVERLAY DISTRICT/FM HIGHWAY 1417 OVERLAY DISTRICT.

PUBLIC HEARING AND TEMPORARY USE PERMIT – CONCRETE BATCH PLANT
3730 EAST FM 1417 (VIETNAM VETERANS PARKWAY)
(TERRA PERPETUA LLC)

The property is located at 3730 East FM 1417 (Vietnam Veterans Parkway) between South Highway 75 and Bel Air Boulevard.

Stephen Scott, 10950 Research Road, Frisco, TX
Mr. Scott explained, "The owner is requesting a Temporary Use Permit for a portable concrete batch plant which would be used for the Bel-Air Development. This concrete batch plant would support multiple phases for this development."

Chairman Mahone asked, "Is this for Phase 2 and Phase 3?"
Mr. Scott replied, "Yes."

Chairman Mahone asked, "Did Phase 1 have its own concrete batch plant?"

Mr. Scott replied, "Yes."

Chairman Mahone asked Mr. Rae, "How long was the concrete batch plant up for Phase 1?"

Mr. Rae replied, "I don't think it was less than three months."

Chairman Mahone asked Mr. Scott, "In a perfect world how long would the concrete batch plant be up?"

Mr. Scott replied, "Six to eight months."

Commission Member Blagg asked, "Will this be in use every day?"

Mr. Scott replied, "No, it is all on a paving schedule."

Chairman Mahone asked if they had seen the Staff Review Letter.

Mr. Scott replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Temporary Use Permit.

ACTION TAKEN.

Planning and Zoning Commission
Motion by Commission Member Davis to approve the Temporary Use Permit located at 3730 East FM 1417 (Vietnam Veterans Parkway) subject to the Staff Review letter. Second by Commission Member Whitaker.

VOTING AYE: MAHONE, DAVIS, BLAGG, SIMS, WHITAKER AND MANLEY
VOTING NAY: NONE.
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT– VAPE SHOP
2007 WEST TAYLOR STREET, SUITE 200 (COLONIAL USA PETROLEUM MARKETING)

<u>PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT</u>
THE REQUEST OF COLONIAL USA PETROLEUM MARKETING (OWNER) AND ROSAN MAHARJAN (APPLICANT) AND HELVEY-WAGNER AND ASSOCIATES (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 2007 WEST TAYLOR STREET, SUITE 200, CONSISTING OF 1.176 ACRES IN THE J.B. MCANAIR SURVEY, ABSTRACT NO. 763, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT UNDER SECTION 14.06.009 TO ALLOW A HOOKAH BAR, SMOKING LOUNGE, SMOKE SHOP, OR VAPE SHOP IN A C-2 (GENERAL COMMERCIAL) DISTRICT/FM 1417 OVERLAY DISTRICT.

The property is located at 2007 West Taylor Street, Suite 200 at the corner of West Taylor Street and North FM 1417.

<u>Rosan Maharjan, 2007 West Taylor Street, Suite 200, Sherman, TX</u>
Mr. Maharjan explained, "I wanted to be involved in the tobacco and vape shop business. I noticed there are not any vape shops around this location. I

currently work at the gas station next door and there are many people trying to switch from cigarettes to vapes. This would be a good opportunity to educated customers on different products and how to use vapes responsibly."

Commission Member Davis asked, "Will you be a vape only shop?"

Mr. Maharjan replied, "The shop will be for vape and tobacco products."

Chairman Mahone asked Mr. Maharjan, "Will you be able to smoke in the shop?"

Mr. Maharjan replied, "There will be no smoking inside except for testing of the products to ensure no damage."

Tom Bolin, 2303 Auburn Court, Sherman, TX
Mr. Bolin stated, "I am opposed due to a vape shop being across the street and being that this shop would be in a residential area."

Commission Member Blagg stated, "Is City Council reviewing smoke shops?"

Mr. Rae replied, "Yes, City Council has asked Staff to review the Ordinance language related to Smoke Shops and Built to Rent. These items will be addressed at our Special Called Meeting on Monday October 30, 2023."

Chairman Mahone stated, "The last two smoke shops were tabled at City Council."

Chairman Mahone asked if they had seen the Staff Review Letter.

Mr. Maharjan replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Site Plan and Specific Use Permit.

ACTION TAKEN.

Planning and Zoning Commission
Motion by Commission Member Manley to deny the Site Plan and Specific Use Permit located at 2007 West Taylor Street, Suite 200. Second by Commission Member Davis. (DENIED)

VOTING AYE: MAHONE, DAVIS, BLAGG, SIMS, WHITAKER AND MANLEY
VOTING NAY: NONE

This item was Denied by Commissioners.

PUBLIC HEARING, CONCEPTUAL SITE PLAN AND ZONE CHANGE
THE REQUEST OF PILOT POINT LAND PARTNERS, LLC (OWNER), NATHAN PARROTT, PAPE-DAWSON ENGINEERS (REPRESENTATIVE) AND PAPE-DAWSON ENGINEERS (ENGINEER/SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 2700 BLOCK BLUE FLAME ROAD AND 5100 BLOCK FALLON DRIVE, CONSISTING OF 86.742 ACRES BEING A PART OF THE S.C. INMAN SURVEY, ABSTRACT NO. 621 AND THE T. SHANNON SURVEY, ABSTRACT NO. 1136, AS FOLLOWS:
PLANNING AND ZONING COMMISSION

A. TRACT 1, CONSISTING OF 42.205 ACRES IN THE S.C. INMAN SURVEY, ABSTRACT 621 AND THE T. SHANNON SURVEY, ABSTRACT NO. 1136 - PUBLIC HEARING, CONCEPTUAL SITE PLAN AND ZONE CHANGE FROM R-6 (SINGLE FAMILY RESIDENTIAL) DISTRICT TO MF-15 (MULTI FAMILY RESIDENTIAL) DISTRICT.

PUBLIC HEARING, CONCEPTUAL SITE PLAN AND ZONE CHANGE –
TRACT 1 – R-6 TO MF-15

TRACT 2 – M-2 TO MF-30

2700 BLOCK BLUE FLAME ROAD AND 5100 BLOCK FALLON DRIVE

B. TRACT 2, CONSISTING OF 44.537 ACRES IN THE S.C. INMAN SURVEY, ABSTRACT 621 AND THE T. SHANNON SURVEY, ABSTRACT NO. 1136 - PUBLIC HEARING, CONCEPTUAL SITE PLAN AND ZONE CHANGE FROM M-2 (HEAVY MANUFACTURING) DISTRICT TO MF-30 (MULTI FAMILY RESIDENTIAL) DISTRICT. (PILOT POINT LAND PARTNERS, LLC)

The property is located at 2700 Block Blue Flame Road and 5100 Block Fallon Drive at the corner of Fallon Drive and Blue Flame Road.

Nathan Parrott, 6105 Tennyson Parkway, Plano, TX
Mr. Parrot explained, "The owner is requesting a Zone Change for Tract 1 and Tract 2 for multi-family residential development. Tract 1 would be considered Build to Rent and Tract 2 would be a traditional multi-family development. I believe the Build to Rent is being Tabled or Denied until the Zoning Text Amendment be applied. I am requesting the Tract 1 Build to Rent item be Tabled until the Ordinance is in place."

Chairman Mahone stated, "Just confirming you are requesting to Table Item A?"

Mr. Parrott replied, "Yes."

Planning and Zoning Commission
Motion by Commission Member Davis to Table Item A located at 2700 Block Blue Flame Road and 5100 Block Fallon Drive. Second by Commission Member Blagg.

VOTING AYE: MAHONE, BLAGG, SIMS, DAVIS, WHITAKER AND MANLEY (ITEM A – TABLED)
VOTING NAY: NONE.

Item A was Tabled by Commissioners.

Chairman Mahone stated, "How many units will there be for the MF-30 (Multi Family Residential) District development?"

Mr. Parrott replied, "It would be between 250 and 300 units depending on what the users target is. This right corner of the property is very difficult to develop due to the inability to get wastewater out of the area, the grade drops off as you go north and there is a lift station to the south of the property."

Commission Member Davis asked, "Is there a requirement for green space?"

Mr. Rae stated, "There is not one for multi-family at this time."

Mr. Parrott stated, "There are heavy trees on this site and it would be in our best interest to preserve as many existing trees as possible. The mature trees would be utilized to create instant character to the development."

Chairman Mahone asked if they had seen the Staff Review Letter.

Ms. Wright replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Conceptual Site Plan and Zone Change.

ACTION TAKEN.

Planning and Zoning Commission
Motion by Commission Member Manley to approve Item B located at 2700 Block Blue Flame Road and 5100 Block Fallon Drive subject to the Staff Review Letter. Second by Commission Member Davis.

VOTING AYE: MAHONE, BLAGG, SIMS, DAVIS, WHITAKER AND MANLEY
VOTING NAY: NONE.
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

PUBLIC HEARING, SITE PLAN, ZONE CHANGE AND SPECIFIC USE PERMIT

PUBLIC HEARING, SITE PLAN AND ZONE CHANGE – TRACT 4 - R-6 & MF-30 TO MF-15

SITE PLAN AND SPECIFIC USE PERMIT - TRACT 4 – BUILD TO RENT

CONCEPTUAL SITE PLAN – BUILD TO RENT ADDITION

6000-6400 BLOCKS SOUTH HIGHWAY 75 AND THE 100-200 BLOCKS AKERS ROAD (JAMESTOWN SQUARE, LLC)

THE REQUEST OF JAMESTOWN SQUARE, LLC (OWNER), CALEB JONES (REPRESENTATIVE) AND KIMLEY-HORN & ASSOCIATES (ENGINEER) CONCERNING THE PROPERTY LOCATED IN THE 6000-6400 BLOCKS SOUTH HIGHWAY 75 AND THE 100-200 BLOCKS AKERS ROAD, BEING A PART OF 50.006 ACRES IN THE JOHN CHRONISTER SURVEY, ABSTRACT NO. 248, AS FOLLOWS:

PLANNING AND ZONING COMMISSION

A. TRACT 4, CONSISTING OF 18.903 ACRES IN THE JOHN CHRONISTER SURVEY, ABSTRACT 248 – PUBLIC HEARING, SITE PLAN AND ZONE CHANGE FROM R-6 (SINGLE-FAMILY RESIDENTIAL) DISTRICT AND MF-30 (MULTI FAMILY RESIDENTIAL) DISTRICT/75 & 82 OVERLAY DISTRICT TO MF-15 (MULTI-FAMILY RESIDENTIAL) DISTRICT/75 & 82 OVERLAY DISTRICT.
B. TRACT 4, CONSISTING OF 18.903 ACRES IN THE JOHN CHRONISTER SURVEY, ABSTRACT 248 – PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT UNDER SECTION 14.06.009 TO ALLOW BUILD TO RENT MF-15 (MULTI-FAMILY RESIDENTIAL) DISTRICT IN AN MF-15 (MULTI-FAMILY RESIDENTIAL) DISTRICT 75 & 82 OVERLAY DISTRICT.
C. CONCEPTUAL SITE PLAN OF THE BUILD TO RENT ADDITION

Staff is requesting to Table this item for a Special Called Meeting on October 30, 2023.

The property is located in the 6000-6400 Blocks South Highway 75 and the 100-200 Blocks Akers Road at the corner of South Highway 75 and Akers Road. The owner is requesting a Zone Change to Tract 4 from R-6 (Single-Family Residential) District and MF-30 (Multi Family Residential) District/75 & 82 Overlay District to MF-15 (Multi-Family Residential) District/75 & 82 Overlay District. The owner is also requesting a Specific Use Permit to allow Build to Rent in an MF-15 (Multi-Family Residential) District and a Conceptual Site Plan for a Build to Rent Addition.

Rob Rae, 220 West Mulberry Street, Sherman, TX
Mr. Rae stated, "This specific Zone Change was denied by City Council last month and we were hoping to get a Text Amendment to deal with Build to Rent for this meeting but was not able to get it ready in time. We have scheduled a Special Called Meeting for October 30, 2023 that would involve the Zoning Text Amendment which relates to this request."

Planning and Zoning Commission
Motion by Commission Member Blagg to Table the Zone Change and Conceptual Site Plan located in the 6000-6400 Blocks South Highway 75 and the 100-200 Blocks Akers Road. Second by Commission Member Davis.

(TABLED)

VOTING AYE: MAHONE, BLAGG, DAVIS, MANLEY, SIMS AND WHITAKER
VOTING NAY: NONE.
MOTION CARRIED.

This item was Tabled by Commissioners.

PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT

PUBLIC HEARING, SITE PLAN & SPECIFIC USE

THE REQUEST OF 680 INVESTMENT PROPERTIES LLC (OWNER) AND EDUCATE TEXOMA, LLC (APPLICANT) AND UNDERWOOD DRAFTING &

SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 4805 NORTH FM 1417 (HERITAGE PARKWAY) CONSISTING OF 4.250 ACRES BEING LOT 1 OF THE GLITZY GIRLS ADDITION, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT UNDER SECTION 14.06.009 TO ALLOW A SCHOOLS; ELEMENTARY, HIGH, COLLEGE AND UNIVERSITIES, PUBLIC, PRIVATE, OR DENOMINATIONAL IN A C-2 (GENERAL COMMERCIAL) DISTRICT/FM 1417 OVERLAY DISTRICT.

PERMIT – MONTESSORI SCHOOL 4805 NORTH FM 1417 (HERITAGE PARKWAY) (680 INVESTMENT PROPERTIES LLC)

The property is located at 4805 North FM 1417 (Heritage Parkway) near the intersection of Plainview Road and North Heritage Parkway.

Matt Burris, 4211 Preston Road, Denison, TX
Mr. Burris explained, "We currently have a school with four classrooms and 44 students which brings us to capacity. We are looking to expand the school and explore this new property."

Chairman Mahone asked, "How many students will you have at the new location?"

Mr. Burris replied, "We would have 6 classrooms which would accommodate 125 students."

Chairman Mahone, "What are your plans for pick up and drop off?"

Mr. Burris replied, "The side drive to the south is where they would enter and wrap around the building. We would stack about 25 cars blocking incoming traffic."

Commission Member Sims asked, "What about the office not with the school?"

Mr. Burris replied, "It is open space now, but the owner of the church is looking into purchasing it."

Commission Member Davis asked Mr. Rae, "What does the Fire Marshal say about making this one way with an office at the end?"

Mr. Rae replied, "I do not have the answer to that. There has been an issue in the past with the Fire Marshal on the mutual access that goes back to the tennis facility. We will need to make sure there is no parking on the mutual access, or the Fire Marshal will come out and cite the business."

Mr. Burris stated, "We can stage the pickups between lower elementary, upper elementary and high school to prevent cars going to the street."

Commission Member Manley stated, "I see a lot of glass facing a Major Thoroughfare and no fencing. What are your thoughts on security?"

Mr. Burris replied, "Eventually we would like to close in the glass windows. There will be a hallway that separates all the classrooms from the glass."

Chairman Mahone asked if they had seen the Staff Review Letter.

Mr. Burris replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Site Plan and Specific Use Permit.

ACTION TAKEN.

Planning and Zoning Commission

Motion by Commission Member Manley to deny the Site Plan and Specific Use Permit located at 4805 North FM 1417 (Heritage Parkway). Second by Commission Member Davis.

VOTING AYE: DAVIS AND MANLEY
VOTING NAY: MAHONE, BLAGG, SIMS AND WHITAKER

The Site Plan and Specific Use Permit fails for lack of majority vote.

Planning and Zoning Commission
Motion by Commission Member Sims to approve the Site Plan and Specific Use Permit located at 4805 North FM 1417 (Heritage Parkway) subject to the Staff Review Letter. Second by Commission Member Whitaker.

VOTING AYE: MAHONE, BLAGG, SIMS AND WHITAKER
VOTING NAY: DAVIS AND MANLEY
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

PUBLIC HEARING, SITE PLAN & SPECIFIC USE PERMIT – TIRE SHOP 4424 TEXOMA PARKWAY (DOUGLASS DISTRIBUTING)

PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT
THE REQUEST OF DOUGLASS DISTRIBUTING (OWNER) AND LUIS NAVARRETE, TEXOMA TIRE SHOP (APPLICANT) AND HELVEY-WAGNER SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 4424 TEXOMA PARKWAY CONSISTING OF 1.935 ACRES BEING IN THE W.F. PATTERSON SURVEY, ABSTRACT NO. 969, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT UNDER SECTION 14.06.009 TO ALLOW AN AUTOMOBILE REPAIR, BODY WORK, OR PAINTING IN A C-2 (GENERAL COMMERCIAL) DISTRICT.

The property is located at 4424 Texoma Parkway at the corner of North Frisco Road and Texoma Parkway.

Bobby Warren, 1709 Brookshire Lane, Sherman, TX
Mr. Warren stated, "I represent the owner and the landlord of this business. Mr. Navarrete represents the tire shop itself. The tire shop has been operating for a few decades.

Chairman Mahone asked, "How long has Mr. Navarrete been operating this tire shop?"

Mr. Warren replied, "He has been operating as Texoma Tire Shop for the past 6 years."

Chairman Mahone asked, "Are there any plans for improvements?"

Mr. Warren replied, "We have discussed screening parts of the business."

Commission Member Manley asked Mr. Rae, "Is this part of enforcement?"

Mr. Rae replied, "Yes and Staff recommends approving because the applicant is wanting to come into compliance. When we were handling some enforcement issues, we noticed the gas station had a Certificate of Occupancy but there was not one for the tire shop. They want to comply but any conditions you add they will need to follow."

Chairman Mahone asked Mr. Navarrete, "Are you currently storing tires outside of the screened area?"

Luis Navarrete, 4424 Texoma Parkway, Sherman, TX /

Cynthia Saenz (Translator)
Ms. Saenz replied, "They are being placed inside the screened area."

Chairman Mahone stated, "Going forward we expect there will not be tires stored outside the screened area."

Mr. Rae explained, "Part of the enforcement we had was that the tires being stored in the open were old tires that had not been disposed. Our Enforcement Officer reached out to other tire shops to see what they did and they disposed tires quickly unlike Mr. Navarrete."

Mr. Warren stated, "Mr. Navarrete is using a 45' van trailer behind a tractor trailer that he fills."

Commission Member Blagg asked, "Does this use require any screening?"

Mr. Rae replied, "Any type of storage material needs to be screened and for sale tires cannot be stored in the open."

Peter Tracy, 700 Block South Valentine, Sherman, TX
Mr. Tracy asked, "Is there a set time as to how long the tires can be outside. There are a number of tire shops around the town that are using old tires as signs. I'm concerned that rodents will make homes out of the tires and when it rains the water will build up and mosquitos make a nest inside."

Mr. Rae replied, "We do not want anything unsightly to be in the public view and if there is then Code Enforcement could step in."

Commission Member Davis asked, "Do you intend on expanding the business besides tires only?"

Ms. Saenz replied, "No it will just be tires."

Mr. Rae stated, "I would recommend that if you approve this Specific Use Permit you tie it just to the tire shop."

Chairman Mahone asked if they had seen the Staff Review Letter.

Mr. Warren replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Site Plan and Specific Use Permit.

ACTION TAKEN.

Planning and Zoning Commission
Motion by Commission Member Blagg to approve the Site Plan and Specific Use Permit located at 4424 Texoma Parkway subject to the Staff Review Letter being tied to the applicant for one year and for tires only. Second by Commission Member Sims.

VOTING AYE: MAHONE, DAVIS, BLAGG, SIMS, WHITAKER AND MANLEY
VOTING NAY: NONE
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

PUBLIC HEARING, VARIANCE AND SITE PLAN
THE REQUEST OF SHERMAN ECONOMIC DEVELOPMENT CORPORATION (OWNER), STEPHANIE LAUGHLIN (REPRESENTATIVE) AND UNDERWOOD

PUBLIC HEARING AND VARIANCE – FRONT

Marlow, Lauren

From: Planning
To: Mark Cohen
Subject: RE: 4424 Texoma Pkwy Texoma Tire Shop - Oct 17, 2023 agenda

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From: Mark Cohen
Sent: Monday, October 9, 2023 10:46 AM
To: Planning
Subject: 4424 Texoma Pkwy Texoma Tire Shop - Oct 17, 2023 agenda

Our office has received the notice from Development Services regarding the change of use to allow auto body work and painting at the above referenced property. Even thought the location is currently a tire shop, I would caution the increase of auto services, which could drive desirability down as the market redevelops and becomes more true retail oriented.

The Midway Mall site is underway for retail and restaurants along with the former Tate Plaza, which has already seen significant improvements. The addition of a first-class Bobcat facility has also increased values in the immediate area.

The permission to operate a metal shed style low end auto service will lead to excess broken down autos parked and scattered across the lot, which could potentially drive values down on a area ready for a resurgence. While we cannot eliminate what exists (tire shop), I certainly would not encourage the growth or advancement of less than desirable users in the area.

We have seen our share of auto uses on other properties, and the users always promise to keep it clean and tidy. Unfortunately, it rarely ends up that way. The corner lends itself to better uses that will generate more revenue, improved customer traffic and synergy with the neighboring properties, and potential for a higher property value.

We recommend against the SUP.

Sincerely,
Texoma South Development Group
Mark Cohen

DRAFTING & SURVEYING (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 4400 BLOCK DORSETT DRIVE, CONSISTING OF 10.308 ACRES BEING A PART OF THE SHERROD DUNMAN SURVEY, ABSTRACT NO. 329 AND CURRENTLY ZONED BLALOCK INDUSTRIAL PARK PD (PLANNED DEVELOPMENT), AS FOLLOWS:

SETBACK AND LOT AREA

BOARD OF ADJUSTMENT

A. PUBLIC HEARING AND VARIANCE UNDER SECTION 2.3.5(A) TO ALLOW PARKING WITHIN THE 50' FRONT SETBACK IN LIEU OF THE REQUIRED AREA TO BE USED FOR LAWNS, LANDSCAPING AND GREEN AREAS.
B. PUBLIC HEARING AND VARIANCE FOR LOT 1, BLOCK A SHERMAN TECHNOLOGY CENTER ADDITION UNDER SECTION 2.3.5(A) TO ALLOW A LOT AREA OF 4.53 ACRES IN LIEU OF THE REQUIRED 5 ACRES.

PLANNING AND ZONING COMMISSION

C. SITE PLAN OF HPI SHERMAN

SITE PLAN – HPI SHERMAN
4400 BLOCK DORSETT DRIVE
(SHERMAN ECONOMIC DEVELOPMENT CORPORATION)

The property is located at 4400 Block Dorsett Drive at the corner of Howe Drive and Dorsett Drive.

Stephanie Laughlin, 1551 Dallas Parkway, Dallas, TX

Ms. Laughlin explained, "Our plan is to subdivide this property into two lots. The overall property is a little over 10 acres and if we subdivided it would leave two remaining 5 acres tracts of land. We do have to do Right-of-Way dedications for Howe Drive as well as Dorsett Drive which would shrink the property. One site would be 5 acres with the other site being under 5 acres and due to the property alignment, the Site Plan does not change. We have proposed to provide enhanced landscaping between the parking lot and the street."

Commission Member Davis asked, "What is proposed to be at this location? Is there a tenant interested?"

Ms. Laughlin replied, "Yes we do have a tenant it will be Tokyo Electronics."

Kent Sharp, 2215 Oak Creek Drive, Sherman, TX

Mr. Sharp explained, "We have Tokyo Electronic building their building and the other side will by an Israeli Semi-Conductor Supplier."

Chairman Mahone asked if they had seen the Staff Review Letter.

Ms. Laughlin replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Variance and Site Plan.

ACTION TAKEN.

Board of Adjustment
Motion by Commission Member Manley to approve Items A and B located at 4400 Block Dorsett Drive subject to the Staff Review letter. Second by Commission Member Davis.

VOTING AYE: MAHONE, DAVIS, SIMS, BLAGG, MANLEY AND WHITAKER
VOTING NAY: NONE.
MOTION CARRIED.

Planning and Zoning Commission
Motion by Commission Member Manley to approve Item C located at 4400 Block Dorsett Drive subject to the Staff Review letter. Second by Commission Member Davis.

VOTING AYE: MAHONE, DAVIS, BLAGG, SIMS, MANLEY AND WHITAKER

VOTING NAY: NONE
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

PUBLIC HEARING, SITE PLAN & SPECIFIC USE PERMIT – MEETING HALL 4800 TEXOMA PARKWAY, SUITE B012 (STAR MIDWAY, LLC)

PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT
THE REQUEST OF STAR MIDWAY, LLC (OWNER) AND MARISA NUNES (APPLICANT) CONCERNING THE PROPERTY LOCATED AT 4800 TEXOMA PARKWAY, SUITE B012 CONSISTING OF 42.8134 ACRES IN THE JOHN HENDRIX SURVEY, ABSTRACT NO. 503, THE W.F. PATTERSON SURVEY, ABSTRACT NO. 969, THE DANIEL SHELP SURVEY, ABSTRACT NO. 1097 AND THE T.J. SHANNON SURVEY, ABSTRACT NO. 1136, LOTS 1 AND 3, BLOCK 1, MIDWAY MALL, AS FOLLOWS:
PLANNING AND ZONING COMMISSION
PUBLIC HEARING, SITE PLAN AND SPECIFIC USE PERMIT UNDER SECTION 14.06.009 TO ALLOW A MEETING HALL IN A C-2 (GENERAL COMMERCIAL) DISTRICT.

The property is located at 4800 Texoma Parkway, Suite B012 between Fallon Drive and North Frisco Road and is zoned M-1 (Light Manufacturing) District and C-2 (General Commercial) District.

Juan Torres, 4800 Texoma Parkway, Sherman, TX
Mr. Torres explained, "The applicant is requesting a Specific Use Permit to allow a meeting hall in this location. They intend to provide space for graduation and birthday parties."

Chairman Mahone asked if they had seen the Staff Review Letter.

Mr. Torres replied, "Yes, they had seen the Staff Review Letter and would abide by the Recommendations."

No other citizens appeared before the Planning and Zoning Commission to discuss the Site Plan and Specific Use Permit.

ACTION TAKEN.

Planning and Zoning Commission
Motion by Commission Member Davis to approve the Site Plan and Specific Use Permit located at 4424 Texoma Parkway subject to the Staff Review Letter. Second by Commission Member Whitaker.

VOTING AYE: MAHONE, DAVIS, BLAGG, SIMS, WHITAKER AND MANLEY
VOTING NAY: NONE
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

ADJOURNMENT
On Motion duly made and carried, the meeting adjourned at 6:44 p.m.

_____
CHAIRMAN

_____
ACTING SECRETARY

STATE OF TEXAS §

October 30, 2023

COUNTY OF GRAYSON §

BE IT REMEMBERED THAT A Regular Meeting of the Planning and Zoning Commission of the City of Sherman, was begun and held on October 30, 2023.

MEMBERS PRESENT:	CHAIRMAN MAHONE COMMISSION MEMBERS: DAVIS, DOWNTAIN, BLAGG, SIMS AND WHITAKER
ALTERNATE:	NONE
MEMBERS ABSENT:	MANLEY
STAFF PRESENT:	ROB RAE, DIRECTOR OF DEVELOPMENT SERVICES, WAYNE LEE, DIRECTOR OF ENGINEERING, KERRI TURNER, DEVELOPMENT SERVICES PLANNING TECHNICIAN AND LAUREN MARLOW, DEVELOPMENT SERVICES COORDINATOR
CITY ATTORNEY:	ALICESON COTTON

CALL TO ORDER

CALL TO ORDER
Chairman Mahone called the meeting to order at 2:24 p.m.

MOTION CARRIED.

ANNOUNCEMENTS

ANNOUNCEMENTS
There were no announcements.

CITIZEN COMMENTS

CITIZEN COMMENTS
There were no citizen comments.

PUBLIC HEARING, ZONE CHANGE, SPECIFIC USE PERMIT AND CONCEPTUAL SITE PLAN

ZONE CHANGE – R-6 AND MF-30 TO MF-15

SPECIFIC USE PERMIT – BUILD TO RENT MF-15 IN AN R-6

CONCEPTUAL SITE PLAN – BUILD TO RENT ADDITON

6000-6400 SOUTH HIGHWAY 75 AND 100-200 BLOCKS AKERS ROAD (JAMESTOWN SQUARE, LLC)

The request of Jamestown Square, LLC (Owner), Caleb Jones (Representative) and Kimley-Horn & Associates (Engineer) concerning the property located in the 6000-6400 Blocks South Highway 75 and the 100-200 Blocks Akers Road, being a part of 50.006 acres in the John Chronister Survey, Abstract No. 248, as follows:

Planning and Zoning Commission

A. Tract 4, consisting of 18.903 acres in the John Chronister Survey, Abstract 248 – Public Hearing, Site Plan and Zone Change from R-6 (Single-Family Residential) District and MF-30 (Multi Family Residential) District/75 & 82 Overlay District to MF-15 (Multi-Family Residential) District/75 & 82 Overlay District.
B. Tract 4, consisting of 18.903 acres in the John Chronister Survey, Abstract 248 – Public Hearing, Site Plan and Specific Use Permit under Section 14.06.009 to allow Build to Rent MF-15 (Multi-Family Residential) District in an R-6 (Single-Family Residential) District75 & 82 Overlay District.
C. Conceptual Site Plan of the Build to Rent Addition

The property is located in the 6000-6400 Blocks South Highway 75 and the 100-200 Blocks Akers Road at the corner of South Highway 75 and Akers Road.

An email was received by Caleb Jones on October 26, 2023 at 9:45 a.m. requesting to table this item.

ACTION TAKEN.

Planning and Zoning Commission
Motion by Commission Member Davis to table the Zone Change, Specific Use Permit and Conceptual Site Plan located in the 6000-6400 Blocks South Highway 75 and the 100-200 Blocks Akers Road. Second by Commission Member Sims.

VOTING AYE: MAHONE, SIMS, WHITAKER, DOWNTAIN, DAVIS AND BLAGG.
VOTING NAY: NONE.
MOTION CARRIED.

This item was Tabled by Commissioners.

CONSIDERATION OF AMENDMENTS TO THE CENTRAL BUSINESS DISTRICT OVERLAY

CONSIDERATION OF AMENDMENTS TO THE ORDINANCE
Consideration Of An Ordinance Of The City Council Of The City Of Sherman, Texas, Amending The Code Of Ordinances Of The City Of Sherman, Texas, Chapter 14 (Zoning Ordinance), Sections 14.08.001 (Definitions) And 14.10.001 (Use Chart); Modifying Certain Existing Regulations Relating To Permitted Uses, Conditional Uses, And Specific Use Permits; Providing A Penalty Clause With A Maximum Fine Of $2,000, Savings/Repealing Clause, Severability Clause And An Effective Date; Providing For The Publication Of The Caption Hereof; Finding And Determining That The Meeting At Which This Ordinance Is Passed Was Noticed And Is Open To The Public As Required By Law

Rob Rae, 220 West Mulberry Street, Sherman, TX
Mr. Rae stated, "I have provided copies to you on the updated Ordinance from when the agenda packet was published. The highlighted sections are what Staff has recommended to have added. This is a City Council action that they requested Staff to look at."

Mr. Rae presented the following:

Zoning Ordinance Update
Smoke Shops & Build-to-Rent
Planning & Zoning Commission

October 30, 2023

Smoke Shops

- **Currently are permitted with a Specific Use Permit (SUP) in C-1 and C-2 district.**
- **Allowed or not allowed at the discretion of City Council**
- **A Smoke Shop is defined in the Zoning Ordinance:**

A retail establishment that is dedicated, in whole or in part, to the smoking of tobacco, electronic vaping devices or other similar substances and includes any establishment that allows either the payment of consideration by a customer to the establishment for on-site delivery of tobacco, tobacco accessories, electronic vaping devices, vapor accessories or similar substances and products to the customer; and, the onsite smoking of such.

This definition shall be construed to include establishments known variously as retail tobacco stores, tobacco product shops, vapor shops, and similar establishments, but shall not include an establishment which derives more than 50 percent of its gross revenue from food, beverage or gasoline fuel sales.

City	Regulations
Anna	Allowed in Retail
Arlington	Head shops require SUP; retail tobacco falls under general retail category (permitted by right in commercial zoning).
Austin	Included in general commercial land use and dependent on zoning only.
Bedford	Requires SUP.
Burleson	Included in general commercial land use and dependent on zoning only.
Corpus Christi	considered retail use, and head shops are not a separate use. Permitted by right in some commercial zoning.
Cedar Hill	Head shops require SUP; retail tobacco falls under general retail category (permitted by right in commercial zoning).
Dallas	Included in general commercial land use and dependent on zoning only.
Denison	Allowed in retail
De Soto	Included in general commercial land use and dependent on zoning only.
El Paso	Included in general commercial land use and dependent on zoning only, but is a limtied use in some zonings (square footage).
Euless	Permitted by right in industrial zoning, SUP in commercial zoning.
Fort Worth	Included in general commercial land use and dependent on zoning only.
Fulshear	Limited use (distance buffers)
Grapevine	Included in general commercial land use in some comemrcial; limited use in neighborhood commercial (3,000 sf floor area or less)
Haltom City	Smoke Lounges and smoke shops not permitted within 1,500' of schools, churches, hospitals, parks, libraries, or same businesses
Keller	SUP required, and even then only allowed in industrial zoning.
Kyle	Included in general commercial land use and dependent on zoning only.
Little Elm	Requires SUP.
McKinney	Allowed in retail, SUP in DART Trail Zoning
Melissa	Permitted in a C-1 or C-2
Pflugerville	Permitted by right in two fairly limited commercial zoning districts.
Port Arthur	Included in general commercial land use and dependent on zoning only.
Rockwall	Included in general commercial land use and dependent on zoning only.
San Antonio	Retail Tobacco store is a separate land use but generally permitted by right in commercial zoning.
Sherman	SUP reuired.
Texas City	Included in general commercial land use and dependent on zoning only.
The Colony	Retail tobacco and head shops permitted by right in commercial; as limited use in mixed-use zoning
Waxahatchie	Head shops require SUP; retail tobacco falls under general retail category (permitted by right in commercial zoning).
Wylie	Limited use (distance buffers)

Smoke Shops – Staff Recommendation

1. **Continue to have Smoke Shops require an SUP but add distance buffer conditions.**
   - **Staff recommends that distance buffers be the following:**
     - **300 ft from single-family residential, churches, hospitals and daycares.**
     - **1000 ft from public or private schools.**
     - **1000 ft from other smoke shops as defined in the zoning ordinance**
   - **Measurement is from property line to property line**
   - **City Council may allow a variance to the distance requirements similar to alcohol permit regulations.**

Build-to-Rent

- Build-to-Rent or Single-Family-for-Rent is a new residential concept that allows a mix of single-family detached and attached units on large platted lot.
- This use is permitted in Sherman in the MF-15 and MF-30 zoning district.
- Minimum lot size is 2 acres in MF-15 and 5 acres in MF-30.
- All infrastructure on the lot is private.
- The property cannot be subdivided later.

Build-to-Rent – Approval

1. 29.776 acres at 101-201 Blks E Shepherd Drive
2. 28.665 acres at 4441 W Houston
3. 24.68 acres at Hickory Hill PD
4. 26.1 acres Pecan Grove Estates PD

Build-to-Rent – Seeking Approval

1. 18.903 acres at Jamestown Square
2. 16.4 acres on Blue Flame Road
3. 42.205 acres on Fallon Drive

Build-to-Rent – Staff Recommendation

1. Consider a definition for Build-to-Rent and make it an SUP in an MF-15 district with certain conditions. Prohibit in MF-30 districts.
2. Definition: “Dwelling, single-family for rent (Build-to-rent). Single-family for rent or build-to-rent developments include more than four (4) single-family attached or single-family detached dwellings on one platted lot.”
3. Conditions:
    1. Density cannot exceed 10 units per acre
    2. Each unit requires one enclosed garage parking space
    3. Must follow multi-family parking requirements
    4. Must provide minimum 10% usable open space

Smoke Shops and Build-to-Rent

Questions & Discussion

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SHERMAN, TEXAS, AMENDING THE CODE OF ORDINANCES OF THE CITY OF SHERMAN, TEXAS, CHAPTER 14 (ZONING ORDINANCE), SECTIONS 14.08.001 (DEFINITIONS) AND 14.10.001 (USE CHART); MODIFYING CERTAIN EXISTING REGULATIONS RELATING TO PERMITTED USES, CONDITIONAL USES, AND SPECIFIC USE PERMITS; PROVIDING A PENALTY CLAUSE WITH A MAXIMUM FINE OF $2,000, SAVINGS/REPEALING CLAUSE, SEVERABILITY CLAUSE AND AN EFFECTIVE DATE; PROVIDING FOR THE PUBLICATION OF THE CAPTION HEREOF; FINDING AND DETERMINING THAT THE MEETING AT WHICH THIS ORDINANCE IS PASSED WAS NOTICED AND IS OPEN TO THE PUBLIC AS REQUIRED BY LAW

WHEREAS, the City Council of the City of Sherman, Texas ("City Council") finds that it is necessary to amend Chapter 14 (Zoning Ordinance) of the Code of Ordinances, City of Sherman, Texas ("Code of Ordinance") for the purpose of prescribing regulations relating to the Central Business District Overlay ("City" or "Sherman"); and

WHEREAS, Sherman has complied with all legal notices and public hearings as required by law; and

WHEREAS, the City Council finds that adopting this Ordinance promotes the health, safety and morals of Sherman and is in the best interest of the citizens of Sherman.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SHERMAN, TEXAS:

SECTION 1: Findings Incorporated. The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

SECTION 2: Amendment to the Code of Ordinances, Chapter 14 (Zoning Ordinance). Sections 14.08.001 (Definitions) and 14.10.001 (Use Chart) of the Code of Ordinances are amended as follows[1]:

"ARTICLE 14.08 DEFINITIONS

Sec. 14.08.001 Definitions.

…

Dwelling, single-family for rent (Build-to-rent). Single-family for rent or build-to-rent developments include more than four (4) single-family attached or single-family detached dwellings on one platted lot.

Dwelling, single-family attached. A dwelling that is joined to another dwelling, such as a duplex, or a townhome dwelling.

Dwelling, single-family detached. A dwelling that is not attached to any other dwelling.

[1] Deletions are evidenced by ~~strikethrough~~; additions are *italicized*.

Smoke shop. A retail establishment that is dedicated, in whole or in part, to the smoking of tobacco, electronic vaping devices or other similar substances and includes any establishment that allows either the payment of consideration by a customer to the establishment for on-site delivery of tobacco, tobacco accessories, electronic vaping devices, vapor accessories or similar substances and products to the customer; and, the onsite smoking of such. This definition shall be construed to include establishments known variously as retail tobacco stores, tobacco product shops, vapor shops, and similar establishments, *and as defined exists where the commercial establishment meets any one or more of the following criteria: (a) at least 35 percent of the establishment's displayed merchandise consists of said items; (b) at least 35 percent of the retail value (defined as the price charged to customers) of the establishment's displayed merchandise consists of said items; (c) at least 35 percent of the establishment's revenues derive from the sale, for any form of consideration, of said items; (d) the establishment maintains at least 35 percent of its floor space for the display and/or sale of said items (aisles and walkways used to access said items shall be included in floor space maintained for the display or sale of said items); or (e) the establishment maintains at least 500 square feet of its floor space for the display and/or sale of said items (aisles and walkways used to access said items shall be included in floor space maintained for the display or sale of said items).* ~~but shall not include an establishment which derives more than 50 percent of its gross revenue from food, beverage or gasoline fuel sales.~~

…

ARTICLE 14.10 USE CHART

Sec. 14.10.001 Use Chart.

…

(d) Use chart.

Use Type	R-A	R-E	R-12	R-6	R-5	R-4	R-TH	R-2F	MF-15	MF-30	MH	C-N	C-O	C-1	C-2	M-1	M-1.5	M-2
Dwelling, single-family for rent (Build-to-Rent)									*SUP [8]*									
Dwelling, two-family (Duplex)								~~P~~ *[9]*	~~P~~ *SUP [8]*	P								
Dwelling, townhome							~~P~~ *[10]*		~~P~~ *SUP [8]*	P								
Automobile Service Station												~~P~~		~~P~~ *[11]*	P	P	P	P
Hookah bar, smoking lounge,														SUP *[12]*	SUP *[12]*			

smoke shop, or vape shop																	

…

[8] Single-Family for Rent (Build-to-Rent): Single-Family for rent is permitted in a MF-15 (Multi-Family Residential) District with a Specific Use Permit subject to the following conditions:

(a) Density cannot exceed ten (10) units per acre.

(b) Each single-family unit is required to have one (1) enclosed garage parking space attached to the unit.

(c) Parking is required based on the multi-family parking regulations detailed in Sec. 14.04.003(5)(a)

(d) Developments shall provide usable open space which equals or exceeds ten (10) percent of the gross platted area.

[9] Dwelling, two-family (Duplex): Two (2) attached single-family units are permitted on a single platted lot that meets the minimum requirement of the R-2F district regulations. No more than two (2) units are permitted on a single lot.

[10] Dwelling, townhome: Townhome units are permitted and shall be platted as one lot per unit and the lots must front on a public street. Multiple units on a single platted lot are prohibited in this zoning district.

[11] Automobile Service Station: An automobile service station is permitted in a C-1 (Retail Business) District, provided that the fuel pumps and the fuel tanks are not located within 300 feet of a single-family zoned property boundary (R-E, R-12, R-6, R-5, R-4, R-2F, R-TH). The measurement shall be a direct line from the fuel pump/fuel tanks to the property boundary of the residential lot. [The measurement of the distance shall be in a direct line from the property line of the residential lot to the property line of the place of business, and in a direct line across intersections.]

[12] Hookah Bars, Smoking Lounges, Smoke Shops, or Vape Shops are permitted with a Specific Use Permit in a C-1 or C-2 District subject to the following conditions:

(a) Shall not be located within 300 feet of a single-family zoned property, church, public hospital or a child care facility.

(b) Shall not be located within 1000 feet of a public or private school.

(c) Shall not be located within 1000 feet of a Hookah Bar, Smoking Lounge, Smoke Shop and/or Vape Shop that is in current operation or that has had a Specific Use Permit approved within the previous 24 months by City Council.

(d) The measurement of the distance of the items a-c above shall be in a direct line from the property line of the uses specified above to the property line of the place of business, and in a direct line across intersections.

…

SECTION 3: Penalty. Any person, firm, corporation or entity violating any provision of this Ordinance, as it exists or may be amended, shall be deemed guilty of a misdemeanor, and on conviction thereof, shall be fined in an amount not exceeding TWO THOUSAND AND NO/100 DOLLARS ($2,000.00). A violation of any provision of this Ordinance shall constitute a separate violation for each calendar day in which it occurs. The penal provisions imposed under this Ordinance shall not preclude Sherman from filing suit to enjoin the violation. Sherman retains all legal rights and remedies available to it pursuant to local, state and federal law.

SECTION 4: Severability. Should any section, subsection, sentence, clause or phrase of this Ordinance be declared unconstitutional and/or invalid by a court of competent jurisdiction, it is expressly provided that any and all remaining portions of this Ordinance shall remain in full force and effect. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, clause or phrase thereof, regardless of whether any one or more sections, subsections, sentences, clauses or phrases is declared unconstitutional and/or invalid.

SECTION 5: Repealing/Savings. The Zoning Ordinance shall remain in full force and effect, save and except as amended by this or any other Ordinance. All provisions of any ordinance in conflict with this Ordinance are hereby repealed to the extent they are in conflict, but such repeal shall not abate any pending prosecution for violation of the repealed ordinance, nor shall the repeal prevent a prosecution from being commenced for any violation if occurring prior to the repeal of the ordinance. Any remaining portions of said ordinances shall remain in full force and effect.

SECTION 4: Open Meeting. The meeting at which this Ordinance was introduced and passed was open to the public and that public notice of the time, place and purpose of said meeting was given all as required by law.

SECTION 5: Effective Date; Publication. This Ordinance shall become effective from and after its adoption and publication as required by law. The City Clerk is directed to publish the caption of this Ordinance as required by law.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF SHERMAN, TEXAS on this ___ day of _____, 2023.

_____
DAVID PLYLER, MAYOR

ATTEST:

_____
LINDA ASHBY, CITY CLERK

APPROVED AS TO FORM:
ABERNATHY, ROEDER,
BOYD & HULLETT, P.C.

_____
RYAN D. PITTMAN, CITY ATTORNEY

Commission Member Blagg stated, "I do not like how there is a 1000-foot buffer from other smoke shops as defined in the zoning ordinance. I am for fair competition and getting rid of bad owners."

Mr. Rae replied, "There is an option to ban all smoke shops together."

Chairman Mahone asked Mr. Rae, "Is the current distance for alcohol sales 1000 feet from each other?"

Mr. Rae replied, "No, they don't have that requirement."

Chairman Mahone stated, "I agree with Commission Member Blagg. If we have an existing smoke shop that is horrible then they would have no incentive to become better. It should be consistent with the distance for smoke shops to single family residential, churches, hospitals and daycares."

Mr. Rae replied to Chairman Mahone, "If this item gets approved and goes to City Council with conditions, I will include those recommendations from the Planning and Zoning Commission."

Commission Member Blagg asked Mr. Rae, "What does this do to existing smoke shops?"

Mr. Rae replied, "They would be grandfathered in so long as they have a Certificate of Occupancy."

Commission Member Blagg asked Mr. Rae, "What is the current zoning for Build to Rent? Is it MF-15 (Multi Family Residential) District?"

Mr. Rae replied, "It is straight zoning, you can do 15 units per acre."

Commission Member Blagg asked, "Does MF-15 (Multi Family Residential) District allow three stories?"

Mr. Rae replied, "Just two stories."

Chairman Mahone asked Mr. Rae, "If there was a tornado that cleared out half of the units and they chose not to rebuild, would they be able to replat to a smaller lot and sell off remaining?"

Mr. Rae replied, "They would have to construct the public infrastructure. If the developer constructed the roads at 50 foot wide and driveways for potential future subdivision, then that could work but when they went to subdivide, they would have to meet all the requirements in the Subdivision Ordinance."

Commission Member Blagg stated, "On the Automobile Service Station I recommend adding language about the vents, exhaust issues, pumps, dispensers and everything pertaining to the service station."

Mr. Rae replied, "I will include that in the recommendation to City Council."

No other citizens appeared before the Planning and Zoning Commission to discuss the Consideration of Amendments to the Ordinance.

ACTION TAKEN.
Planning and Zoning Commission
Motion by Commission Member Davis to approve all items of the Consideration of Amendments to the Ordinance with the recommendation to remove Item 12C and add conditions to any fuel system. Second by Commission Member Sims.

VOTING AYE: MAHONE, DOWNTAIN, DAVIS, BLAGG, SIMS AND WHITAKER
VOTING NAY: NONE.
MOTION CARRIED.

THE COMMISSION FOUND THE REQUEST CONFORMS TO THE INTENT OF THE ORDINANCE.

ADJOURNMENT
On Motion duly made and carried, the meeting adjourned at 3:08 p.m

CHAIRMAN

ACTING SECRETARY

Planning & Zoning Commission and Board of Adjustments **5.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

900 SOUTH FM 1417 (HERITAGE PARKWAY) (Project No. 23-005928)

The request of Steve Dietrich (Owner) and Gregg Davidson, Alliance GC Group, Inc. (Representative) concerning the property located at 900 South FM 1417 (Heritage Parkway), in the Elizabeth Jones Survey, Abstract No. 625 and currently zoned MF-30 (Multi Family Residential) District/F.M. 1417 Overlay District, as follows:

Planning and Zoning Commission

Site Plan for the Country Village Office Addition

Background:

The property is located at 900 South FM 1417 (Heritage Parkway) between West Houston Street and Quail Run Road. The owner is requesting Site Plan approval for the Country Village Office Addition.

Adjacent Zoning:

MF-30 (Multi-Family Residential) District
C-1 (Retail Business) District
R-6 (Single Family Residential) District

Origination:

Steve Dietrich (Owner)
Gregg Davidson, Alliance GC Group, Inc. (Representative)

Master Plan Designation:

Not Applicable.

Number of notices mailed:

Not Required.

Objections Received:

0

Development Review Meeting:

No

Staff Recommendation:

Staff recommends that the P&Z Commission deny this item for the following:

- Site Plan does not indicate front setback of new addition.
- There shall be a 40’ setback from the highway right-of-way *(Section 14.03.002(e)(1)(A))*.
- Platting of the property is required. *Code of Ordinances Chapter 10.02.002(a)(1); Texas Local Government Code Title 1, Sec. 212.004*

Attachments

Location Map
Zoning Map
Site Plan
Narrative
Elevations
Staff Review Letter

---

dlagrone H:\PLANNING\Public Notification KT.aprx

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
900 S FM 1417 (HRITAGE PKWY)

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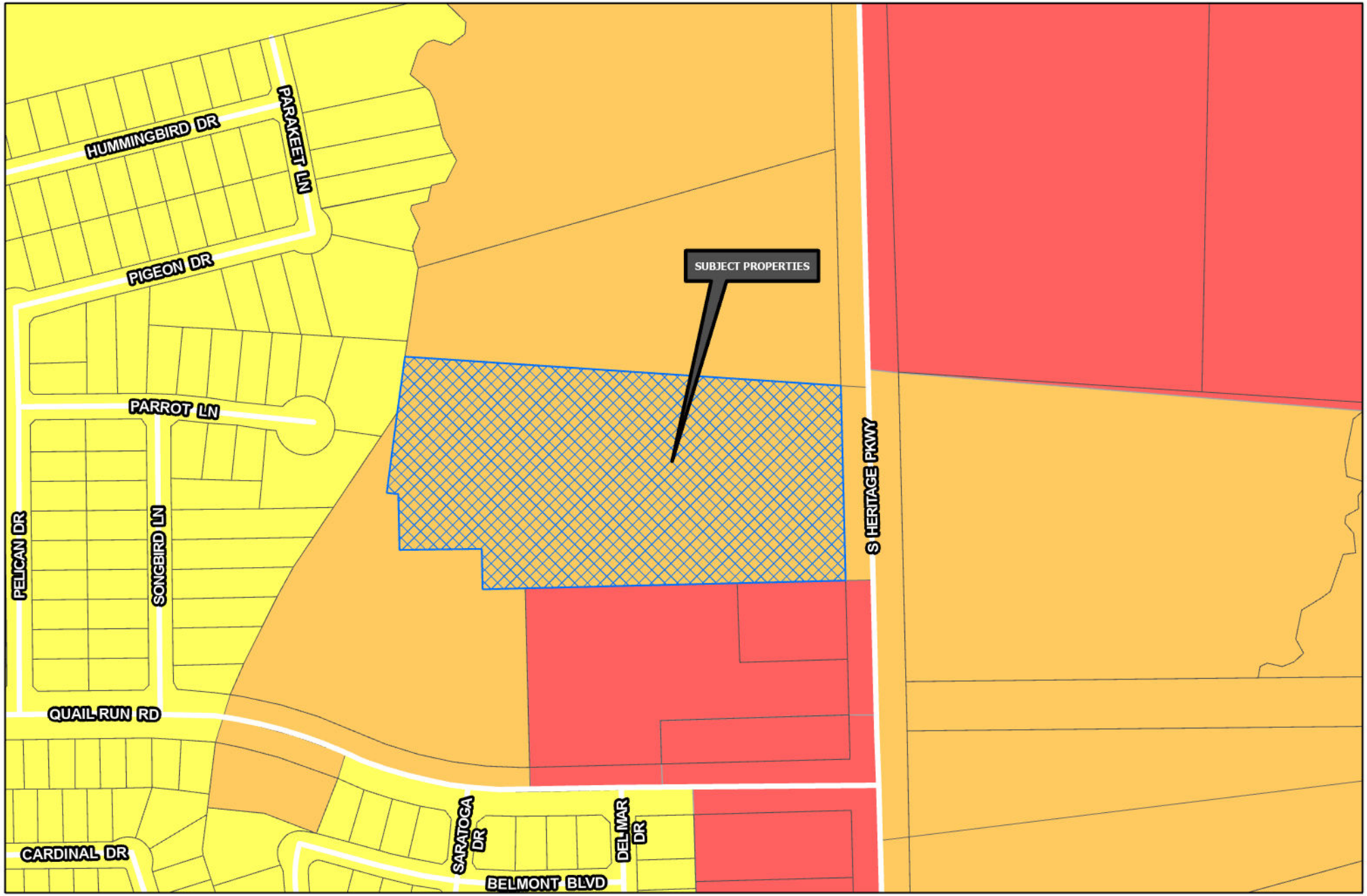
S

Date: 10/28/2023 7:03 PM



Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development

Road Names All

Planning & Zoning

CITY OF SHERMAN
ZONING MAP
900 S FM 1417 (HERITAGE PKWY)

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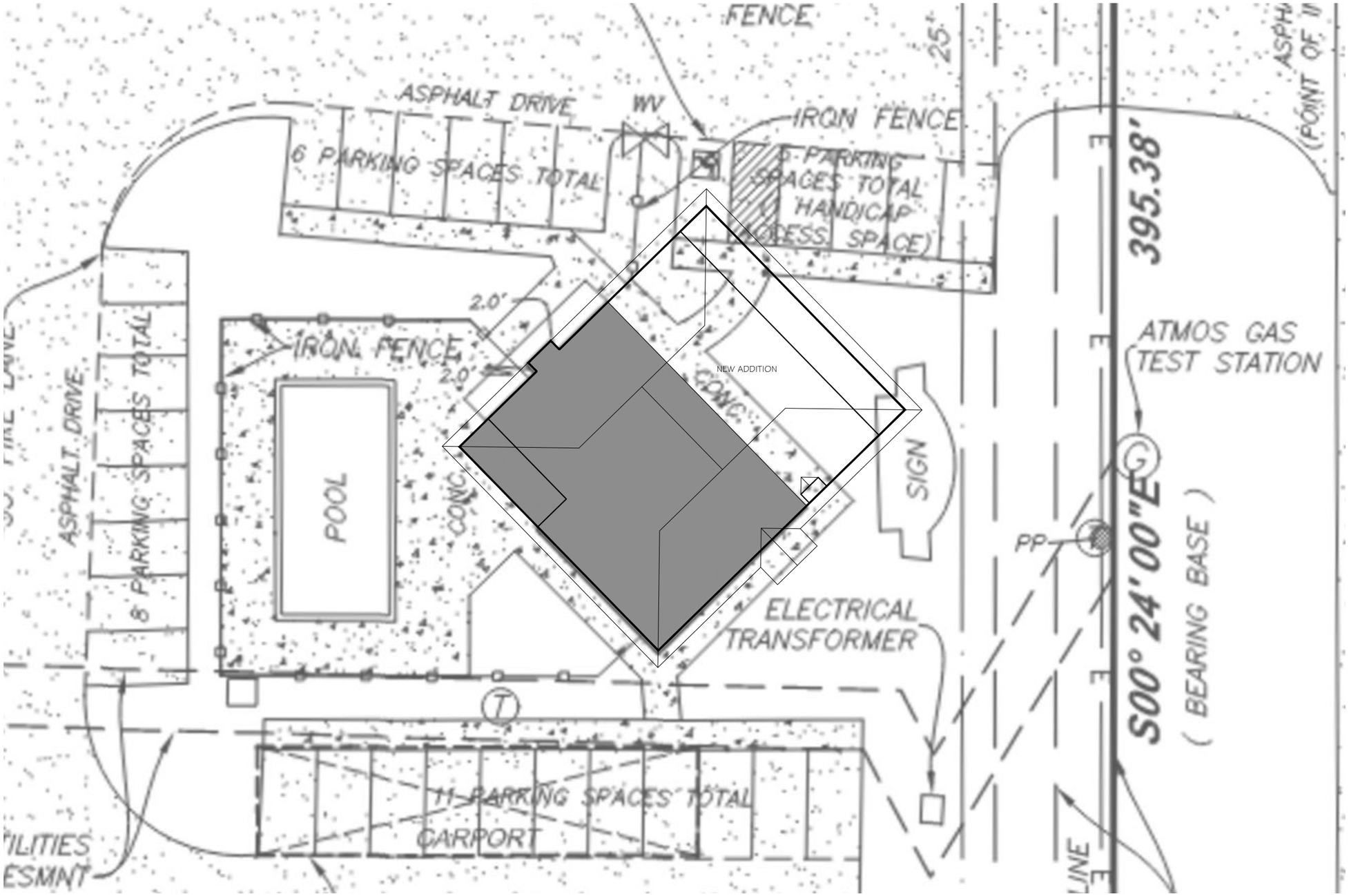
Date: 10/28/2023 7:03 PM



1 SITE PLAN
SCALE: 1/8" = 1'-0"

FIRST ISSUED ON:
JANUARY 28, 2022

THIS DOCUMENT IS NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION.

JANUARY 28, 2022

REVISIONS:

DFD ARCHITECTS INC
305 WEST WILLIS STREET
SUITE 101
LEANDER, TEXAS 78641
PHONE: 512.259.4175
WWW.DFDARCH.COM

COUNTRY VILLAGE APARTMENTS

PROJECT LOCATION:
900 SOUTH FM-1417
SHERMAN, TEXAS 75092

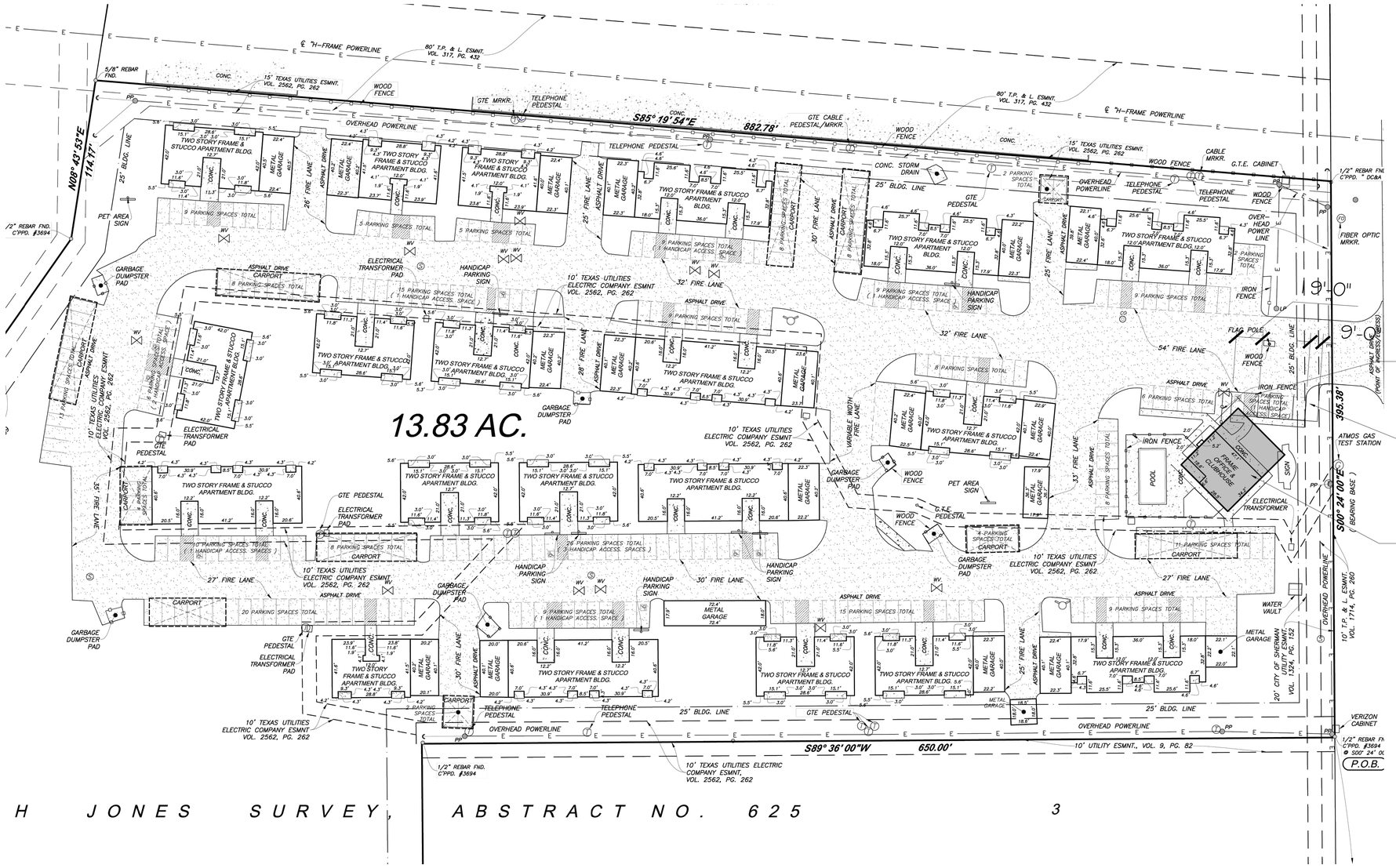
OWNER:

801 E. TAYLOR ST.
SHERMAN, TEXAS 75090

LEASING OFFICE
SITE PLAN

A-100

GENERAL NOTE:
ALL CONSTRUCTION/MATERIALS
TO MEET 2018
IBC, IECC, IFC, IFGC, IPC, IMC
AND 2020 NEC



1 SITE PLAN
SCALE: 1" = 40'

FIRST ISSUED ON:
SEPTEMBER 5, 2023

REGISTERED ARCHITECT
WILLIAM A. DAVENPORT
15416
STATE OF TEXAS

SEPTEMBER 5, 2023

REVISIONS:
1 ADDENDUM NO. 1
RESPONSE TO CITY
COMMENTS 08.24.23

DFD ARCHITECTS INC
305 WEST WILLIS STREET
SUITE 101
LEANDER, TEXAS 78641
PHONE: 512.259.4175
WWW.DFDARCH.COM

COUNTRY VILLAGE APARTMENTS

PROJECT LOCATION:
900 SOUTH FM-1417
SHERMAN, TEXAS 75092

OWNER:

801 E. TAYLOR ST.
SHERMAN, TEXAS 75090

SITE PLAN

AS101

ID #23-004620

Country Village Office Renovation-Car spaces

900. S FM 1417

Sherman Tx., 75092

PARKING SPACES:

EXISTING NOW: 200-Uncovered spaces, 74- 1-car garages, 74-Covered Carport spaces= 348 total.

NEED SPACES: 72- 1BDRM X 1.5 spaces = 108

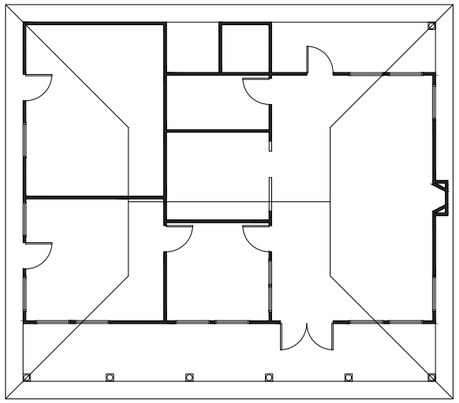
64-2BDRM X 2 spaces = 128

12-3BDRM X 2.5 spaces= 30

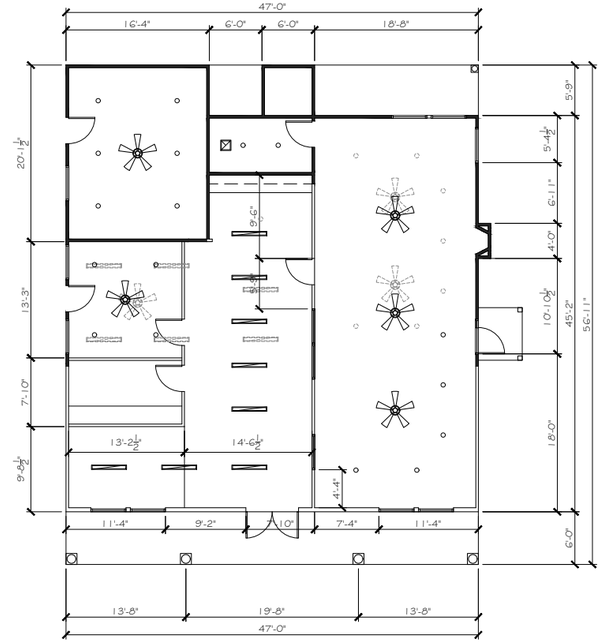
Total spaces needed: 266

GENERAL NOTE:
ALL CONSTRUCTION/MATERIALS TO MEET 2018 IBC, IECC, IFC, IFGC, IPC, IMC AND 2020 NEC

Third party trash pick up is prohibited, by ordinance, in the city of Sherman. You must use city dumpsters and services.



1 EXISTING ROOF & FLOOR PLAN
SCALE: 1/8" = 1'-0"

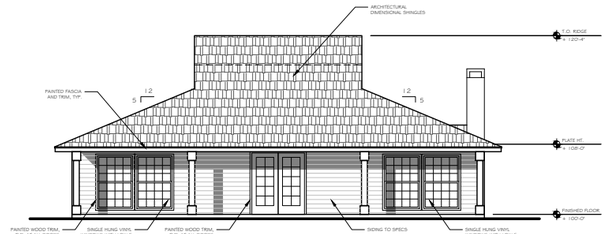


1 PROPOSED FLOOR PLAN & ELECTRICAL
SCALE: 1/8" = 1'-0"

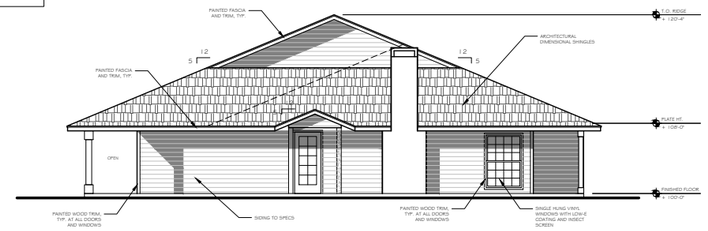
CEILING FIXTURE LEGEND

SYMBOL	DESCRIPTION
○	LED DOWNLIGHT
⊕	DECORATIVE LIGHTING (PENDANT / CHANDELIER)
⊢○	WALL SCONCE
▭▭▭	VANITY LIGHT
----------	LED STRIP LIGHT - (AT COVES, UNDERCOUNTER & UNDERCABINET)
⊠	EXHAUST AIR GRILLE; PER M.E.P.
⊤	WALL PACK
⊠	30" x 20" ATTIC ACCESS PANEL
✳	CEILING FAN (WITH LIGHT KIT)
⊗	EXIT SIGN & DIRECTION CHEVRON
◑	EMERGENCY LIGHT

NOTE: NOT ALL FIXTURES ARE SHOWN IN THE DRAWING



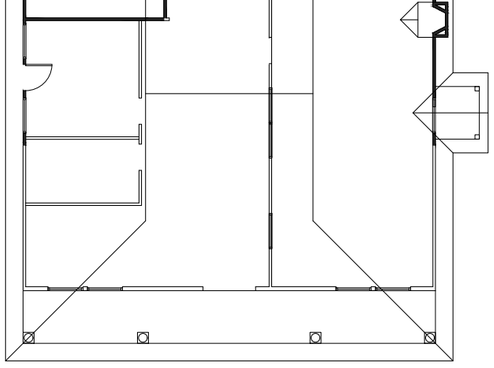
1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



1 RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

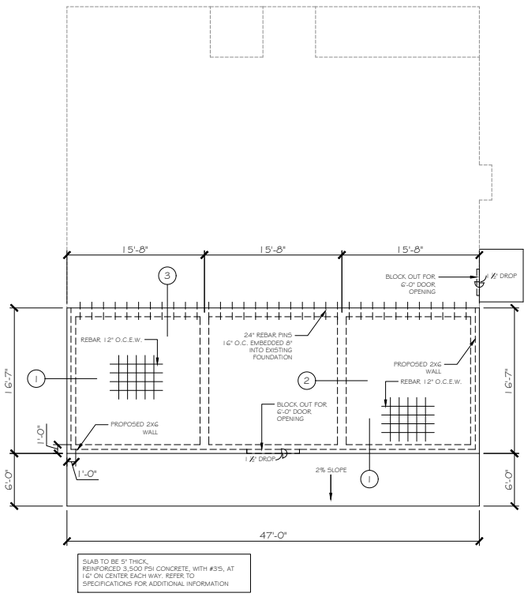
ROOF PLAN GENERAL NOTES

1. ALL ROOFING TO BE ASPHALT SHINGLES; UNLESS NOTED OTHERWISE.
2. PLATE HEIGHT IS 8'-0"; UNLESS NOTED OTHERWISE
3. ROOF SLOPE IS 5:12; UNLESS NOTED OTHERWISE.
4. INSTALL RIDGE, GUTTERS, HIP, VALLEY, FLASHING, AND ROOFING PER MANUFACTURER.
5. GUTTERS AND DOWNSPOUTS SHALL BE INSTALLED THROUGHOUT. SPACING OF DOWNSPOUTS SHALL NOT EXCEED APPROXIMATELY 25 FEET. A CONCRETE SPLASH BLOCK SHALL BE PROVIDED FOR EACH DOWNSPOUT.
6. LOCATE ALL ROOF PENETRATIONS AND EQUIPMENT AWAY FROM HIGHLY VISIBLE AREAS TO GREATEST EXTENT POSSIBLE.
7. REFER TO MEP DRAWINGS FOR EXACT EQUIPMENT SIZES AND LOCATIONS.
8. DS = DOWNSPOUT

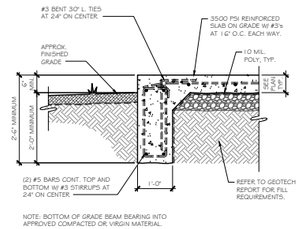


1 PROPOSED ROOF PLAN
SCALE: 1/8" = 1'-0"

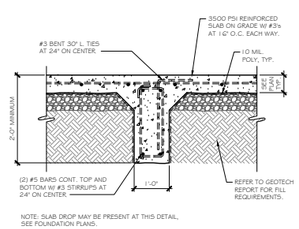
All contractors shall retain their own permits and schedule thir own inspections. All contractors shall register with the city and have permit in place before work begins. All plumbing, mechanical and electrical shall be installed by a licensed contractor. All work shall be inspected and passed before it is concealed.



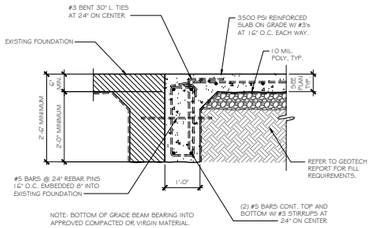
1 FOUNDATION PLAN
SCALE: 1/8" = 1'-0"



1 TYPICAL PERIMETER GRADE BEAM
SCALE: 3/4" = 1'-0"



2 TYPICAL INTERIOR GRADE BEAM
SCALE: 3/4" = 1'-0"



3 TYPICAL EMBEDDED GRADE BEAM
SCALE: 3/4" = 1'-0"

FIRST ISSUED ON:
JANUARY 28, 2022

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JANUARY 28, 2022

REVISIONS:

DFD ARCHITECTS INC
305 WEST WILLIS STREET
SUITE 101
LEANDER, TEXAS 78641
PHONE: 512.259.4175
WWW.DFDARCH.COM

COUNTRY VILLAGE APARTMENTS

PROJECT LOCATION:
900 SOUTH FM-1417
SHERMAN, TEXAS 75092

OWNER:

801 E. TAYLOR ST.
SHERMAN, TEXAS 75090

EXISITNG & PROPOSED PLAN

A-101

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

STAFF REVIEW LETTER

November 7, 2023

Sent via email

Steve Dietrich
805-415 Locust St.
Burlington, Ontario L7S2J2

Alliance GC Group, Inc.
1110 Summit Ave., Suite 5
Plano, TX 75074

Dear Applicants,

The request of Site Plan approval for the Country Village Office Addition located at 900 South FM 1417 (Heritage Parkway) has been scheduled to be heard by the Planning and Zoning Commission on Tuesday, November 14, 2023, at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request, and the following items need to be noted/addressed:

Zoning:

1. Site Plan does not indicate front setback of new addition. Staff recommends Planning and Zoning deny the request.
2. Compliance with applicable City ordinances, regulations, standards and rules and other laws, as they exist or may be amended, including but not limited to the City's Zoning Ordinance/Code of Ordinance Chapter 14.
3. Fire access, lanes and codes shall be coordinated with the Fire Marshal (dillons@cityofsherman.com). *(Code of Ordinances Chapter 3.02(c))*
4. Sign Permits shall be permitted separately from the building permit and must adhere to the City's Zoning Ordinance/Code of Ordinance Chapter 14 *(Article 14.07)* and *(Section 14.03.002(j).*
5. There shall be a 40' setback from the highway right-of-way *(Section 14.03.002(e)(1)(A).*
6. Wall finishes shall be masonry, or masonry veneer, or concrete siding. *(Section 14.03.002(d).*
7. The approval of a Site Plan shall be effective for a period of two (2) years from the date of approval, at the end of which time the Site Plan shall expire unless the applicant demonstrates to the Director of Development Services that progress has been made toward completion of the project for which the Site Plan was approved.
8. Any changes made to the site plan prior to the final fulfillment of the conditions of the staff review letter must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

Engineering

9. Platting of the property is required. *Code of Ordinances Chapter10.02.002(a)(1); Texas Local Government Code Title 1, Sec. 212.004*

It is the policy of the Planning and Zoning Commission and Board of Adjustment not to consider a request unless the applicant or its representative attends the meeting at which the request is considered. You are hereby notified to present your case on the date and time stated above.

If additional information or clarification is needed, contact Development Services by emailing planning@cityofsherman.com prior to the meeting.

Respectfully,

Rob Rae
Acting Secretary, Planning and Zoning Board and Board of Adjustment

cc: Robby Hefton, City Manager
Clint Philpott, Asst. City Manager
Wayne Lee, P.E., Director of Engineering
Tom Pruitt, Utility Engineer
Dillon Stewart, Fire Chief
Amber Doan, Engineering Coordinator
Christopher Armstrong, Asst. City Engineer
The Law Firm of Abernathy, Roeder, Boyd, & Hullett, P.C., City Attorney

Planning & Zoning Commission and Board of Adjustments **6.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

416SOUTH ELM STREET (Project No. 23-006073)

The request of Oscar Medina (Owner) and Underwood Drafting & Surveying (Surveyor) concerning the property located at 416 South Elm Street, consisting of 0.341 acres in the Samuel Blagg Survey, Abstract No. 56, as follows:

Planning and Zoning Commission

Final Plat of Medina Addition

Background:

The property is located at 416 South Elm Street between West Cherry Street and West King Street. The owner would like to plat the property into 1 lot for residential development.

The following has been approved for this location:

- August 22, 2023 - Public Hearing and Zone Change from MF-30 (Multi-Family Residential) District to R-5 (Single-Family Residential) District.

Adjacent Zoning:

MF-30 (Multi-Family Residential) District
R-6 (Single Family Residential) District
R-5 (Single Family Residential) District

Origination:

Oscar Medina (Owner)
Underwood Drafting & Surveying (Surveyor)

Master Plan Designation:

Not Applicable.

Number of notices mailed:

Not Required.

Objections Received:

0

Development Review Meeting:
No

Staff Recommendation:
Staff recommends that the P&Z Commission deny this item for the following:

- Failure to show a minimum of three (3) found monuments on drawing. *Code of Ordinances Chapter 10.02.003(b)(10); 10.02.003(b)(11); 10.02.005(b)(10); 10.02.005(b)(11)*
- Failure to address all items on the Preliminary Plat Staff Review Letter per City Ordinance. *Code of Ordinances Chapter 10.02.003(a)(3)*

Attachments

Location Map
Zoning Map
Future Land Use Map
Final Plat

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dlagrone H:\PLANNING\Public Notification KT.aprx

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
416 S ELM ST

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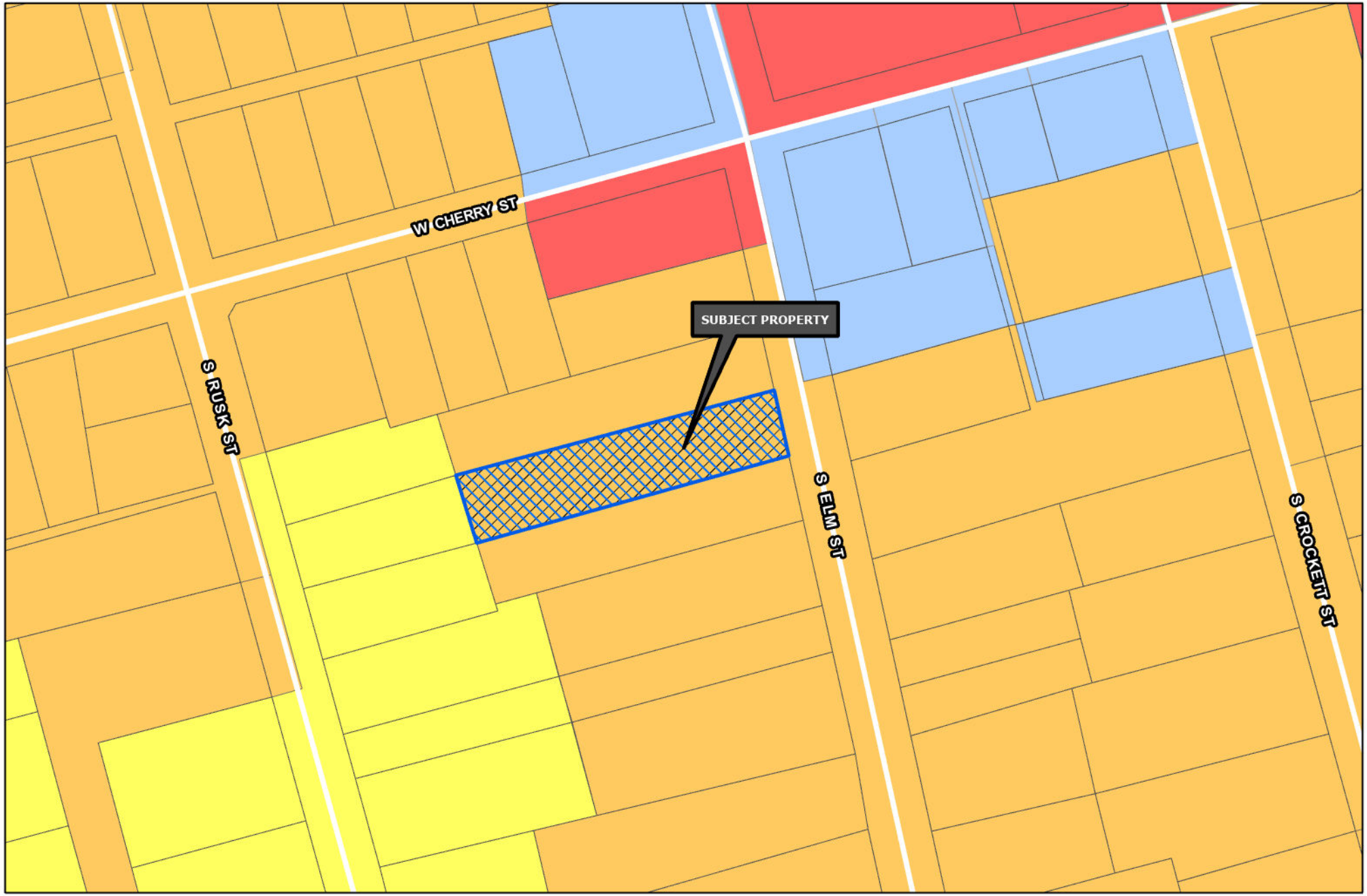

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development
- Subject Locations

Road Names All

CITY OF SHERMAN
ZONING MAP
416 S ELM ST

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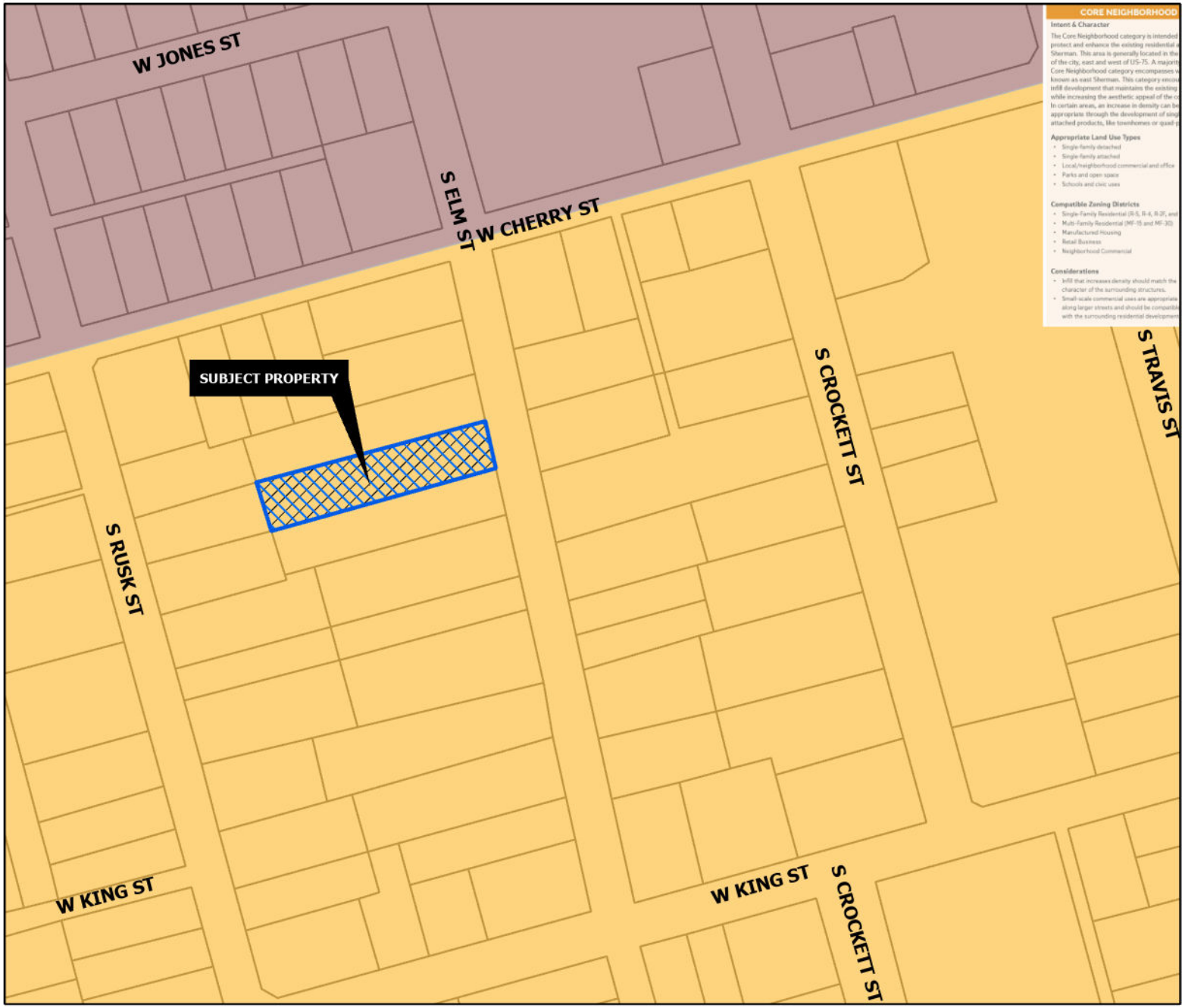
Date: 8/11/2023 1:36 PM



CORE NEIGHBORHOOD

Intent & Character

The Core Neighborhood category is intended to protect and enhance the existing residential areas of Sherman. This area is generally located in the center of the city, east and west of US-75. A majority of the Core Neighborhood category encompasses what is known as east Sherman. This category encourages infill development that maintains the existing character, while increasing the aesthetic appeal of the community. In certain areas, an increase in density can be appropriate through the development of single-family attached products, like townhomes or quad-plexes.

Appropriate Land Use Types

- Single-family detached
- Single-family attached
- Local/neighborhood commercial and office
- Parks and open space
- Schools and civic uses

Compatible Zoning Districts

- Single-Family Residential (R-5, R-4, R-2F, and R-TH)
- Multi-Family Residential (MF-15 and MF-30)
- Manufactured Housing
- Retail Business
- Neighborhood Commercial

Considerations

- Infill that increases density should match the character of the surrounding structures.
- Small-scale commercial uses are appropriate along larger streets and should be compatible with the surrounding residential development.

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- Agriculture/Rural
- Airport
- City Parkland
- Community Commercial
- Core Neighborhood
- Downtown
- Regional Commercial
- Suburban Neighborhood
- Technology Hub
- Subject Locations

CITY OF SHERMAN
FUTURE LAND USE MAP
738 E HWY 82

N
W E
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Date: 8/11/2023 1:36 PM

~ BASIS OF BEARINGS ~
GRID NORTH, NAD 83
TEXAS STATE PLANE COORDINATE SYSTEM
NORTH CENTRAL ZONE

GRAPHIC SCALE

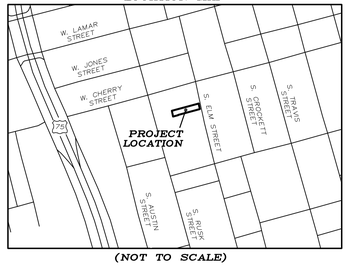
20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

●	1/2" STEEL ROD SET
◎	1/2" STEEL ROD FOUND
———	BOUNDARY LINE
– – –	PROPERTY LINE
P.O.B.	POINT OF BEGINNING

LOCATION MAP



(NOT TO SCALE)

OWNERS/DEVELOPER
OSCAR MEDINA
6406 DAY SPRING DRIVE
THE COLONY, TX 75056

SURVEYOR
DOUGLAS W. UNDERWOOD
R.P.L.S. NO. 4709
3404 INTERURBAN ROAD
DENISON, TEXAS

SHEET 1 OF 1

JOB NO. 23090966
DFT: EB

LEGAL DESCRIPTION

Situated in the County of Grayson, State of Texas, being a part of the Samuel Blagg Survey, Abstract No. 56 and being a retracement survey of that tract of land conveyed to Oscar Medina as recorded in Document Number 2022-30635, Official Public Records, Grayson County, Texas and being described by metes and bounds as follows:

Beginning at a 1/2" steel rod set for the northeast corner of said Medina Tract, common to the southeast corner of a tract of land described in the deed to Hubert Baker and Janie L. Baker, recorded in Volume 1231, Page 567, Deed Records, Grayson County, Texas;

Thence South 11°45'04" East, with the easterly line of said Medina Tract, a distance of 55.09 feet to a 1/2" steel rod set for the southeast corner of said Medina Tract;

Thence South 74°53'05" West, with the southerly line of said Medina Tract, a distance of 217.12 feet to a set 1/2" steel rod;

Thence South 15°06'55" East, continuing with the southerly line of said Medina Tract, a distance of 2.00 feet to a set 1/2" steel rod;

Thence South 74°53'05" West, continuing with the southerly line of said Medina Tract, a distance of 51.00 feet to a 1/2" steel rod set for the southwest corner of said Medina Tract;

Thence North 11°45'04" West, with the westerly line of said Medina Tract, a distance of 57.10 feet to a 1/2" steel rod set for the northwest corner of said Medina Tract, common to the southwest corner of aforesaid Baker Tract;

Thence North 74°53'05" East, with the northerly line of said Medina Tract, a distance of 268.00 feet to the Point of Beginning and containing 0.341 acres of land, more or less.

CERTIFICATE OF COMPLIANCE

The Undersigned, the City Clerk of the City of Sherman, hereby certifies that the foregoing, MEDINA ADDITION, an addition to the City of Sherman, Texas, was submitted to the City Council on the _____day of _____ 2023, and the City Council by formal action then and there accepted the dedication of streets, alleys, easements and public places, as shown and set forth in and upon said map or plat, and said City Council further authorized the Mayor to note the acceptance thereof by signing his name as herein above subscribed.

Witness my hand this_____day of _____ , 2023.

_____
Clerk, City of Sherman, Texas

ACCEPTANCE

Approved this _____ day of _____, 2023, by the City Planning Commission to the City of Sherman, Texas.

_____ _____
Chairman Secretary

CERTIFICATE OF ACCEPTANCE OF DEDICATION

Accepted by the City Council of the City of Sherman

_____ _____
Mayor, City of Sherman, Texas Date

SURVEYOR'S CERTIFICATION

KNOWN ALL MEN BY THESE PRESENTS:

That I, Douglas W. Underwood, Registered Professional Land Surveyor, do hereby certify that I prepared this plat from an actual and accurate survey of the land and that the corner monuments thereon where properly placed, under my personal supervision, in accordance with the subdivision regulations of the City of Sherman, Texas.

_____ _____
Douglas W. Underwood Date
Registered Professional
Land Surveyor, No. 4709

PRELIMINARY
THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED, VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

OWNERS DEDICATION

NOW THEREFORE KNOWN ALL MEN BY THESE PRESENTS:

THAT I, OSCAR MEDINA, do hereby adopt this plat designating the hereinabove property as the MEDINA ADDITION, an addition to the City of Sherman, and do hereby dedicate to the public use forever the streets and easements shown on this plat for the mutual use and accommodation of all public and private utilities desiring to use or using same. Any public or private utility shall have the right to remove and keep removed all or part or any buildings, fences, trees, shrubs or other improvements or growths which in anyway endanger or interfere with the construction, maintenance, or efficiency of its respective systems on any of these easements strips and any public or private utility shall, at all times, have a right of ingress and egress to and from and upon the said easement strips for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or part of its respective system without the permission of anyone. This plat approved subject to all ordinances, rules regulations and resolutions of the City of Sherman, Texas.

WITNESS MY HAND this_____day of _____, 2023.

_____
OSCAR MEDINA

STATE OF TEXAS
COUNTY OF GRAYSON

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared, OSCAR MEDINA known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this___day of_____, 2023.

_____
Notary Public in and for
the State of Texas
Commission Expires: _____

AVIGATION RELEASE

THE STATE OF TEXAS
COUNTY OF GRAYSON

WHEREAS, OSCAR MEDINA, hereinafter called OWNER (whether one or more), is the owner of a certain parcel of land situated in the City of Sherman, Grayson County, Texas, being more particularly described as MEDINA ADDITION, an addition to the City of Sherman, Grayson County, Texas.

OWNER does hereby waive, release, remise, quit claim and forever hold harmless the City of Sherman, Texas, a municipal corporation, hereinafter called CITY, and Sherman Municipal Airport, hereinafter called AIRPORT, from any and all claims for damages of any kind that OWNER may now have or may hereinafter have in the future by reason of the passage of all aircraft (aircraft being defined for the purposes of this instrument as any contrivance now known or hereinafter invented, used or designed or navigation of or flight in the air) by whomsoever owned and operated, in the airspace above OWNER'S property. Such release shall include, but not be limited to, any damages to the OWNER's described property, such as noise, vibration, fumes, dust, fuel and lubricant particles, and all other effects that may be caused by the operation of aircraft landing at or taking off from or operating at or on the Sherman Municipal Airport, whether such claim be for injury or death to person or persons damages to or taking off of property; and OWNER does hereby fully remiss and release any right or cause of action which it may now have or which it may in the future have against the CITY or AIRPORT, whether such claims be for injury or death to persons or damage to property due to noises, vibration, fumes, dust, fuel and lubricant particles, and all the other effects that may be caused or may have been caused by the operation and/or maintenance of aircraft or aircraft engines at or on said Sherman Municipal Airport.

It is agreed that this Release shall be binding upon OWNER, his successors, heirs, executors, administrators and assigns, in interest with regard to said property located at MEDINA ADDITION, an addition to the City of Sherman, Texas, and it is further agreed that this instrument shall be a covenant running with the land, and shall be recorded in the Deed Records of Grayson County, Texas.

EXECUTED THIS _____DAY OF_____, 2023

BY: OSCAR MEDINA

BY: _____

~ GENERAL NOTES ~

1. Water Supply to be provided by the City of Sherman.
2. Sewer Service to be provided by the City of Sherman.
3. Electrical service is provided by Oncor Electrical Delivery.
4. Blocking the flow of water or construction of improvements in drainage easements, and filling or obstruction of the floodway is prohibited.
5. Any existing creeks or drainage channels traversing along or across the addition will remain as open channels and will be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the drainage courses along or across said lots.
6. The City of Sherman will not be responsible for the maintenance and operation of said drainage ways or drainage easements for the control of erosion.
7. Neither the City of Sherman nor the undersigned surveyor will be responsible for any damage, personal injury, or loss of life or property occasioned by flooding or flooding conditions.
8. The owners and builders must comply with all other local, state and federal regulations regarding developments of this type.
9. Bearings are based on the City of Sherman Control Monument Network.
10. The City of Sherman reserves the right to require submission of Development Plat based on proposed use of each lot.
11. The subject property does not lie within a Federal Emergency Management Agency (FEMA) designated flood plain as shown by Firm Map No. 48181C0290G, effective date September 1, 2022.

FINAL PLAT
MEDINA ADDITION

Being a part of the Samuel Blagg, Abstract Number 56.
Being in the City of Sherman, Grayson County, Texas.
Containing 0.341 acres of land

09-15-2023

UNDERWOOD
DRAFTING & SURVEYING
3404 INTERURBAN ROAD DENISON, TEXAS 75021 (903)465-2151

Planning & Zoning Commission and Board of Adjustments **7.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

110-120 BLOCKS WEST MULBERRY STREET (Project No. 23-006074)

The request of Ricardo Alvarez and Dianna Torres (Owner) and Underwood Drafting & Surveying (Surveyor) concerning the property located in the 110-120 Blocks West Mulberry, consisting of 0.67 acres in the J.B. McAnair Survey, Abstract No. 763 and being a part of Lots 1-3 and 8, Block B of the T.J. Shannon Supplement and currently zoned C-1 (Retail Business) District/Downtown Overlay District, as follows:

Planning and Zoning Commission

Final Plat of Liberty Lighthouse Addition

Background:

The property is located in the 110-120 Blocks West Mulberry between North Crockett Street and North Travis Street. The owner would like to plat the property into 2 lots for commercial development.

Adjacent Zoning:

C-2 (General Commercial) District
C-1 (Retail Business) District

Origination:

Ricardo Alvarez and Dianna Torres (Owner)
Underwood Drafting & Surveying (Surveyor)

Master Plan Designation:

Not Applicable.

Number of notices mailed:

Not Required.

Objections Received:

0

Development Review Meeting:

No

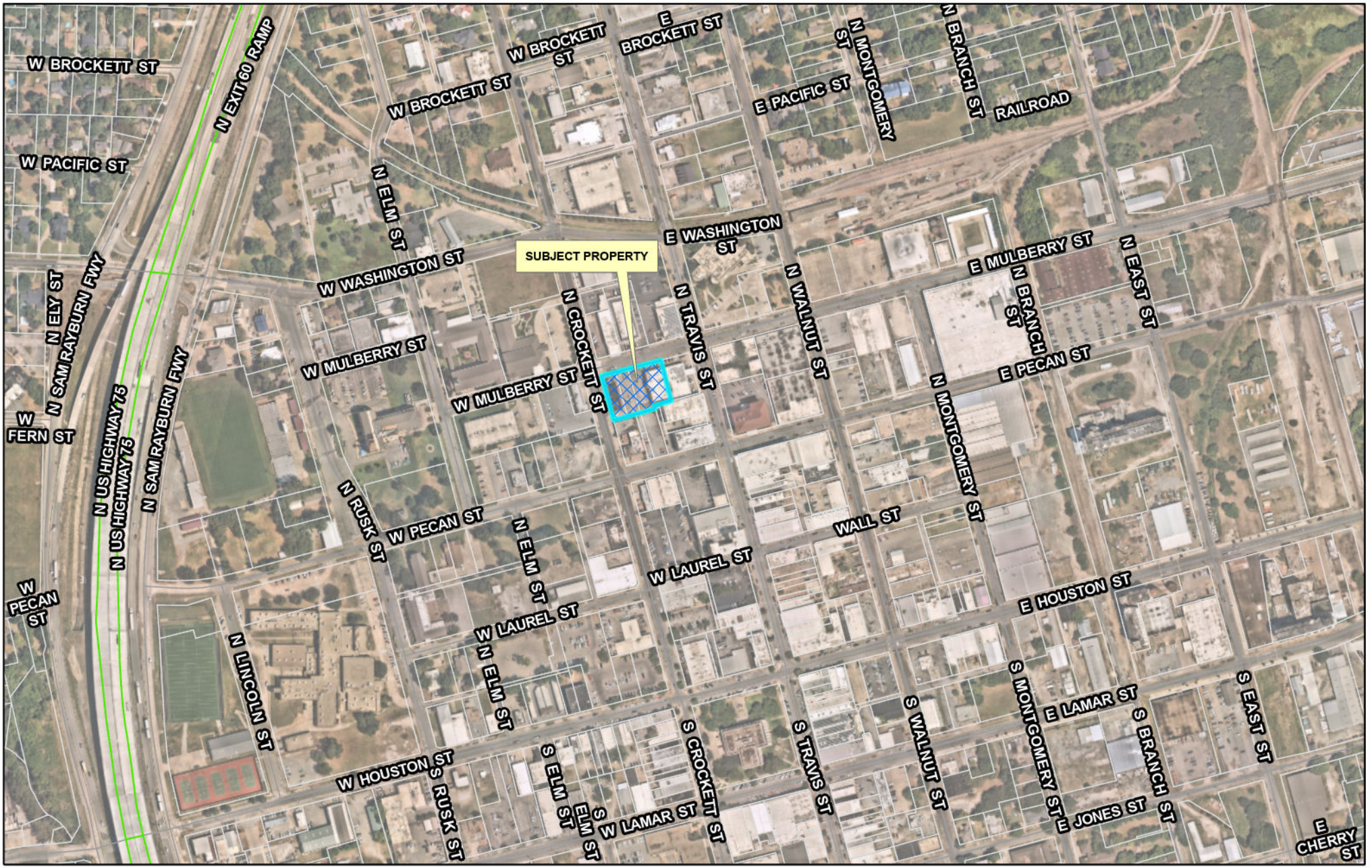
Staff Recommendation:

Staff recommends that the P&Z Commission deny this item for the following:

- Failure to dedicate a 15'x15' Right of Way corner clip on Northwest corner of proposed Lot 1 measured from new Right of Way. *Code of Ordinances Chapter 10.03.003(b)(K); 10.03.003(b)(O)*
- Failure to address all items on the Preliminary Plat Staff Review Letter per City Ordinance. *Code of Ordinances Chapter 10.02.003(a)(3)*

Attachments

Location Map
Zoning Map
Final Plat



dlagrone H:\PLANNING\Public Notification KT.aprx

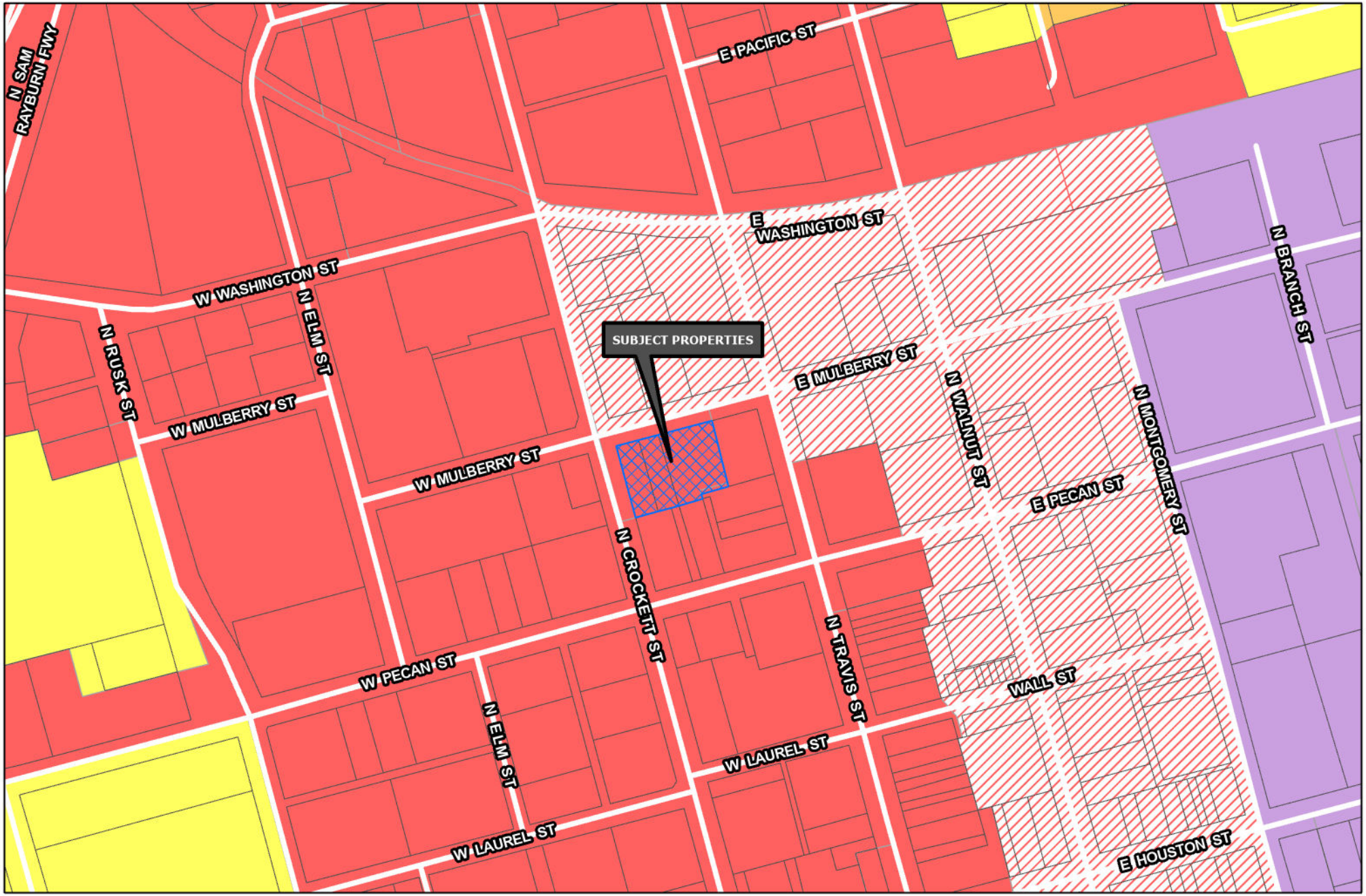
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
110-120 BLKS W MULBERRY ST

N
W E
S

Date: 10/3/2023 3:56 PM



Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development

Road Names All

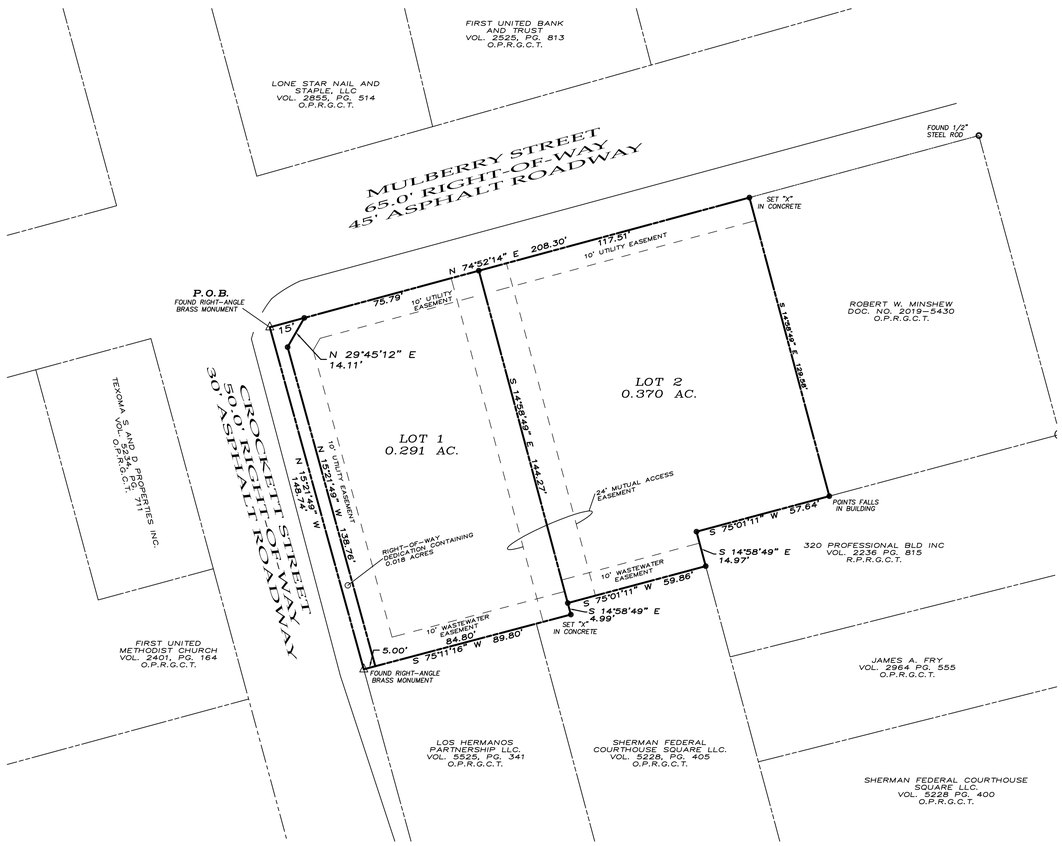
Planning & Zoning

CITY OF SHERMAN
ZONING MAP
110-120 BLKS W MULBERRY ST

N
W E
S

Date: 10/3/2023 3:56 PM

JOB NO. 21040362



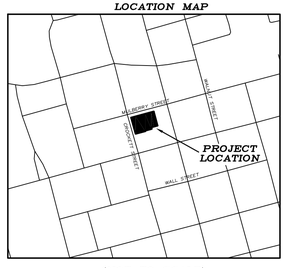
~ BASIS OF BEARINGS ~
GRID NORTH, NAD 83
TEXAS STATE PLANE COORDINATE SYSTEM
NORTH CENTRAL ZONE

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

LOCATION MAP



(NOT TO SCALE)

~ GENERAL NOTES ~

1. Water Supply to be provided by the City of Sherman.
2. Sewer Service to be provided by the City of Sherman.
3. Electrical service is provided by Oncor Electrical Delivery.
4. Blocking the flow of water or construction of improvements in drainage easements, and filling or obstruction of the floodway is prohibited.
5. Any existing creeks or drainage channels traversing along or across the addition will remain as open channels and will be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the drainage courses along or across said lots.
6. The City of Sherman will not be responsible for the maintenance and operation of said drainage ways or drainage easements for the control of erosion.
7. Neither the City of Sherman nor the undersigned surveyor will be responsible for any damage, personal injury, or loss of life or property occasioned by flooding or flooding conditions.
8. The owners and builders must comply with all other local, state and federal regulations regarding developments of this type.
9. Bearings are based on the City of Sherman Control Monument Network.
10. The City of Sherman reserves the right to require submission of Development Plat based on proposed use of each lot.
11. The subject property does not lie within a Federal Emergency Management Agency (FEMA) designated flood plain as shown by Firm Map No. 48181C 0290 G, effective date September 1, 2022.

LEGAL DESCRIPTION

Situated in the County of Grayson, State of Texas, being a part of the J.B. MCANAIR Survey, Abstract No. 763, and being a part of Lots 1-3 and 8, Block B of the T.J. Shannon Supplement, according to the plat thereof recorded in Volume B, Page 259, Deed Records, Grayson County, Texas, and being the same tract of land described in the deed to Diana G. Torres and Ricardo Alvarez, recorded in Document No. 2022-15232, Real Property Records, Grayson County, Texas, and being more particularly described by metes and bounds as follows:

Beginning at a Found Right-Angle Brass Monument at the intersection of the South Right-of-way line of Mulberry Street and the East Right-of-way of Crockett street and being the Northwest corner of said tract;

Thence North 74°52'14" East with said South Right-of-Way a distance of 208.30 feet to a Set "X";

Thence South 14°58'49" East with the West line of the Minshew Tract, Recorded in Document No. 2019-5430 of said Real Property Records, a distance of 129.58 feet to a point;

Thence South 75°01'11" West with the North Line of a tract of land Conveyed to 320 Professional Bldg. Inc, recorded in Volume 2236, Page 815, said Real Property Records, a distance of 57.64 feet to a set ½" steel rod;

Thence South 14°58'49" East with the west line of said 320 Professional Bldg. Inc, a distance of 14.97 feet to a set ½" steel rod;

Thence South 75°01'11" West with the North Line of a tract of land conveyed to Sherman Federal Courthouse Square LLC. Recorded in Volume 4228, Page 405 of Official Public Records, Grayson County, Texas, a distance of 59.86 feet to a set ½" steel rod;

Thence South 14°58'49" East with said Sherman Federal Courthouse Square LLC. a distance of 4.99 feet to a Set "X" in concrete headwall;

Thence South 75°11'16" West with the North line of said Sherman Federal Courthouse Square LLC, and the North line of a tract of land conveyed to Los Hermanos Partnership LLC, Recorded in Volume 5525, Page 341 of said Official Public Records a distance of 89.80 feet to a Found Right-Angle Brass Monument in the west Right-of-Way of said Crockett Street Right-of-Way;

Thence North 15°21'49" West with said Crockett Street Right-of-Way a distance of 148.74 feet to the Point of Beginning and containing 0.679 acres of land.

CERTIFICATE OF COMPLIANCE

The Undersigned, the City Clerk of the City of Sherman, hereby certifies that the foregoing, LIBERTY LIGHTHOUSE ADDITION, an addition to the City of Sherman, Texas, was submitted to the City Council on the ____day of_____, 2023, and the City Council by formal action then and there accepted the dedication of streets, alleys, easements and public places, as shown and set forth in and upon said map or plat, and said City Council further authorized the Mayor to note the acceptance thereof by signing his name as herein above subscribed.

Witness my hand this_____day of _____,2023.

_____
Clerk, City of Sherman, Texas

ACCEPTANCE

Approved this _____ day of _____2023, by the City Planning Commission to the City of Sherman, Texas.

_____ _____
Chairman Secretary

CERTIFICATE OF ACCEPTANCE OF DEDICATION

Accepted by the City Council of the City of Sherman

_____ _____
Mayor, City of Sherman, Texas Date

SURVEYOR'S CERTIFICATION

KNOWN ALL MEN BY THESE PRESENTS:

That I, Douglas W. Underwood, Registered Professional Land Surveyor, do hereby certify that I prepared this plat from an actual and accurate survey of the land and that the corner monuments thereon where properly placed, under my personal supervision, in accordance with the subdivision regulations of the City of Sherman, Texas.

_____ _____
Douglas W. Underwood Date
Registered Professional
Land Surveyor, No. 4709

PRELIMINARY
THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED, VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

OWNERS DEDICATION

NOW THEREFORE KNOWN ALL MEN BY THESE PRESENTS:

THAT I, DIANA G. TORRES & RICARDO ALVAREZ do hereby adopt this plat designating the hereinabove property as LIBERTY LIGHTHOUSE ADDITION, an addition to the City of Sherman, and do hereby dedicate to the public use forever the streets and easements shown on this plat for the mutual use and accommodation of all public and private utilities desiring to use or using same. Any public or private utility shall have the right to remove and keep removed all or part or any buildings, fences, trees, shrubs or other improvements or growths which in anyway endanger or interfere with the construction, maintenance, or efficiency of its respective systems on any of these easements strips and any public or private utility shall, at all times, have a right of ingress and egress to and from and upon the said easement strips for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or part of its respective system without the permission of anyone. This plat approved subject to all ordinances, rules regulations and resolutions of the City of Sherman, Texas.

WITNESS MY HAND this_____day of _____,2023.

_____
DIANA G. TORRES

_____
RICARDO ALVAREZ

STATE OF TEXAS
COUNTY OF GRAYSON

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared DIANA G. TORRES known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this___day of_____, 2023.

_____
Notary Public in and for
the State of Texas
Commission Expires: _____

STATE OF TEXAS
COUNTY OF GRAYSON

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared RICARDO ALVAREZ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this___day of_____, 2023.

_____
Notary Public in and for
the State of Texas
Commission Expires: _____

AVIGATION RELEASE

THE STATE OF TEXAS
COUNTY OF GRAYSON

WHEREAS, DIANA G. TORRES & RICARDO ALVAREZ, hereinafter called OWNER (whether one or more), is the owner of a certain parcel of land situated in the City of Sherman, Grayson County, Texas, being more particularly described as LIBERTY LIGHTHOUSE ADDITION, an addition to the City of Sherman, Grayson County, Texas.

OWNER does hereby waive, release, remise, quit claim and forever hold harmless the City of Sherman, Texas, a municipal corporation, hereinafter called CITY, and Sherman Municipal Airport, hereinafter called AIRPORT, from any and all claims for damages of any kind that OWNER may now have or may hereinafter have in the future by reason of the passage of all aircraft (aircraft being defined for the purposes of this instrument as any contrivance now known or hereinafter invented, used or designed or navigation of or flight in the air) by whomsoever owned and operated, in the airspace above OWNER'S property. Such release shall include, but not be limited to, any damages to the OWNER's described property, such as noise, vibration, fumes, dust, fuel and lubricant particles, and all other effects that may be caused by the operation of aircraft landing at or taking off from or operating at or on the Sherman Municipal Airport, whether such claim be for injury or death to person or persons damages to or taking off of property; and OWNER does hereby fully remiss and release any right or cause of action which it may now have or which it may in the future have against the CITY or AIRPORT, whether such claims be for injury or death to persons or damage to property due to noises, vibration, fumes, dust, fuel and lubricant particles, and all the other effects that may be caused or may have been caused by the operation and/or maintenance of aircraft or aircraft engines at or on said Sherman Municipal Airport.

It is agreed that this Release shall be binding upon OWNER, his successors, heirs, executors, administrators and assigns, in interest with regard to said property located at LIBERTY LIGHTHOUSE ADDITION, an addition to the City of Sherman, Texas, and it is further agreed that this instrument shall be a covenant running with the land, and shall be recorded in the Deed Records of Grayson County, Texas.

EXECUTED THIS_____DAY OF_____, 2023

_____
DIANA G. TORRES

_____
RICARDO ALVAREZ

FINAL PLAT
LIBERTY LIGHTHOUSE ADDITION

BEING A PART OF LOTS 1-3 AND 8 BLOCK B, OF THE T.J. SHANNON SUPPLEMENT IN THE J.B. MCANAIR SURVEY, ABSTRACT 763 O.P.R.G.C.T.
AN ADDITION TO THE CITY OF SHERMAN, GRAYSON COUNTY, TEXAS
BEING 0.67 ACRES

09-19-2023

OWNERS/DEVELOPER
DIANA G. TORRES &
RICARDO ALVAREZ
2104 EAST TUCK STREET
SHERMAN, TX 75090-4111

SURVEYOR
DOUGLAS W. UNDERWOOD
R.P.L.S. NO. 4709
3404 INTERURBAN ROAD
DENISON, TEXAS 75021

UNDERWOOD
DRAFTING & SURVEYING
3404 INTERURBAN ROAD DENISON, TEXAS 75021 (903)465-2151

Planning & Zoning Commission and Board of Adjustments **8.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

1200 SOUTH DEWEY AVENUE (Project No. 23-006075)

The request of City of Sherman (Owner) and Weaver Consultants Group (Surveyor) concerning the property located at 1200 South Dewey Avenue, consisting of 101.638 acres in the J.B. G.B. Pilant Survey, Abstract No. 963, as follows:

Planning and Zoning Commission

Final Plat of Sherman Airport Addition

Background:

The property is located at 1200 South Dewey Avenue between East Ida Road and East Thomas Street. The owner would like to plat the property into 2 lots for airport development.

The following has been approved for this location:

- January 26, 2001 - Specific Use Permit to allow an oil well in an R-1 (One Family Residential) District
- October 20, 2020 - Variance to allow a 15' front setback for three airplane hangars (#1, #9 & #18) in lieu of the required 25' in an R-1 (One Family Residential) District.

Adjacent Zoning:

R-6 (Single Family Residential) District
C-1 (Retail Business) District

Origination:

City of Sherman (Owner)
Weaver Consultants Group (Surveyor)

Master Plan Designation:

Not Applicable.

Number of notices mailed:

Not Required.

Objections Received:

0

Development Review Meeting:
No

Staff Recommendation:
Staff recommends that the P&Z Commission approve this item.

Attachments

Location Map
Zoning Map
Final Plat

Date: 11/1/2023 2:32 PM

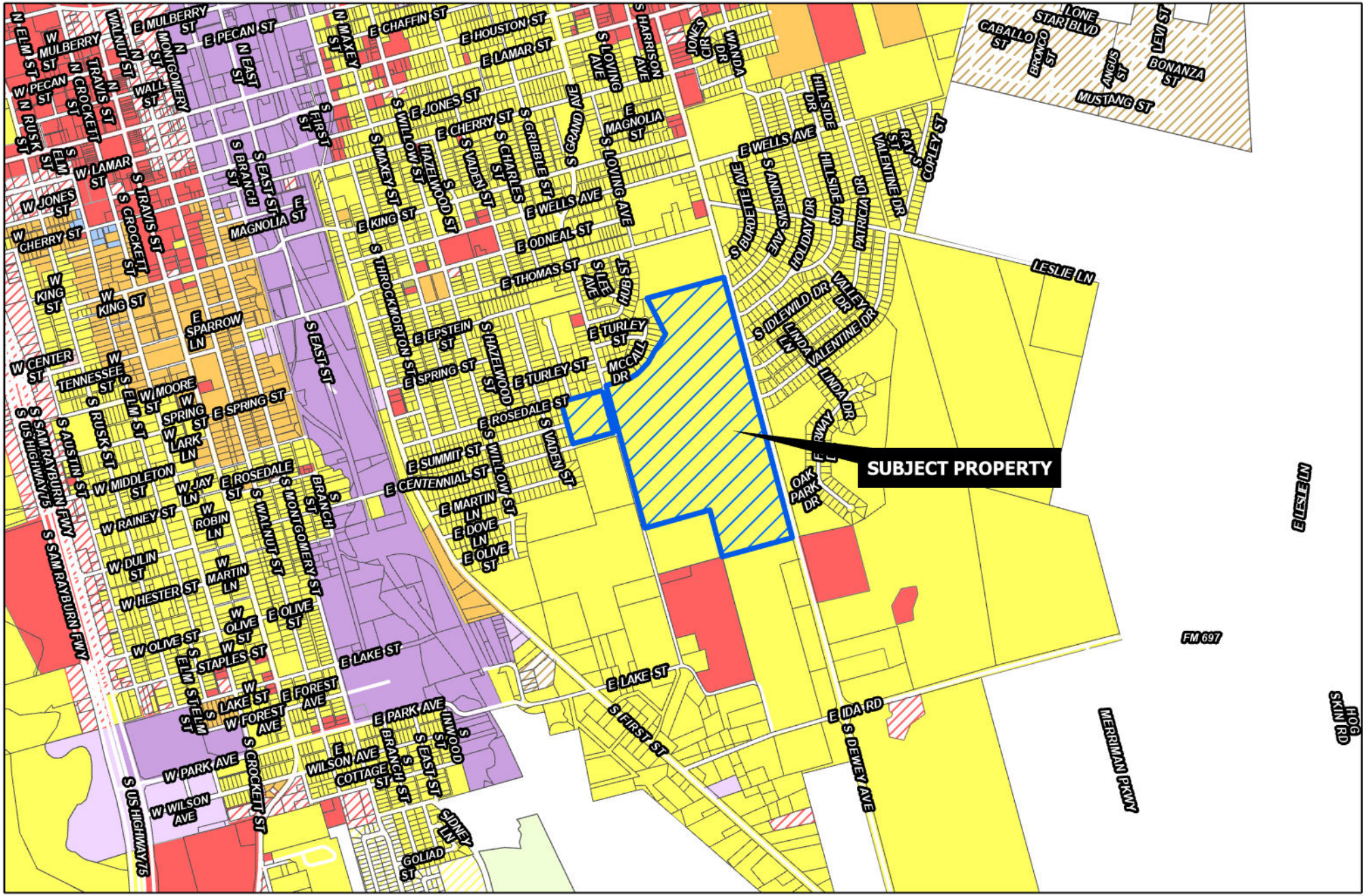
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN

1200 S Dewey

NORTH



Date: 11/1/2023 2:32 PM

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development

Road Names All

Planning&Zoning

CITY OF SHERMAN

1200 S Dewey

NORTH

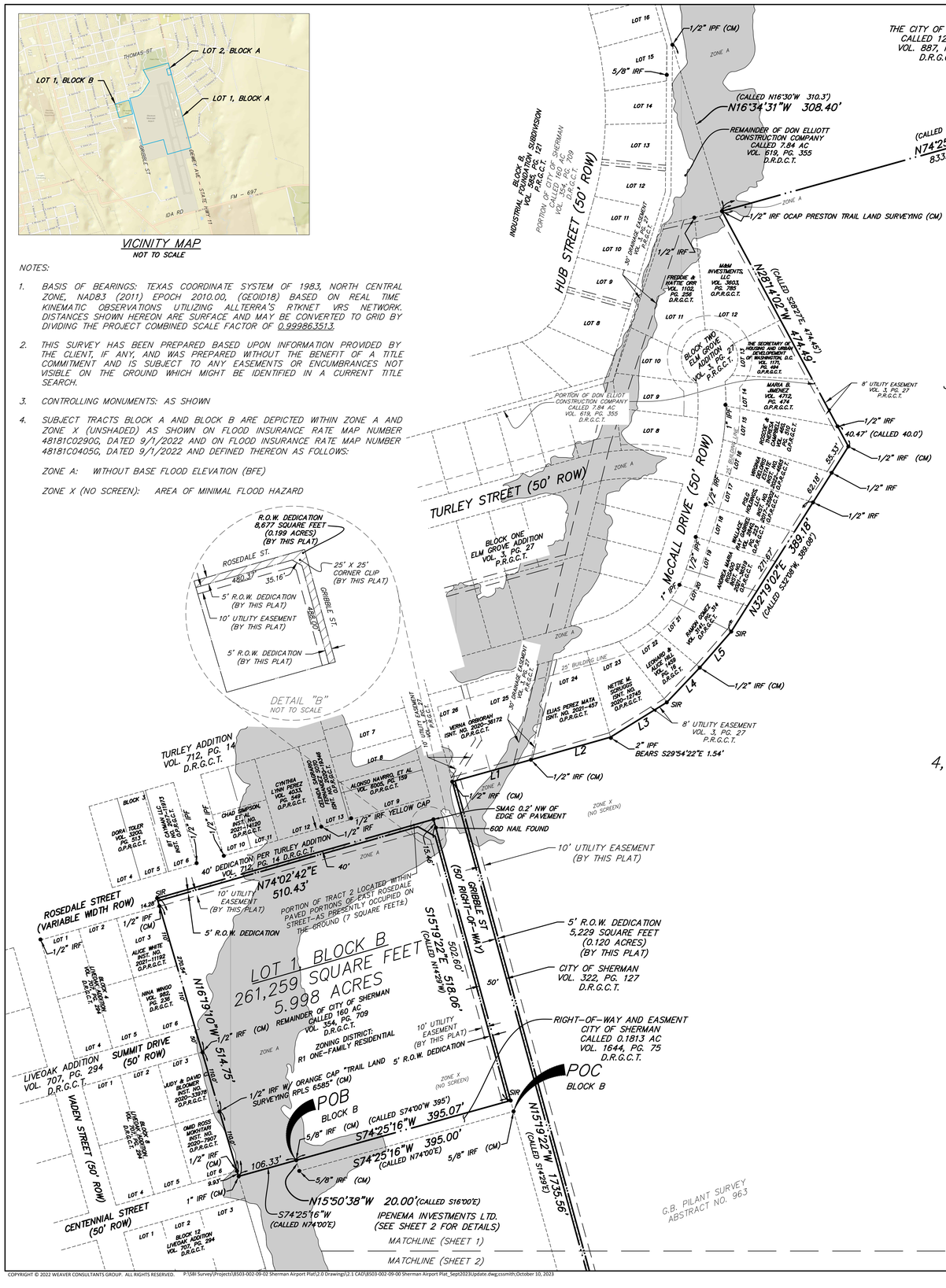
VICINITY MAP
NOT TO SCALE

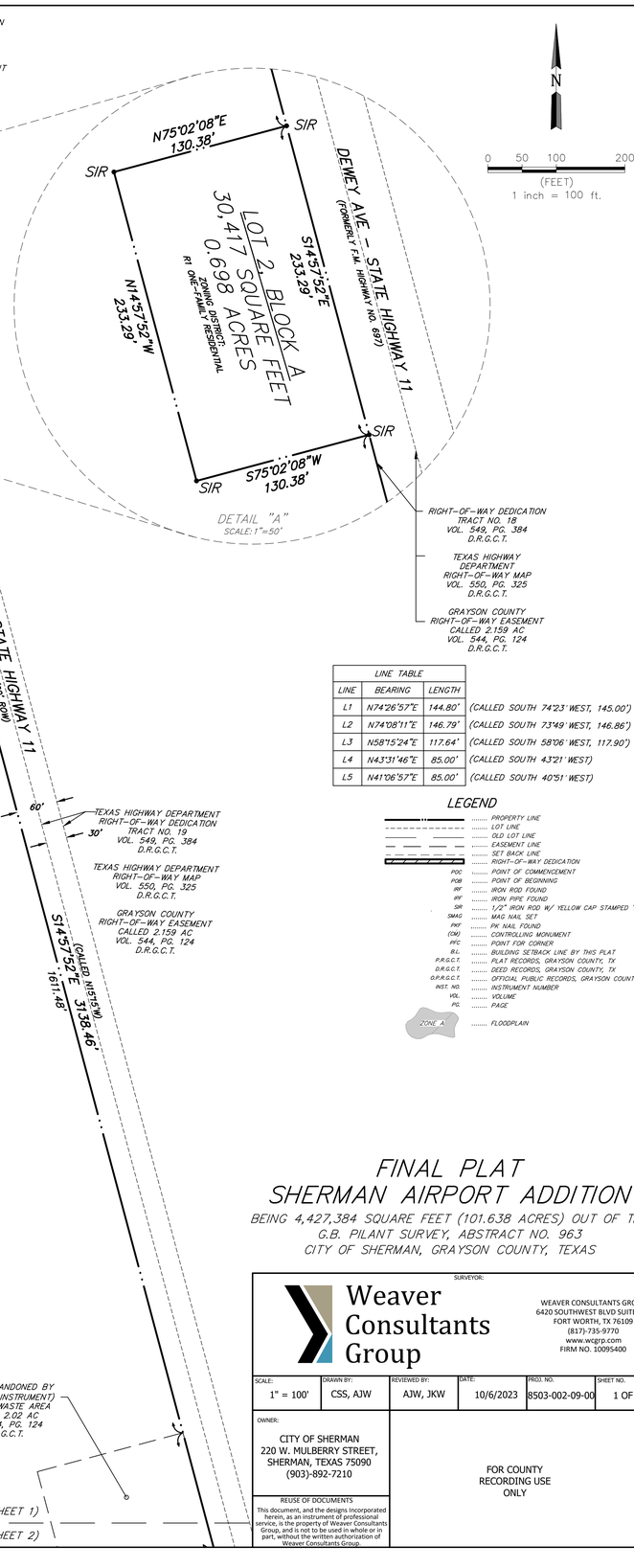
NOTES:

1. BASIS OF BEARINGS: TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE, NAD83 (2011) EPOCH 2010.00, (GEOID18) BASED ON REAL TIME KINEMATIC OBSERVATIONS UTILIZING ALLTERRA'S RTKNET VRS NETWORK. DISTANCES SHOWN HEREON ARE SURFACE AND MAY BE CONVERTED TO GRID BY DIVIDING THE PROJECT COMBINED SCALE FACTOR OF 0.999863513.
2. THIS SURVEY HAS BEEN PREPARED BASED UPON INFORMATION PROVIDED BY THE CLIENT, IF ANY, AND WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT AND IS SUBJECT TO ANY EASEMENTS OR ENCUMBRANCES NOT VISIBLE ON THE GROUND WHICH MIGHT BE IDENTIFIED IN A CURRENT TITLE SEARCH.
3. CONTROLLING MONUMENTS: AS SHOWN
4. SUBJECT TRACTS BLOCK A AND BLOCK B ARE DEPICTED WITHIN ZONE A AND ZONE X (UNSHADED) AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 48181C0290G, DATED 9/1/2022 AND ON FLOOD INSURANCE RATE MAP NUMBER 48181C0405G, DATED 9/1/2022 AND DEFINED THEREON AS FOLLOWS:

   ZONE A: WITHOUT BASE FLOOD ELEVATION (BFE)

   ZONE X (NO SCREEN): AREA OF MINIMAL FLOOD HAZARD





LINE TABLE			
LINE	BEARING	LENGTH	
L1	N74°26'57"E	144.80'	(CALLED SOUTH 74°23' WEST, 145.00')
L2	N74°08'11"E	146.79'	(CALLED SOUTH 73°49' WEST, 146.86')
L3	N58°15'24"E	117.64'	(CALLED SOUTH 58°06' WEST, 117.90')
L4	N43°31'46"E	85.00'	(CALLED SOUTH 43°21' WEST)
L5	N41°06'57"E	85.00'	(CALLED SOUTH 40°51' WEST)

LEGEND

- PROPERTY LINE
- LOT LINE
- OLD LOT LINE
- EASEMENT LINE
- SET BACK LINE
- RIGHT-OF-WAY DEDICATION
- POC ..... POINT OF COMMENCEMENT
- POB ..... POINT OF BEGINNING
- IRF ..... IRON ROD FOUND
- IPF ..... IRON PIPE FOUND
- SIR ..... 1/2" IRON ROD W/ YELLOW CAP STAMPED "WCG"
- SMAG ..... MAG NAIL SET
- PKF ..... PK NAIL FOUND
- (CM) ..... CONTROLLING MONUMENT
- PTC ..... POINT FOR CORNER
- B.L. ..... BUILDING SETBACK LINE BY THIS PLAT
- P.R.G.C.T. ..... PLAT RECORDS, GRAYSON COUNTY, TX
- D.R.G.C.T. ..... DEED RECORDS, GRAYSON COUNTY, TX
- O.P.R.G.C.T. ..... OFFICIAL PUBLIC RECORDS, GRAYSON COUNTY, TX
- INST. NO. ..... INSTRUMENT NUMBER
- VOL. ..... VOLUME
- PG. ..... PAGE
- ZONE A ..... FLOODPLAIN

FINAL PLAT
SHERMAN AIRPORT ADDITION

BEING 4,427,384 SQUARE FEET (101.638 ACRES) OUT OF THE G.B. PILANT SURVEY, ABSTRACT NO. 963 CITY OF SHERMAN, GRAYSON COUNTY, TEXAS

SURVEYOR:
Weaver Consultants Group
WEAVER CONSULTANTS GROUP
6420 SOUTHWEST BLVD SUITE 206
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(817)-735-9770
www.wcgrp.com
FIRM NO. 10095400

SCALE:	DRAWN BY:	REVIEWED BY:	DATE:	PROJ. NO.	SHEET NO.
1" = 100'	CSS, AJW	AJW, JKW	10/6/2023	8503-002-09-00	1 OF 3

OWNER:
CITY OF SHERMAN
220 W. MULBERRY STREET,
SHERMAN, TEXAS 75090
(903)-892-7210

FOR COUNTY RECORDING USE ONLY

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P:\SRI Survey\Projects\8503-002-09-02 Sherman Airport Plat\2.0 Drawings\2.1 CAD\8503-002-09-00 Sherman Airport Plat_Sept2023Update.dwg;cssmith;October 10, 2023

LIVEOAK ADDITION
VOL. 707, PG. 294
D.R.G.C.T.

SUMMIT DRIVE
(50' ROW)

VADEN STREET (50' ROW)

CENTENNIAL STREET
(50' ROW)

LOT 1 | LOT 2 | LOT 3 | LOT 4 | LOT 5 | LOT 6

JUDY & DAVID BLOOMER
INST. NO. 2020-33978
O.P.R.G.C.T.

OMID ROSS MONTAHI
INST. NO. 2021-7907
O.P.R.G.C.T.

BLOCK 8
LIVEOAK ADDITION
VOL. 707, PG. 294
D.R.G.C.T.

BLOCK 12
LIVEOAK ADDITION
VOL. 707, PG. 294
D.R.G.C.T.

514.75'

110.0'

9.93'

ZONE A

ZONING DISTRICT:
R1 ONE-FAMILY RESIDENTIAL

5' R.O.W. DEDICATION
(BY THIS PLAT)

1/2" IRF W/ ORANGE CAP "TRAIL LAND SURVEYING RPLS 6585" (CM)

ZONE X
(NO SCREEN)

POB
BLOCK B

5/8" IRF (CM)

(CALLED S74°00'W 395')
S74°25'16"W 395.00'
(CALLED N74°00'E)

5/8" IRF (CM)

106.33'

1/2" IRF (CM)

1" IRF (CM)

5/8" IRF (CM)

N15°50'38"W 20.00'(CALLED S16°00'E)

S74°25'16"W
(CALLED N74°00'E)

CALLED 0.1813 AC
VOL. 1644, PG. 75
D.R.G.C.T.

POC
BLOCK B

N15°19'22"W 1735.56'
(CALLED S14°29'E)

G.B. PILANT SURVEY
ABSTRACT NO. 963

MATCHLINE (SHEET 1)
MATCHLINE (SHEET 2)

IPENEMA INVESTMENTS LTD.
CALLED 9.3697 AC
VOL. 5882, PG. 127
D.R.G.C.T.

CORRECTED BY:
"CORRECTION INSTRUMENT AS TO
A RECORDED ORIGINAL INSTRUMENT"
INST. NO. 2017-18321
O.P.R.G.C.T.

PORTION OF CITY OF SHERMAN
CALLED 160 AC
VOL. 354, PG. 709
D.R.G.C.T.

ZONE A

10' UTILITY EASEMENT
(BY THIS PLAT)

5' R.O.W. DEDICATION
5,229 SQUARE FEET
(0.120 ACRES)
(BY THIS PLAT)

CITY OF SHERMAN
VOL. 322, PG. 127
D.R.G.C.T.

50'

3/8" IRF IN BROKEN CONC

LOT 1, BLOCK A
4,135,708 SQUARE FEET
94.942 ACRES

REMAINDER OF
CITY OF SHERMAN
CALLED 160 AC
VOL. 354, PG. 709
D.R.G.C.T.

ZONING DISTRICT:
R1 ONE-FAMILY RESIDENTIAL

(TO BE ABANDONED BY
SEPARATE INSTRUMENT)
PART 2, WASTE AREA
CALLED 2.02 AC
VOL. 544, PG. 124
D.R.G.C.T.

MATCHLINE (SHEET 1)
MATCHLINE (SHEET 2)

400.0'

60'

30'

30'

TEXAS HIGHWAY DEPARTMENT
RIGHT-OF-WAY DEDICATION
TRACT NO. 19
VOL. 549, PG. 384
D.R.G.C.T.

TEXAS HIGHWAY DEPARTMENT
RIGHT-OF-WAY MAP
VOL. 550, PG. 325
D.R.G.C.T.

GRAYSON COUNTY
RIGHT-OF-WAY EASEMENT
CALLED 2.159 AC
VOL. 544, PG. 124
D.R.G.C.T.

TEXAS HIGHWAY DEPARTMENT
RIGHT-OF-WAY TRACT NO. 18
VOL. 549, PG. 384
D.R.G.C.T.

TEXAS HIGHWAY DEPARTMENT
RIGHT-OF-WAY MAP
VOL. 550, PG. 325
D.R.G.C.T.

GRAYSON COUNTY
RIGHT-OF-WAY EASEMENT
CALLED 2.159 AC
VOL. 544, PG. 124
D.R.G.C.T.

DEMEY AVE – STATE HIGHWAY 11
(FORMERLY FM HIGHWAY 697) (60' ROW)

640.0'

ZONE X
(NO SCREEN)

(TO BE ABANDONED BY
SEPARATE INSTRUMENT)
PART 3, CHANNEL EASEMENT
CALLED 0.032 AC
VOL. 544, PG. 124
D.R.G.C.T.

20.0'

43.00'

SIR

FENCE CORNER
1.0' W & 0.5' S

(CALLED 25.00') 23.86'

(CALLED N74°E)
S74°18'41"W 872.44'

248.58'

S15°28'52"E 608.41'
(CALLED S16°46'22"E)

LUCIO E. DELGADO
CALLED 3.488 AC
VOL. 4921, PG. 822
D.R.G.C.T.

1/2" IRF (CM)

600.00'

CITY OF SHERMAN
CALLED 10 AC
(JUDGEMENT NO. 3004)
VOL. 24, PG. 222
D.R.G.C.T.

CITY OF SHERMAN
CALLED 20 AC
(JUDGEMENT NO. 966)
VOL. 20, PG. 139
D.R.G.C.T.

(50' GRIBBLE ST
RIGHT-OF-WAY)

(CALLED N74°55'38"E 771.49')
S74°55'29"W 773.61'

SIR
FENCE CORNER
0.5' W & 0.9' S

SIR
FENCE CORNER
1.0' E & 0.6' S

N15°04'31"W 550.00'
(CALLED S15°04'22"E)

S15°04'31"E 1513.95'
(CALLED S15°04'22"E, 1,514.19')

EQUITY TRUST COMPANY CUSTODIAN
FBO MARIUS MEINTJES IRA
CALLED 43.9 AC
INST. NO. 2019-27181
O.P.R.G.C.T.

PORTION OF CITY OF SHERMAN
CALLED 160 AC
VOL. 354, PG. 709
D.R.G.C.T.

SKYTRUST, LLC
CALLED 8.910 AC
INST. NO. 2019-21150
O.P.R.G.C.T.

PORTION OF CITY OF SHERMAN
CALLED 160 AC
VOL. 354, PG. 709
D.R.G.C.T.

PKF ON CONC MON

SKYTRUST, LLC
CALLED 1.023 AC
INST. NO. 2020-483
O.P.R.G.C.T.

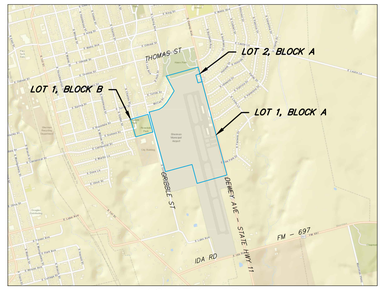
SKYTRUST, LLC
CALLED 21.92 AC
INST. NO. 2019-8657
O.P.R.G.C.T.

PKF

CITY OF SHERMAN
CALLED 10 AC
(JUDGEMENT NO. 3004)
VOL. 24, PG. 222
D.R.G.C.T.

N

0 50 100 200
(FEET)
1 inch = 100 ft.



VICINITY MAP
NOT TO SCALE

LINE TABLE			
LINE	BEARING	LENGTH	
L1	N74°26'57"E	144.80'	(CALLED SOUTH 74°23' WEST, 145.00')
L2	N74°08'11"E	146.79'	(CALLED SOUTH 73°49' WEST, 146.86')
L3	N58°15'24"E	117.64'	(CALLED SOUTH 58°06' WEST, 117.90')
L4	N43°31'46"E	85.00'	(CALLED SOUTH 43°21' WEST)
L5	N41°06'57"E	85.00'	(CALLED SOUTH 40°51' WEST)

LEGEND

	PROPERTY LINE
	LOT LINE
	OLD LOT LINE
	EASEMENT LINE
	SET BACK LINE
	RIGHT-OF-WAY DEDICATION
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
IRF	IRON ROD FOUND
IPF	IRON PIPE FOUND
SIR	1/2" IRON ROD W/ YELLOW CAP STAMPED "WCG"
SMAG	MAG NAIL SET
PKF	PK NAIL FOUND
(CM)	CONTROLLING MONUMENT
PFC	POINT FOR CORNER
B.L.	BUILDING SETBACK LINE BY THIS PLAT
P.R.G.C.T.	PLAT RECORDS, GRAYSON COUNTY, TX
D.R.G.C.T.	DEED RECORDS, GRAYSON COUNTY, TX
O.P.R.G.C.T.	OFFICIAL PUBLIC RECORDS, GRAYSON COUNTY, TX
INST. NO.	INSTRUMENT NUMBER
VOL.	VOLUME
PG.	PAGE
ZONE A	FLOODPLAIN

NOTES:

1. BASIS OF BEARINGS: TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE, NAD83 (2011) EPOCH 2010.00, (GEOID18) BASED ON REAL TIME KINEMATIC OBSERVATIONS UTILIZING ALLTERRA'S RTKNET VRS NETWORK. DISTANCES SHOWN HEREON ARE SURFACE AND MAY BE CONVERTED TO GRID BY DIVIDING THE PROJECT COMBINED SCALE FACTOR OF 0.999863513.
2. THIS SURVEY HAS BEEN PREPARED BASED UPON INFORMATION PROVIDED BY THE CLIENT, IF ANY, AND WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT AND IS SUBJECT TO ANY EASEMENTS OR ENCUMBRANCES NOT VISIBLE ON THE GROUND WHICH MIGHT BE IDENTIFIED IN A CURRENT TITLE SEARCH.
3. CONTROLLING MONUMENTS: AS SHOWN
4. SUBJECT TRACTS BLOCK A AND BLOCK B ARE DEPICTED WITHIN ZONE A AND ZONE X (UNSHADED) AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 48181C0290G, DATED 9/1/2022 AND ON FLOOD INSURANCE RATE MAP NUMBER 48181C0405G, DATED 9/1/2022 AND DEFINED THEREON AS FOLLOWS:

   ZONE A: WITHOUT BASE FLOOD ELEVATION (BFE)

   ZONE X (NO SCREEN): AREA OF MINIMAL FLOOD HAZARD

FINAL PLAT
SHERMAN AIRPORT ADDITION

BEING 4,427,384 SQUARE FEET (101.638 ACRES) OUT OF THE
G.B. PILANT SURVEY, ABSTRACT NO. 963
CITY OF SHERMAN, GRAYSON COUNTY, TEXAS

SURVEYOR:
Weaver Consultants Group
WEAVER CONSULTANTS GROUP
6420 SOUTHWEST BLVD SUITE 206
FORT WORTH, TX 76109
(817)-735-9770
www.wcgrp.com
FIRM NO. 10095400

SCALE:	DRAWN BY:	REVIEWED BY:	DATE:	PROJ. NO.	SHEET NO.
1" = 100'	CSS, AJW	AJW, JKW	10/6/2023	8503-002-09-00	2 OF 3

OWNER:
CITY OF SHERMAN
220 W. MULBERRY STREET,
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P:\SBI Survey\Projects\8503-002-09-02 Sherman Airport Plat\2.0 Drawings\2.1 CAD\8503-002-09-00 Sherman Airport Plat_Sept2023Update.dwg;cssmith;October 6, 2023

BLOCK A LEGAL DESCRIPTION

BEING A 4,166,125 SQUARE FOOT (95.640 ACRE) TRACT OF LAND SITUATED IN THE G.B. PILANT SURVEY, ABSTRACT NO. 963, CITY OF SHERMAN, GRAYSON COUNTY, TEXAS AND BEING A PORTION OF A CALLED 160 ACRE TRACT OF LAND DESCRIBED IN A DEED TO THE CITY OF SHERMAN, RECORDED IN VOLUME 354, PAGE 709, DEED RECORDS, GRAYSON COUNTY, TEXAS (D.R.G.C.T.) AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG" SET IN THE SOUTHWEST RIGHT–OF–WAY LINE OF DEWEY AVENUE – STATE HIGHWAY 11, FORMERLY KNOWN AS F.M. HIGHWAY 697, AND HEREINAFTER REFERRED TO AS DEWEY AVENUE, BEING A 60–FOOT RIGHT–OF–WAY AS DESCRIBED IN A RIGHT–OF–WAY DEDICATION, RECORDED IN VOLUME 549, PG. 384, D.R.G.C.T. AND TEXAS HIGHWAY DEPARTMENT RIGHT–OF–WAY MAP RECORDED IN VOLUME 550, PG. 325, D.R.G.C.T., AND BEING IN THE SOUTH LINE OF A CALLED 12.98 ACRE TRACT OF LAND TO THE CITY OF SHERMAN, RECORDED IN VOLUME 887, PG. 469, D.R.G.C.T. AND NORTH LINE OF SAID 160 ACRE TRACT, FOR THE NORTHWEST CORNER OF A CALLED 2.159 ACRE RIGHT–OF–WAY EASEMENT TRACT TO GRAYSON COUNTY, RECORDED IN VOLUME 544, PAGE 124 D.R.G.C.T., AND FOR THE NORTHWEST CORNER OF "TRACT 18" AND THE SOUTHWEST CORNER OF "TRACT 17" DESCRIBED IN SAID RIGHT–OF–WAY DEDICATION (VOLUME 549, PG. 384, D.R.G.C.T.) AND DEPICTED ON SAID RIGHT–OF–WAY MAP (VOLUME 550, PG. 325, D.R.G.C.T), AND FOR THE NORTHEAST CORNER OF A CALLED 0.069 ACRE CHANNEL EASEMENT TRACT TO STATE OF TEXAS, RECORDED IN VOLUME 549, PAGE 382, D.R.G.C.T., AND FOR THE NORTHEAST CORNER OF SAID 95.6400 ACRE TRACT;

THENCE SOUTH 14° 57' 52" EAST (CALLED NORTH 15° 15'WEST), ALONG THE COMMON LINE OF SAID SOUTHWEST RIGHT–OF–WAY LINE OF DEWEY AVENUE, THE REMAINDER OF SAID 160 ACRE TRACT, SAID 2.159 ACRE TRACT, SAID "TRACT 18"; AND SAID 95.640 ACRE TRACT, PASSING AT A DISTANCE OF 30.0 FEET, A POINT FOR THE SOUTHEAST CORNER OF SAID 0.069 ACRE CHANNEL EASEMENT TRACT, CONTINUING ALONG SAID COMMON LINE AND PASSING AT A DISTANCE OF 190.69 FEET, A 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG" SET FOR THE NORTH CORNER OF LOT 2 OF SAID BLOCK A, CONTINUING AND PASSING AT A DISTANCE OF 423.98 FEET, A 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG" SET FOR THE SOUTHEAST CORNER OF LOT 2 OF SAID BLOCK A, CONTINUING ALONG SAID COMMON LINE AND PASSING AT A DISTANCE OF 2,035.46 FEET, A POINT FOR THE NORTHEAST CORNER OF A CALLED 2.02 ACRE WASTE AREA TRACT TO GRAYSON COUNTY, RECORDED IN VOLUME 544, PAGE 124, D.R.G.C.T., CONTINUING ALONG SAID COMMON LINE AND PASSING AT A DISTANCE OF 2,435.46 FEET, A POINT FOR THE SOUTHEAST CORNER OF SAID 2.02 ACRE WASTE AREA TRACT, CONTINUING ALONG SAID COMMON LINE AND PASSING AT A DISTANCE OF 3,075.46 FEET, A POINT FOR THE NORTHEAST CORNER OF A CALLED 0.032 ACRE CHANNEL EASEMENT TRACT TO GRAYSON COUNTY RECORDED IN VOLUME 544, PAGE 124, D.R.G.C.T., CONTINUING ALONG SAID COMMON LINE AND PASSING AT A DISTANCE OF 3,095.46 FEET, A POINT FOR THE SOUTHEAST CORNER OF SAID 0.032 ACRE CHANNEL EASEMENT TRACT, CONTINUING ALONG SAID COMMON LINE FOR A TOTAL DISTANCE OF 3,138.46 FEET TO A 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG" SET IN SAID SOUTHWEST RIGHT–OF–WAY LINE OF DEWEY AVENUE AND IN THE SOUTH LINE OF SAID 160 ACRE TRACT AND FOR THE NORTHEAST CORNER OF A CALLED 3.488 ACRE TRACT OF LAND TO LUCIO E. DELGADO, RECORDED IN VOLUME 4921, PAGE 822, D.R.G.C.T., AND FOR THE SOUTHEAST CORNER OF SAID 95.640 ACRE TRACT AND FOR THE SOUTHWEST CORNER OF SAID 2.159 ACRE EASEMENT TRACT AND SAID "TRACT 18"; FROM WHICH A 1/2–INCH IRON ROD FOUND IN SAID SOUTHWEST RIGHT–OF–WAY LINE OF DEWEY AVENUE AND FOR THE SOUTHEAST CORNER OF SAID 3.488 ACRE TRACT BEARS SOUTH 15° 28'52"EAST (CALLED SOUTH 16° 46'22"EAST) A DISTANCE OF 608.41 FEET,

THENCE SOUTH 74° 18' 41" WEST (CALLED NORTH 74° EAST), ALONG THE COMMON LINE OF SAID 3.488 ACRE TRACT, SAID 160 ACRE TRACT, SAID 95.640 ACRE TRACT AND ALONG A BARBED–WIRE FENCE, PASSING AT A DISTANCE OF 248.58 FEET, A POINT FOR THE EASTERLY NORTH CORNER OF A CALLED 10 ACRE TRACT OF LAND DESCRIBED IN JUDGEMENT NO. 3004 TO THE CITY OF SHERMAN, RECORDED IN VOLUME 24. PAGE 222, D.R.G.C.T. AND FOR NORTHWEST CORNER OF SAID 3.488 ACRE TRACT, LEAVING SAID FENCE AND CONTINUING ALONG THE COMMON LINE OF SAID 10 ACRE TRACT AND SAID 160 ACRE TRACT AND SAID 95.640 ACRE TRACT AND PASSING AT A DISTANCE OF 272.44 FEET A POINT FOR THE NORTHEAST CORNER OF A CALLED 20 ACRE TRACT OF LAND DESCRIBED IN JUDGEMENT NO. 966 TO THE CITY OF SHERMAN, RECORDED IN VOLUME 20, PAGE 139, D.R.G.C.T. AND FOR THE WESTERLY NORTH CORNER OF SAID 10 ACRE TRACT, CONTINUING ALONG THE COMMON LINE OF SAID 20 ACRE TRACT AND SAID 160 ACRE TRACT AND SAID 95.640 ACRE TRACT FOR A TOTAL DISTANCE OF 872.44 FEET TO A 1/2–INCH IRON ROD FOUND FOR THE NORTHEAST CORNER OF A CALLED 21.92 ACRE TRACT OF LAND DESCRIBED IN WARRANTY DEED WITH VENDOR'S LIEN TO SKYTRUST, LLC, RECORDED IN INSTRUMENT NO. 2019–8657, OFFICIAL PUBLIC RECORDS, GRAYSON COUNTY, TEXAS (O.P.R.G.C.T.) AND FOR THE SOUTHEAST CORNER OF A CALLED 8.910 ACRE TRACT OF LAND DESCRIBED IN SPECIAL WARRANTY DEED TO SKYTRUST, LLC, RECORDED IN INSTRUMENT NO. 2019–21150, O.P.R.G.C.T. AND FOR THE NORTHWEST CORNER OF SAID 20 ACRE TRACT AND FOR THE MOST SOUTHERLY CORNER OF SAID 95.640 ACRE TRACT;

THENCE ALONG THE COMMON LINE OF THE REMAINDER OF SAID 160 ACRE TRACT, SAID 8.910 ACRE TRACT, SAID 95.640 ACRE TRACT, AND ALONG A BARBED WIRE FENCE THE FOLLOWING COURSES AND DISTANCES:

NORTH 15° 04' 31" WEST, A DISTANCE OF 550.00 FEET (CALLED SOUTH 15° 04'22"EAST), TO 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG" SET FOR THE NORTHEAST CORNER OF SAID 8.910 ACRE TRACT AND FOR AN INNER ELL CORNER OF SAID 95.640 ACRE TRACT;

SOUTH 74° 55' 29" WEST, A DISTANCE OF 773.61 FEET (CALLED NORTH 74° 55'38"EAST A DISTANCE OF 771.49 FEET), TO A 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG"SET IN THE NORTHEAST RIGHT–OF–WAY LINE OF GRIBBLE STREET AS DESCRIBED IN A DEED TO THE CITY OF SHERMAN, RECORDED IN VOLUME 322, PAGE 127, D.R.G.C.T., FOR THE NORTHWEST CORNER OF SAID 8.910 ACRE TRACT, FOR THE SOUTH CORNER OF A 5 FOOT RIGHT–OF–WAY DEDICATION BY THIS PLAT, AND FOR A SOUTHWESTERLY CORNER OF SAID 95.640 ACRE TRACT;

THENCE NORTH 15° 19' 22" WEST (CALLED SOUTH 14° 29' EAST), ALONG THE COMMON LINE OF THE NORTHEAST RIGHT–OF–WAY LINE OF SAID GRIBBLE STREET, THE SOUTHWEST RIGHT–OF–WAY LINE OF SAID 5 FOOT RIGHT–OF–WAY DEDICATION, THE REMAINDER OF SAID 160 ACRE TRACT, AND WEST LINE OF SAID 95.640 ACRE TRACT, A DISTANCE OF 1,735.56 FEET TO A 1/2–INCH IRON ROD FOUND FOR THE SOUTHWEST CORNER OF A CALLED 7.84 ACRE TRACT OF LAND DESCRIBED IN DEED TO DON ELLIOT CONSTRUCTION COMPANY, RECORDED IN VOLUME 619, PAGE 355, D.R.G.C.T., AND FOR THE SOUTHWEST CORNER OF LOT 26, BLOCK TWO, ELK GROVE ADDITION TO THE CITY OF SHERMAN, RECORDED IN VOLUME 3, PAGE 27, PLAT RECORDS OF GRAYSON COUNTY, TEXAS (P.R.G.C.T.) AND FOR THE WESTERNMOST CORNER OF SAID 95.640 ACRE TRACT;

THENCE NORTHERLY, ALONG THE COMMON LINE OF THE REMAINDER OF SAID 160 ACRE TRACT, SAID 7.84 ACRE TRACT, BLOCK TWO OF SAID ELM GROVE ADDITION AND SAID 95.640 ACRE TRACT THE FOLLOWING COURSES AND DISTANCES:

NORTH 74° 26' 57" EAST, A DISTANCE OF 144.80 FEET (CALLED SOUTH 74° 23' WEST, A DISTANCE OF 145.00 FEET) TO A 1/2–INCH IRON ROD FOR COMMON CORNER OF LOT 25 AND LOT 24, BLOCK TWO OF SAID ELM GROVE ADDITION, SAID 7.84 ACRE TRACT, AND SAID 95.640 ACRE TRACT;

NORTH 74° 08' 11" EAST, A DISTANCE OF 146.79 FEET (CALLED SOUTH 73° 49' WEST, A DISTANCE OF 146.86 FEET) TO A POINT FOR COMMON CORNER OF SAID LOT 24 AND LOT 23, BLOCK TWO OF SAID ELM GROVE ADDITION, SAID 7.84 ACRE TRACT, AND SAID 95.640 ACRE TRACT, FROM WHICH A FOUND 2–INCH IRON PIPE BEARS SOUTH 29° 54' 22" EAST, A DISTANCE OF 1.54 FEET;

NORTH 58° 15' 24" EAST, A DISTANCE OF 117.64 FEET (CALLED SOUTH 58° 06' WEST, A DISTANCE OF 117.90 FEET) TO A 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG"SET FOR COMMON CORNER OF SAID LOT 23 AND LOT 22, BLOCK TWO OF SAID ELM GROVE ADDITION, SAID 7.84 ACRE TRACT, AND SAID 95.640 ACRE TRACT;

NORTH 43° 31' 46" EAST, A DISTANCE OF 85.00 FEET (CALLED SOUTH 43° 21' WEST), TO A 1/2–INCH IRON ROD FOR COMMON CORNER OF SAID LOT 22 AND LOT 21, BLOCK TWO OF SAID ELM GROVE ADDITION, SAID 7.84 ACRE TRACT, AND SAID 95.640 ACRE TRACT;

NORTH 41° 06' 57" EAST (CALLED SOUTH 40° 51'WEST), A DISTANCE OF 85.00 FEET TO A 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG" SET FOR COMMON CORNER OF SAID LOT 21 AND LOT 20, BLOCK TWO OF SAID ELM GROVE ADDITION, SAID 7.84 ACRE TRACT, AND SAID 95.640 ACRE TRACT;

NORTH 32° 19' 02"E (CALLED SOUTH 32° 08' WEST), PASSING AT A DISTANCE OF 271.67 FEET, A 1/2–INCH IRON ROD FOUND IN SAID COMMON LINE FOR THE COMMON CORNER OF LOT 16 AND 17, BLOCK TWO OF SAID ELM GROVE ADDITION, CONTINUING WITH SAID COMMON LINE AND PASSING AT A DISTANCE OF 333.85 FEET, A 1/2–INCH IRON ROD FOUND IN SAID COMMON LINE FOR THE COMMON CORNER OF SAID LOT 16 AND LOT 15, BLOCK TWO OF SAID ELM GROVE ADDITION, AND CONTINUING WITH SAID COMMON LINE FOR A TOTAL DISTANCE OF 389.18 FEET (CALLED 389.08 FEET) TO A 1/2–INCH IRON ROD FOUND FOR COMMON CORNER OF SAID LOT 15, BLOCK TWO OF SAID ELM GROVE ADDITION, AND SAID 7.84 ACRE TRACT, AND SAID 95.640 ACRE TRACT;

NORTH 28°14'02" WEST (CALLED SOUTH 28°27' EAST), PASSING AT A DISTANCE OF 40.47 FEET (CALLED 40.00 FEET), A 1/2–INCH IRON ROD FOUND IN SAID COMMON LINE FOR THE COMMON CORNER OF LOT 15 AND 14, BLOCK TWO OF SAID ELM GROVE ADDITION, CONTINUING WITH SAID COMMON LINE FOR A TOTAL DISTANCE OF 474.49 FEET (CALLED 474.45 FEET) TO A 1/2–INCH IRON ROD FOUND FOR THE NORTHERNMOST CORNER OF LOT 12, BLOCK TWO OF SAID ELM GROVE ADDITION AND FOR AN EASTERLY CORNER OF SAID 7.84 ACRE TRACT, FOR THE SOUTHEAST CORNER OF THE REMAINDER OF SAID 7.84 ACRE TRACT, FOR THE SOUTHWEST CORNER OF SAID 12.98 ACRE TRACT, FOR AN INNER ELL CORNER OF SAID 160 ACRE TRACT, AND FOR THE MOST NORTHERLY NORTHWEST CORNER OF SAID 95.640 ACRE TRACT, FROM WHICH A 1/2–INCH IRON PIPE FOUND IN THE WEST LINE OF SAID 12.98 ACRE TRACT FOR AN EASTERLY CORNER OF BLOCK B, INDUSTRIAL FOUNDATION SUBDIVISION OF THE CITY OF SHERMAN, RECORDED IN VOLUME 585, PAGE 121, P.R.G.C.T., AND FOR THE NORTH CORNER OF THE REMAINDER OF SAID 7.84 ACRE TRACT BEARS NORTH 16° 34' 31" WEST, A DISTANCE OF 308.40 FEET (CALLED NORTH 16° 30' WEST, A DISTANCE OF 310.3 FEET);

THENCE NORTH 74° 25' 16" EAST (CALLED S75° 30'W), ALONG THE COMMON LINE OF SAID 12.98 ACRE TRACT, SAID 160 ACRE TRACT, AND SAID 95.640 ACRE TRACT, PASSING AT A DISTANCE OF 833.74 FEET, A POINT IN SAID COMMON LINE FOR THE NORTHWEST CORNER OF SAID 0.069 ACRE CHANNEL EASEMENT TRACT, CONTINUING ALONG THE COMMON LINE OF SAID 12.98 ACRE TRACT, SAID 160 ACRE TRACT, SAID 0.069 ACRE TRACT, AND SAID 95.640 ACRE TRACT A TOTAL DISTANCE OF 933.74 FEET TO THE **POINT OF BEGINNING**, CONTAINING 4,166,125 SQUARE FEET (95.640 ACRES) OF LAND, A TOTAL OF 0.120 ACRES OF LAND IS DEDICATED TO PUBLIC RIGHT–OF–WAY, LEAVING **4,160,896 SQUARE FEET (95.520 ACRES),** MORE OR LESS.

BLOCK B LEGAL DESCRIPTION

BEING A 261,259 SQUARE FOOT (5.998 ACRE) TRACT OF LAND SITUATED IN THE G.B. PILANT SURVEY, ABSTRACT NO. 963, CITY OF SHERMAN, GRAYSON COUNTY, TEXAS AND BEING A PORTION OF A CALLED 160 ACRE TRACT OF LAND DESCRIBED IN A DEED TO THE CITY OF SHERMAN, RECORDED IN VOLUME 354, PAGE 709, DEED RECORDS, GRAYSON COUNTY, TEXAS (D.R.G.C.T.) AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 5/8–INCH IRON ROD FOUND IN THE INTERIOR OF SAID 160 ACRE TRACT AND IN THE SOUTHWEST RIGHT–OF–WAY LINE OF GRIBBLE STREET AS DESCRIBED IN A DEED TO THE CITY OF SHERMAN, RECORDED IN VOLUME 322, PAGE 127, D.R.G.C.T. AND FOR THE NORTHEAST CORNER OF A CALLED 9.3697 ACRE TRACT OF LAND DESCRIBED IN SPECIAL WARRANTY DEED TO IPENMA INVESTMENT'S LTD, RECORDED IN VOLUME 5882, PAGE 127, OFFICIAL PUBLIC RECORDS, GRAYSON COUNTY, TEXAS (O.P.R.G.C.T.) AND CORRECTED BY A CORRECTION INSTRUMENT AS TO A RECORDED ORIGINAL INSTRUMENT, RECORDED IN INSTRUMENT NO. 2017–18321, O.P.R.G.C.T., AND FOR THE SOUTHEAST CORNER OF A CALLED 0.1813 ACRE RIGHT–OF–WAY AND EASEMENT TRACT OF LAND DESCRIBED IN CONVEYANCE OF EASEMENT TO CITY OF SHERMAN, RECORDED IN VOLUME 1644, PAGE 75, D.R.G.C.T.;

THENCE OVER AND ACROSS SAID 160 ACRE TRACT AND ALONG THE COMMON LINE OF SAID 9.3697 ACRE TRACT AND SAID 0.1813 ACRE TRACT THE FOLLOWING COURSES AND DISTANCES:

SOUTH 74° 25' 16"WEST (CALLED NORTH 74° 00' EAST), A DISTANCE OF 395.00 FEET TO A 5/8–INCH IRON ROD FOUND FOR COMMON CORNER OF SAID 9.3697 ACRE TRACT AND SAID 0.1813 ACRE TRACT;

NORTH 15° 50' 38"WEST (CALLED SOUTH 16° 00' EAST), A DISTANCE OF 20.00 FEET TO A 5/8–INCH IRON ROD FOUND FOR COMMON CORNER OF SAID 9.3697 ACRE TRACT AND SAID 0.1813 ACRE TRACT AND FOR THE **POINT OF BEGINNING** OF SAID 5.9980 ACRE TRACT:

THENCE SOUTH 74° 25' 16"WEST (CALLED NORTH 74° 00' EAST), ALONG THE COMMON LINE OF THE REMAINDER OF SAID 160 ACRE TRACT, SAID 9.3697 ACRE TRACT AND SAID 5.9980 ACRE TRACT, A DISTANCE OF 106.33 FEET TO A 1–INCH IRON ROD FOUND IN THE EAST LINE OF LIVE OAK ADDITION TO THE CITY OF SHERMAN, RECORDED IN VOLUME 707, PAGE 294, (D.R.G.C.T.), IN WEST LINE OF SAID 160 ACRE TRACT, FOR THE NORTHWEST CORNER OF SAID 9.3697 ACRE TRACT AND FOR THE SOUTHWEST CORNER OF SAID 5.998 ACRE TRACT;

THENCE NORTH 16° 19' 10"WEST, ALONG THE COMMON LINE OF SAID LIVE OAK ADDITION, SAID 160 ACRE TRACT, AND SAID 5.998 ACRE TRACT, PASSING AT A DISTANCE OF 9.93 FEET, A 1/2–INCH IRON ROD FOUND IN SAID COMMON LINE FOR THE SOUTHEAST CORNER OF LOT 6, BLOCK B, OF SAID LIVE OAK ADDITION, CONTINUING ALONG THE COMMON LINE OF BLOCK B OF SAID LIVE OAK ADDITION, SAID 160 ACRE TRACT, AND SAID 5.998 ACRE TRACT AND PASSING AT A DISTANCE OF 119.93 FEET, A 1/2–INCH IRON ROD WITH ORANGE CAP STAMPED "TRAIL LAND SURVEYING RPLS 6585"FOUND IN SAID COMMON LINE FOR COMMON CORNER OF SAID LOT 6 AND LOT 3, BLOCK B OF SAID LIVE OAK ADDITION, CONTINUING ALONG THE COMMON LINE OF BLOCK B AND BLOCK 4 OF SAID LIVE OAK ADDITION, SAID 160 ACRE TRACT, AND SAID 5.998 ACRE TRACT, PASSING AT A DISTANCE OF 500.47 FEET, A 1/2–INCH IRON PIPE FOUND FOR THE NORTHEAST CORNER OF LOT 3, BLOCK 4 OF SAID LIVE OAK ADDITION, CONTINUING ALONG THE WEST LINE OF SAID 160 ACRE TRACT AND SAID 5.998 ACRE TRACT, FOR A TOTAL DISTANCE OF 514.75 FEET TO A 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG"SET IN THE SOUTHERLY LINE OF A 40–FOOT RIGHT–OF–WAY DEDICATION FOR ROSEDALE STREET AS DESCRIBED ON THE PLAT OF TURLEY ADDITION TO THE CITY OF SHERMAN, RECORDED IN VOLUME 712, PAGE 14 D.R.G.C.T., FOR THE SOUTHERLY NORTHWEST CORNER OF SAID 160 ACRE TRACT, FOR THE WEST CORNER OF A 0.199 ACRE RIGHT–OF–WAY DEDICATION BY THIS PLAT, AND FOR THE NORTHWEST CORNER OF SAID 5.998 ACRE TRACT;

THENCE NORTH 74° 02' 42"EAST, ALONG THE COMMON LINE OF SAID 40–FOOT DEDICATION, THE NORTHWEST LINE OF SAID 0.199 ACRE RIGHT–OF–WAY DEDICATION, SAID 160 ACRE TRACT, AND SAID 5.998 ACRE TRACT, A DISTANCE OF 510.43 FEET TO A MAG NAIL SET IN THE SOUTHWEST RIGHT–OF–WAY OF SAID GRIBBLE STREET, FOR THE NORTH CORNER OF SAID 0.199 ACRE RIGHT–OF–WAY DEDICATION, AND FOR THE NORTHEAST CORNER OF SAID 5.998 ACRE TRACT;

THENCE SOUTH 15° 19' 22"EAST (CALLED NORTH 14° 29' WEST) ALONG THE COMMON LINE OF THE REMAINDER OF SAID 160 ACRE TRACT AND THE EAST LINE OF SAID 5.998 ACRE TRACT, THE NORTHEAST LINE OF SAID 0.199 ACRE RIGHT–OF–WAY DEDICATION, AND SOUTHWEST RIGHT–OF–WAY LINE OF SAID GRIBBLE STREET, PASSING AT A DISTANCE OF 15.46 FEET, A 60D NAIL FOUND IN THE SOUTHWEST RIGHT–OF–WAY LINE OF GRIBBLE STREET AND EAST LINE OF THE REMAINDER OF SAID 160 ACRE TRACT AND SAID 5.998 ACRE TRACT, CONTINUING ALONG SAID COMMON LINE, FOR A TOTAL DISTANCE OF 518.06 FEET TO A 1/2–INCH IRON ROD WITH YELLOW CAP STAMPED "WCG" SET IN SAID SOUTHWEST RIGHT–OF–WAY LINE, FOR THE NORTHEAST CORNER OF SAID 0.1813 ACRE TRACT, AND FOR THE SOUTHEAST CORNER OF SAID 0.199 ACRE RIGHT–OF–WAY DEDICATION, THE REMAINDER OF SAID 160 ACRE TRACT, AND SAID 5.998 ACRE TRACT;

THENCE SOUTH 74° 25' 16"WEST, A DISTANCE OF 395.07 FEET (CALLED SOUTH 74° 00' WEST, A DISTANCE OF 395 FEET) ALONG THE COMMON LINE OF THE REMAINDER OF SAID 160 ACRE TRACT, SAID 0.1813 ACRE TRACT, AND SAID 5.998 ACRE TRACT TO THE **POINT OF BEGINNING**, CONTAINING 261,259 SQUARE FEET (5.998 ACRES) OF LAND, A TOTAL OF 0.199 ACRES OF LAND IS DEDICATED TO PUBLIC RIGHT–OF–WAY, LEAVING **252,582 SQUARE FEET (5.798 ACRES),** MORE OR LESS.

SUMMARY OF LAND AREA	
LOT 1, BLOCK A	94.942 ACRES
LOT 2, BLOCK A	0.698 ACRES
LOT 1, BLOCK B	5.998 ACRES
NET USEABLE AREA	101.319 ACRES
LOT 1, BLOCK A R.O.W. DEDICATION	0.120 ACRES
LOT 1, BLOCK B R.O.W. DEDICATION	0.199 ACRES
TOTAL GROSS AREA	101.638 ACRES

OWNER'S CERTIFICATE OF DEDICATION:

THAT ROBBY HEFTON, CITY MANAGER, ACTING BY AND THROUGH ITS DULY AUTHORIZED AGENT, DOES HEREBY ADOPT THIS PLAT DESIGNATING THE HEREIN DESCRIBED REAL PROPERTY AS SHERMAN AIRPORT ADDITION, AN ADDITION TO THE CITY OF SHERMAN, GRAYSON COUNTY, TEXAS, BEING 101.638 ACRES SITUATED IN AND BEING A PORTION OF THE G.B. PILANT SURVEY, ABSTRACT NO. 963, CITY OF SHERMAN, GRAYSON COUNTY, TEXAS AND DOES HEREBY DEDICATE TO THE PUBLIC USE FOREVER THE STREETS AND EASEMENTS SHOWN ON THIS PLAT FOR THE MUTUAL USE AND ACCOMMODATION OF ALL PUBLIC AND PRIVATE UTILITIES DESIRING TO USE OR USING SAME. ANY PUBLIC OR PRIVATE UTILITY SHALL HAVE THE RIGHT TO REMOVE AND KEEP REMOVED ALL OR PART OF ANY BUILDINGS, FENCES, TREES, SHRUBS OR OTHER IMPROVEMENTS OR GROWTHS WHICH IN ANY WAY ENDANGER OR INTERFERE WITH THE CONSTRUCTION, MAINTENANCE, OR EFFICIENCY OF ITS RESPECTIVE SYSTEMS ON ANY OF THESE EASEMENT STRIPS AND ANY PUBLIC OR PRIVATE UTILITY SHALL, AT ALL TIMES, HAVE A RIGHT OF INGRESS AND EGRESS TO AND FROM AND UPON SAID EASEMENT STRIPS FOR THE PURPOSE OF CONSTRUCTING, RECONSTRUCTING, INSPECTING, PATROLLING, MAINTAINING AND ADDING TO OR REMOVING ALL OR PART OF ITS RESPECTIVE SYSTEM WITHOUT PERMISSION OF ANYONE. THIS PLAT IS APPROVED SUBJECT TO ALL ORDINANCES, RULES AND REGULATIONS AND RESOLUTIONS OF THE CITY OF SHERMAN, TEXAS.

WITNESS, MY HAND AT _____, _____ COUNTY, TEXAS, THIS _____ DAY OF _____, 20_____,

BY:_____

STATE OF TEXAS

COUNTY OF GRAYSON

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE, ON THIS DAY PERSONALLY APPEARED _____ KNOWN TO ME TO BE THE PERSON AND OFFICER WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN AND IN THE CAPACITY THEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF THIS OFFICE THIS _____ DAY OF _____, 20 _____,

_____
NOTARY PUBLIC, STATE OF TEXAS.

AVIGATION RELEASE:

STATE OF TEXAS

COUNTY OF GRAYSON

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, _____, HEREINAFTER CALLED OWNER (WHETHER ONE OR MORE), IS THE OWNER OF A CERTAIN PARCEL OF LAND SITUATED IN THE CITY OF SHERMAN, GRAYSON COUNTY, TEXAS, BEING MORE PARTICULARLY DESCRIBED IN THIS PLAT. OWNER DOES HEREBY WAIVE, RELEASE, REMISE, QUIT CLAIM AND FOREVER HOLD HARMLESS THE CITY OF SHERMAN, TEXAS, A HOME–RULE MUNICIPALITY, HEREINAFTER CALLED CITY, AND THE SHERMAN MUNICIPAL AIRPORT, HEREINAFTER CALLED AIRPORT, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, OF AND FROM ANY AND ALL CLAIMS FOR DAMAGES OF ANY KIND THAT OWNER MAY NOW HAVE OR MAY HEREINAFTER HAVE IN THE FUTURE BY REASON OF THE PASSAGE OF ANY AND ALL AIRCRAFT ("AIRCRAFT"BEING DEFINED FOR THE PURPOSE OF THIS INSTRUMENT AS ANY CONTRIVANCE NOW KNOWN OR HEREINAFTER INVENTED, INCLUDING BUT NOT LIMITED TO JET, PROPELLER–DRIVEN, CIVIL, MILITARY, EXPERIMENTAL OR COMMERCIAL AIRCRAFT AND HELICOPTERS, REGARDLESS OF EXISTING OR FUTURE NOISE LEVELS, DESIGNED OR USED FOR THE PURPOSE OF TRANSPORTING PERSONS OR PROPERTY THROUGH THE AIR, BY WHOEVER OWNED OR OPERATED), IN THE AIRSPACE OVER OWNER'S PROPERTY. SUCH RELEASE SHALL INCLUDE, BUT NOT BE LIMITED TO, ANY DAMAGES TO OWNER'S PROPERTY, SUCH AS NOISE, VIBRATION, FUMES, DUST, FUEL AND LUBRICANT PARTICLES, AND ALL OTHER EFFECTS THAT MAY BE CAUSED BY THE OPERATION OF AIRCRAFT LANDING AT, TAKING OFF FROM, OPERATING AT OR ON, OR BEING MAINTAINED AT THE SHERMAN MUNICIPAL AIRPORT, WHETHER SUCH CLAIM BE FOR INJURY OR DEATH TO PERSON OR PERSONS OR DAMAGES TO OR TAKING OF PROPERTY THIS RELEASE SHALL BE BINDING UPON OWNER AND OWNER'S SUCCESSORS, HEIRS, EXECUTORS, ADMINISTRATORS AND ASSIGNS, AND SHALL BE A COVENANT RUNNING WITH THE LAND.

EXECUTED THIS _____ DAY OF _____, AD, 20 _____.

_____
OWNER

PLANNING AND ZONING COMMISSION CERTIFICATE OF ACCEPTANCE:

APPROVED THIS _____ DAY OF _____, 20 _____, BY THE CITY PLANNING AND ZONING COMMISSION OF THE CITY OF SHERMAN, TEXAS.

_____ _____
CHAIRMAN SECRETARY

CITY COUNCIL CERTIFICATE OF ACCEPTANCE:

ACCEPTED BY THE CITY COUNCIL OF THE CITY OF SHERMAN:

_____
MAYOR, CITY OF SHERMAN, TEXAS DATE

THE UNDERSIGNED, THE CITY CLERK OF THE CITY OF SHERMAN, HEREBY CERTIFIES THAT THE FOREGOING FINAL SHERMAN AIRPORT ADDITION PLAT OF SUBDIVISION OR ADDITION TO THE CITY OF SHERMAN WAS SUBMITTED TO THE CITY COUNCIL ON THE _____ DAY OF _____, 20 ____, AND THE CITY COUNCIL BY FORMAL ACTION THEN AND THERE ACCEPTED THE DEDICATION OF STREETS, ALLEYS, EASEMENTS, AND PUBLIC PLACES, AS SHOWN AND SET FORTH IN AND UPON SAID MAP OR PLAT, AND SAID CITY COUNCIL FURTHER AUTHORIZED THE MAYOR TO NOTE THE ACCEPTANCE THEREOF BY SIGNING HIS NAME AS HEREINABOVE SUBSCRIBED.

WITNESS MY HAND THIS _____ DAY OF _____, A.D. 20 _____.

_____
CITY CLERK, CITY OF SHERMAN, TEXAS

SURVEYOR'S CERTIFICATE:

KNOW ALL MEN BY THESE PRESENTS:

THAT I, JEFF K. WHANGER, RPLS 6808, DO HEREBY CERTIFY THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE SURVEY OF THE LAND AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY PERSONAL SUPERVISION, IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE CITY OF SHERMAN, TEXAS.

STATE OF TEXAS
REGISTERED
JEFF K. WHANGER
6808
PROFESSIONAL LAND SURVEYOR

10/17/2023
_____
JEFF K. WHANGER, RPLS NO. 6808 DATE

FINAL PLAT
SHERMAN AIRPORT ADDITION

BEING 4,427,384 SQUARE FEET (101.638 ACRES) OUT OF THE G.B. PILANT SURVEY, ABSTRACT NO. 963 CITY OF SHERMAN, GRAYSON COUNTY, TEXAS

SURVEYOR:
Weaver Consultants Group
WEAVER CONSULTANTS GROUP
6420 SOUTHWEST BLVD SUITE 206
FORT WORTH, TX 76109
(817)-735-9770
www.wcgrp.com
FIRM NO. 10095400

SCALE:	DRAWN BY:	REVIEWED BY:	DATE:	PROJ. NO.	SHEET NO.
1" = 100'	CSS, AJW	AJW, JKW	10/6/2023	8503-002-09-00	3 OF 3

OWNER:
CITY OF SHERMAN
220 W. MULBERRY STREET,
SHERMAN, TEXAS 75090
(903)-892-7210

FOR COUNTY RECORDING USE ONLY

REUSE OF DOCUMENTS
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Planning & Zoning Commission and Board of Adjustments **9.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

2601-2701 BLOCK SOUTH FM 1417 (HERITAGE PARKWAY) AND 3001 BLOCK WEST TRAVIS (Project No. 23-006136)

The request of Chris LaRocco, Bearcat Crossing, LTD. (Owner), Jim Riley (Applicant) and Votex Surveying Company (Surveyor) concerning the property located in the 2601-2701 Blocks South FM 1417 (Heritage Parkway) and 3001 Block West Travis, consisting of 15.264 acres in the Elizabeth Jones Survey, Abstract No. 625 and currently zoned C-1 (Retail Business) District/FM Highway 1417 Overlay District, as follows:

Planning and Zoning Commission

Final Plat of Bearcat Crossing Addition

Background:

The property is located in the 2601-2701 Blocks South FM 1417 (Heritage Parkway) and 3001 Block West Travis. The owner would like to plat the property into 4 lots for commercial development.

The following has been approved for this location:

- March 21, 2023 - Preliminary Plat of Bearcat Crossing Addition.
- March 21, 2023 - Site Plan of Arka Montessori School.

Adjacent Zoning:

M-1 (Light Manufacturing) District
C-1 (Retail Business) District
MF-30 (Multi-Family Residential) District
R-6 (Single Family Residential) District
PD (Planned Development)

Origination:

Chris LaRocco, Bearcat Crossing, LTD. (Owner)
Jim Riley (Applicant)
Votex Surveying Company (Surveyor)

Master Plan Designation:

Not Applicable.

Number of notices mailed:

Not Required.

Objections Received:

0

Development Review Meeting:

No

Staff Recommendation:

Staff recommends that the P&Z Commission deny this item for the following:

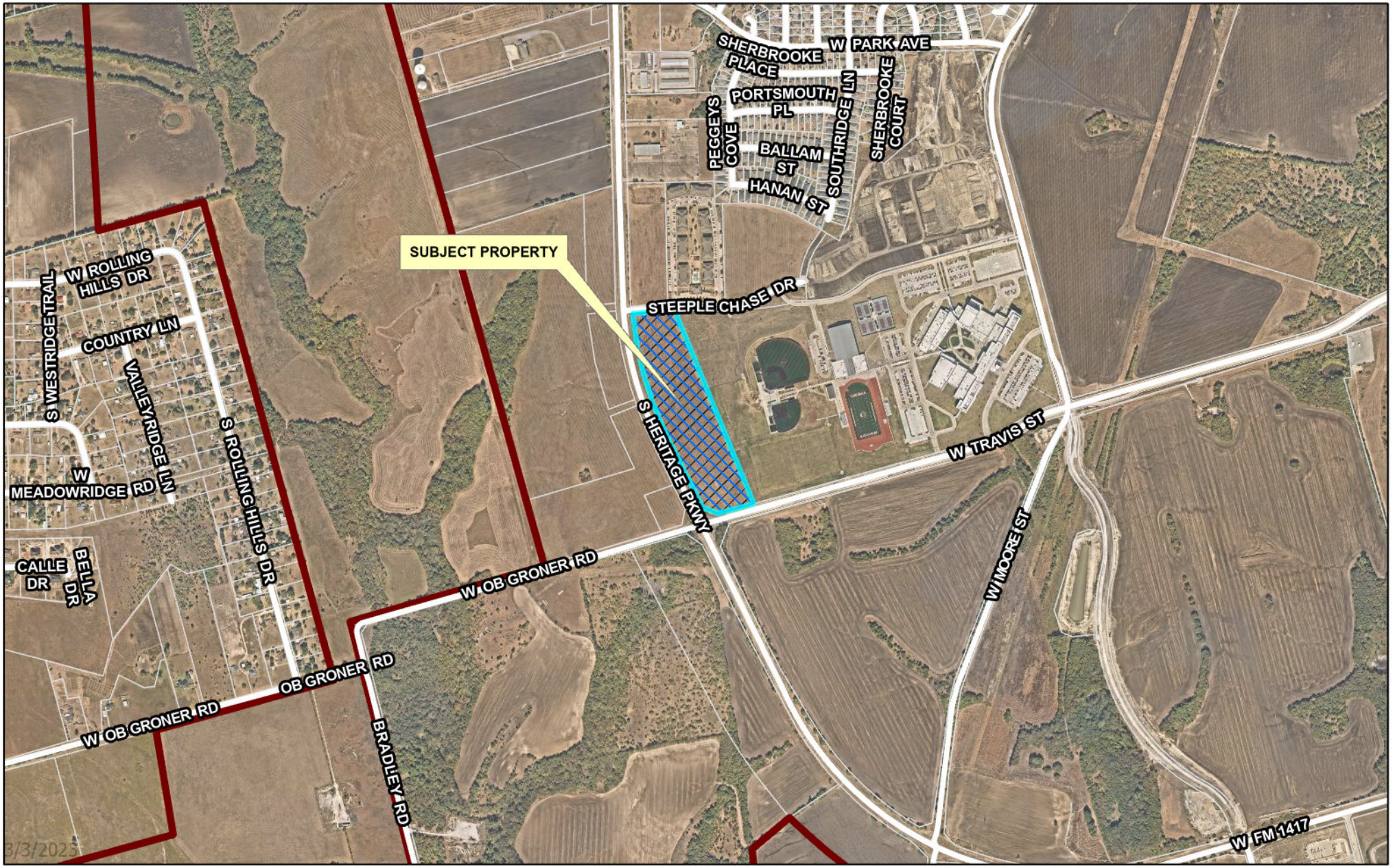
- Failure to show Mutual Access Easement on adjacent property with filing information on plat. *Code of Ordinances Chapter 10.02.002(b)(5); 10.02.002(b)(10); 10.02.003(b)(7); 10.02.003(b)(8); 10.02.005(b)(7); 10.02.005(b)(10)*
- Failure to show Mutual Access Easement to be dedicated by plat. *Code of Ordinances Chapter 10.02.002(b)(5); 10.02.002(b)(10); 10.02.003(b)(7); 10.02.003(b)(8); 10.02.005(b)(7); 10.02.005(b)(10)*
- Failure to modify metes and bounds description to match plat drawing. *Code of Ordinances Chapter 10.02.002(b); 10.02.003(b); 10.02.005(b)*
- Failure to address all items on the Preliminary Plat Staff Review Letter per City Ordinance. *Code of Ordinances Chapter 10.02.003(a)(3)*

Attachments

Location Map

Zoning Map

Final Plat



dlagrone H:\PLANNING\Public Notification KT.aprx

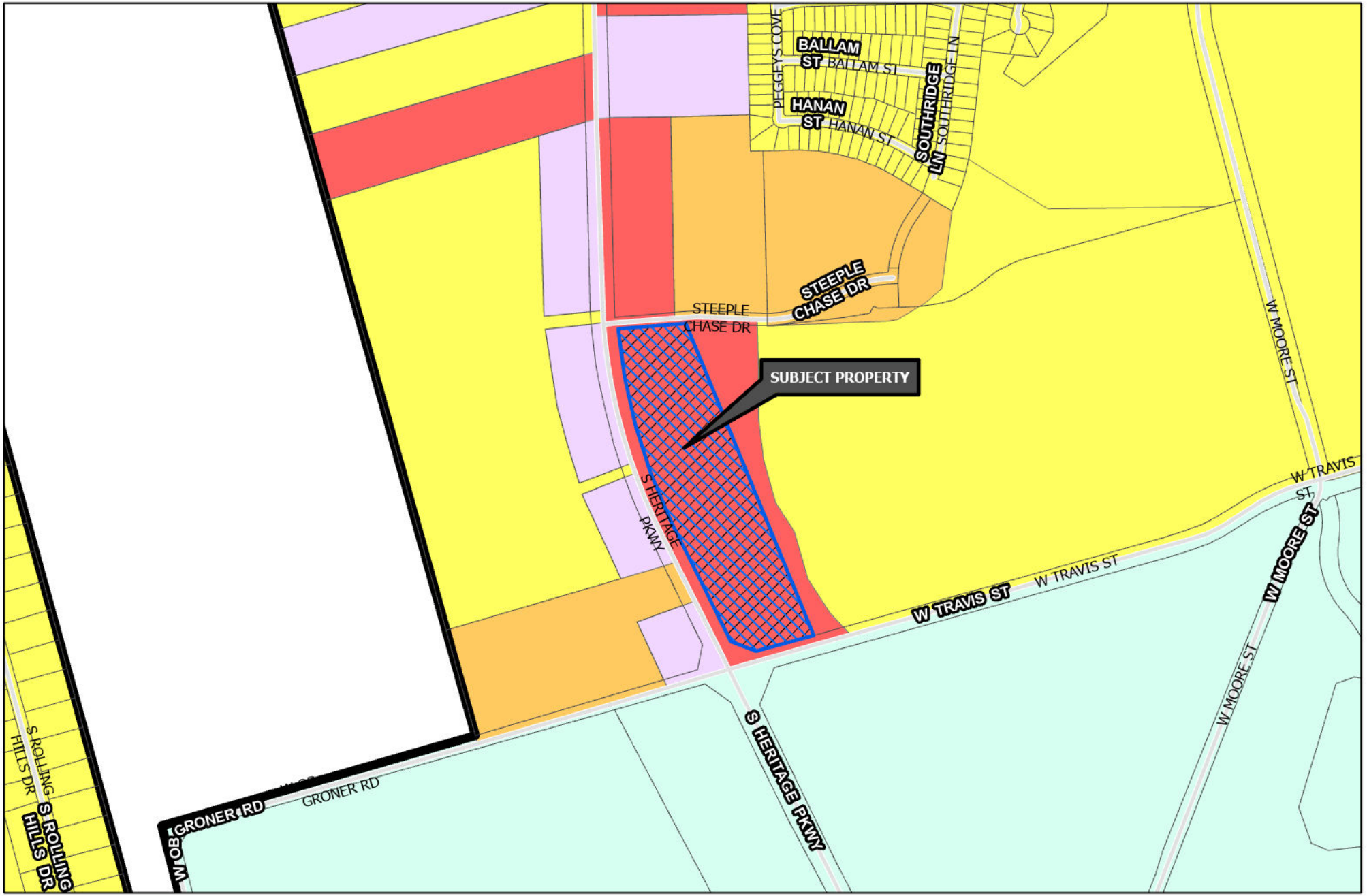
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
2601-2701 BLKS S FM 1417 (HERITAGE PKWY) & 3001 BLK W TRAVIS ST

N
W E
S

Date: 3/3/2023 11:06 AM



Sherman
CLASSIC TOWN. BROAD HORIZON.

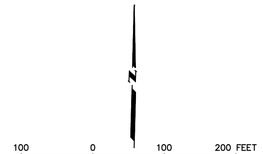
Development Services Department

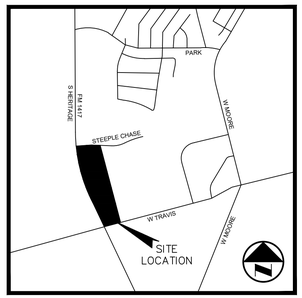
- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development
- Subject Locations
- Road Names All

CITY OF SHERMAN
ZONING MAP
2601-2701 BLKS S FM 1417 (HERITAGE PKWY) & 3001 BLK W TRAVIS ST

N
W E
S

Date: 3/3/2023 11:11 AM



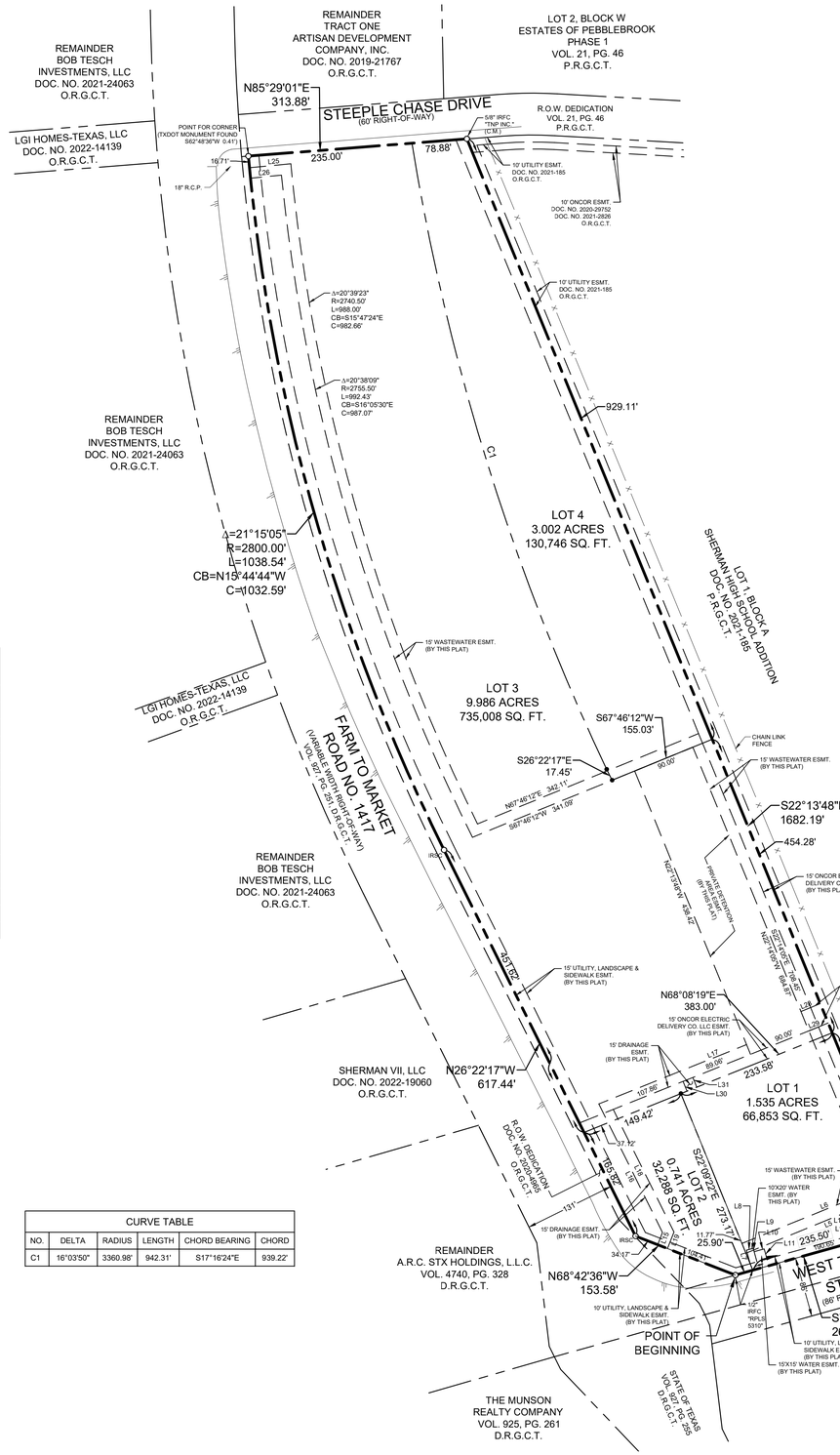


LOCATION MAP
NOT TO SCALE

LINE TABLE		
NO.	BEARING	LENGTH
L1	S05°58'31"E	48.58'
L2	S15°36'46"E	9.62'
L3	N15°36'46"W	10.88'
L4	N05°58'31"W	38.79'
L5	S67°49'48"W	201.46'
L6	N67°49'48"E	203.88'
L7	N15°36'46"W	20.00'
L8	N74°23'14"E	10.00'
L9	S15°36'46"E	20.00'
L10	S74°23'14"W	15.00'
L11	N15°36'46"W	15.00'
L12	N15°36'46"W	20.00'
L13	N15°36'46"W	20.00'
L14	N74°23'14"E	10.00'
L15	N21°17'24"E	18.92'
L16	N26°22'17"W	205.52'

LINE TABLE		
NO.	BEARING	LENGTH
L17	S68°08'19"W	228.06'
L18	S26°22'17"E	195.92'
L19	S21°17'24"W	25.55'
L25	N84°32'17"E	59.50'
L26	N84°32'17"E	44.50'
L28	N67°46'12"E	30.00'
L29	N67°46'12"E	30.00'
L30	S22°09'22"E	15.03'
L31	S22°09'22"E	15.03'

CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	16°03'50"	3360.98'	942.31'	S17°16'24"E	939.22'



LEGEND

©	COMMUNICATIONS MARKER FLAG
(F)	FIBER OPTIC MARKER FLAG
(G)	GAS MARKER FLAG
	GAS SIGN
	GUY ANCHOR
	LIGHT STANDARD
	UTILITY POLE
	SIGN
(S)	SANITARY SEWER MANHOLE
	FIRE HYDRANT
	WATER VALVE
R.C.B.	REENFORCED CONCRETE BOX
R.C.B.	REENFORCED CONCRETE PIPE
OHE	OVERHEAD ELECTRIC LINE
C.M.	CONTROLLING MONUMENT
IRFC	IRON ROD WITH CAP FOUND
XF	"X" CUT IN CONCRETE FOUND
IRSC	1/2" IRON ROD W/ YELLOW PLASTIC CAP STAMPED "VOTEX SURVEYING" SET
P.R.G.C.T.	PLAT RECORDS, GRAYSON COUNTY, TEXAS
D.R.G.C.T.	DEED RECORDS, GRAYSON COUNTY, TEXAS
O.R.G.C.T.	OFFICIAL RECORDS, GRAYSON COUNTY, TEXAS

OWNER'S CERTIFICATE

STATE OF TEXAS §
COUNTY OF GRAYSON §

WHEREAS Bearcat Crossing, Ltd. are the owners of a tract of land situated in the Elizabeth Jones Survey, Abstract No. 625, City of Sherman, Grayson County, Texas and being all of that tract of land conveyed to Bearcat Crossing, Ltd. by Special Warranty Deed recorded in Instrument No. 2021-31222 of the Official Records of Grayson County, Texas, and being more particularly described as follows:

BEGINNING at a 1/2-inch iron rod with yellow plastic cap stamped RPLS 5310" found at the east corner of a right-of-way corner clip at the intersection of the northwest right-of-way line of West Travis Street (an 86-foot wide right-of-way) and the northeast right-of-way line of Farm to Market Road 1417 (a variable width right-of-way); same being the easternmost southwest corner of said Bearcat Crossing, Ltd. tract;

THENCE N 68°42'36" W, with said right-of-way corner clip, a distance of 153.58 feet to a 1/2-inch iron rod with yellow plastic cap stamped "VOTEX SURVEYING" set for corner in said northeast right-of-way line of F.M. 1417;

THENCE with said northeast right-of-way line of F.M. 1417, the following courses and distances:

N 26°22'17" W, a distance of 617.44 feet to a 1/2-inch iron rod with yellow plastic cap stamped "VOTEX SURVEYING" set at the beginning of a tangent curve to the right;

In a northwesterly direction, with said curve to the right, having a central angle of 21°15'05" E, a radius of 2800.00 feet, a chord that bears N 15°44'44" W, a distance of 1032.59 feet and an arc length of 1038.54 feet to a point for corner at the intersection of said northeast right-of-way line with the south right-of-way line of Steeple Chase Drive (a 60-foot wide right-of-way); from which a TXDOT monument found bears S 62°48'36" W, a distance of 0.41 feet;

THENCE N 85°29'01" E, departing said northeast right-of-way line of F.M. 1417 and along said south right-of-way line of Steeple Chase Drive, a distance of 313.88 feet to a 1/2-inch iron rod with yellow plastic cap stamped "TNP INC." found at the northwest corner of Lot 1, Block A, Sherman High School Addition, an addition to the City of Sherman, Texas, according to the plat thereof recorded in Document No. 2021-185, Plat Records, Grayson County, Texas;

THENCE S 22°13'48" E, along the southwest line of said Lot 1, a distance of 1682.19 feet to an "X" cut in concrete found for corner in said northwest right-of-way line of W. Travis Street;

THENCE S 74°23'14" W, along said northwest right-of-way line of W. Travis Street, a distance of 261.40 feet to the **POINT OF BEGINNING** and containing 664,895 square feet or 15.264 acres of land, more or less.

OWNER'S CERTIFICATE OF DEDICATION

That BEARCAT CROSSING, LTD., acting by and through its duly authorized agent, does hereby adopt this plat designating the herein described real property as BEARCAT CROSSING ADDITION, an addition to the City of Sherman, Grayson County, Texas, Being 15.264 acres situated in and being a portion of the Elizabeth Jones Survey, Abstract No. 625, City of Sherman, Grayson County, Texas and does hereby dedicate to the public's use forever, the streets, alleys, parks, right-of-ways, school sites and other public places, easements shown thereon.

WITNESS, my hand at Addison, Dallas County, Texas, this ____ day of _____, 2023.

BEARCAT CROSSING, LTD.

By: _____
Jeff Harkinson

STATE OF TEXAS §
COUNTY OF DALLAS §

Before me, the undersigned, a Notary Public in and for the County and State on this day personally appeared Jeff Harkinson, known to me to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this _____ day of _____, 2023.

_____
Notary Public, State of Texas

_____
My Commission Expires On:

NOTES:

1. THE BASIS OF BEARINGS FOR THIS SURVEY IS THE STATE PLANE COORDINATE SYSTEM, NORTH TEXAS CENTRAL ZONE 4202, NORTH AMERICAN DATUM OF 1983. ADJUSTMENT REALIZATION 2011.

2. THE PURPOSE OF THIS PLAT IS TO ESTABLISH 4 LOTS FROM AN UNPLATTED TRACT.

3. NO PORTION OF THE SUBJECT PROPERTY LIES WITHIN ANY AREA OF THE 100-YEAR FLOOD ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP NO. 485509 0400G, REVISED DATE SEPTEMBER 1, 2022. PROPERTY IS LOCATED IN "ZONE X" OTHER AREAS: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

4. PRIVATE DETENTION AREA SHALL BE OWNED AND MAINTAINED BY BEARCAT CROSSING, LTD.

OWNER
BEARCAT CROSSING, LTD.
4560 BELT LINE ROAD SUITE 400
ADDISON, TEXAS 75001

SURVEYOR'S STATEMENT

I, Candy Hone, a Registered Professional Land Surveyor, licensed by the State of Texas, do hereby certify that I prepared this plat from an actual and accurate survey of the land and that the corner monuments shown thereon were properly placed under my personal supervision in accordance with the subdivision regulations of the City of Sherman, Texas.

Dated this the _____ day of _____, 2023.

_____
Candy Hone, Registered Professional Land Surveyor, No. 5867
Votex Surveying Company - Firm No. 10013600 - (469) 333-8831

STATE OF TEXAS §
COUNTY OF DALLAS §

Before me, the undersigned, a Notary Public in and for the County and State on this day personally appeared Candy Hone, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that she executed the same for the purpose and consideration therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this the _____ of _____, 2023.

_____
Notary Public, State of Texas

STATE OF TEXAS §
COUNTY OF GRAYSON §

Approved this _____ day of _____ , 2023, by the City Planning and Zoning Commission of the City of Sherman, Texas.

_____ _____
Chairman Secretary

Accepted by the City Council of the City of Sherman:

_____
Mayor Date

The undersigned, the City Clerk of the City of Sherman, hereby certifies that the foregoing final plat of BEARCAT CROSSING ADDITION the City of Sherman was submitted to the City Council on the ___ day of _____, 2023, and the City Council by formal action then and there accepted the dedication of streets, alleys, easements, and public places, as shown and set forth in and upon said map or plat, and said City Council further authorized the May to not the acceptance thereof by signing his name as hereinabove subscribed.

Witness my hand this ___ day of _____, A.D. 2023.

_____
City Clerk, City of Sherman, Texas

FINAL PLAT

BEARCAT CROSSING ADDITION

LOTS 1 - 4, BLOCK 1

AN ADDITION TO THE
CITY OF SHERMAN, GRAYSON COUNTY, TEXAS
BEING A PORTION OF A 15.264 ACRE TRACT
SITUATED IN THE
ELIZABETH JONES SURVEY, ABSTRACT NO. 625
CITY OF SHERMAN, GRAYSON COUNTY, TEXAS

VOTEX SURVEYING COMPANY – TBPLS FIRM NO. 10013600
10440 N. CENTRAL EXPWY, STE. 800 DALLAS, TEXAS 75231
PH. (469) 333-8831; candy@votexsurveying.com
PROJECT NO. 2023-004

Planning & Zoning Commission and Board of Adjustments **10.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

300-1000 BLOCKS EAST FM 1417 (VIETNAM VETERANS PARKWAY)

The request of Ronny Guerrero (Owner) and Michael Carlisle, Kimley-Horn and Associates (Surveyor) concerning the property located in the 300-1000 Blocks East FM 1417 (Vietnam Veterans Parkway), being 105.109 acres in the Sherod Dunman Survey, Abstract No. 329, as follows:

Planning and Zoning Commission

Site Plan for Bel Air Beach Club

Background:

The property is located in the 300-1000 Blocks East FM 1417 (Vietnam Veterans Parkway), the southeast corner of Highway 75 and FM 1417 (Vietnam Veterans Parkway) and is zoned PD (Planned Development)/C-2(General Commercial) District/R-6 (Single Family Residential) District. The owner is requesting Site Plan approval for the Beach Club.

The following has been approved for this location:

- July 16, 2019 - Planned Development and site plan approval for Terra Perpetua Village (was zoned M-1)
- August 18, 2020 - Amend a Planned Development and site plan approval under Ordinance No. 2280, Section 6.11, for Bel Air Village formerly known as Terra Perpetua Village (Ord No. 6232).
- August 17, 2021 - Amend a Planned Development and site plan approval under Ordinance No. 2280, Section 6.12, for Bel Air Village
- March 22, 2022 - Site plan approval for Bel Air Village Single Family Phase 2 and Phase 3.
- March 22, 2022 - Preliminary Plat approval for Bel Air Village Multifamily Phase 1
- April 19, 2022 - Final Plat approval for Bel Air Village Multifamily Phase 1.
- June 21, 2022 - Preliminary Plat of Bel-Air Village Phase 2 (Single Family).
- August 16, 2022 - Final Plat of Bel-Air Village Phase 2 (Single Family).
- October 18, 2022 - Preliminary Plat approval of Bel-Air Village West Infrastructure.
- December 13, 2022 - Final plat approval of Bel-Air Village West

Adjacent Zoning:

PD (Planned Development)
C-1 (Retail Business) District
C-2 (General Commercial) District
BIP (Blalock Industrial Park)
R-6 (Single Family Residential) District

Origination:

Ronny Guerrero (Owner)
Michael Carlisle, Kimley-Horn and Associates (Surveyor)

Master Plan Designation:

Not Applicable.

Number of notices mailed:

0

Objections Received:

0

Development Review Meeting:

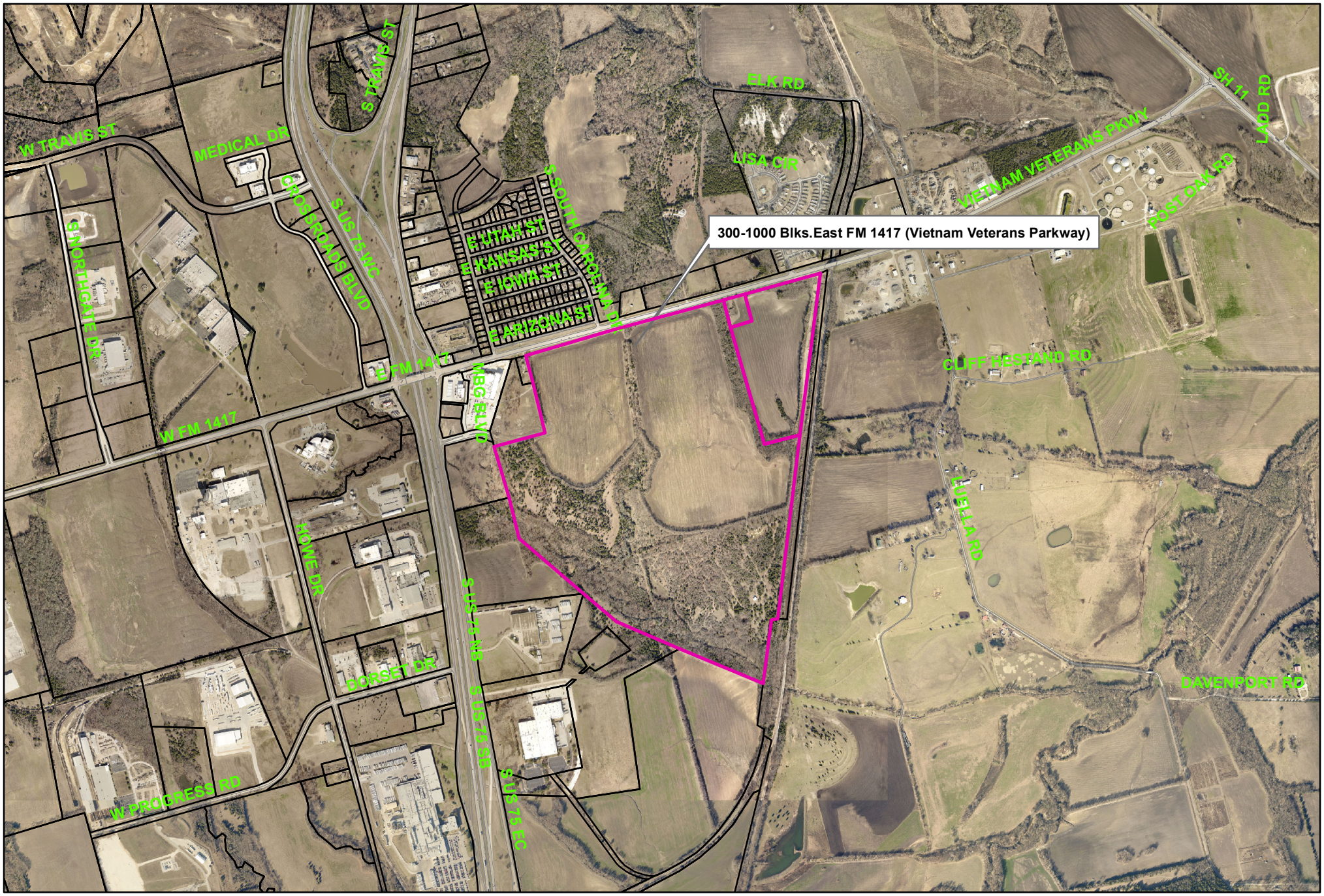
Yes

Staff Recommendation:

Staff recommends that the P&Z Commission approve this item.

Attachments

Location Map
Zoning Map
Site Plan
Landscape Plan
Elevations
Parking Study
Traffic Impact Analysis
Staff Review Letter



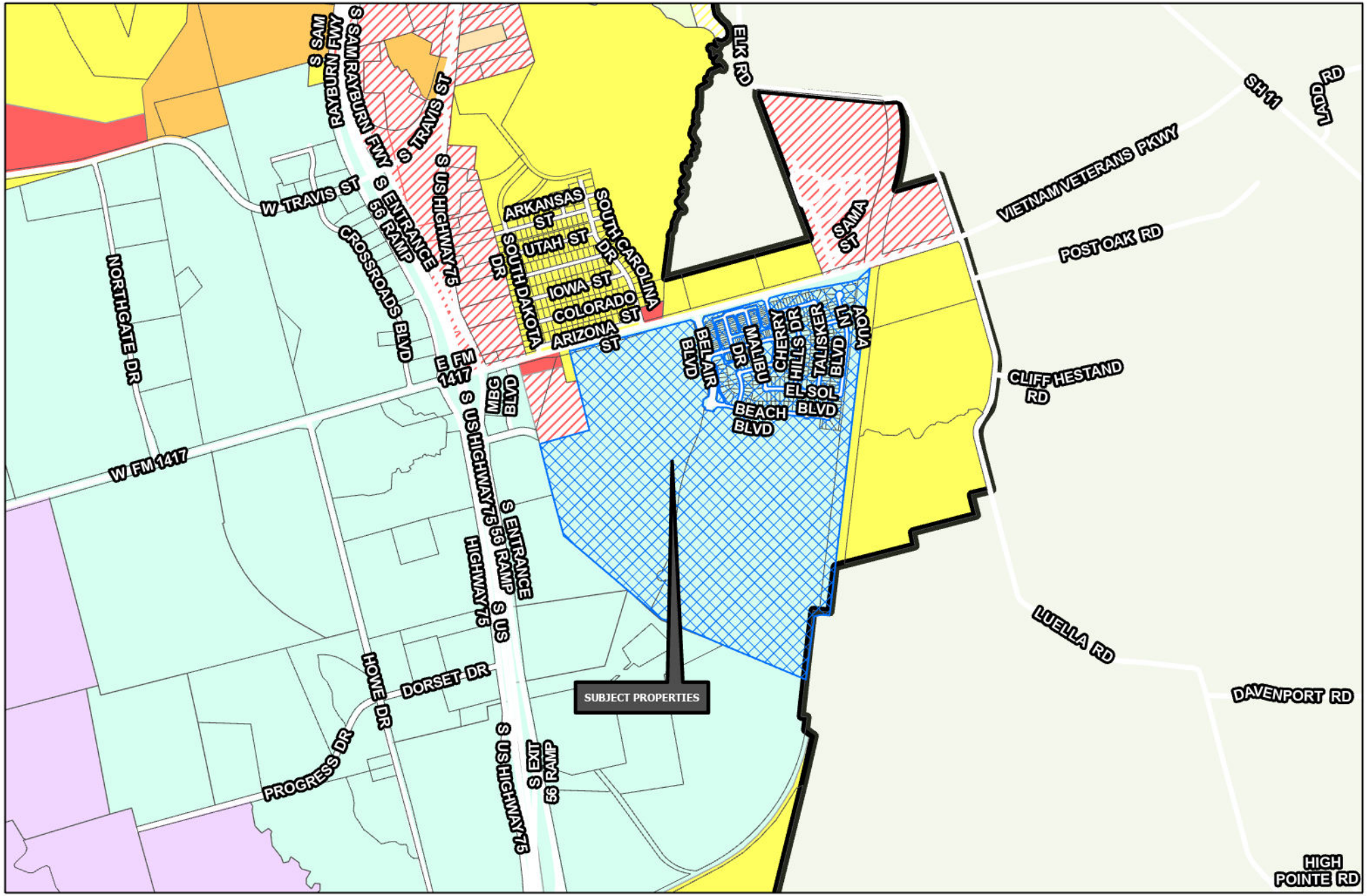
Sherman
CLASSIC TOWN. BROAD HORIZON.

300-1000 Blocks East FM 1417 (Vietnam Veterans Parkway)

NOT TO SCALE

City of Sherman, Texas
Developmental Services Department

1 in = 1,505 ft



Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development
- Road Names All
- Planning & Zoning

CITY OF SHERMAN
ZONING MAP
300-1000 BLKS E FM 1417
(VIETNAM VETERANS PKWY)

N
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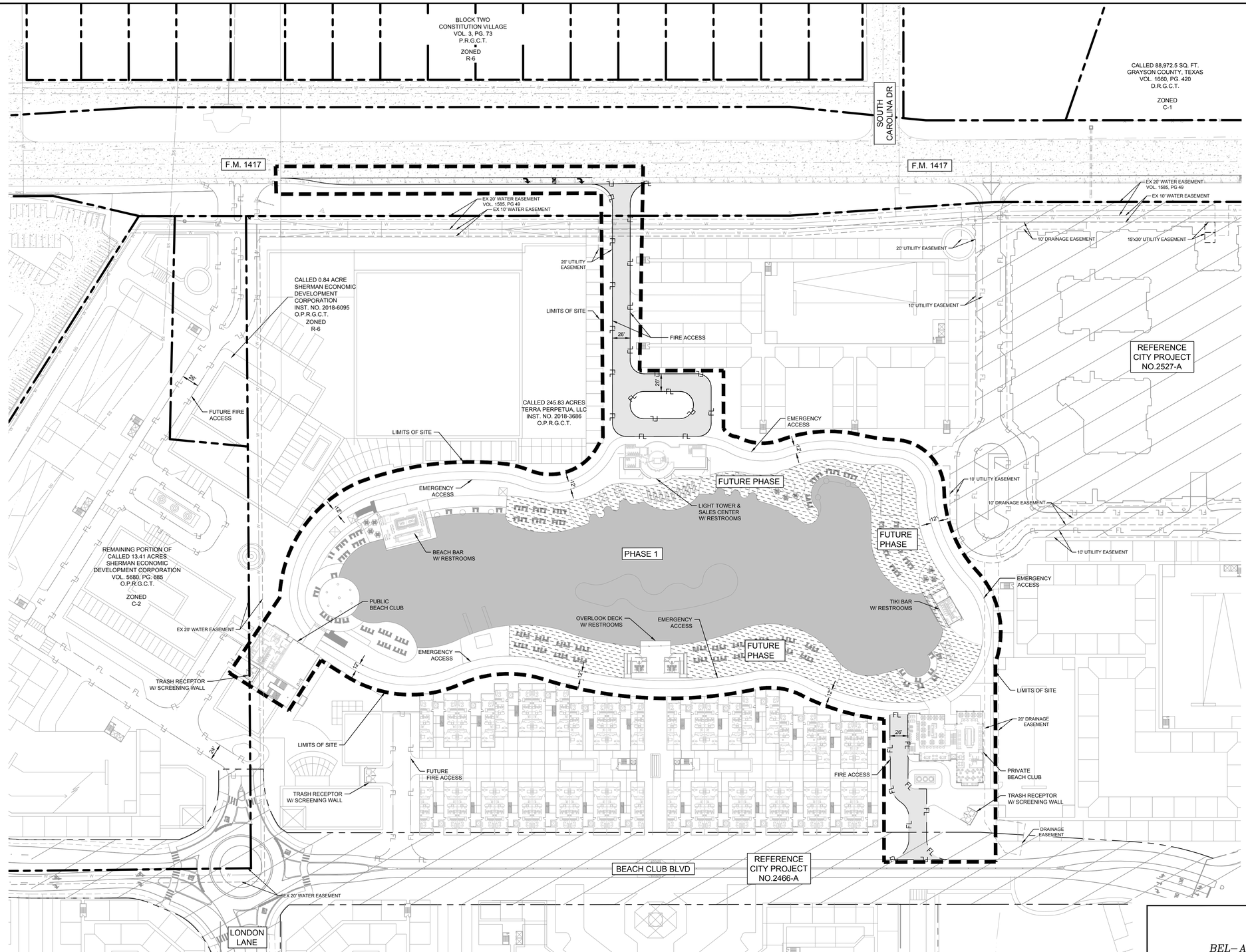
Date: 10/28/2023 7:03 PM



N
W E
S

0 70' 140'
GRAPHIC SCALE 70'

LEGEND

FL FL	PROPOSED FIRE LANE
	EXISTING PAVEMENT
	FUTURE PHASE
	BEACH CLUB WATER
	PROPSED CONTOUR - MAJOR
	PROPOSED CONTOUR - MINOR
	EXISTING CONTOUR - MAJOR
	EXISTING CONTOUR - MINOR
	BARRIER FREE RAMP (BFR)
	ACCESSIBLE PARKING SYMBOL
X	NUMBER OF PARKING SPACES
WM	WATER METER (AND VAULT)
FH	FIRE HYDRANT
FDC	FIRE DEPARTMENT CONNECTION
S	SANITARY SEWER MANHOLE
T	TRANSFORMER PAD
	CURB INLET
	GRATE INLET
	JUNCTION BOX OR WYE INLET
	HEADWALL
TYP	TYPICAL
SSE	SANITARY SEWER EASEMENT
WE	WATER EASEMENT
DE	DRAINAGE EASEMENT
BFR	BARRIER FREE RAMP
SW	SIDEWALK
BL	BUILDING LINE/SETBACK
CI	CURB INLET
GI	GRATE INLET
WI	WYE INLET
JB	JUNCTION BOX
MH	MANHOLE
EX	EXISTING
PROP.	PROPOSED

SITE DATA TABLE	
LOT 2, BLOCK A*	27.393 AC (1,193,218 SF)
LIMITS OF SITE PLAN	10.34 AC (450,803 SF)
CURRENT ZONING	PD
PROPOSED ZONING	N/A
MAXIMUM UNITS BY CODE (PD)	85 PER ACRE
PROPOSED UNITS (PD)	0
REQUIRED PARKING (RATIO)	REFERENCE PARKING STUDY
PROPOSED PARKING (RATIO)	REFERENCE PARKING STUDY
FLOOR AREA RATIO	(40,039 SF) 9.3%
BUILDING AREA RATIO	(25,038 SF) 5.8%
MAX BUILDING HEIGHT BY CODE (PD)	75 FEET (5 STORIES)
PROPOSED BUILDING HEIGHT (MAX)	98 FEET (5 STORIES)
WATER BODY AREA (SF)	155,678 SF
LANDSCAPE AREA (SF)	143,640 SF
IMPERVIOUS AREA (SF)	151,485 SF
BUILDING AREA (GSF)	PRIVATE BEACH CLUB: 14,600 SF PUBLIC BEACH CLUB: 2,625 SF LIGHT TOWER: 12,200 SF BEACH RESTROOM: 3,143 SF TIKI BAR: 1,957 SF BEACH BAR: 5,514 SF TOTAL: 40,039 GSF
*LOT 2, BLOCK AS SHOWN ON PREPARED FINAL PLAT. REFERENCE CITY PROJECT NO. 2466-A	

SITE PLAN

BEL–AIR VILLAGE BEACH CLUB, BEING 10.34 ACRES IN THE SHARROD DUNMAN SURVEY, ABSTRACT NO. 329

City of Sherman,
Grayson County, Texas
SUBMITTED: OCTOBER 4, 2023

OWNER:
Terra Perpetua, LLC
2800 N. Dallas Pkwy., Suite 324
Plano, Texas 75093
Contact: Ronny Guerrero

OWNER:
Sherman Economic Development Corporation
307 W. Washington, Suite 102
Sherman, Texas 75090
Contact: Parmjit Kaur

ARCHITECT:
DAG Architects Inc.
1223 Airport Road
Destin, Florida 32541
Phone: (850) 337-6445
Contact: Levi Wiegand

Engineer/Surveyor:
Kimley-Horn and Associates, Inc.
260 E. Davis Street
Suite 100
McKinney, Texas 75069
Phone: (469) 353-6061
Contact: Michael Carlisle, P.E.

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.

260 EAST DAVIS STREET, SUITE 100, MCKINNEY, TX 75069
PHONE: 469-301-2580 FAX: 972-239-3820
WWW.KIMLEY-HORN.COM TX F-928

PRELIMINARY
FOR REVIEW ONLY
Not for construction or permit purposes.
Kimley»Horn
Engineer MICHAEL J. CARLISLE
P.E. No. 132972 Date 10/31/2023

KHA PROJECT 064462003
DATE OCTOBER 2023
SCALE AS SHOWN
DESIGNED BY MJC
DRAWN BY MDC
CHECKED BY MJC

BEL-AIR VILLAGE
BEACH CLUB

Sherman
CLASSIC TOWN, BRIGHT FUTURE

SHERMAN, TEXAS

SITE PLAN

SHEET NUMBER
C-01

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

IMAGES Between Lyn 1 xSher_Hotel xSite xStr xSite-DAG xSite-West xSite-Grand_Prt xSite-MF-Prt 1 xBndy xSurvey xSlim-MF-Prt 1 xSite Ex xFranchise-MF-Prt 1 xSM-MF-Prt 1 xFranchise-FM 417 xSite-Future
XREFS
PLOT STAMP BY PRAGATI PANDEY
PLOT DATE 10/31/2023 8:13 AM
DWG PATH K:\MKA_DAL\064462003-SHERMAN_BEL-AIR VILLAGE\CAD\BEACH CLUB INFRASTRUCTURE\PLANSHEETS
DWG NAME SITE PLAN.dwg
LAYOUT NAME C-01

OASIS AMENITIES

COA# 35936
710 E. Reynolds St.
Plant City, FL 33563
Ph: (833) 381-2249
www.OasisAmenities.com

BEL AIR
OASIS SPRING

FIRE ACCESS DIAGRAM

PREPARED FOR:

SUBMITTAL DATE

DELTA	####	####
REVISIONS		
DATE		

DRAWN: JLR
CHECKED: JLR
JOB NO.: 223-001

FLORIDA REGISTERED

JUSTIN RIETEMA
DATE: SUBMITTAL DATE
REGISTRATION NO. 6667055

SHEET NUMBER

C:\USERS\JUSTIN\OASIS AMENITIES DROPBOX\JUSTIN RIETEMA\OASIS AMENITIES\OASIS SPRINGS\PROJECTS\223-001 BEL AIR VILLAGE\DRAWINGS\BEL AIR_CONCEPT_6_ILLUSTRATIVE.DWG LAYOUT: 2023/10/03 1:26 PM JUSTIN

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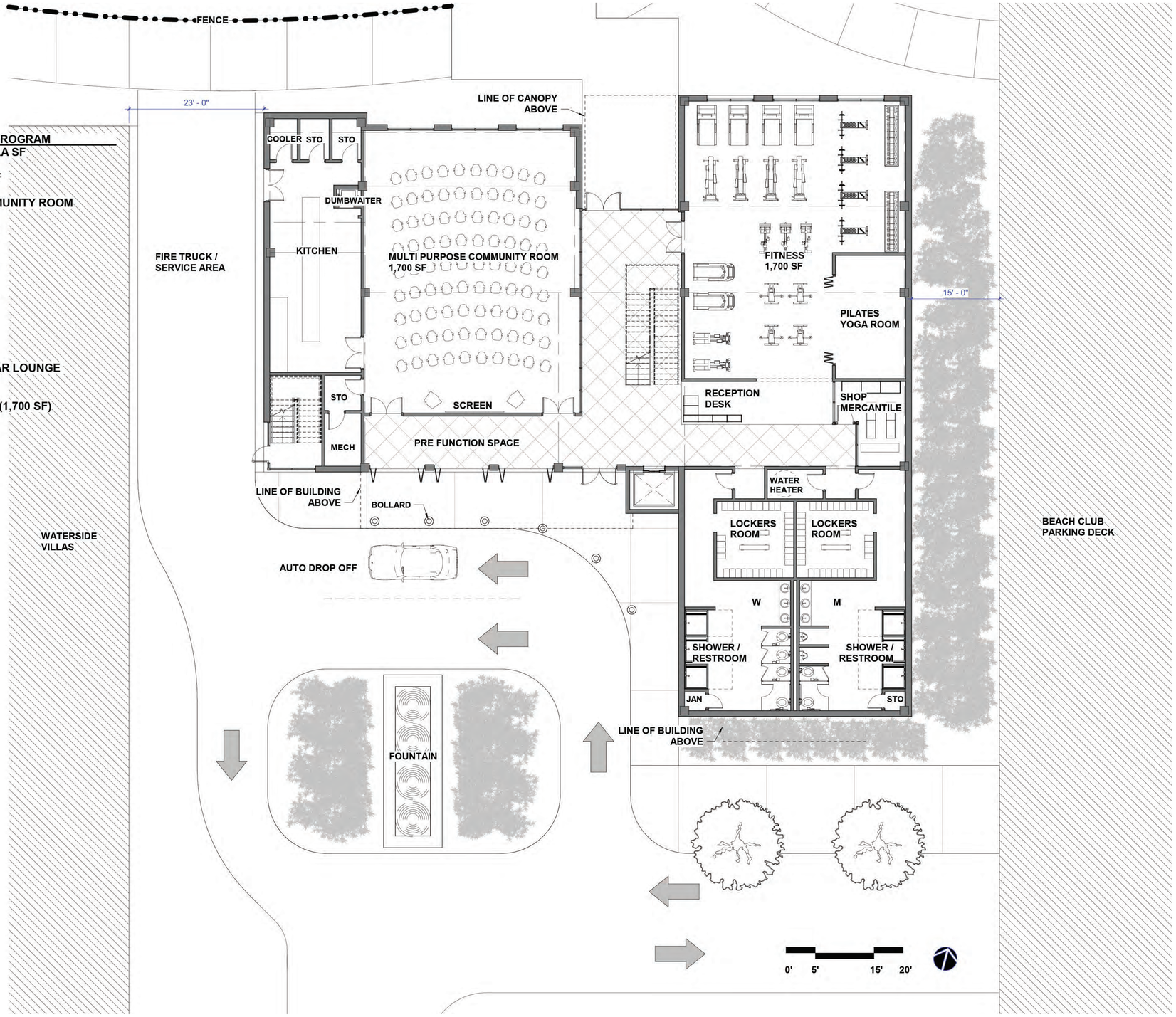
PRIVATE BEACH CLUB PROGRAM
GROSS SF: 14,600 GLA SF

LEVEL 1: 8,200 GLA SF

* MULTI PURPOSE COMMUNITY ROOM
* KITCHEN
* PRE FUNCTION SPACE
* FITNESS
* LOCKERS ROOM
* SHOWER / RESTROOM
* SHOP MERCANTILE

LEVEL 2: 6,400 GLA SF

* BAR
* GAME ROOM
* BILLIARD ROOM
* RESTROOM * CIGAR BAR LOUNGE
* ADMIN OFFICE
* MEETING ROOM
* ACTIVITY ROOF DECK (1,700 SF)
* TERRACE (500 SF)



BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

PRIVATE BEACH CLUB

FLOOR PLAN (LEVEL 1)

DAG ARCHITECTS

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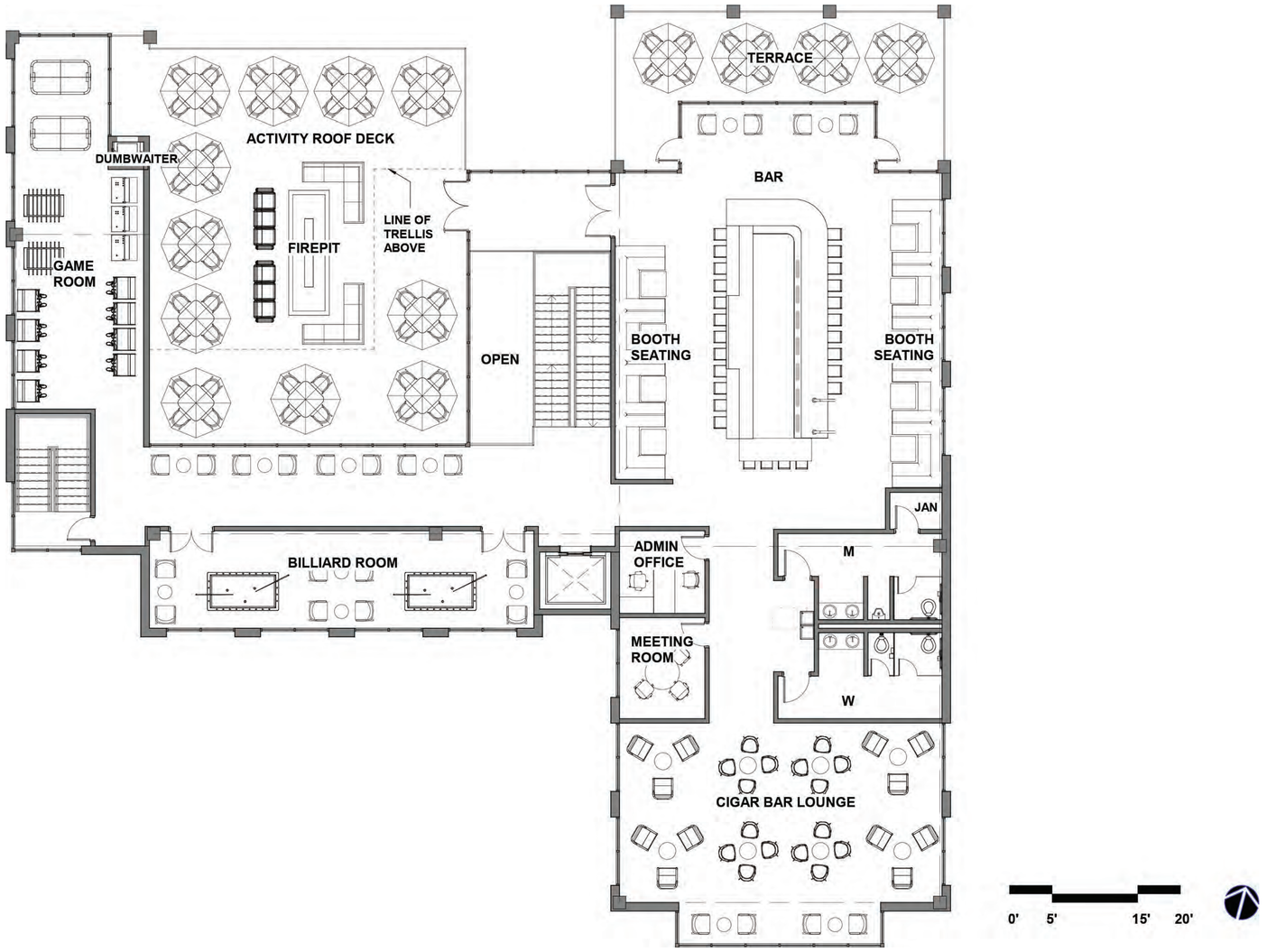

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

PRIVATE BEACH CLUB

FLOOR PLAN (LEVEL 2)

DAG ARCHITECTS

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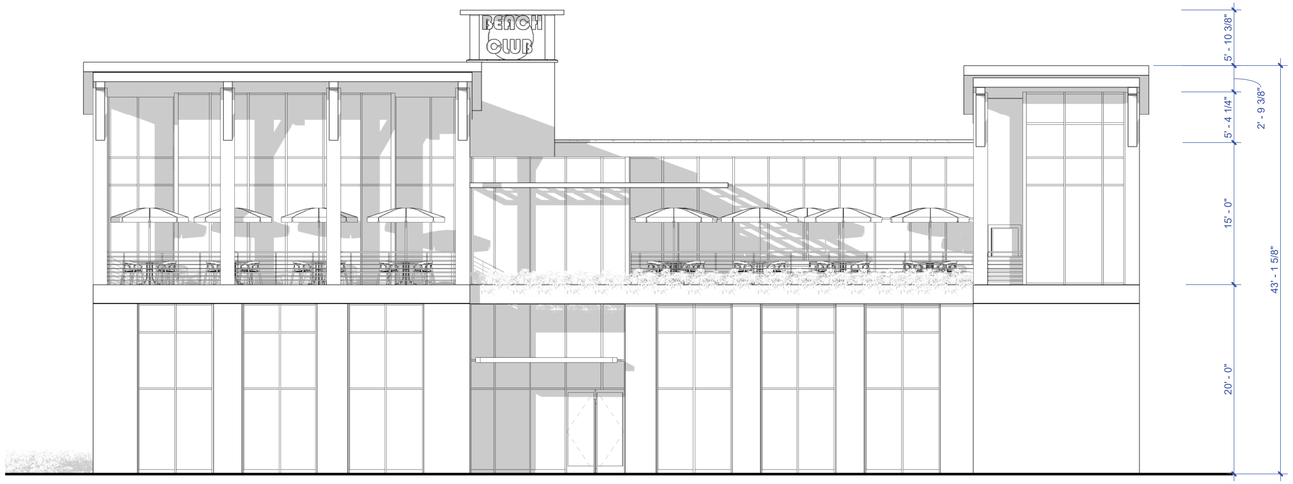

NORTH ELEVATION

SOUTH ELEVATION

DAG
ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

PRIVATE BEACH CLUB

BUILDING ELEVATION (NORTH & SOUTH)

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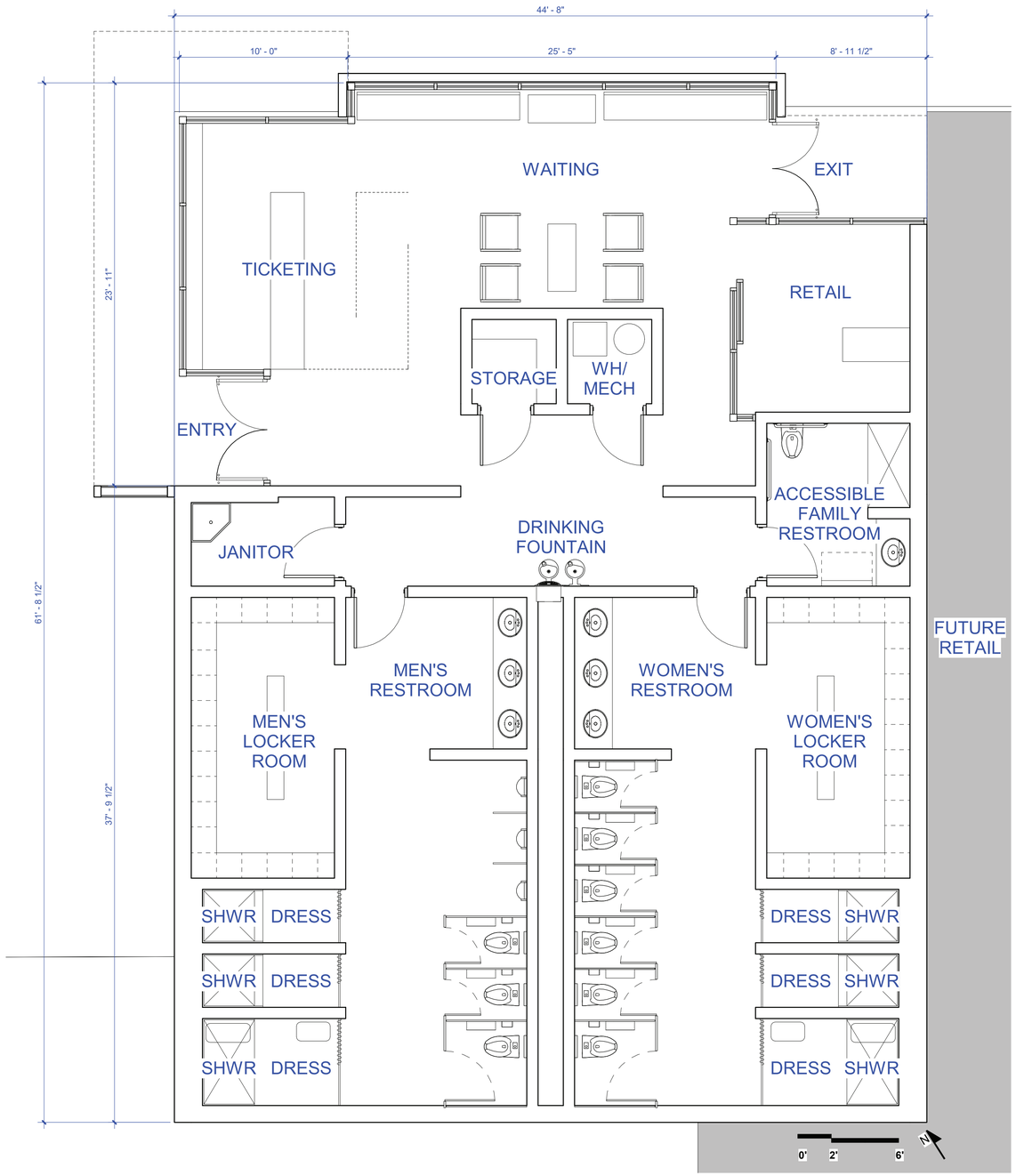

GROSS AREA	**2,625 SF**
# BATHERS SERVED	**480 PERSONS**

PROGRAM

FRONT OF HOUSE	**820 SF**
TICKETING	227 SF
WAITING	280 SF
RETAIL	136 SF
CIRCULATION	177 SF
BACK OF HOUSE	**76 SF**
STORAGE	38 SF
WH / MECH	38 SF
RESTROOMS	**1,729 SF**
MEN'S	704 SF
3 LAVATORIES	
3 WATER CLOSETS	
3 URINALS	
3 SHOWERS	
WOMEN'S	704 SF
3 LAVATORIES	
6 WATER CLOSETS	
3 SHOWERS	
FAMILY	105 SF
1 LAVATORY	
1 WATER CLOSET	
1 SHOWER	
1 DIAPER CHANGING STATION	
JANITOR	62 SF
CIRCULATION	154 SF

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

PUBLIC BEACH CLUB

FLOOR PLAN

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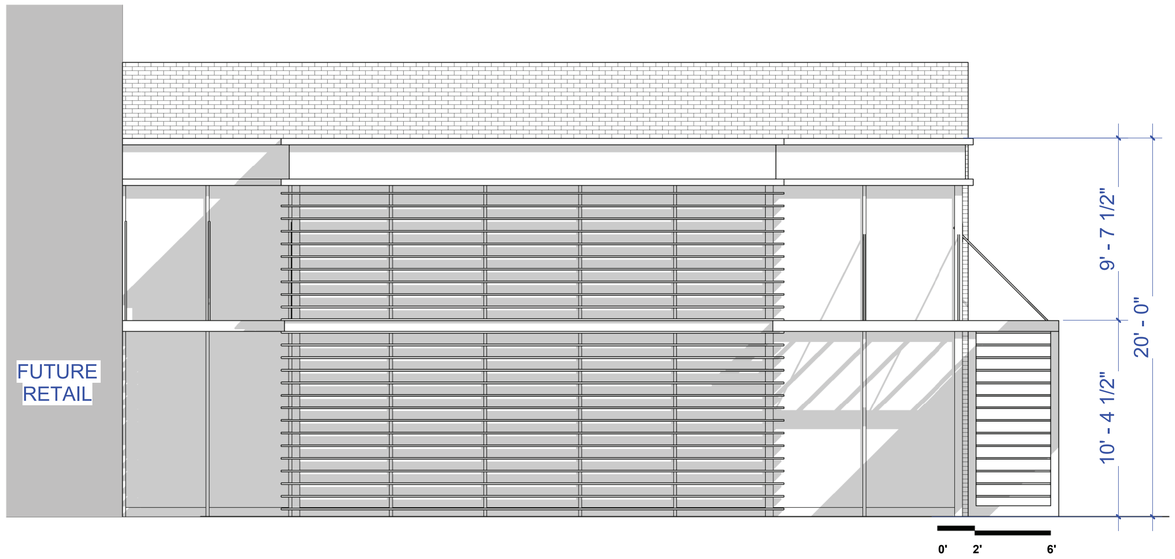

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

PUBLIC BEACH CLUB

ELEVATION (SOUTH)

DAG
ARCHITECTS

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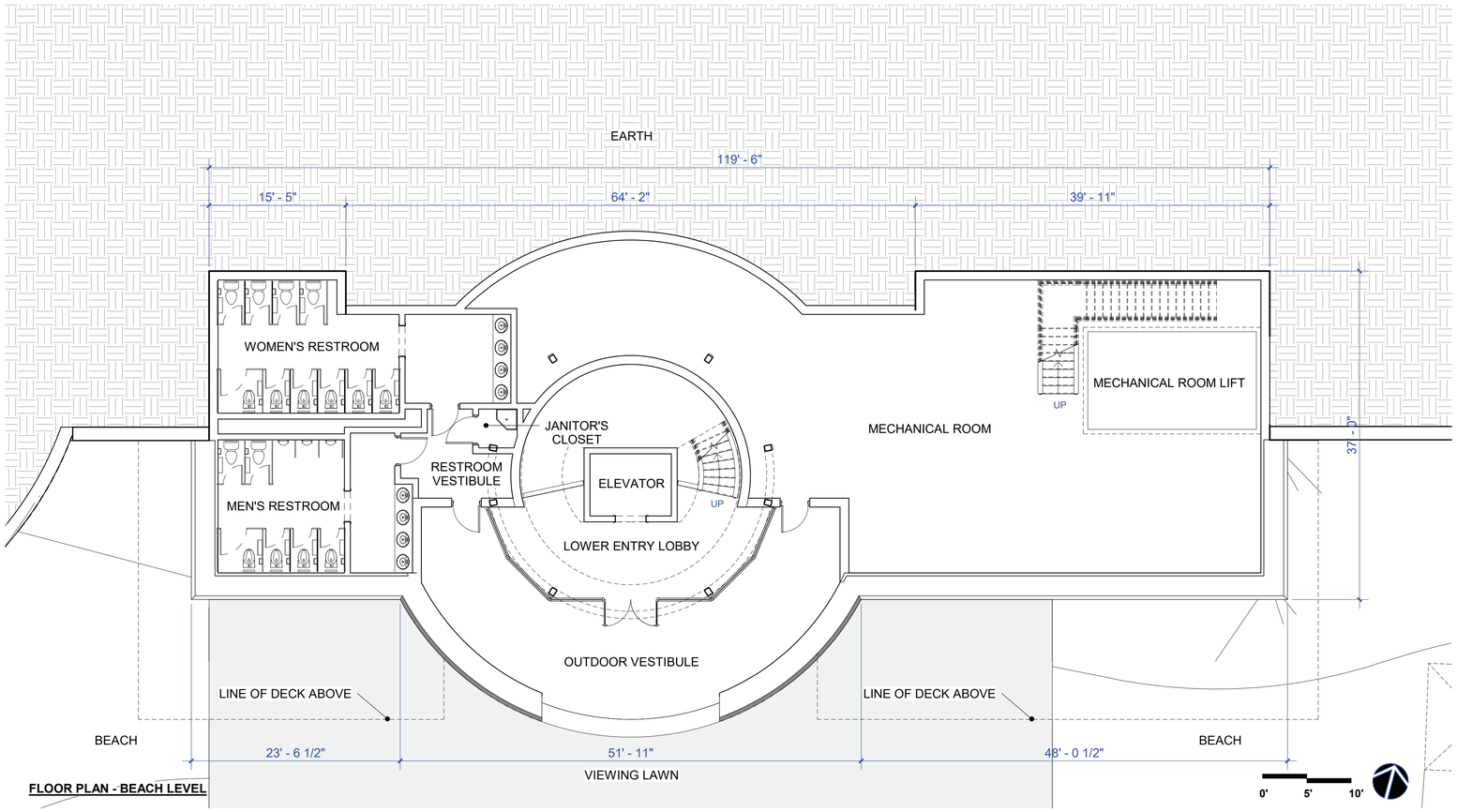

FLOOR PLAN - BEACH LEVEL

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

LIGHT TOWER & SALES OFFICE

FLOOR PLAN (BEACH LEVEL)

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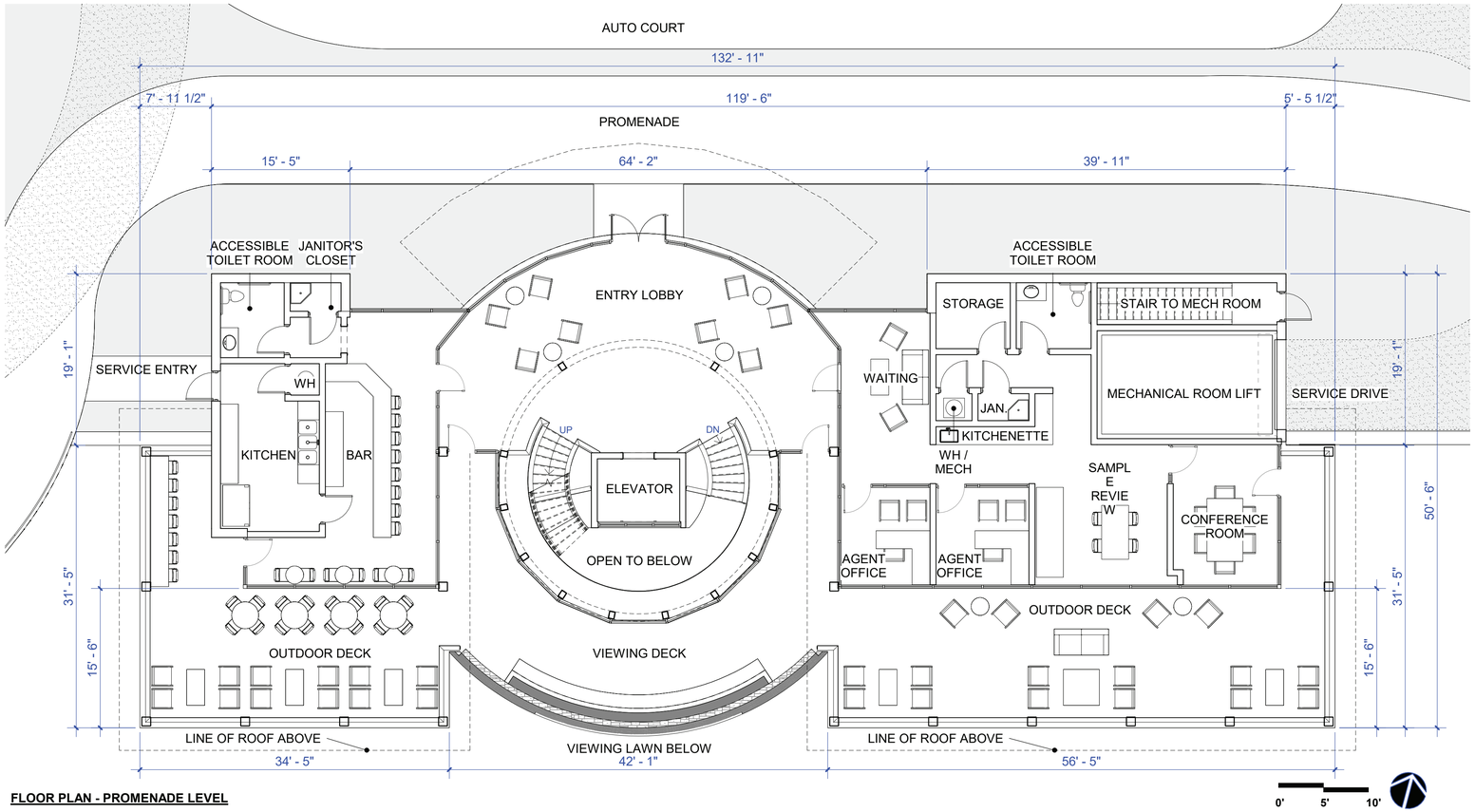

FLOOR PLAN - PROMENADE LEVEL

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

LIGHT TOWER & SALES OFFICE

FLOOR PLAN (PROMENADE LEVEL)

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GROSS AREA **12,200 SF**
- INTERIOR 8,601 SF
- EXTERIOR 3,599 SF

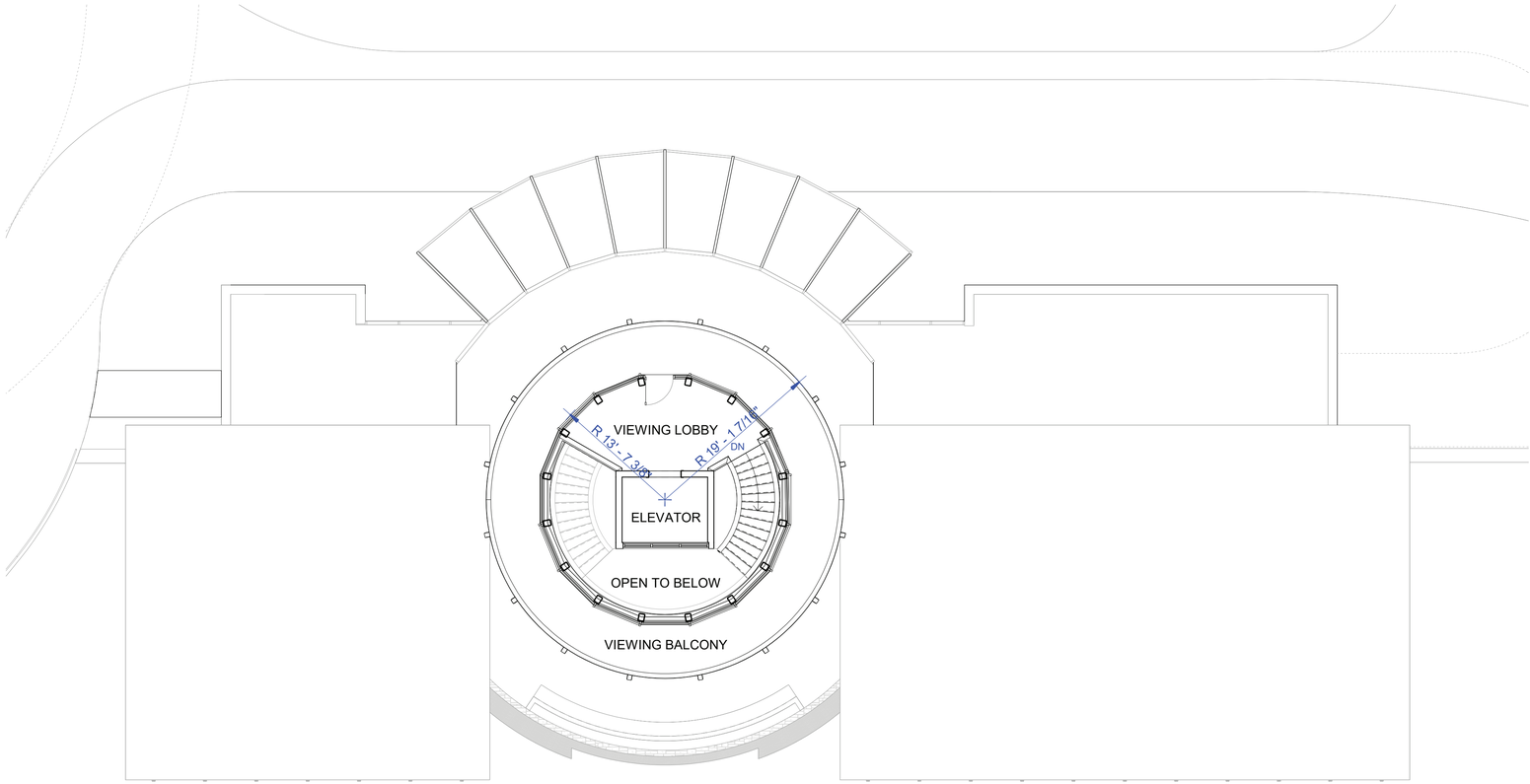
- BEACH LEVEL 4,712 SF
  - INTERIOR 4,053 SF
  - EXTERIOR 659 SF
- PROMENADE LEVEL 6,354 SF
  - INTERIOR 3,966 SF
  - EXTERIOR 2,388 SF
- VIEWING BALCONY LEVEL 1,134 SF
  - INTERIOR 582 SF
  - EXTERIOR 552 SF

PROGRAM

BEACH LEVEL
- LIGHT TOWER 645 SF
- BEACH RESTROOMS 1,045 SF
  - MEN'S 417 SF
    - 4 LAVATORIES
    - 6 WATER CLOSETS
    - 3 URINALS
  - WOMEN'S 504 SF
    - 4 LAVATORIES
    - 10 WATER CLOSETS
  - JANITOR 30 SF
  - CIRCULATION 94 SF
- MECHANICAL ROOM 2,363 SF
- OUTDOOR ENTRY 659 SF

PROMENADE LEVEL
- LIGHT TOWER & ENTRY LOBBY 1,432 SF
- SALES CENTER 1,303 SF
  - WAITING
  - 2 AGENT OFFICES
  - KITCHENETTE
  - SAMPLE REVIEW SPACE
  - CONFERENCE ROOM
  - TOILET ROOM
  - STORAGE
- BAR / EVENT SPACE 833 SF
  - BAR
  - SET UP KITCHEN
  - TOILET ROOM
- MECHANICAL ROOM LIFT / STAIRS 398 SF
- OUTDOOR VIEWING DECK 2,388 SF

VIEWING BALCONY LEVEL
- LIGHT TOWER 582 SF
- VIEWING DECK 552 SF



FLOOR PLAN - VIEWING BALCONY LEVEL

0' 5' 10'

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

LIGHT TOWER & SALES OFFICE

FLOOR PLAN (VIEWING BALCONY LEVEL)

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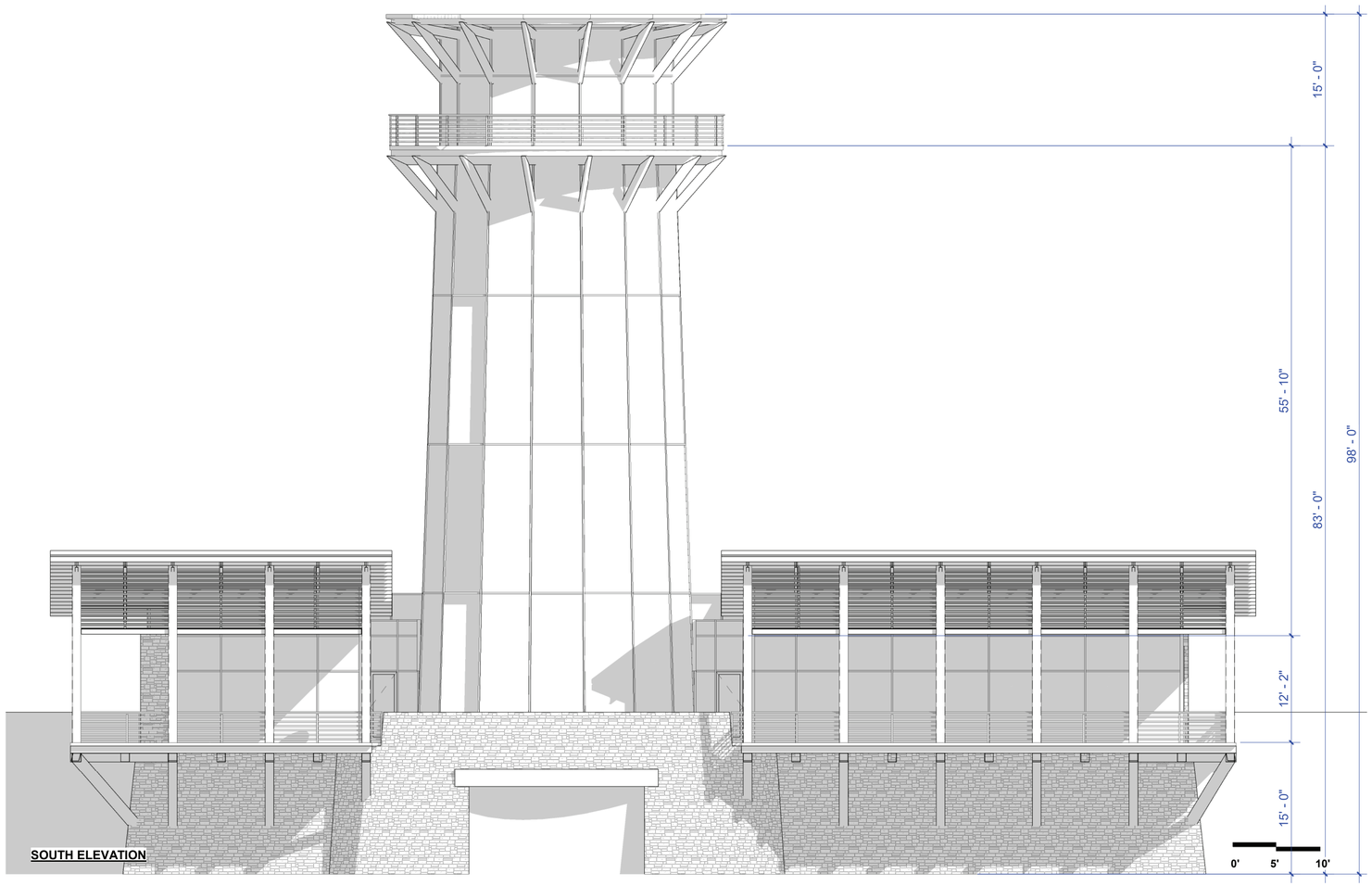
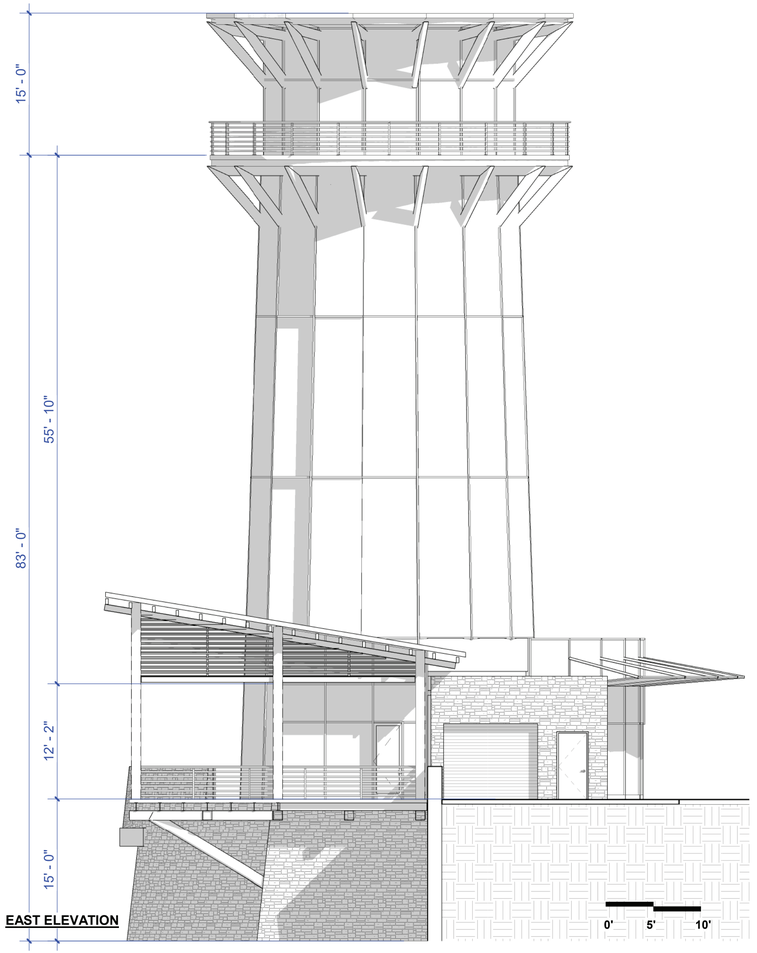


SOUTH ELEVATION



EAST ELEVATION

DAG
ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

LIGHT TOWER & SALES OFFICE

BUILDING ELEVATION (SOUTH & EAST)

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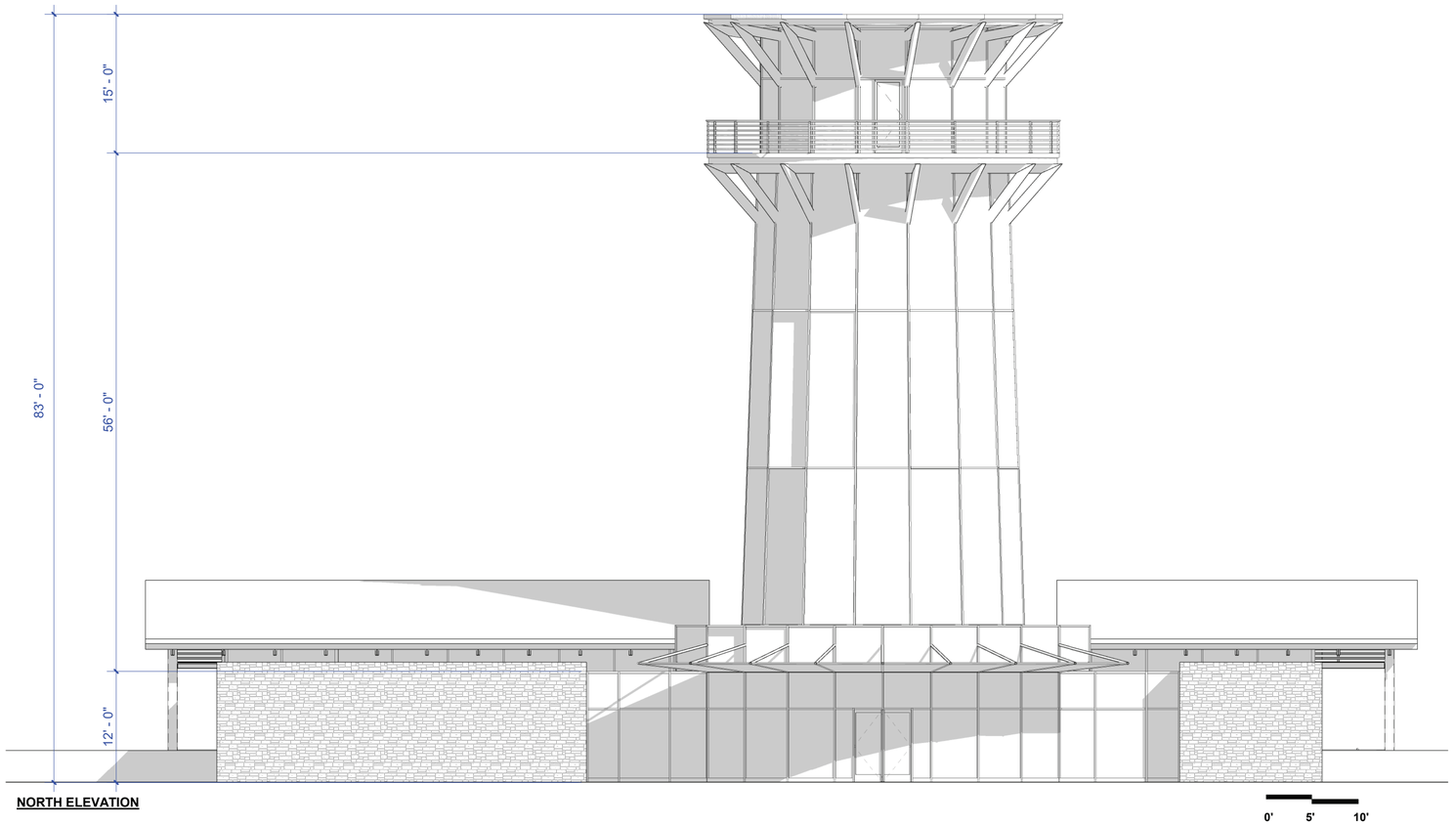
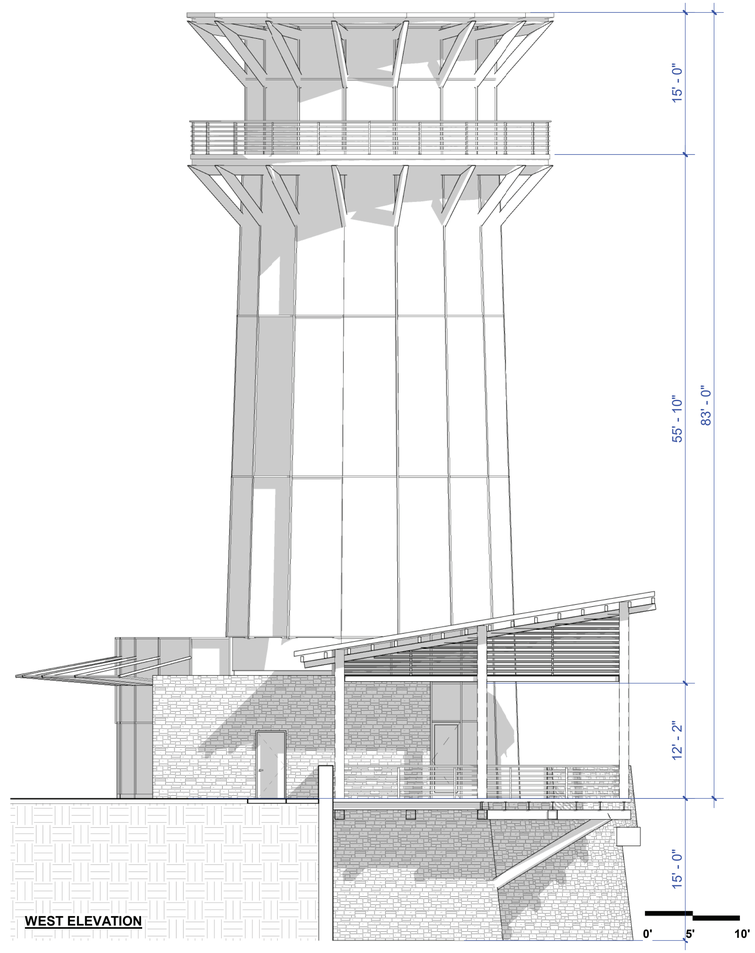


NORTH ELEVATION



WEST ELEVATION

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

LIGHT TOWER & SALES OFFICE

BUILDING ELEVATION (NORTH & WEST)

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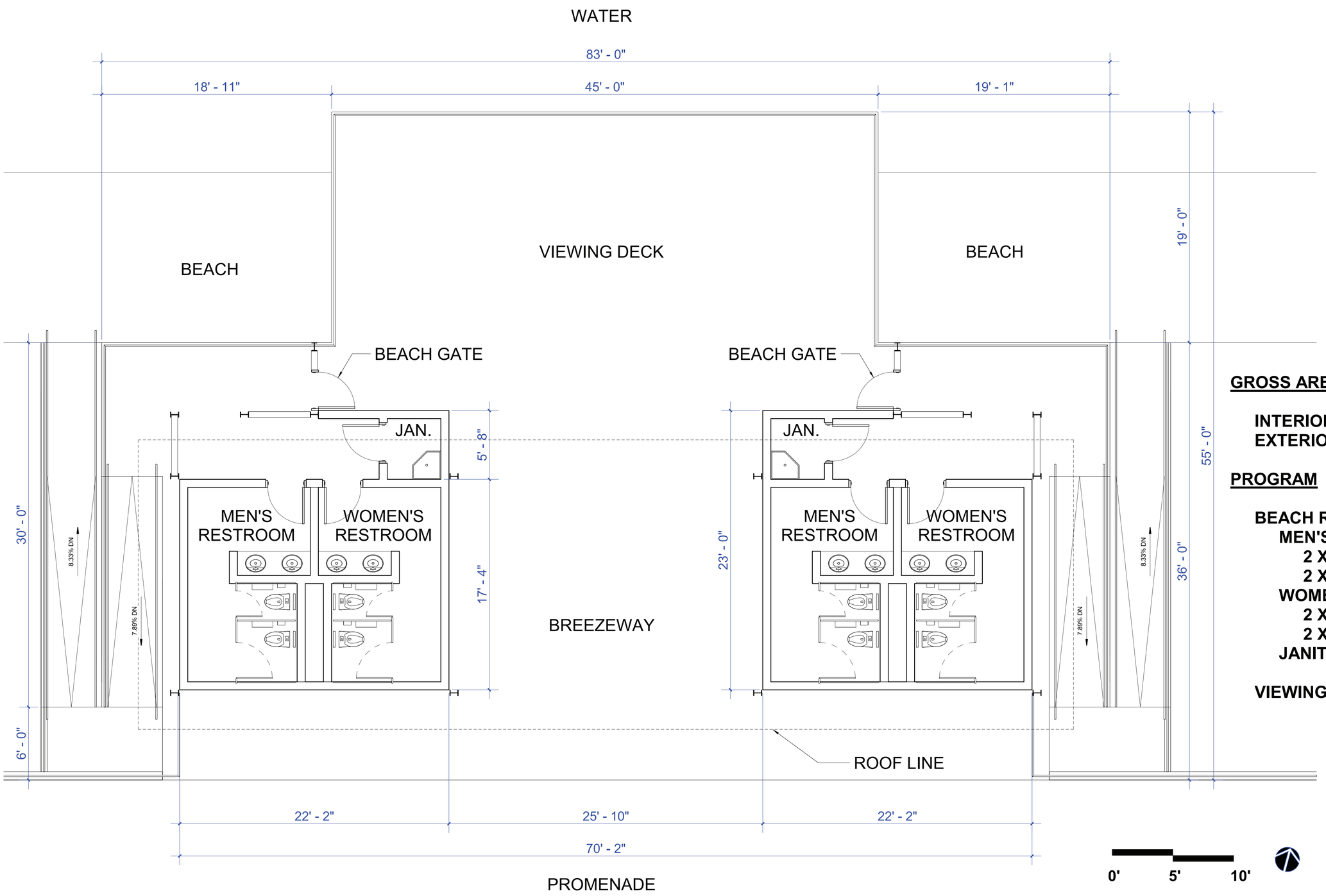

GROSS AREA	**3,143 SF**
INTERIOR	**834 SF**
EXTERIOR	**2,309 SF**
PROGRAM	
BEACH RESTROOMS	**417 SF X 2**
MEN'S	**192 SF X 2**
2 X 2 LAVATORIES	
2 X 2 WATER CLOSETS	
WOMEN'S	**192 SF X 2**
2 X 2 LAVATORIES	
2 X 2 WATER CLOSETS	
JANITOR / ENTRY	**33 SF X 2**
VIEWING DECK / BREEZEWAY	**2,309 SF**

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

BEACH RESTROOM & OVERLOOK DECK

FLOOR PLAN

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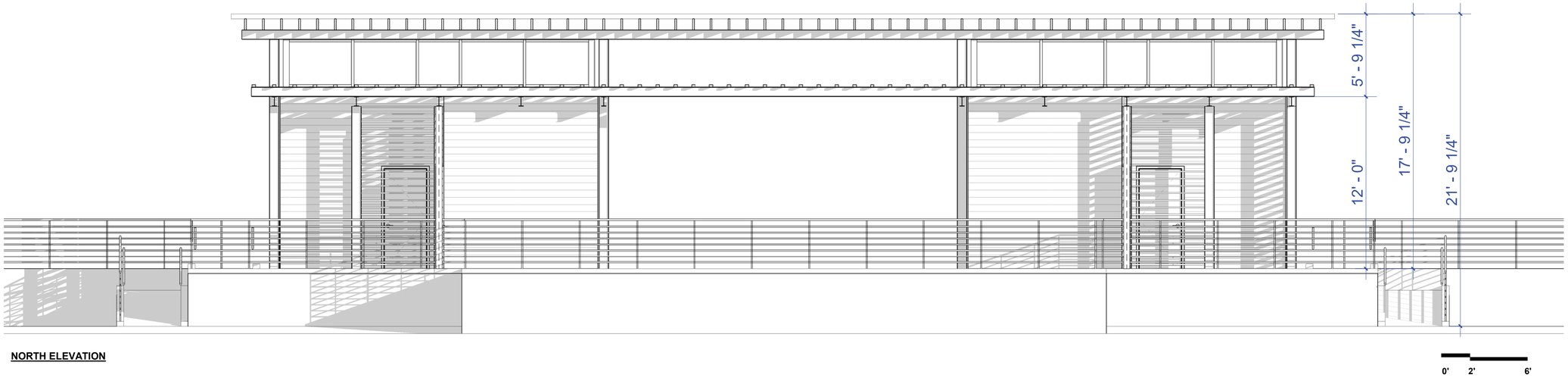

NORTH ELEVATION

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

BEACH RESTROOM & OVERLOOK DECK

BUILDING ELEVATION

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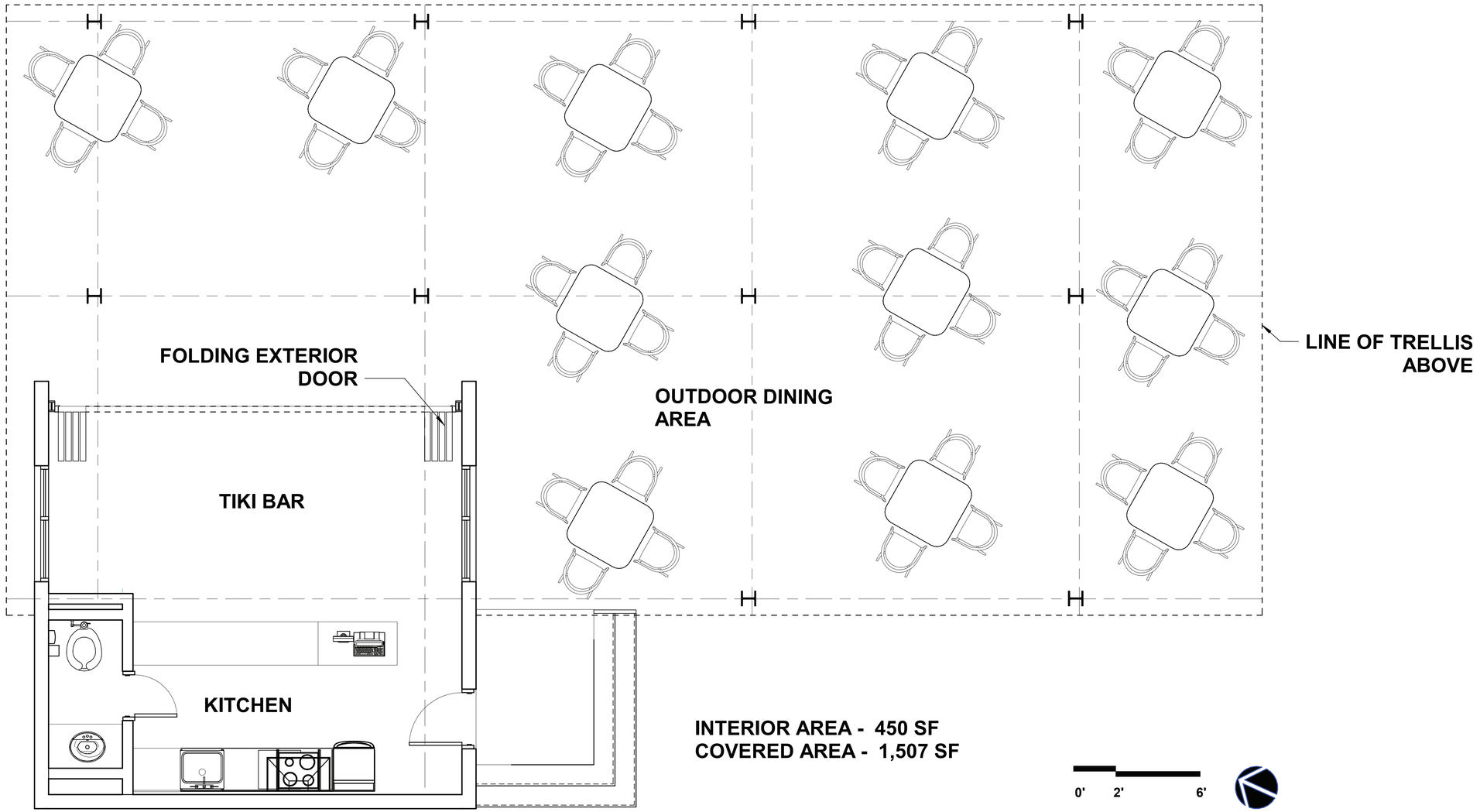

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

TIKI BAR

FLOOR PLAN

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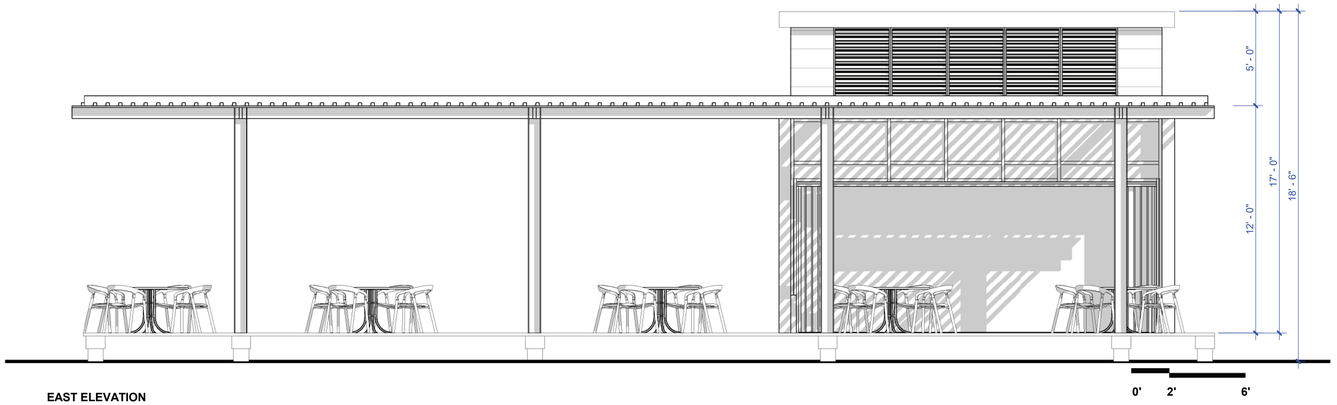
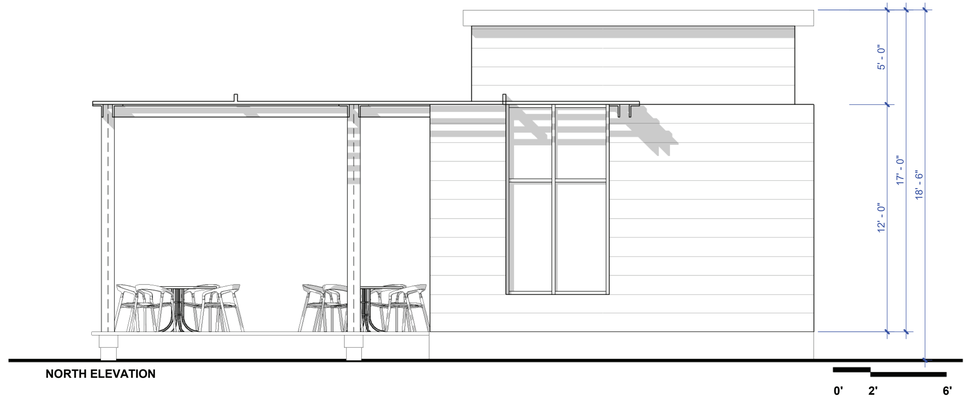


EAST ELEVATION



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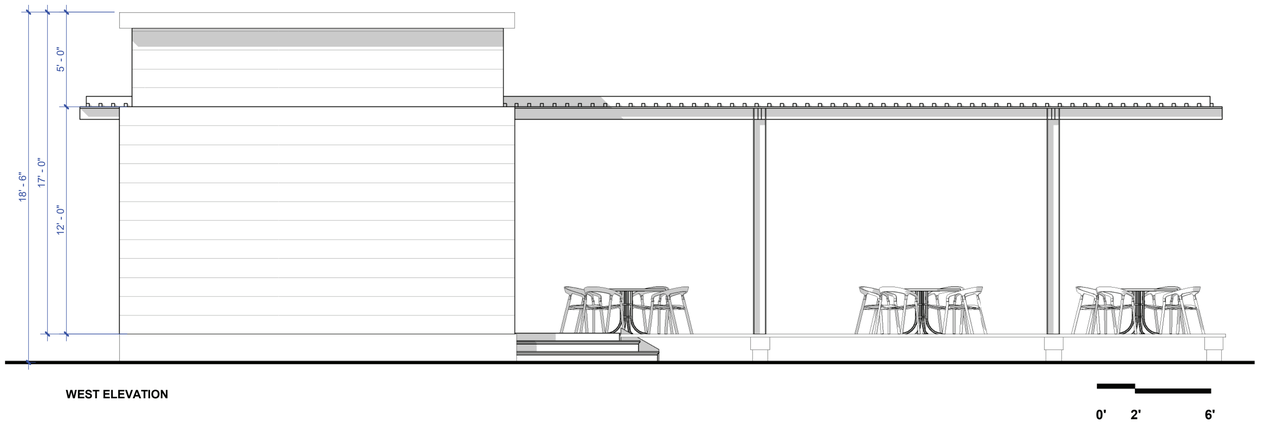
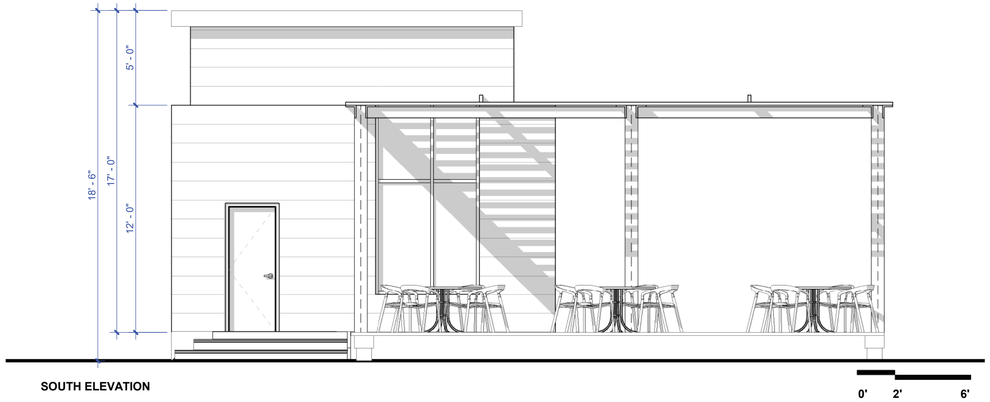


WEST ELEVATION



SOUTH ELEVATION

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

TIKI BAR

BUILDING ELEVATION

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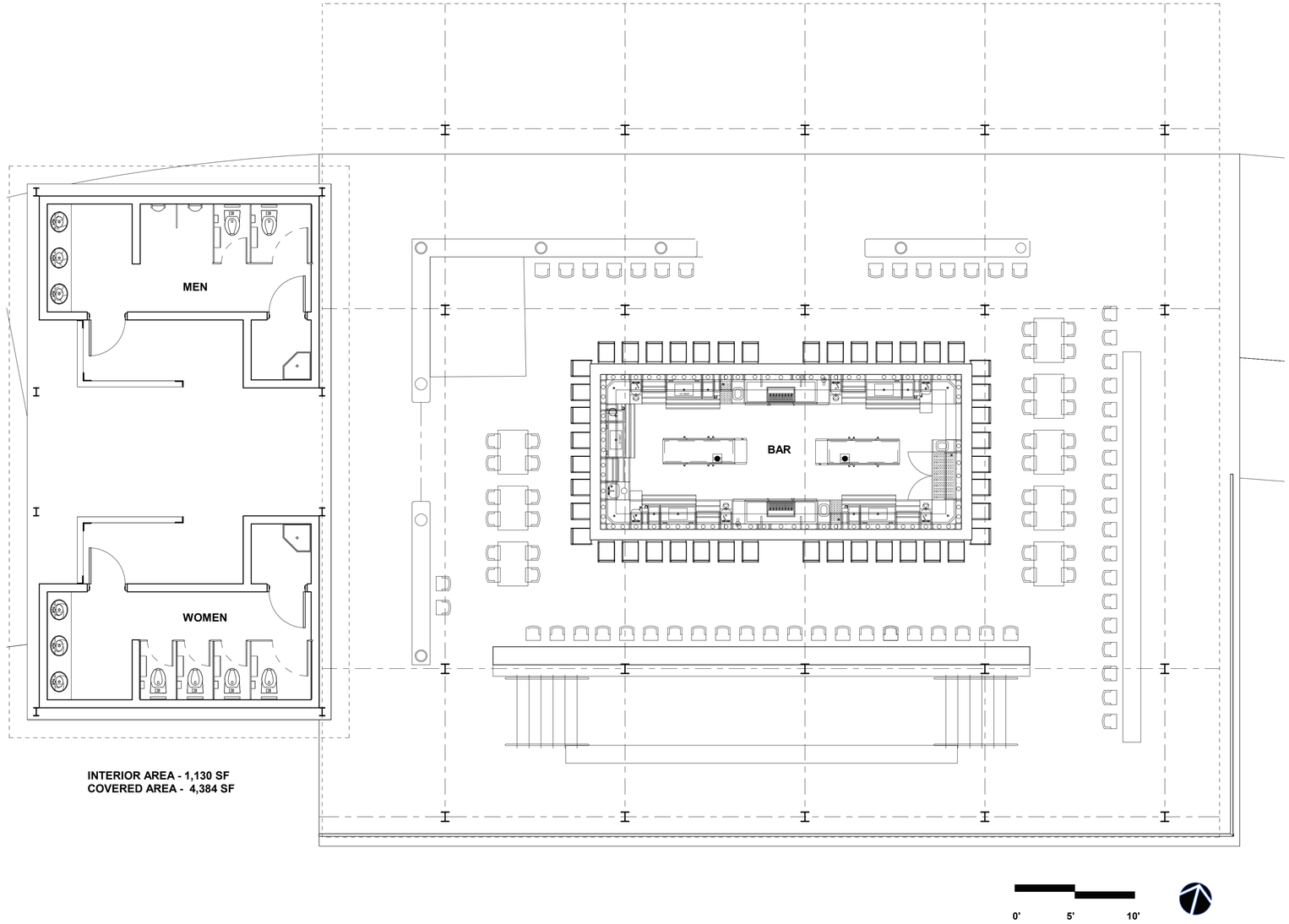

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

BEACH BAR

FLOOR PLAN

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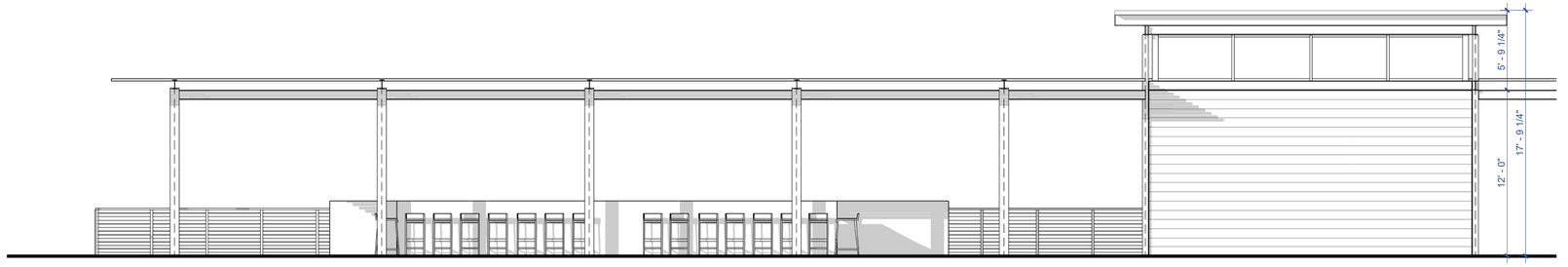

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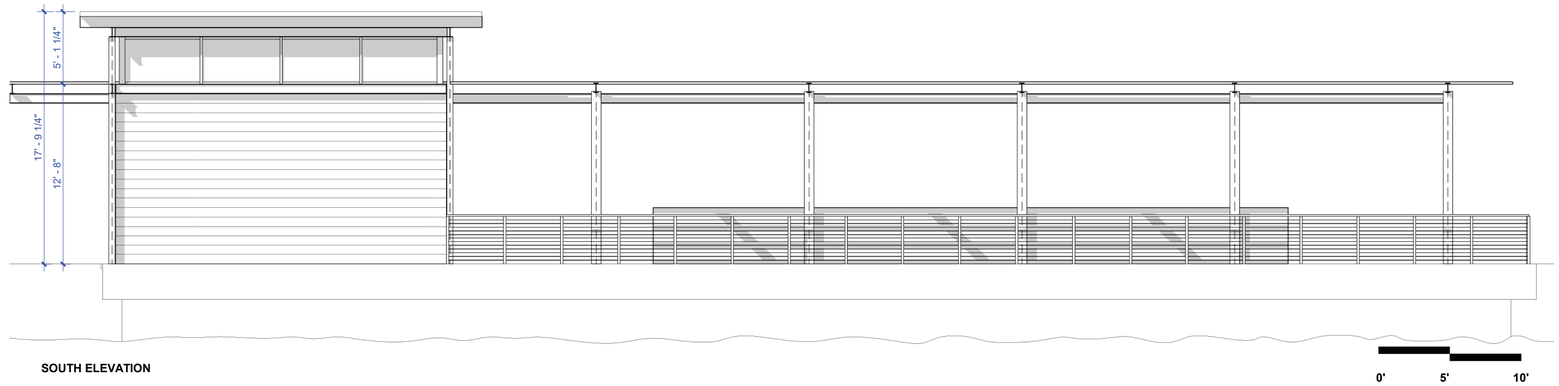

SOUTH ELEVATION

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

BEACH BAR

BUILDING ELEVATION (NORTH & SOUTH)

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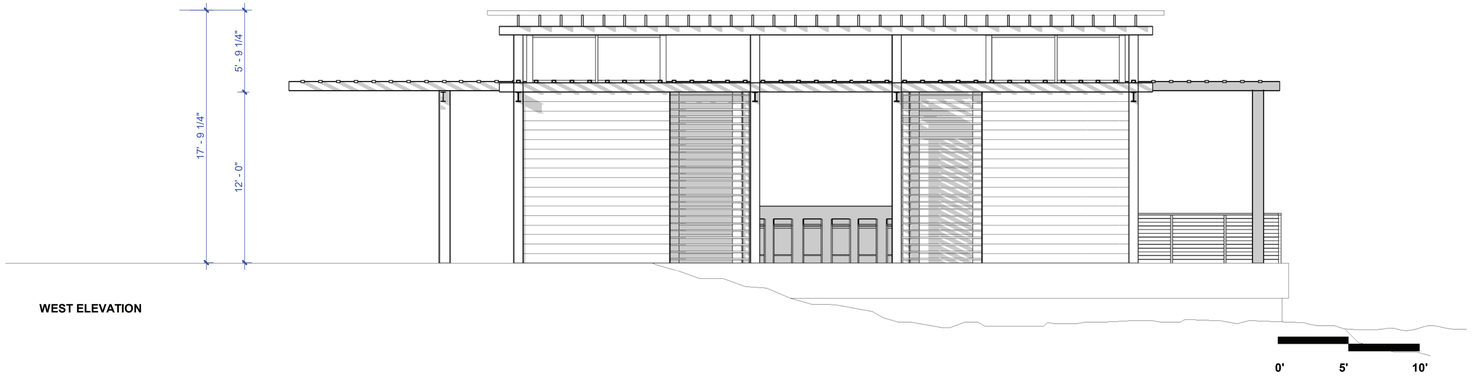
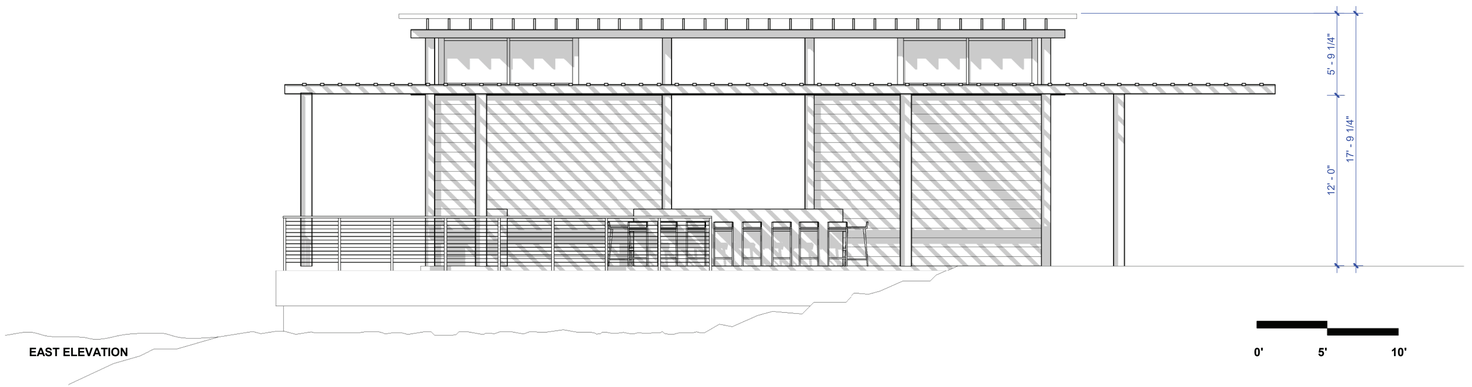


WEST ELEVATION



EAST ELEVATION

DAG ARCHITECTS

BEL AIR VILLAGE
CONCEPT DEVELOPMENT
OCTOBER 26, 2023

BEACH BAR

BUILDING ELEVATION (WEST & EAST)

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Kimley»Horn

MEMORANDUM - SHARED PARKING STUDY

To:	American Communities
From:	J. Blake Hodge, P.E. Kimley-Horn and Associates, Inc.
Date:	October 23, 2023
Subject:	Mixed-Use Shared Parking Study Bel Air Village – Sherman, Texas

Purpose

The proposed Bel Air Village mixed-use site is well-positioned to take advantage of sharing its available parking between all the uses on the site. Centrally-located parking garages, plus surface parking through the site, offer convenient parking close to all the site buildings. Proper sizing of parking areas promotes efficient land use, while improving sometimes-overlooked issues like walkability, drainage, and urban heat island effects.

An application of City of Sherman parking code leads to a requirement of 1,768 spaces on the site. These parking requirements assume each use is isolated and must provide all the parking needed for the peak demand of the use.

Seeing the mixed-use nature of the site and based on an occupancy analysis of the Beach Club, the master plan is proposing to a total of 1,550 spaces, or about 88% of the unmodified code requirement. This report is intended to verify this total, by calculating the functional parking demand using research on actual parking demand at similar sites.

Weekday Functional Demand

The weekday parking demand of the site is shown in **Exhibit 1** and summarized below. Functional demand is based on actual observations of other similar land uses, including hourly variation throughout weekdays and weekends. Overall and hourly demand data for the functional parking demand is from ULI's *Shared Parking, 3rd Edition*. ULI provides average and 85th-percentile base demands for most uses. In addition to the main customer users, the parking demands include all staff and other service uses.

The site's functional demand during the weekday can be accommodated by the on-site surface and garage parking supply totaling 1,550 spaces. The functional parking demand if each use was treated individually would be 1,768 spaces. After taking advantage of shared parking, the highest hourly demand of 1,497 spaces occurs at 2 PM. Considering the site's parking supply of 1,550 spaces, the there is still a surplus of 53 spaces during the busiest weekday hour.

Weekday Functional Demand:

Weekday Basic Functional Demand Before Shared Parking:	1,768 Spaces
Weekday Highest Hourly Demand:	1,497 Spaces (2 PM)
Weekday On-Site Parking Supply:	1,550 Spaces
Parking Surplus or (Deficiency):	53 Spaces

It is clear that the on-site parking supply can accommodate the functional demand from the site's uses during weekdays, plus a substantial number of surplus spaces.

Weekend Functional Demand

The weekend parking demand of the site is shown in **Exhibit 2** and summarized below. The weekend functional parking demand if each use was treated individually would be 2,171 spaces. After taking advantage of shared parking, the highest hourly demand of 1,380 spaces occurs at 1 PM. While the retail, restaurant and beach club peak demands are higher on the weekend, the office demand is very low, leaving plenty of available parking. Considering the site's parking supply of 1,550 spaces, the there is still a surplus of 170 spaces during the busiest weekend hour.

Weekend Functional Demand:

Weekend Basic Functional Parking Demand Before Sharing:	1,768 Spaces
Weekend Highest Hourly Demand:	1,380 Spaces
Weekend Parking Supply:	1,550 Spaces
Parking Surplus or (Deficiency):	170 Spaces

As with the weekday scenario, the on-site parking supply can easily accommodate the functional demand from the site's uses during weekends.

Beach Club Interim Parking

An occupancy analysis for the Beach Club was performed by Oasis Amenities using data from existing sites. This analysis showed a total beach club occupancy of approximately 1,600 users at peak occupancy. Approximately 600 occupants parking will already be captured in the private residential and hotel accumulation rates leaving approximately 1,000 users who will need to arrive and park on site. Utilizing this proportional rate, the City of Sherman parking requirement (1 space per 100 SF of pool/deck area would be [107,310 SF * (1,000/1,600)]/100 = 671 spaces. However, we believe, the ULI maximum occupancy "Waterpark" rate of 322 spaces for this size facility is more appropriate. This also correlates to an event parking generation rate of 1,000 users divided by 3 user per vehicle = 333 parking spaces. We recommend constructing a 333-space surface parking lot to serve the Beach Club until the mixed-use program and associated parking is constructed.

Conclusion

The proposed parking supply of 1,550 spaces can be efficiently shared by all the uses on the Bel Air Village mixed-use site. The proposed supply easily satisfies the functional parking demand during all hours of the weekdays and weekends. There is no functional need to provide the City Code levels of parking supply, which will only result in wasteful areas of little-used parking.

END

Attachments: Exhibit 1 – Shared Parking Table and Chart - Weekday
Exhibit 2 – Shared Parking Table and Chart - Weekend
Appendix – Shared Parking Assumptions

EXHIBIT 1

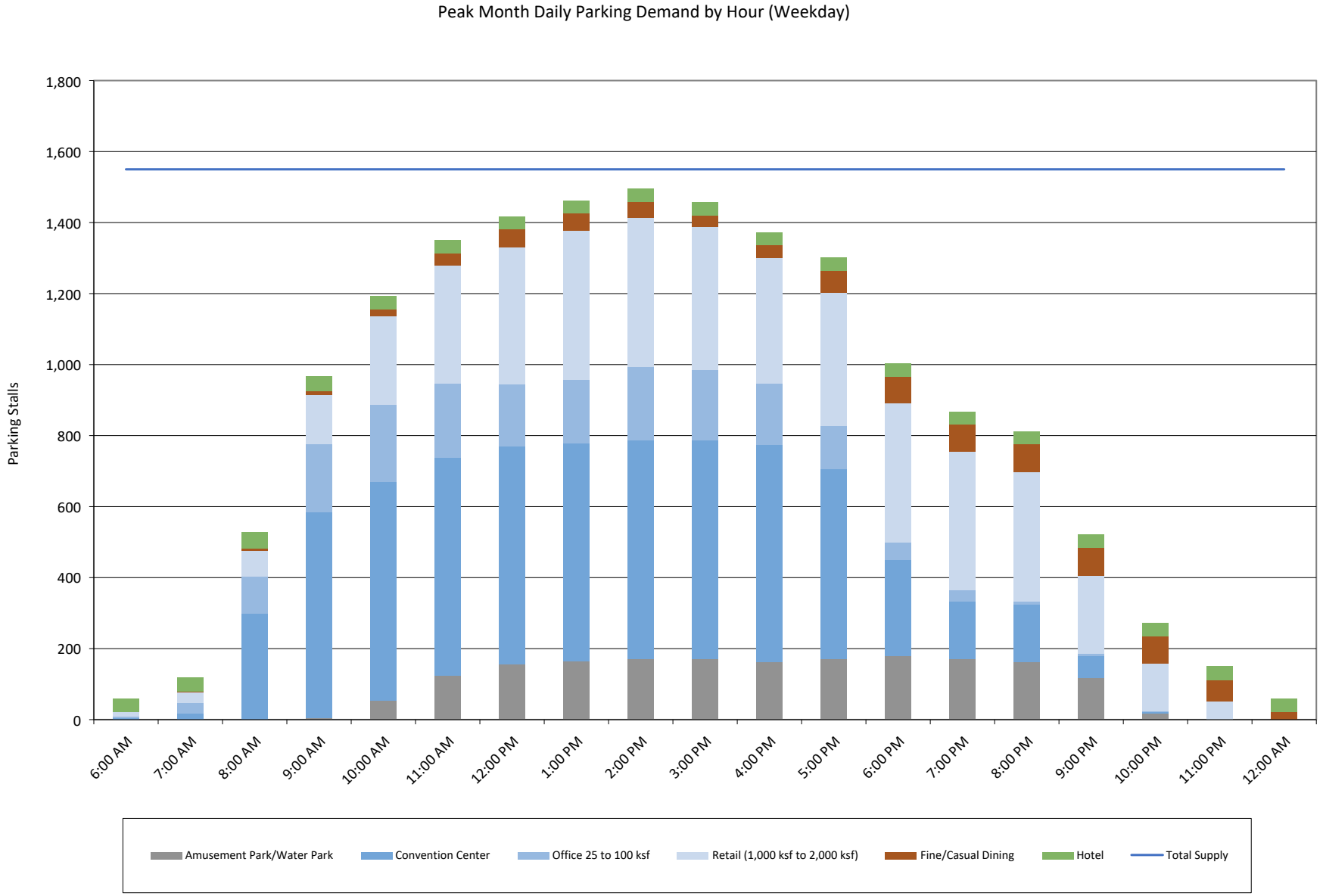
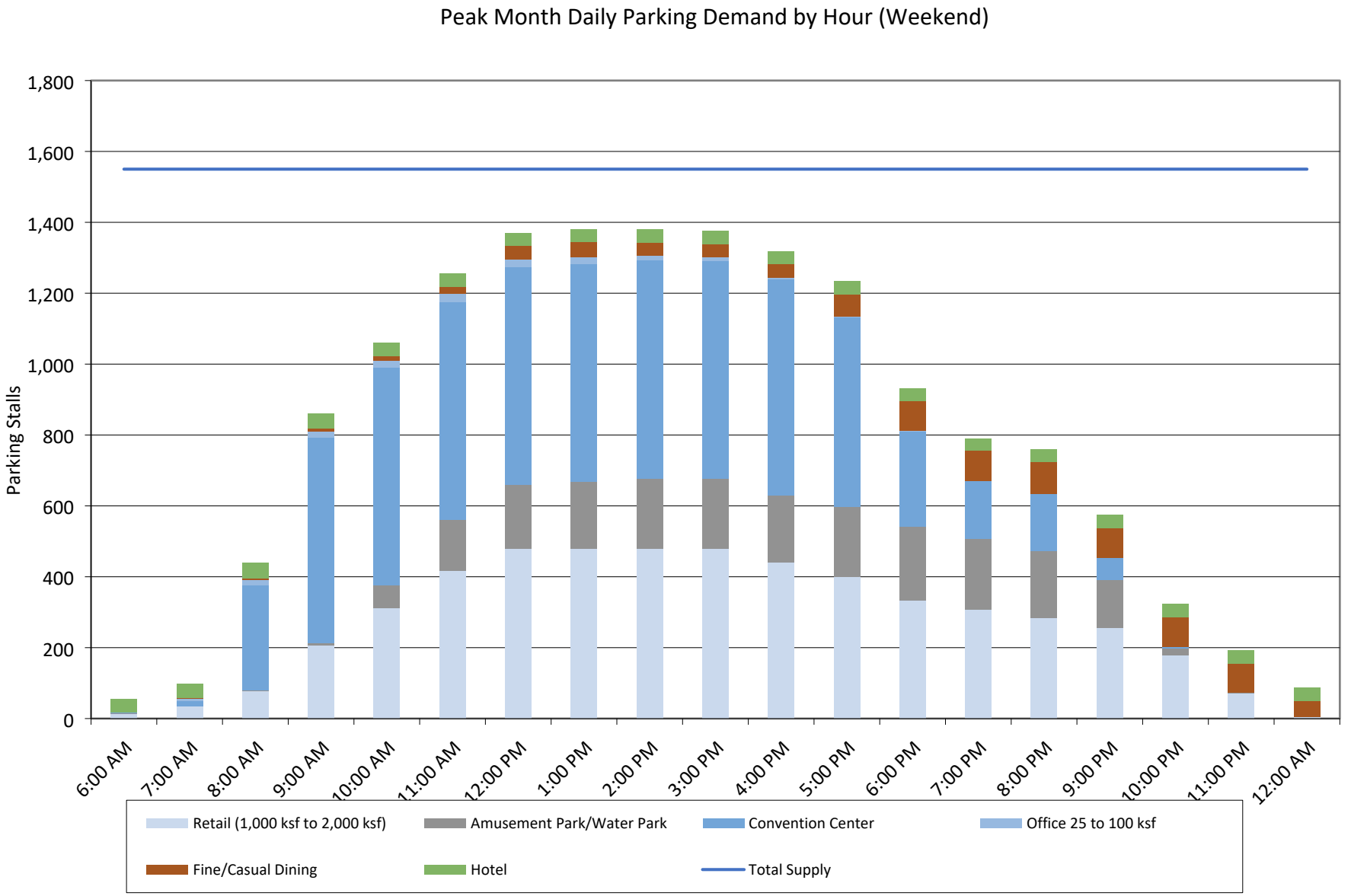

Peak Month Daily Parking Demand by Hour (Weekday)
Parking Stalls
1,800
1,600
1,400
1,200
1,000
800
600
400
200
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
Amusement Park/Water Park
Convention Center
Office 25 to 100 ksf
Retail (1,000 ksf to 2,000 ksf)
Fine/Casual Dining
Hotel
Total Supply

EXHIBIT 2


Peak Month Daily Parking Demand by Hour (Weekend)
Parking Stalls
1,800
1,600
1,400
1,200
1,000
800
600
400
200
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
Retail (1,000 ksf to 2,000 ksf)
Amusement Park/Water Park
Convention Center
Office 25 to 100 ksf
Fine/Casual Dining
Hotel
Total Supply

Kimley»Horn

Appendix - Shared Parking Assumption

Shared parking is defined as different types of land uses using the same parking supply at different times of the day and during different days of the week.

Building program, uses, and parking supply were based on the August 25, 2023 Master Plan (with updates) by DAG Architecture. The aggregated uses in the site plan are as follows:

- Residential: Provide by individual project and site
- Hotel: 150 Rooms
- Office: 60,000 SF
- Convention Center: 106,000 SF
- Beach Club: 67,100 SF (Public), 1,000 attendees (Public)
- Retail: 98,100 SF
- Restaurant: 6,000 SF

The functional shared parking analysis was primarily based on data from ULI *Shared Parking, 3rd Edition* and local experience used where appropriate (e.g., to fill in hourly percentages not identified in ULI). Each land use has a peak parking demand, and each hour of the day has a demand that is a percentage of that peak.

Traffic Impact Analysis

Bel Air Village
Sherman, Texas

October 27, 2023

Kimley-Horn and Associates, Inc.
Richardson, Texas

Project #064462007
Registered Firm F-928

Kimley»Horn

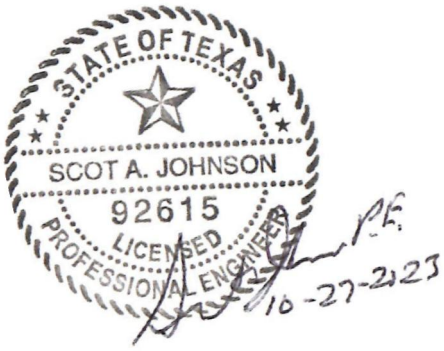
Traffic Impact Analysis

Bel Air Village
Sherman, Texas

Prepared by:

Kimley-Horn and Associates, Inc.
2600 N. Central Expressway, Suite 400
Richardson, Texas 75080
Registered Firm F-928

Contact:
Scot Johnson, P.E., PTOE
Meredith Frederking, EIT
972-465-9573
October 27, 2023



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EXECUTIVE SUMMARY

The proposed Bel Air Village development is located east of US 75 on FM 1417 in Sherman, Texas. The site is proposed to be built with up to 888 single family detached homes, up to 4,300 multi-family homes, a hotel, office building, retail, convention center, waterpark, and elementary school. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts.

The following signalized intersections were evaluated as part of this study:

- US 75 SBFR at FM 1417
- US 75 NBFR at FM 1417
- FM 1417 at NW Drive (proposed)
- FM 1417 at Bel Air Boulevard (proposed)

The following unsignalized intersections were evaluated as part of this study:

- US 75 NBFR at Beach Club Boulevard
- FM 1417 at Drive 1
- FM 1417 at Drive 2
- Bel Air Boulevard at Morgan Drive
- Bel Air Boulevard at Beach Club Boulevard
- Bel Air Boulevard at London Lane
- Beach Club Boulevard at London Lane
- London Lane at Drive 3

Traffic operations were analyzed at the study intersections for existing volumes, 2028 and 2033 background traffic volumes, and 2028 and 2033 background plus site-generated traffic volumes. The future years correspond to the expected site buildout and horizon year respectively. Conditions were analyzed for the weekday AM and PM peak hours.

The background traffic conditions included existing traffic with an assumed 2% growth rate and explicit modeling of GlobalWafers America manufacturing site on FM 1417 west of US 75.

The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns, and the project's proposed access locations.

Based on the analysis presented in this report, the proposed Bel Air Village development can be incorporated successfully in the roadway network assuming the FM 1417 widening from US 75 to Bel Air Boulevard and proper development of proposed roadways.

From the traffic volumes and speeds already present on FM 1417, traffic signals are warranted and recommended at NW Drive and Bel Air Boulevard to maintain the overall operation and safety of these primary intersections.

The proposed site driveways provide the appropriate level of access for the development. The arterial streets are narrow enough for walkability but also wide enough for proper traffic flow. Beach Club Boulevard through the site will be a two-lane divided road with a single-lane roundabout at London Lane. The roundabout will act as a gateway between US 75 and this multi-purpose development. It will demonstrate to the driver that they are exiting a busy, fast freeway and entering a relaxed, walkable experience. This change is an important component in supporting pedestrian safety and maintaining subdued traffic flow through the site. Due to how the US 75 NBFR approach can only attract drivers from south of the site, (compared to FM 1417 which is used for east, west, and north approaches), the inbound traffic from US 75 NBFR using Beach Club Boulevard is relatively less than the outbound traffic on that route/ Therefore, there is no specific traffic need for a separate eastbound-to-southbound right-turn bypass lane at the roundabout. A single-lane roundabout is appropriate for the traffic demands and will provide the best traffic calming influence.

I.INTRODUCTION

A. Purpose

Kimley-Horn was retained to conduct a Traffic Impact Analysis (TIA) of future traffic conditions associated with the development of the Bel Air Village site located Southeast of US 75 on FM 1417. A site vicinity map is provided as **Exhibit 1**. **Exhibit 2** shows the proposed conceptual site plan. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts.

B. Methodology

Traffic operations were analyzed at the study intersections for AM and PM peak hours for the following scenarios:

- 2022 existing traffic
- 2028 background traffic
- 2028 background plus site traffic
- 2033 background traffic
- 2033 background plus site traffic

The capacity analyses were conducted using the *Synchro*™ software package and its associated *Intersection* reports for signalized intersections and *Highway Capacity Manual* reports for unsignalized intersections.

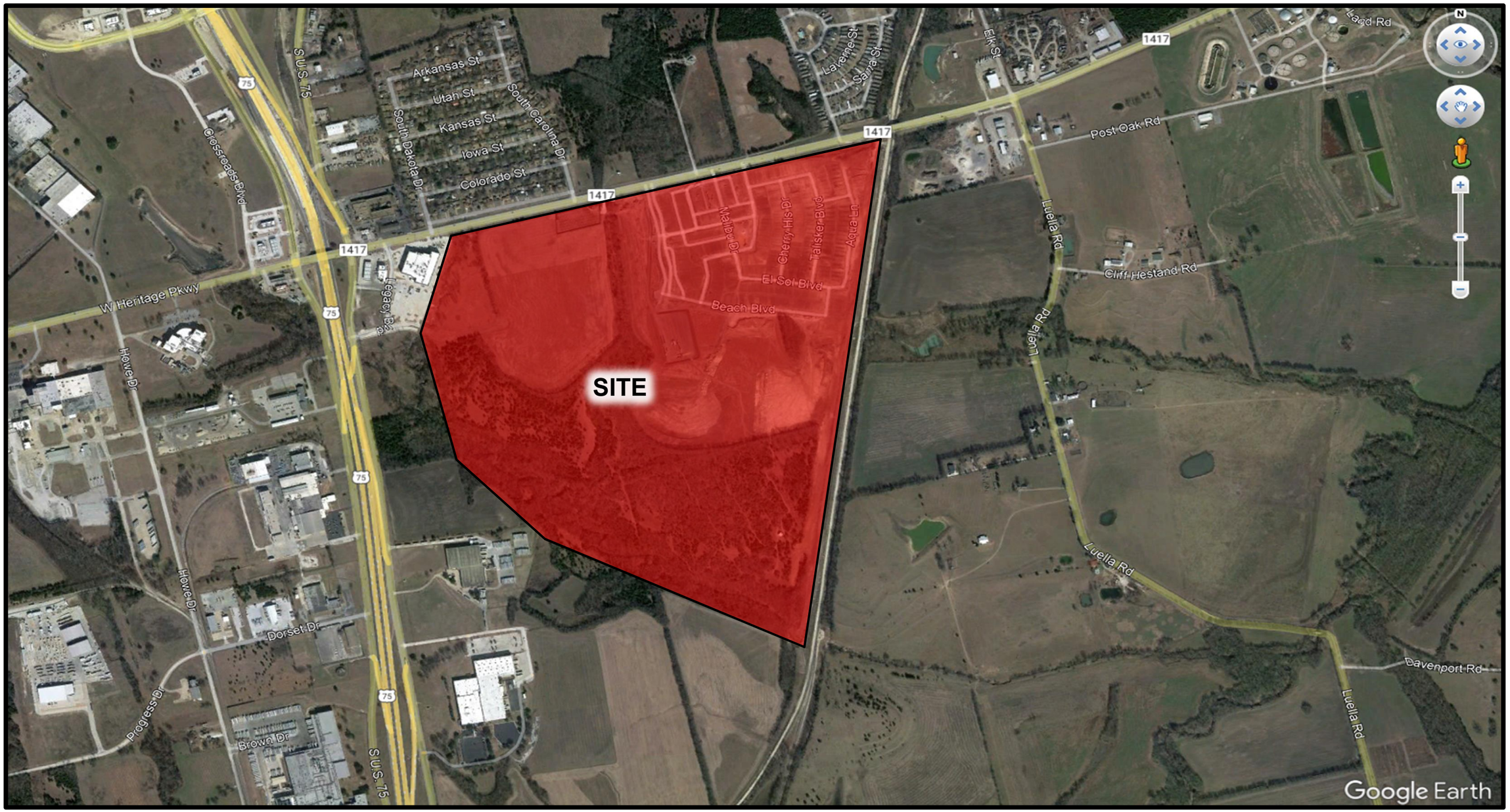


EXHIBIT 1

Vicinity Map

Bel Air Village - Sherman, Texas

Kimley»Horn

North

Not To Scale

EXHIBIT 2

Conceptual Site Plan

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday AM Peak Hour Turning Movements
Y = Weekday PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

II. EXISTING AND FUTURE AREA CONDITIONS

A. Roadway Characteristics

The following signalized intersections were evaluated as part of this study:

- US 75 SBFR at FM 1417
- US 75 NBFR at FM 1417
- FM 1417 at NW Drive (proposed)
- FM 1417 at Bel Air Boulevard (proposed)

The following unsignalized intersections were evaluated as part of this study:

- US 75 NBFR at Beach Club Boulevard
- FM 1417 at Drive 1
- FM 1417 at Drive 2
- Bel Air Boulevard at Morgan Drive
- Bel Air Boulevard at Beach Club Boulevard
- Bel Air Boulevard at London Lane
- Beach Club Boulevard at London Lane
- London Lane at Drive 3

The major study area roadways are described in **Appendix A**.

Exhibit 3 illustrates the intersection geometry used for the traffic analysis.

B. Existing Study Area

The property is zoned in a planned development (PD). The property is currently undeveloped, with the single-family lots currently under construction and beginning to be occupied..

Construction is underway on US 75. Directly impacting this site, TxDOT plans to widen the southbound traffic towards FM 1417 on SBFR US 75. The northbound approach at US 75 NBFR/FM 1417 will also be widened to match the lane assignments listed below. Also, a frontage road U-turn ramp will be installed, one north of FM 1417 and the other south of FM 1417.

US 75 SBFR at FM 1417

- Existing signal
- Widen FM 1417 to four-lane divided road with additional eastbound right-turn lane
- Widen southbound approach to L, TL, TR

US 75 NBFR at FM 1417

- Existing signal
- Widen FM 1417 to four-lane divided road with additional westbound right-turn lane
- Widen northbound approach to L, TL, T, R

C. Proposed Site Improvements

The development as proposed includes single-family housing, multi-family housing, a hotel, office building, retail, restaurants, convention center, water park, and a school. To accommodate this multi-purpose development, it is expected that FM 1417 be widened to a four-lane divided road. The two major access points, FM 1417 at NW Drive and FM 1417 at Bel Air Boulevard, are recommended to be signalized. Additionally, there is a proposed single-lane roundabout at Beach Club Boulevard and London Lane.

FM 1417 at NW Drive

- Proposed signal, warrants met
- FM 1417 will have right- and left-turn lanes at the intersection
- NW Drive has one inbound, two outbound lanes
- Serves Section 2 development and come cut-through to Section 3 and 4.

FM 1417 at Bel Air Boulevard

- Proposed signal, warrants met
- FM 1417 will have right- and left-turn lanes at the intersection
- Bel Air Boulevard has two inbound, three outbound lanes
- Serves all parts of the development

As shown in **Exhibit 3**, the site has five other notable intersections at internal streets or proposed driveways included in the analysis. There are other minor driveways not included in the analysis. The driveway intersections to be modeled in this analysis are as follows:

NW Drive – is full-access driveway to FM 1417 and will be the primary access point for the Section 2 development.

Drive 1 – is right-in/right-out (RI/RO) driveway to FM 1417 and will be a secondary access point for the Section 2 development.

Drive 2 – is a RI/RO driveway to FM 1417 and will be a secondary access point for the Section 2 development.

Morgan Drive – is full-access driveway to Bel Air Boulevard.

Drive 3 – is full-access intersection on London Lane with connections to Section 3 and the school on Section 4.

Additional smaller driveways provide access to Beach Club Boulevard, Bel Air Boulevard, and London Lane, but these are typical of any suburban development and are not modeled in this analysis. Another residential driveway on FM 1417 east of Bel Air Boulevard is not included in the analysis since it was covered in the Phase 1 TIA in 2021.

As shown in **Exhibit 3**, the internal street network has two proposed all-way stop-controlled (AWSC) intersections and a proposed roundabout. All other unsignalized intersections in this study are two-way stop-controlled (TWSC) intersections. The AWSC and roundabout intersections to be modeled in this analysis are as follows:

Bel Air Boulevard at Beach Club Boulevard – is an AWSC intersection. Beach Club Boulevard is a two-lane divided street. This design is intended to provide a safer pedestrian experience in this walkable community. Bel Air Boulevard is a four-lane divided street.

Bel Air Boulevard at London Lane – is an AWSC intersection. Bel Air Boulevard and London Lane are four-lane divided streets.

Beach Club Boulevard at London Lane (RAB) – is a single lane roundabout. Beach Club Boulevard east of the intersectionis a two-lane divided street. This design is intended to provide a safer pedestrian experience in this walkable community. London Lane is a four-lane divided street. The roundabout will act as a gateway between US 75 and this multi-purpose development. It will demonstrate to the driver that they are exiting a busy, fast freeway and entering a relaxed, walkable experience. This change is an important component in supporting pedestrian safety and maintaining subdued traffic flow through the site.

D. Existing Traffic Volumes

Exhibit 4 shows the existing weekday AM and PM peak hour traffic volumes. 24-hour machine counts were collected near the site on FM 1417. The raw count sheets, as well as a comparison between the 24-hour volumes collected and previous 24-hour counts, are provided in the **Appendix**.

The 24-hour count showed the daily volume on the roadway link as follows:

- FM 1417: 11,641 daily vehicles

FM 1417

NW Drive

Drive 1

Drive 2

Morgan Drive

Beach Club Boulevard

US 75 SBFR

US 75 NBFR

Drive 3

Bel Air Boulevard

London Lane

STOP

EXHIBIT 3

Lane Assignment and Intersection Control

Bel Air Village - Sherman, Texas

Kimley»Horn

NOTE: Lanes include underway TxDOT US 75 construction and proposed FM 1417 widening to a four-lane divided road.

LEGEND:

= Signalized Intersection

STOP = Stop-Controlled Approach

= Travel Lane

= Unused Lane

* = Turn Bay

TWLTL = Two-Way Left Turn Lane

North

Not To Scale

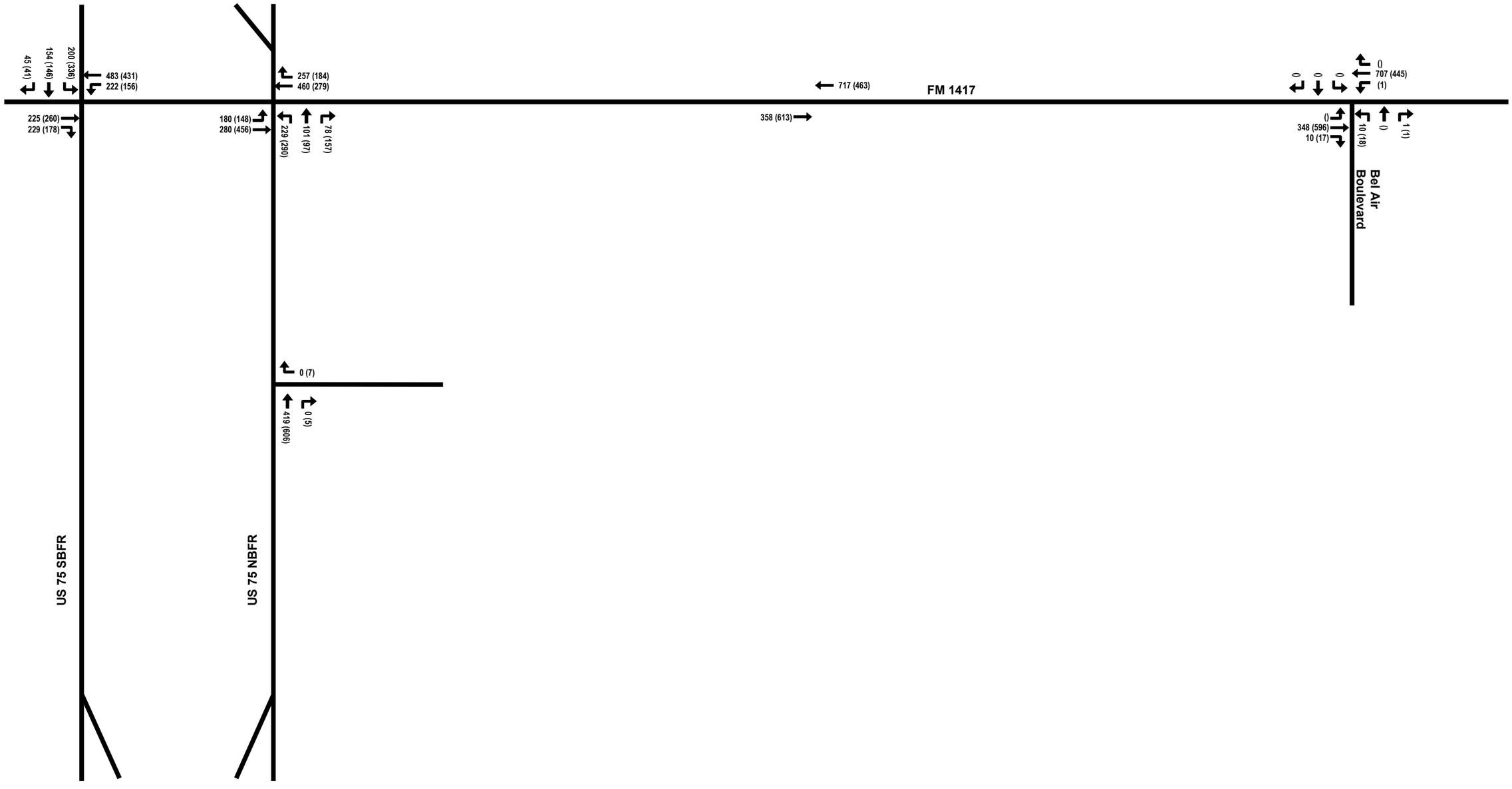


EXHIBIT 4

2022 Existing Traffic

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday AM Peak Hour Turning Movements
Y = Weekday PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

III. PROJECT TRAFFIC CHARACTERISTICS

A. Site-Generated Traffic

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the 11th edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The trips indicated are one-way trips or *trip ends*, where one vehicle entering and exiting the site is counted as one inbound trip and one outbound trip.

Reductions to the base trip generation estimates are sometimes applied due to internal capture. Internal capture is the tendency for customers or tenants to visit several parts of the mixed-use development in one trip but be counted twice or more in the trip generation since the formulae assume that each use is isolated. Since Sections 1 and 3 only have residential and accessory uses, no internal capture is applied. Similarly, Section 4 is the elementary school, so no internal capture is needed. However, Section 2 will include internal capture because of the likelihood that customers will visit several land uses in this section of the development. The trip generation volumes are conservatively high because there is internal capture between the other section to Section 3 that is not modeled.

No reductions were taken for pass-by trips or multimodal use.

Table 1 shows the resulting daily and weekday AM and PM peak hour trip generation for the proposed development, showing new external trips

Table 1 – Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Section 1										
Single Family Detached Housing	888	DU	210	7,524	136	407	543	488	286	774
Section 1 Raw Trip Generation Subtotal:				7,524	136	407	543	488	286	774
Section 2										
Multifamily Housing (Low-Rise)	96	Units	220	691	13	40	53	39	23	62
Multifamily Housing (Mid-Rise)	1,260	Units	221	5,964	125	418	543	300	192	492
Hotel	150	Rooms	310	1,202	38	30	68	42	41	83
General Office Building	60,000	SF	710	744	95	13	108	19	90	109
Shopping Plaza (40k-150k) w/o Supermarket	82,900	SF	821	5,597	89	54	143	211	219	430
Fine Dining Restaurant	6,000	SF	931	503	2	2	4	31	16	47
Convention Center	1,000 Attendees			1,000	250	100	350	100	250	350
Water Slide Park	Capacity 1,000 Public Users			1,000	50	25	75	150	150	300
Section 2 Raw Trip Generation Subtotal:				16,701	662	682	1,344	892	981	1,873
Internal Capture Total:				4,176	75	75	150	192	192	384
Section 2 Trip Generation Total:				12,525	587	607	1,194	700	789	1,489
Section 3										
Multifamily Housing (Mid-Rise)	2,944	Units	221	13,996	295	989	1,284	701	448	1,149
Section 3 Raw Trip Generation Subtotal:				13,996	295	989	1,284	701	448	1,149
Section 4										
Elementary School	712	Students	520	1,616	285	242	527	52	62	114
Section 4 Raw Trip Generation Subtotal:				1,616	285	242	527	52	62	114
Development Totals										
Total Net New External Vehicle Trips:				35,661	1,303	2,245	3,548	1,941	1,585	3,526

B. Trip Distribution and Assignment

The distribution of the site-generated traffic volumes in to and out of the site driveways and onto the street system was based on the area street system characteristics, existing traffic patterns, relative land use density, and the locations of the proposed driveway access to/from the site. Pick-up/drop-off access at the elementary school (Section 4) is assumed to enter and exit on London Lane. The exact school traffic pattern and queuing will need to be studied with the school site plan process.

The corresponding inbound and outbound traffic assignment, where the directional distribution is applied using the most probable paths to and from the site, can be found in **Exhibit 5A-5D** for each development section. **Exhibits 6A-6D** shows the resulting site-generated weekday AM and weekday PM peak hour turning movements after multiplying the new external trip generation by the respective traffic assignment percentages for each development section. The total site-generated weekday AM and weekday PM peak hour turning movements are in **Exhibit 6E**.

C. Development of 2028 and 2033 Background Traffic

To obtain 2028 and 2033 background traffic, the existing traffic counts and historic counts near the site were compared to find expected growth trends within the study area. Based on the recent growth in the area, an annual growth rate of 2% was

assumed for the background traffic through 2033. To calculate the 2028 and 2033 background traffic, the existing 2022 traffic counts were grown by 2% annually. There is additional background traffic from the complete GlobalWafers America project that contributes to the overall background traffic count. The resulting 2028 and 2033 background weekday AM and PM peak hour traffic volumes are shown in **Exhibit 7** and **9**. Additionally, the 2028 and 2033 background weekday AM and PM peak hour traffic volumes for GlobalWafers site traffic are shown in **Exhibit A1** in the **Appendix**

D. Development of 2028 and 2033 Total Traffic

Site traffic volumes were added to the background volumes to represent the estimated total (background plus site-generated) traffic conditions through the 2033 study year after completion of the proposed development. **Exhibit 8** and **10** show the resulting 2028 and 2033 weekday AM and PM peak hour total traffic volumes.

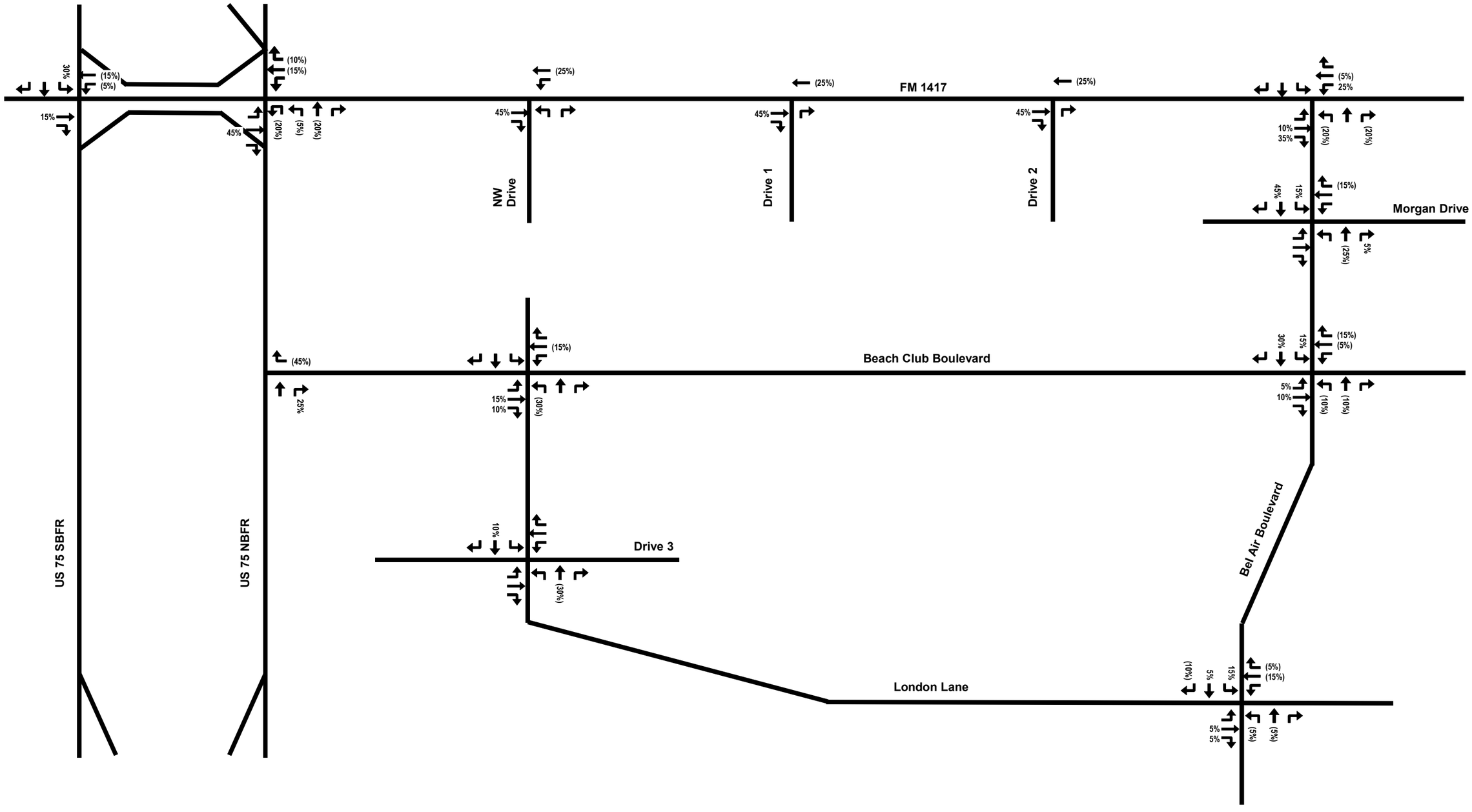


EXHIBIT 5A

Trip Distribution & Assignment: Section 1

Bel Air Village - Sherman, Texas

Kimley»Horn

NOTE: Section 1 trip generation includes 15% in and out via Malibu Drive access to FM 1417

LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

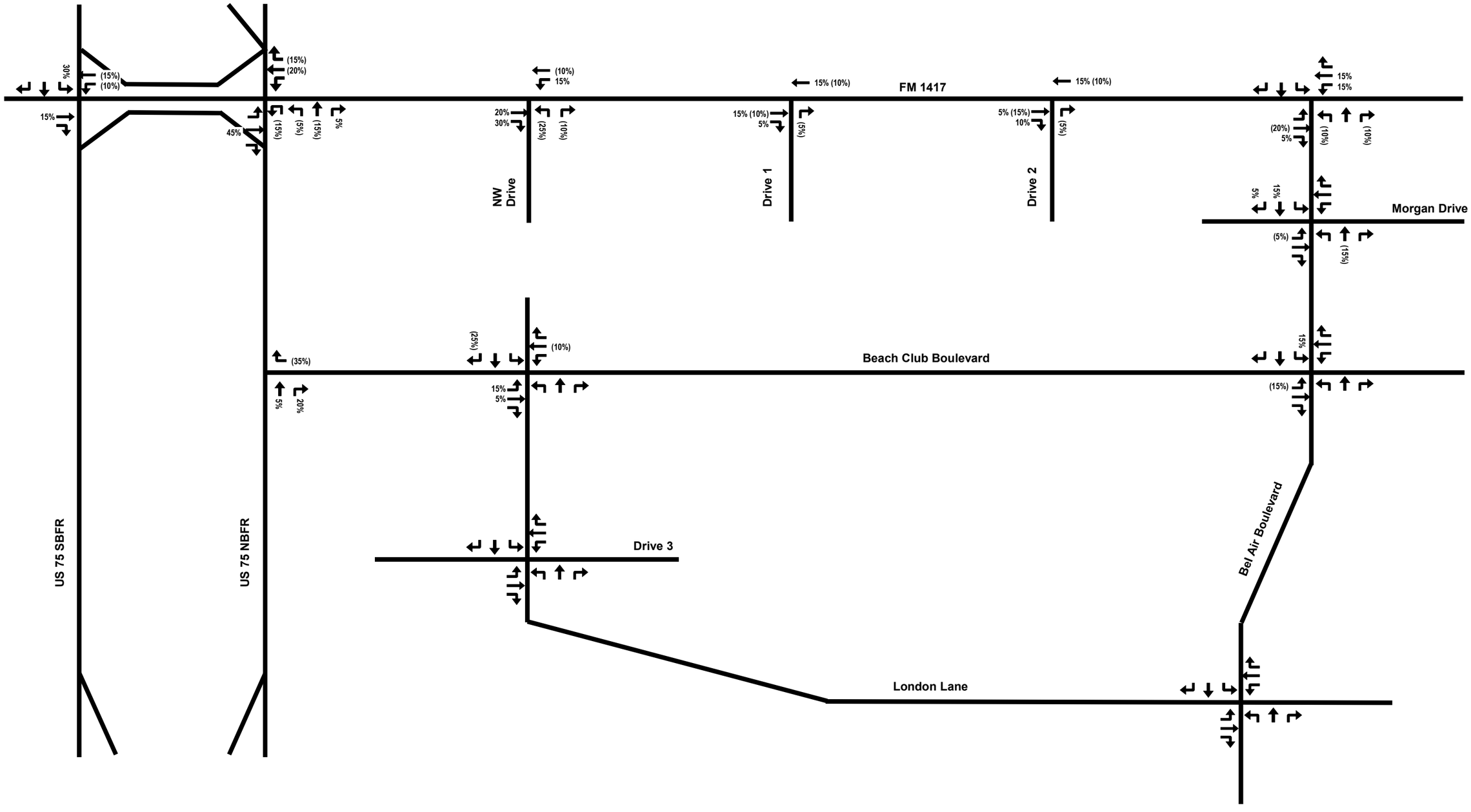


EXHIBIT 5B

Trip Distribution & Assignment: Section 2

Bel Air Village - Sherman, Texas

Kimley»Horn

NOTE: Section 1 trip generation includes 15% in and out via Malibu Drive access to FM 1417

LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

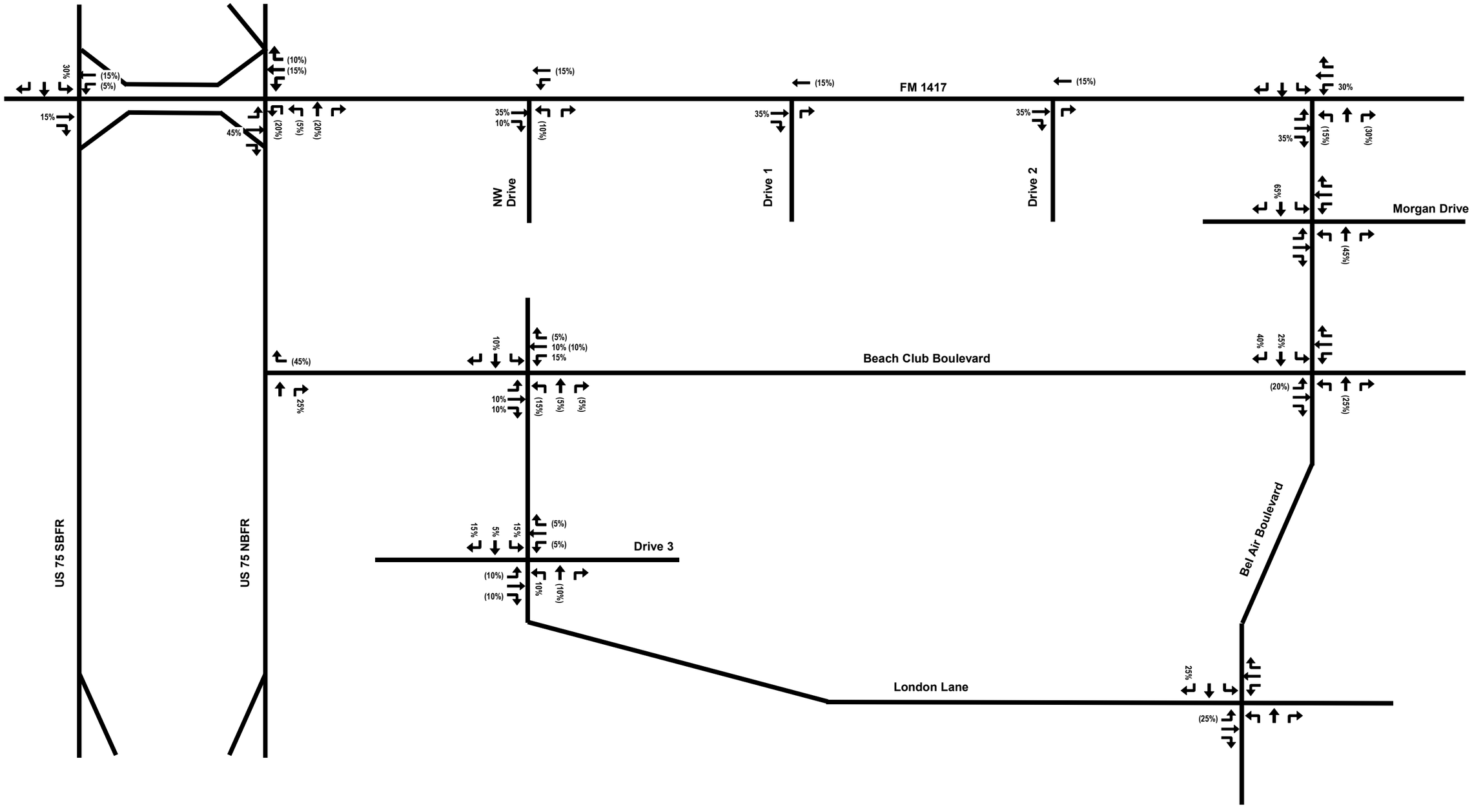


EXHIBIT 5C

Trip Distribution & Assignment: Section 3

Bel Air Village - Sherman, Texas

Kimley»Horn

NOTE: Section 1 trip generation includes 15% in and out via Malibu Drive access to FM 1417

LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

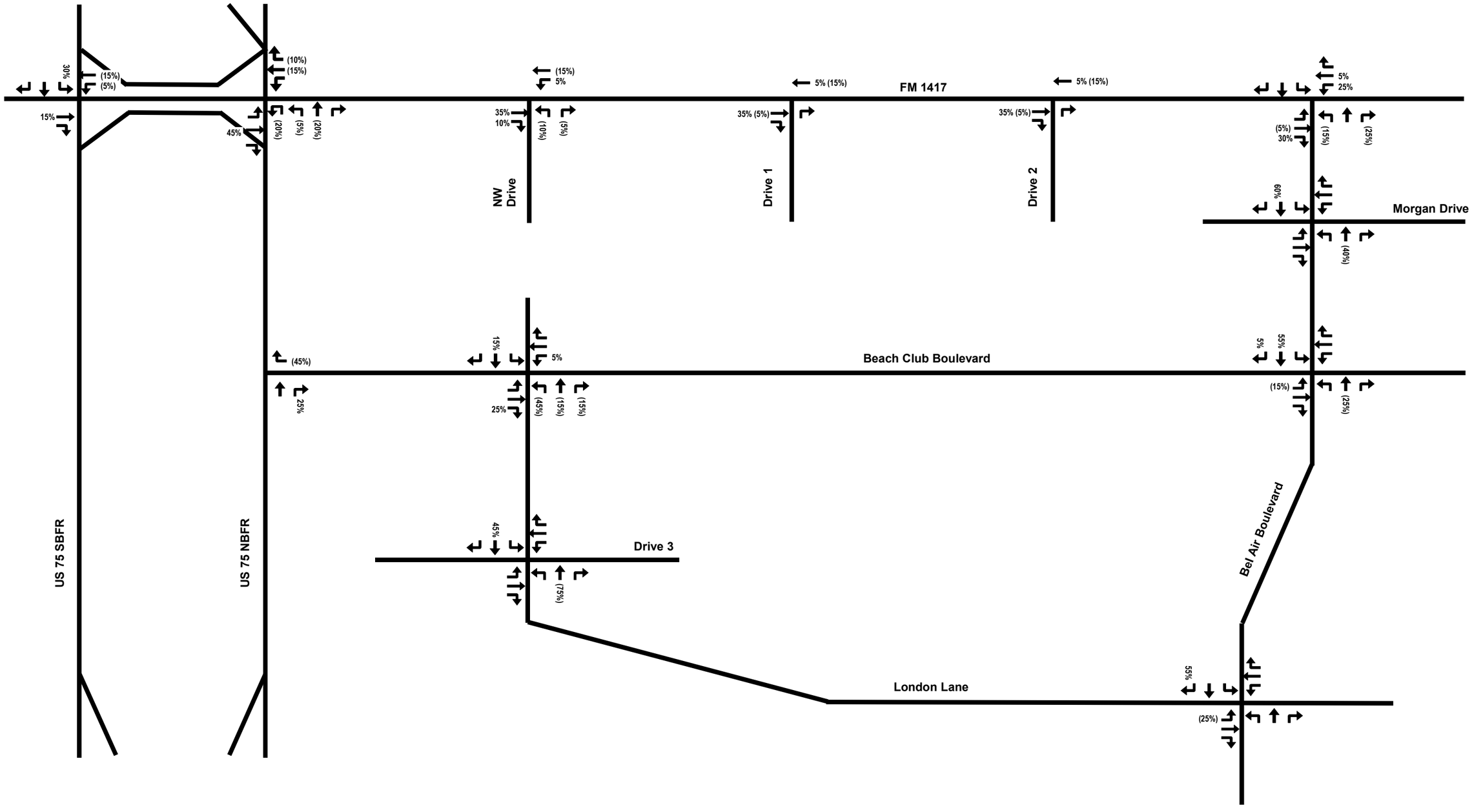


EXHIBIT 5D

Trip Distribution & Assignment: Section 4

Bel Air Village - Sherman, Texas

Kimley»Horn

NOTE: Section 1 trip generation includes 15% in and out via Malibu Drive access to FM 1417

LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

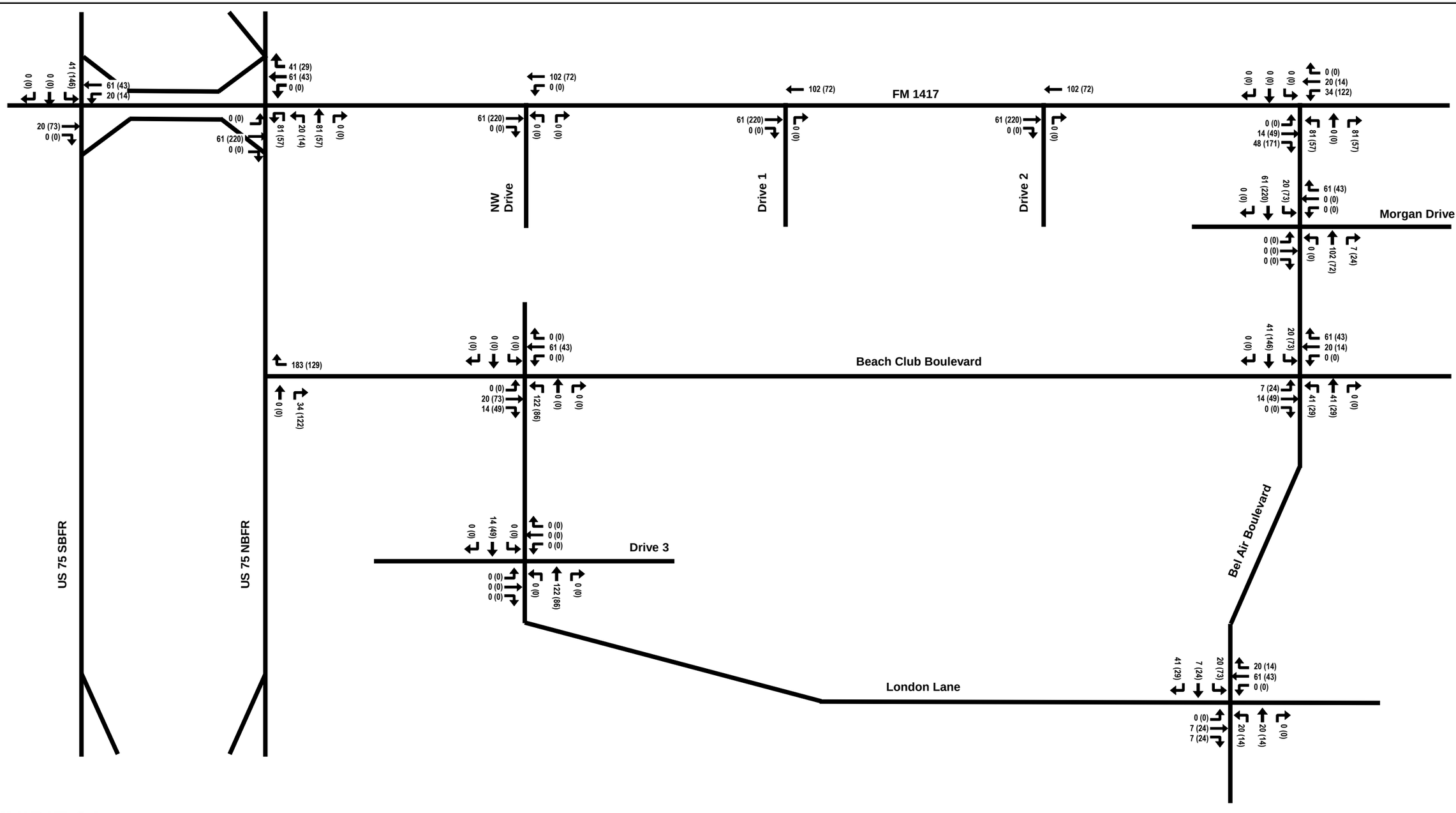


EXHIBIT 6A

Site-Generated Traffic Volumes: Section 1

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:

X (Y)

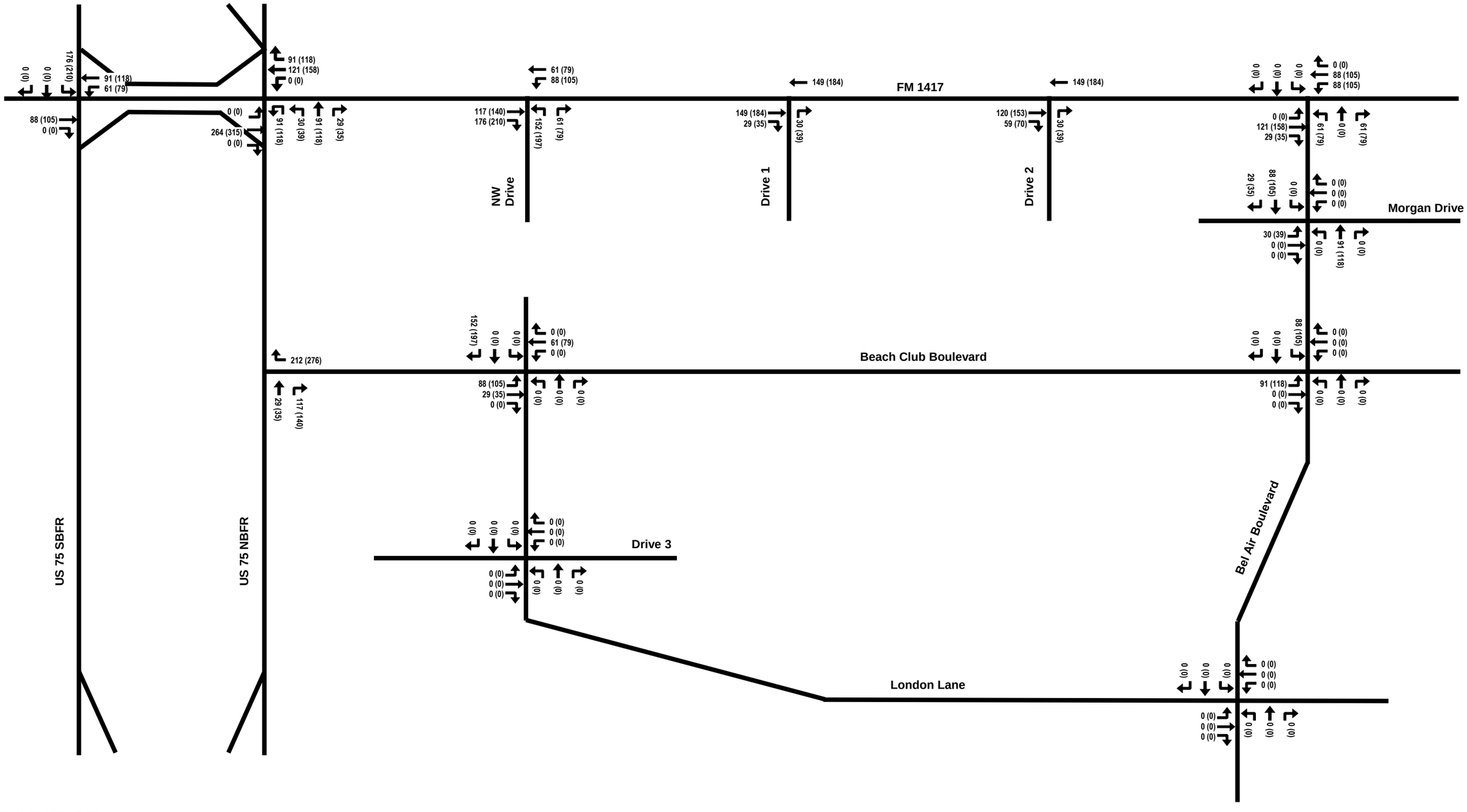
X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale


FM 1417
Beach Club Boulevard
Morgan Drive
NW Drive
Drive 1
Drive 2
Drive 3
London Lane
Bel Air Boulevard
US 75 SBFR
US 75 NBFR
91 (118)
121 (158)
0 (0)
61 (79)
88 (105)
176 (210)
91 (118)
61 (79)
0 (0)
0 (0)
88 (105)
0 (0)
0 (0)
264 (315)
0 (0)
91 (118)
30 (39)
91 (118)
29 (35)
117 (140)
176 (210)
152 (197)
61 (79)
149 (184)
149 (184)
29 (35)
30 (39)
120 (153)
59 (70)
30 (39)
149 (184)
0 (0)
0 (0)
0 (0)
0 (0)
88 (105)
88 (105)
0 (0)
121 (158)
29 (35)
61 (79)
0 (0)
61 (79)
88 (105)
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30 (39)
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0 (0)
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88 (105)
29 (35)
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0 (0)
0 (0)
0 (0)
0 (0)
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29 (35)
117 (140)
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0 (0

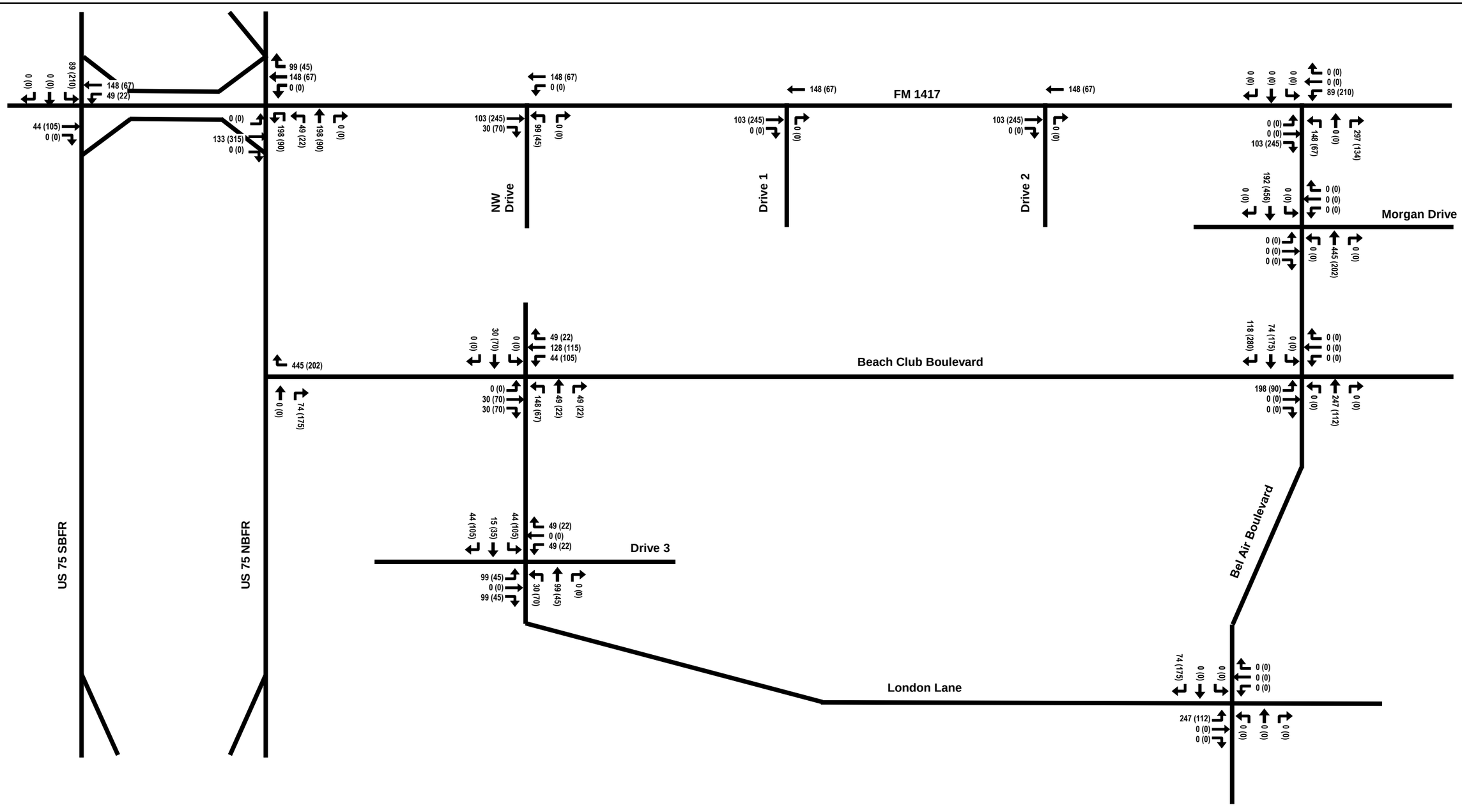


EXHIBIT 6C

Site-Generated Traffic Volumes: Section 3

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

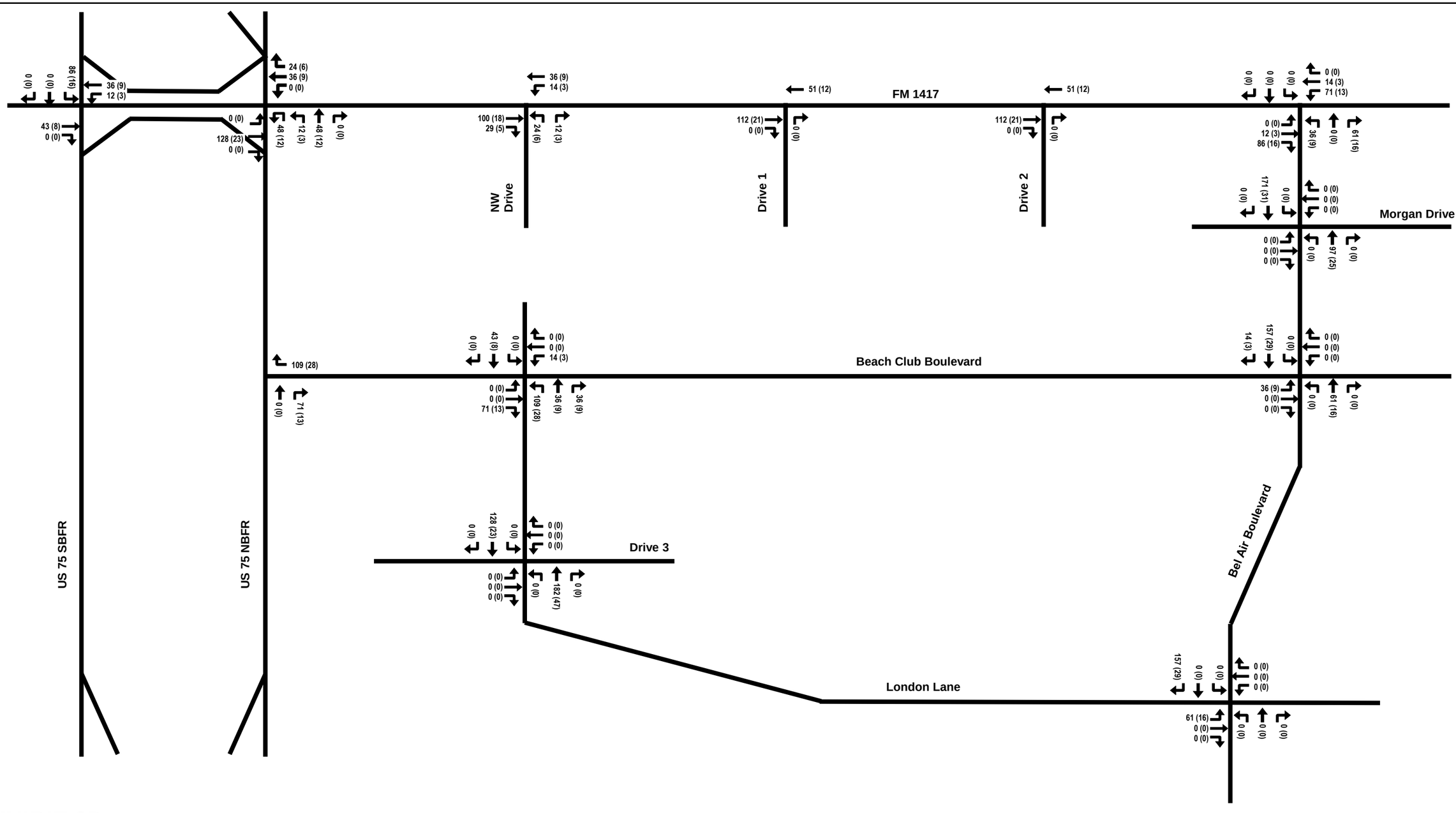


EXHIBIT 6D

Site-Generated Traffic Volumes: Section 4

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

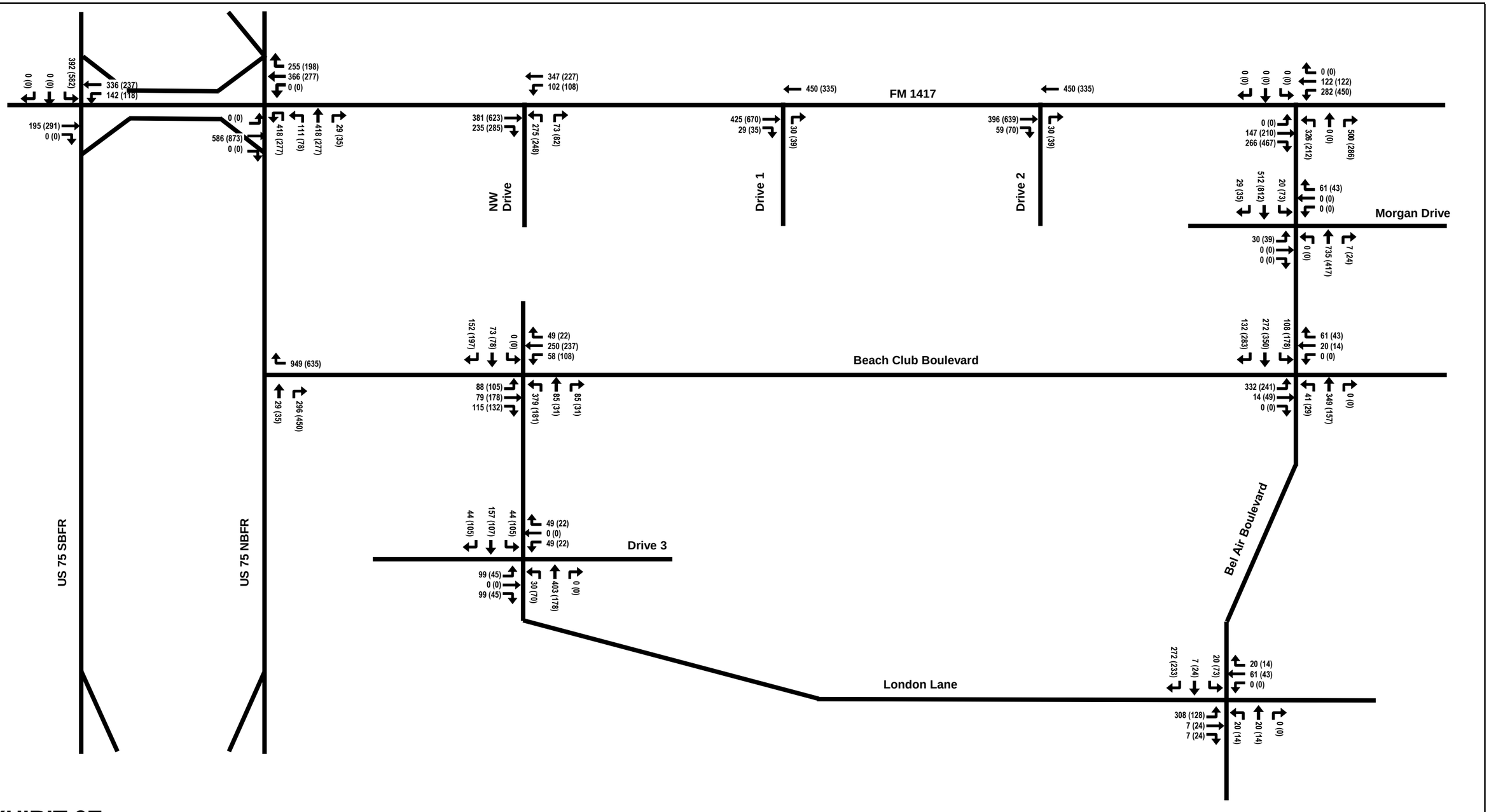


EXHIBIT 6E

Site-Generated Traffic Volumes Total

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:

X (Y)

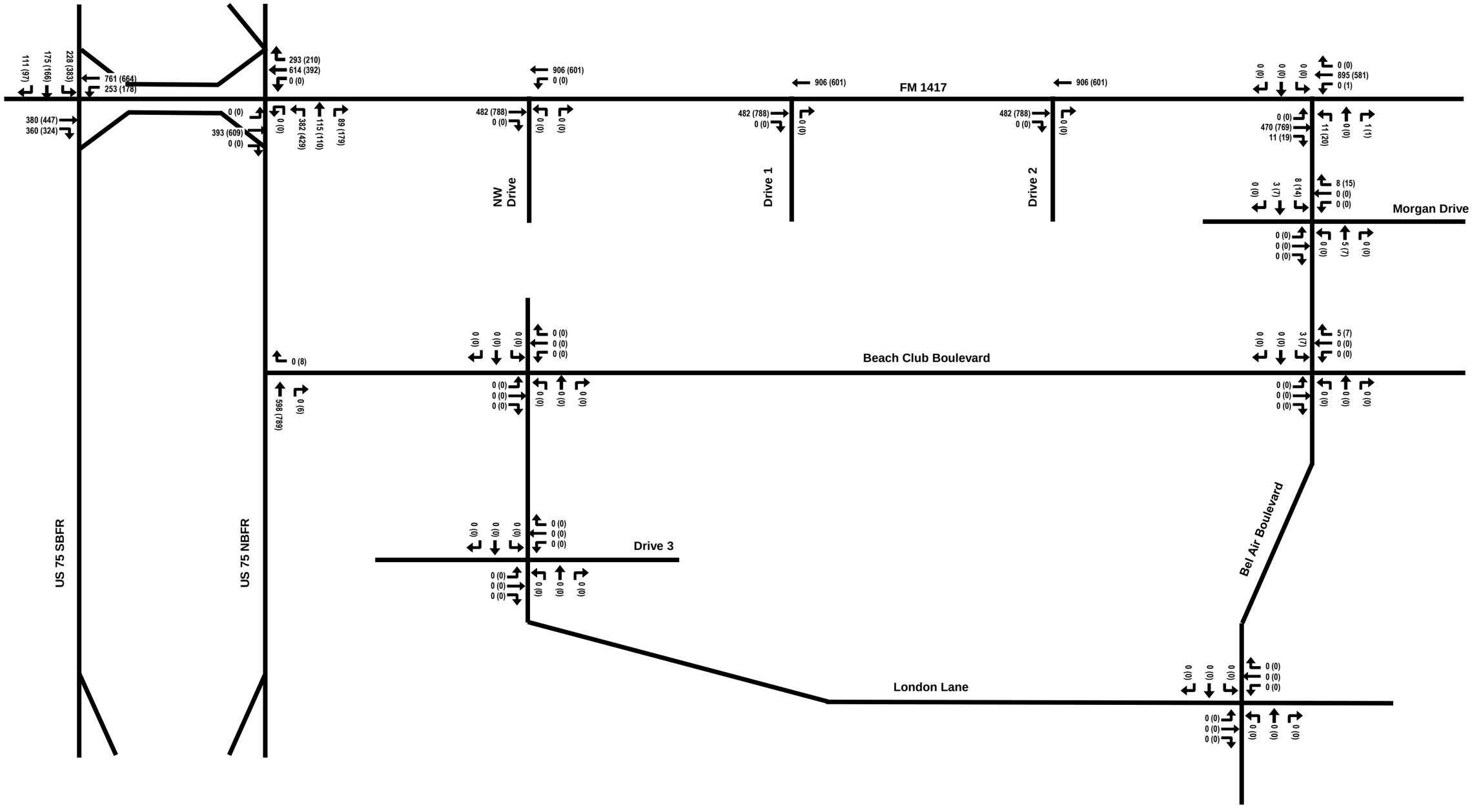
X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale


FM 1417
Morgan Drive
Beach Club Boulevard
London Lane
Bel Air Boulevard
NW Drive
Drive 1
Drive 2
Drive 3
US 75 SBFR
US 75 NBFR
111 (97)
175 (166)
228 (383)
761 (664)
253 (178)
293 (210)
614 (392)
0 (0)
380 (447)
360 (324)
0 (0)
393 (609)
0 (0)
0 (0)
382 (429)
115 (110)
89 (179)
906 (601)
0 (0)
482 (788)
0 (0)
0 (0)
0 (0)
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482 (788)
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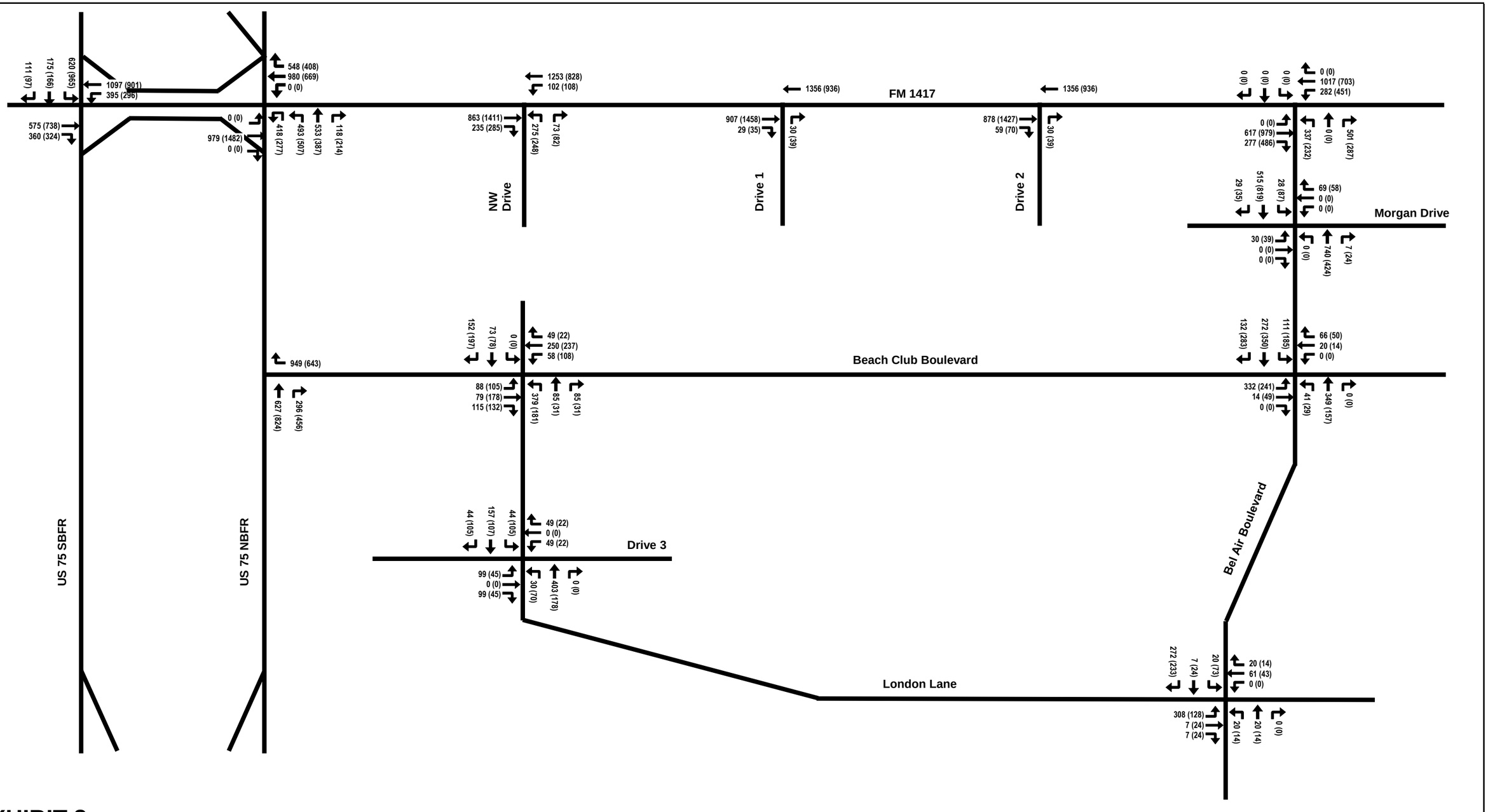

EXHIBIT 8

2028 Background Plus Site-Generated Traffic Volumes

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

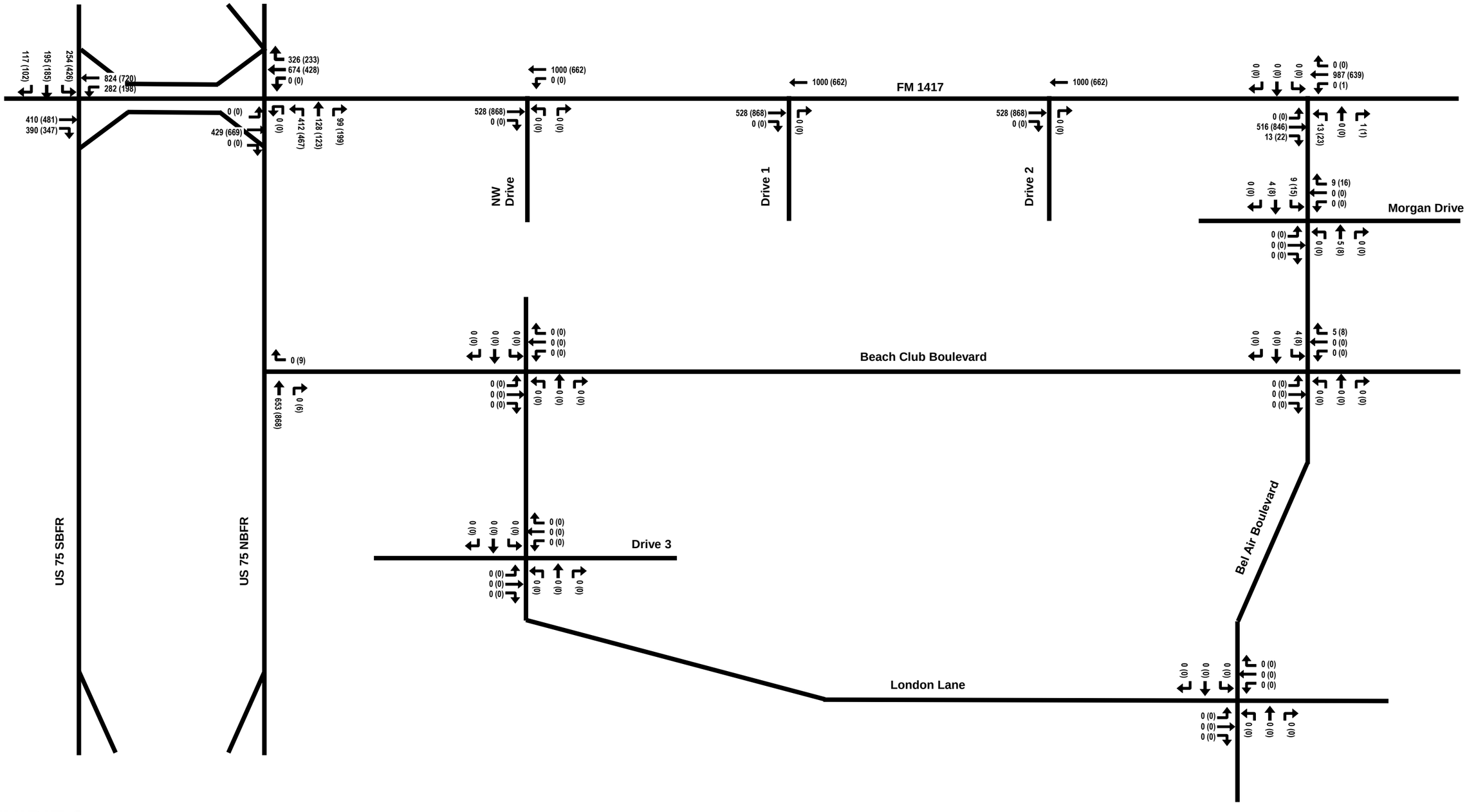

EXHIBIT 9

2033 Background Traffic Volumes

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

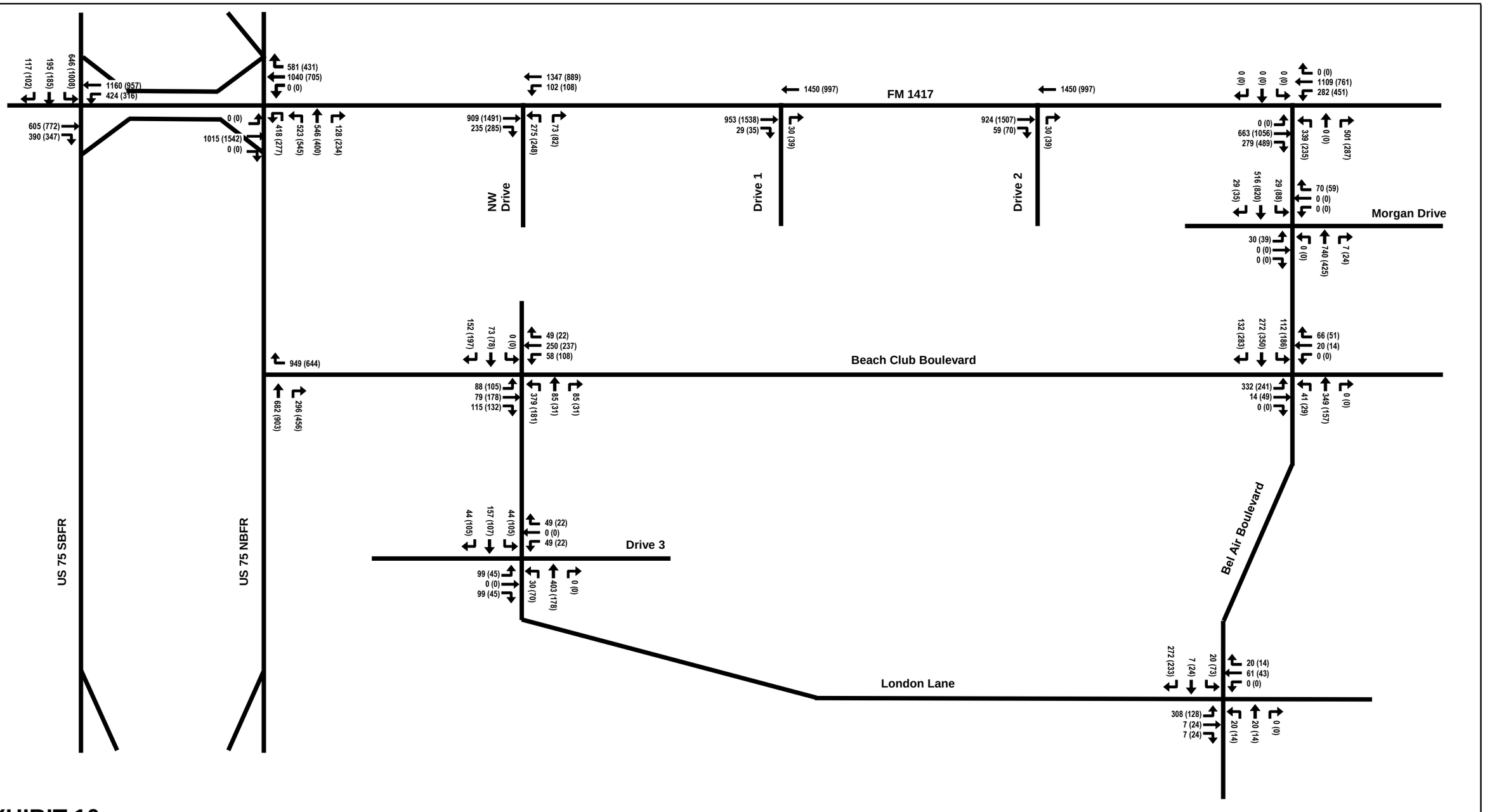

EXHIBIT 10

2033 Background Plus Site-Generated Traffic Volumes

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

IV.TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in the 2022, 2028, 2033 study years at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual.*

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). Level of service and the corresponding analysis methodology are explained in **Appendix B**.

Calculations for the level of service at the key intersections identified for study are provided in the **Appendix** of this report. The analyses assumed the lane geometry and intersection control shown in **Exhibit 3**.

Table 2 and **Table 3** show the intersection operational results for the weekday AM and PM peak hours, respectively.

B. 2022 Existing Traffic Operations

The analysis of the 2022 existing traffic operations shows the US 75 frontage road intersections with FM 1417 operate at LOS C or better in both peak hours. There is very little turning traffic at either of the unsignalized intersections, but the relatively heavy traffic on FM 1417 means that the northbound Bel Air Boulevard operates at LOS C delays in both peak hours.

C. 2028 Background Traffic Operations

The 2028 background traffic consists of 2022 existing traffic growth by 2% each year plus the GlobalWafers traffic. The US 75 frontage road intersections with FM 1417 continue to operate at overall LOS C, but the northbound and southbound approaches show increasing delay at LOS D for each approach in both peak hours.

D. 2028 Background Plus Site-Generated Traffic Operations

The addition of the site-generated traffic to the 2028 background traffic results in some additional delay at all intersections. Following the predominate traffic flows, the intersection of US 75 NBFR at FM 1417 operates at overall LOS D in the AM peak hour, while the US 75 SBFR intersection operates at LOS D in the PM peak hour. Both conditions remain acceptable and expected for a large arterial interchange with busy frontage roads.

The new signalized intersections on FM 1417 at Bel Air Boulevard and NW Drive operate at overall LOS C or better, showing how they can provide useful service to site traffic while not impeding FM 1417 through traffic. Without those signals, outbound traffic from the site would experience large delays trying to enter FM 1417, and safety

would be threatened. Considering the intersection operational results, the speed limit of 60 MPH leading to high potential for severity of crashes, and the expectancy of higher traffic from development of the rest of Bel Air Village, a traffic signal is warranted at the intersections of FM 1417/Bel Air Boulevard and FM 1417/NW Drive. The signal warrant analysis is presented later in this report.

The unsignalized intersections all operate with reasonable delays. The most notable delays are the westbound Beach Club Boulevard turn to US 75 NBFR, where delay is in the LOS F range during the morning when the residential outbound traffic tries to enter the already-busy northbound frontage road. Thanks to the double right turn, the delay remains only just over a minute. While this route is very attractive to go in any direction, if drivers are sensitive to delay the Bel Air Boulevard and NW Drive signals on FM 1417 offer low-delay alternatives. The only other notable delay is the eastbound left turns from Morgan Drive to Bel Air Boulevard. This is common for driveways on major arterials and is not a failure. That is the busiest section of Bel Air Boulevard and residents of that residential block have alternate routes available. The other intersections along Bel Air Boulevard, Beach Club Boulevard, and London Drive all operate with favorable conditions.

The single-lane roundabout at Beach Club Boulevard and London Drive operates with all approaches at LOS B or better in the AM peak hour and all approaches at LOS A in the PM peak hour. Notably, the eastbound Beach Club Boulevard approach to the roundabout operates well. While there was discussion of adding an eastbound to southbound right-turn bypass lane, this is not required by the traffic volumes. The inbound direction on Beach Club Boulevard is only useful for people approaching the site from the south, so the volumes are relatively low. This result cane be contrasted by how the westbound direction is more heavily travelled, since it can be used for easy access in all four major directions after joining the frontage road. The existing stub of Beach Club Boulevard is a four-lane divided street near US 75. In the eastbound direction, this can easily be merged down to one lane to enter the single-lane roundabout. In the westbound direction, the two lanes are useful to provide proper throat distance for the existing double right-turn movements at the frontage road.

E. 2033 Background Traffic Operations

The 2033 background traffic consists of 2022 existing traffic growth by 2% each year and Global Wafers traffic. Compared to the 2028 background conditions, the intersections show some additional delay, but there are no notable changes in LOS.

F. 2033 Background Plus Site-Generated Traffic Operations

The discussion of the 2033 background plus site-generated traffic scenario is effectivelyt he same as for 2028 background plus site-generated traffic scenario. All the signalized intersections remain operating at an acceptable LOS D or better. The site access streets and driveways continue operating with favorable conditions.

Kimley»Horn

Table 2 – Traffic Operational Results – Weekday AM Peak Hour Signalized

INTERSECTION	APPROACH	2023 Existing Traffic		2028 Background Traffic		2028 Background plus Site Traffic		2033 Background Traffic		2033 Background plus Site Traffic	
		AM PEAK HOUR		AM PEAK HOUR		AM PEAK HOUR		AM PEAK HOUR		AM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection											
US 75 SBFR @ FM 1417	EB	5.8	A	7.5	A	15.8	B	8.7	A	18.5	B
	WB	10.0	A	14.3	B	27.5	C	16.1	B	32.4	C
	SB	37.9	D	43.4	D	48.2	D	44.4	D	48.4	D
	Overall	**15.9**	**B**	**18.7**	**B**	**29.8**	**C**	**20.2**	**C**	**32.9**	**C**
US 75 NBFR @ FM 1417	EB	13.3	B	13.6	B	34.9	C	16.6	B	39.2	D
	WB	10.3	B	14.6	B	26.2	C	17.2	B	33.1	C
	NB	34.2	C	43.8	D	52.6	D	43.5	D	52.5	D
	Overall	**17.3**	**B**	**22.3**	**C**	**36.7**	**D**	**24.2**	**C**	**40.7**	**D**
FM 1417 @ NW Drive	EB	-	-	-	-	2.5	A	-	-	2.7	A
	WB	-	-	-	-	8.0	A	-	-	8.7	A
	NB	-	-	-	-	49.0	D	-	-	49.0	D
	Overall	-	**-**	**-**	**-**	**10.9**	**B**	**-**	**-**	**11.2**	**B**
FM 1417 @ Bel Air Boulevard	EB	-	-	-	-	8.2	A	-	-	10.0	A
	WB	-	-	-	-	8.5	A	-	-	8.9	A
	NB	-	-	-	-	28.7	C	-	-	29.3	C
	Overall	-	**-**	**-**	**-**	**14.0**	**B**	**-**	**-**	**14.6**	**B**

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Table 2 – Traffic Operational Results – Weekday AM Peak Hour Unsignalized

INTERSECTION	APPROACH	2023 Existing Traffic		2028 Background Traffic		2028 Background plus Site Traffic		2033 Background Traffic		2033 Background plus Site Traffic	
		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Unsignalized Intersection											
US 75 NBFR @ Beach Club Boulevard	WB	0.0	A	0.0	A	66.8	F	0.0	A	80.4	F
FM 1417 @ Bel Air Boulevard	WBL	0.0	A	0.0	A	-	-	0.0	A	-	-
	NB	22.8	C	21.3	C	-	-	24.6	C	-	-
FM 1417 @ Drive 1	NB	-	-	-	-	12.7	B	-	-	13.1	B
FM 1417 @ Drive 2	NB	-	-	-	-	12.5	B	-	-	12.9	B
Bel Air Boulevard @ Morgan Drive	EB	-	-	-	-	39.2	E	-	-	39.6	E
	WB	-	-	-	-	12.3	B	-	-	12.3	B
	SBL	-	-	-	-	9.8	A	-	-	9.8	A
London Lane @ Drive 3	EB	-	-	-	-	18.7	C	-	-	18.7	C
	WB	-	-	-	-	18.0	C	-	-	18.0	C
	NBL	-	-	-	-	7.8	A	-	-	7.8	A
	SBL	-	-	-	-	8.4	A	-	-	8.4	A
Bel Air Boulevard @ Beach Club Boulevard	EB	-	-	-	-	46.7	E	-	-	45.1	E
	WB	-	-	-	-	14.7	B	-	-	14.7	B
	NB	-	-	-	-	16.2	C	-	-	16.2	C
	SB	-	-	-	-	18.5	C	-	-	18.5	C
Bel Air Boulevard @ London Lane	EB	-	-	-	-	18.0	C	-	-	18.0	C
	WB	-	-	-	-	10.4	B	-	-	10.4	B
	NB	-	-	-	-	9.8	A	-	-	9.8	A
	SB	-	-	-	-	13.2	B	-	-	13.2	B
London Lane @ Beach Club Boulevard (Roundabout)	EB	-	-	-	-	5.7	A	-	-	5.7	A
	WB	-	-	-	-	15.1	B	-	-	15.1	B
	NB	-	-	-	-	10.3	A	-	-	10.3	A
	SB	-	-	-	-	12.8	B	-	-	12.8	B

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Table 3 – Traffic Operational Results – Weekday PM Peak Hour Signalized

INTERSECTION	APPROACH	2023 Existing Traffic		2028 Background Traffic		2028 Background plus Site Traffic		2033 Background Traffic		2033 Background plus Site Traffic	
		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection											
US 75 SBFR @ FM 1417	EB	7.6	A	8.0	A	20.8	C	8.9	A	21.4	C
	WB	14.7	B	16.1	B	31.9	C	17.9	B	33.8	C
	SB	37.0	D	49.5	D	71.1	E	48.9	D	76.5	E
	Overall	**20.2**	**C**	**22.9**	**C**	**42.3**	**D**	**23.9**	**C**	**45.0**	**D**
US 75 NBFR @ FM 1417	EB	17.5	B	15.1	B	49.6	D	16.7	B	63.2	E
	WB	7.6	A	12.5	B	13.8	B	13.7	B	14.7	B
	NB	26.5	C	37.9	D	32.3	C	36.8	D	34.0	C
	Overall	**17.7**	**B**	**22.0**	**C**	**34.8**	**C**	**22.6**	**C**	**41.4**	**D**
FM 1417 @ NW Drive	EB	-	-	-	-	6.1	A	-	-	7.8	A
	WB	-	-	-	-	10.5	B	-	-	10.4	B
	NB	-	-	-	-	48.8	D	-	-	48.8	D
	Overall	-	**-**	**-**	**-**	**12.3**	**B**	**-**	**-**	**13.0**	**B**
FM 1417 @ Bel Air Boulevard	EB	-	-	-	-	20.3	C	-	-	23.9	C
	WB	-	-	-	-	27.1	C	-	-	26.3	C
	NB	-	-	-	-	25.7	C	-	-	25.8	C
	Overall	-	**-**	**-**	**-**	**23.7**	**C**	**-**	**-**	**25.1**	**C**

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Table 4 – Traffic Operational Results – Weekday PM Peak Hour Unsignalized

INTERSECTION	APPROACH	2023 Existing Traffic		2028 Background Traffic		2028 Background plus Site Traffic		2033 Background Traffic		2033 Background plus Site Traffic	
		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Unsignalized Intersection											
US 75 NBFR @ Beach Club Boulevard	WB	10.4	B	11.2	B	28.1	D	11.7	B	34.2	D
FM 1417 @ Bel Air Boulevard	WBL	9.1	A	9.9	A	-	-	10.3	B	-	-
	NB	24.9	C	29.5	D	-	-	36.5	E	-	-
FM 1417 @ Drive 1	NB	-	-	-	-	19.2	C	-	-	20.4	C
FM 1417 @ Drive 2	NB	-	-	-	-	18.7	C	-	-	19.9	C
Bel Air Boulevard @ Morgan Drive	EB	-	-	-	-	100.5	F	-	-	102.7	F
	WB	-	-	-	-	10.4	B	-	-	10.4	B
	SBL	-	-	-	-	8.9	A	-	-	8.9	A
London Lane @ Drive 3	EB	-	-	-	-	16.3	C	-	-	16.3	C
	WB	-	-	-	-	14.5	B	-	-	14.5	B
	NBL	-	-	-	-	7.9	A	-	-	7.9	A
	SBL	-	-	-	-	7.9	A	-	-	7.9	A
Bel Air Boulevard @ Beach Club Boulevard	EB	-	-	-	-	21.7	C	-	-	21.7	C
	WB	-	-	-	-	13.0	B	-	-	13.0	B
	NB	-	-	-	-	12.4	B	-	-	12.4	B
	SB	-	-	-	-	26.8	D	-	-	26.8	D
Bel Air Boulevard @ London Lane	EB	-	-	-	-	10.2	B	-	-	10.2	B
	WB	-	-	-	-	9.4	A	-	-	9.4	A
	NB	-	-	-	-	8.9	A	-	-	8.9	A
	SB	-	-	-	-	10.1	B	-	-	10.1	B
London Lane @ Beach Club Boulevard (Roundabout)	EB	-	-	-	-	8.3	A	-	-	8.3	A
	WB	-	-	-	-	9.8	A	-	-	9.8	B
	NB	-	-	-	-	6.8	A	-	-	6.8	A
	SB	-	-	-	-	11.6	A	-	-	11.6	B

G. Link Volume Analysis

The volume to capacity ratio (V/C) of the different roadway links that would be impacted by the proposed development's traffic was calculated for the 2022 existing traffic, 2028 and 2033 background and background plus site traffic scenarios. The daily link capacity for each roadway is taken from the regional traffic model capacity volumes assuming the suburban residential area type. FM1417, as a major arterial, has a capacity of 875 vehicles per hour per lane (vphpl) for undivided roads and 925 vphpl for divided roads. Bel Air Boulevard, Beach Club Boulevard, and London Lane each have a capacity of 900 vphpl, functioning as minor arterials.

The FM 1417 link analyses shows that the existing 2-lane highway is already operating at LOS E in the AM peak hour westbound and LOS D in the PM me peak hour eastbound. By 2028 with the four-lane section assumed to be in place, but also with the background growth, GlobalWafers traffic, and site-generated traffic, there are similar LOS D and LOS E conditions in the major directions. Confirmed by the acceptable intersection operational analysis, these conditions are acceptable and desirable for thoroughfares like FM 1417, showing it attracts enough activity to make it worthwhile. The goal is to have the road just able to support the peak hour traffic, so that there is not so much wasted capacity in the other hours of the day.

For Beach Club Boulevard, the four-lane section near US 75 operates with all movements at LOS A/B except for the westbound movement in the AM peak hour with the site traffic. This LOS C condition is still favorable and is discussed above in the intersection analysis. The special two-lane section of Beah Club Boulevard operates at LOS A/B in all time periods.

Bel Air Boulevard just south of FM 1417 operates with all time periods at LOS C or better. As the street continues south, the volumes drop as vehicles reach their destination. Bel Air Boulevard has planet of capacity to comfortably handle all the Bel Air site traffic, as well as being prepared in case it is ever extended to the south in accordance with the Thoroughfare Plan.

Table 5.1 – Link Volume Analysis – FM 1417, between NW Drive and Bel Air Boulevard

Scenario	Lanes	Divided or Undivided	Direction of Travel	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
FM 1417, between NW Drive and Bel Air Boulevard					Background Traffic			Background + Site Traffic		
2022 Existing Traffic (AM Peak)	1	Undivided	EB	875	358	0.41	A or B	-	-	-
	1	Undivided	WB	875	717	0.82	E	-	-	-
2022 Existing Traffic (PM Peak)	1	Undivided	EB	875	613	0.70	D	-	-	-
	1	Undivided	WB	875	463	0.53	C	-	-	-
2028 Buildout Traffic (AM Peak)	2	Divided	EB	1850	482	0.26	A or B	936	0.51	C
	2	Divided	WB	1850	906	0.49	C	1,355	0.73	D
2028 Buildout Traffic (PM Peak)	2	Divided	EB	1850	788	0.43	A or B	1,696	0.92	E
	2	Divided	WB	1850	601	0.32	A or B	936	0.51	C
2033 Horizon Traffic (AM Peak)	2	Divided	EB	1850	528	0.29	A or B	982	0.53	C
	2	Divided	WB	1850	1,000	0.54	C	1,449	0.78	D
2033 Horizon Traffic (PM Peak)	2	Divided	EB	1850	868	0.47	C	1,776	0.96	E
	2	Divided	WB	1850	662	0.36	A or B	997	0.54	C

(1) Hourly and daily capacities based on NCTCOG model capacities

(2) V/C = Volume to Capacity Ratio

(3) LOS = Level-of-Service

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Table 5.2 – Link Volume Analysis – Beach Club Boulevard, between US 75 NBFR and London Lane

Scenario	Lanes	Divided or Undivided	Direction of Travel	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
Beach Club Boulevard, between US 75 NBFR and London Lane					Background Traffic			Background + Site Traffic		
2022 Existing Traffic (AM Peak)	2	Divided	EB	1800	0	0.00	A or B	-	-	-
	2	Divided	WB	1800	0	0.00	A or B	-	-	-
2022 Existing Traffic (PM Peak)	2	Divided	EB	1800	5	0.00	A or B	-	-	-
	2	Divided	WB	1800	7	0.00	A or B	-	-	-
2028 Buildout Traffic (AM Peak)	2	Divided	EB	1800	0	0.00	A or B	296	0.16	A or B
	2	Divided	WB	1800	0	0.00	A or B	949	0.53	C
2028 Buildout Traffic (PM Peak)	2	Divided	EB	1800	6	0.00	A or B	456	0.25	A or B
	2	Divided	WB	1800	8	0.00	A or B	643	0.36	A or B
2033 Horizon Traffic (AM Peak)	2	Divided	EB	1800	0	0.00	A or B	296	0.16	A or B
	2	Divided	WB	1800	0	0.00	A or B	949	0.53	C
2033 Horizon Traffic (PM Peak)	2	Divided	EB	1800	6	0.00	A or B	456	0.25	A or B
	2	Divided	WB	1800	9	0.01	A or B	644	0.36	A or B

(1) Hourly and daily capacities based on NCTCOG model capacities

(2) V/C = Volume to Capacity Ratio

(3) LOS = Level-of-Service

Table 5.3 – Link Volume Analysis – Beach Club Boulevard, between London Lane and Bel Air Boulevard

Scenario	Lanes	Divided or Undivided	Direction of Travel	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
Beach Club Boulevard, between London Lane and Bel Air Boulevard					Background Traffic			Background + Site Traffic		
2022 Existing Traffic (AM Peak)	1	Divided	EB	900	0	0.00	A or B	-	-	-
	1	Divided	WB	900	0	0.00	A or B	-	-	-
2022 Existing Traffic (PM Peak)	1	Divided	EB	900	0	0.00	A or B	-	-	-
	1	Divided	WB	900	6	0.01	A or B	-	-	-
2028 Buildout Traffic (AM Peak)	1	Divided	EB	900	3	0.00	A or B	125	0.14	A or B
	1	Divided	WB	900	5	0.01	A or B	86	0.10	A or B
2028 Buildout Traffic (PM Peak)	1	Divided	EB	900	0	0.00	A or B	290	0.32	A or B
	1	Divided	WB	900	7	0.01	A or B	64	0.07	A or B
2033 Horizon Traffic (AM Peak)	1	Divided	EB	900	4	0.00	A or B	126	0.14	A or B
	1	Divided	WB	900	5	0.01	A or B	86	0.10	A or B
2033 Horizon Traffic (PM Peak)	1	Divided	EB	900	0	0.00	A or B	290	0.32	A or B
	1	Divided	WB	900	8	0.01	A or B	65	0.07	A or B

(1) Hourly and daily capacities based on NCTCOG model capacities

(2) V/C = Volume to Capacity Ratio

(3) LOS = Level-of-Service

Table 5.4 – Link Volume Analysis – Bel Air Boulevard, between FM 1417 and Morgan Drive

Scenario	Lanes	Divided or Undivided	Direction of Travel	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
Bel Air Boulevard, between FM 1417 and Morgan Drive					Background Traffic			Background + Site Traffic		
2022 Existing Traffic (AM Peak)	2	Divided	NB	1800	4	0.00	A or B	-	-	-
	2	Divided	SB	1800	3	0.00	A or B	-	-	-
2022 Existing Traffic (PM Peak)	2	Divided	NB	1800	6	0.00	A or B	-	-	-
	2	Divided	SB	1800	18	0.01	A or B	-	-	-
2028 Buildout Traffic (AM Peak)	2	Divided	NB	1800	13	0.01	A or B	839	0.47	C
	2	Divided	SB	1800	11	0.01	A or B	572	0.32	A or B
2028 Buildout Traffic (PM Peak)	2	Divided	NB	1800	7	0.00	A or B	448	0.25	A or B
	2	Divided	SB	1800	21	0.01	A or B	941	0.52	C
2033 Horizon Traffic (AM Peak)	2	Divided	NB	1800	14	0.01	A or B	840	0.47	C
	2	Divided	SB	1800	13	0.01	A or B	574	0.32	A or B
2033 Horizon Traffic (PM Peak)	2	Divided	NB	1800	8	0.00	A or B	449	0.25	A or B
	2	Divided	SB	1800	23	0.01	A or B	943	0.52	C

(1) Hourly and daily capacities based on NCTCOG model capacities

(2) V/C = Volume to Capacity Ratio

(3) LOS = Level-of-Service

Right-Turn Lane Analysis

Where justified, the addition of right-turn deceleration lanes can help inbound turning vehicles separate from the through traffic, avoiding conflicts and smoothing traffic flow. TxDOT has identified right-turning volume thresholds where right-turn lanes are justified. **Table 5** shows the driveway locations with right-turn street and driveway access to the site. The high inbound volume occurs in the PM peak hour for every driveway in this analysis.

The right-turning volumes on FM 1417 at NW Drive exceed the threshold, so a right-turn lane is recommended at the location. NW Drive is a proposed signalized intersection and will be a primary access point for Section 2 of the development. This right lane can be added during the expansion of FM 1417.

*Right turns onto Drive 1 from FM 1417 does not meet the TxDOT threshold. However, a right turn lane at this intersection is still recommended considering the high volume of eastbound through traffic and high speeds. Adding a right-turn lane will help maintain the uninterrupted flow along FM 1417 between NW Drive and Bel Air Boulevard.

The right-turning volumes on FM 1417 at Drive 2 exceed the threshold, so a right-turn lane is recommended at the location. Drive 2 will be a secondary access point for Section 2 of the development. This right lane can be added during the expansion of FM 1417.

The right-turning volumes on FM 1417 at Bel Air Boulevard exceed the threshold, so a right-turn lane is recommended at the location. Bel Air Boulevard is a proposed signal will be a primary access point for all sections of the development. This right lane can be added during the expansion of FM 1417.

Table 5 – Right-Turn Lane Analysis

Right-Turn Location	Projected Maximum Peak Hour Right-Turn Volume	TxDOT Threshold (Access Management Manual, Table 2-3)	Right-Turn Lane Recommended?
FM 1417 at NW Drive	285 vph	50 vph	Yes
FM 1417 at Drive 1	35 vph	50 vph	Yes*
FM 1417 at Drive 2	70 vph	50 vph	Yes
FM 1417 at Bel Air Blvd.	489 vph	50 vph	Yes

V. TRAFFIC SIGNAL WARRANT ANALYSIS

The intersections off FM 1417 at NW Drive and Bel Air Boulevard were selected for Traffic Signal Warrant Analysis due to the intersections being the main roadways into the site development. The intersections will be heavily used on the northbound approach during both peak hours. Additionally, the high speeds on FM 1417 (60 MPH posted speed) mean that any crashes at these important locations will be very dangerous. A traffic signal would significantly mitigate the serious crash safety concern and would provide improved mobility for Bel Air Village residents and customers in this development

A. Signal Warrant Analysis at FM 1417 and Bel Air Boulevard

The major-street volumes on FM 1417 were taken directly from the 24-hour counts which were collected by Kimley-Horn on noon Thursday to noon Friday, July 20-21, 2023. The 2023 counts are used directly, with 2% adjustments for background growth through 2033.

For the minor-street volumes on northbound Bel Air Boulevard, the TIA identified the weekday AM and PM peak hour turning movements generated by the site. The northbound traffic throughout the day was projected using a combination of the time-of-day adjustments for each land use found in the Hourly Distribution of Entering and Exiting Vehicle trips in ITE *Trip Generation Manual*. These percentages of daily traffic were used to find the outbound traffic in each hour from 6 AM until 10 PM. The percentage of outbound traffic using northbound Bel Air Boulevard was then applied to find the turning movements in each hour.

Warrant 1A - Eight-Hour Vehicular Volume - Minimum Vehicular Volume – Met

For Warrant 1 Case A, Minimum Vehicular Volume, the major roadway and minor roadway thresholds are 420 and 140 vehicles per hour, respectively. The traffic on FM 1417 and Bel Air Boulevard meets Warrant 1A for 16 hours of the day, so the warrant is met.

Warrant 1B - Eight-Hour Vehicular Volume - Interruption of Continuous Traffic – Met

For Warrant 1 Case B, Interruption of Continuous Traffic, the major roadway and the minor roadway thresholds are 630 and 70 vehicles per hour, respectively. The traffic on FM 1417 and Bel Air Boulevard meets Warrant 1B for 16 hours of the day, so the warrant is met.

Warrant 2 - Four-Hour Vehicular Volume - Met

Based on Warrant 2, Four-Hour Vehicular Volume, the thresholds for meeting the warrant vary by the major roadway volume, down to a minimum of 80 minor roadway vehicles if the major roadway volume is in excess of 800 vehicles. The traffic on FM 1417 and Bel Air Boulevard meets Warrant 2 for 16 hours of the day, which meets the four-hour warrant.

B. Signal Warrant Analysis at FM 1417 and NW Drive

The major-street volumes on FM 1417 were taken directly from the 24-hour counts which were collected by Kimley-Horn on noon Thursday to noon Friday, July 20-21, 2023. The 2023 counts are used directly, with 2% adjustments for background growth through 2033.

For the minor-street volumes on northbound NW Drive, the TIA identified the weekday AM and PM peak hour turning movements generated by the site. The northbound traffic throughout the day was projected using a combination of the time-of-day adjustments for each land use found in the Hourly Distribution of Entering and Exiting Vehicle trips in ITE *Trip Generation Manual*. These percentages of daily traffic were used to find the outbound traffic in each hour from 6 AM until 10 PM. The percentage of outbound traffic using northbound NW Drive was then applied to find the turning movements in each hour.

Warrant 1A - Eight-Hour Vehicular Volume - Minimum Vehicular Volume – Met

For Warrant 1 Case A, Minimum Vehicular Volume, the major roadway and minor roadway thresholds are 420 and 140 vehicles per hour, respectively. The traffic on FM 1417 and NW Drive meets Warrant 1A for 15 hours of the day, so the warrant is met.

Warrant 1B - Eight-Hour Vehicular Volume - Interruption of Continuous Traffic – Met

For Warrant 1 Case B, Interruption of Continuous Traffic, the major roadway and the minor roadway thresholds are 630 and 70 vehicles per hour, respectively. The traffic on FM 1417 and NW Drive meets Warrant 1B for 16 hours of the day, so the warrant is met.

Warrant 2 - Four-Hour Vehicular Volume - Met

Based on Warrant 2, Four-Hour Vehicular Volume, the thresholds for meeting the warrant vary by the major roadway volume, down to a minimum of 805 minor roadway vehicles if the major roadway volume is in excess of 800 vehicles. The traffic on FM 1417 and NW Drive meets Warrant 2 for 16 hours of the day, which meets the four-hour warrant.

VI. CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, the proposed Bel Air Village development can be incorporated successfully in the roadway network assuming the FM 1417 widening from US 75 to Bel Air Boulevard and proper development of proposed roadways.

From the traffic volumes and speeds already present on FM 1417, traffic signals are warranted and recommended at NW Drive and Bel Air Boulevard to maintain the overall operation and safety of these primary intersections.

The proposed site driveways provide the appropriate level of access for the development. The arterial streets are narrow enough for walkability but also wide enough for proper traffic flow. Beach Club Boulevard through the site will be a two-lane divided road with a single-lane roundabout at London Lane. The roundabout will act as a gateway between US 75 and this multi-purpose development. It will demonstrate to the driver that they are exiting a busy, fast freeway and entering a relaxed, walkable experience. This change is an important component in supporting pedestrian safety and maintaining subdued traffic flow through the site. Due to how the US 75 NBFR approach can only attract drivers from south of the site, (compared to FM 1417 which is used for east, west, and north approaches), the inbound traffic from US 75 NBFR using Beach Club Boulevard is relatively less than the outbound traffic on that route/ Therefore, there is no specific traffic need for a separate eastbound-to-southbound right-turn bypass lane at the roundabout. A single-lane roundabout is appropriate for the traffic demands and will provide the best traffic calming influence.

APPENDIX A

A. Roadway Characteristics

The following signalized intersections were evaluated as part of this study:

- US 75 SBFR at FM 1417
- US 75 NBFR at FM 1417
- FM 1417 at NW Drive (proposed)
- FM 1417 at Bel Air Boulevard (proposed)

The following unsignalized intersections were evaluated as part of this study:

- US 75 NBFR at Beach Club Boulevard
- FM 1417 at Drive 1
- FM 1417 at Drive 2
- Bel Air Boulevard at Morgan Drive
- Bel Air Boulevard at Beach Club Boulevard
- Bel Air Boulevard at London Lane
- Beach Club Boulevard at London Lane
- London Lane at Drive 3

The major study area roadways are described below.

US 75 SB/NB Frontage Road – are two-lane undivided roads that serve as entrance and exit ramps for US 75. Vehicles can enter the site by taking a left on the southbound frontage road or a right off the northbound frontage road at Beach Club Boulevard if FM 1417. The traffic analysis also predict a high U-turn volume at US 75 and FM 1417 so a U-turn bank is proposed at that intersection. On the City of Sherman Thoroughfare Plan, US 75 SB/NB frontage roads are classified as freeway which is a high capacity urban road that delivers streamline traffic and provides entrance and exit points at arterial roads. The speed limit on the frontage road is 45 mph.

FM 1417 – is a wide three-lane undivided road that runs east and west along the north side of the development. It has one travel lane in each direction with a two way left-turn lane in the middle. Based on the build out and horizon traffic volumes it will be necessary to expand this road to a four lane divided road. In the project vicinity, FM 1417 intersects US 75 SBFR, US 75 NBFR, NW Drive, Drive 1, Drive 2, and Bel Air Boulevard. On the City of Sherman Thoroughfare Plan, FM1417 is classified as a major arterial which is a high capacity urban road that delivers traffic from freeways to collector roads and vice versa. The speed limit near the site is 60 mph.

Bel Air Boulevard – is proposed four-lane divided roadway that runs north and south along the east side of the development. Bel Air Boulevard begins at FM 1417 the southbound with intersections at Morgan Drive, Beach Club Boulevard, and London

Lane. Bel Air Boulevard is an unclassified roadway and will likely have a 35 MPH speed limit. As Bel Air Boulevard approaches FM 1417, it will have turn lanes for a total of four northbound approach lanes. Only the right-turn lane and two left-turn lanes will be active with this development. The other lane would be available for use when the northern leg of the intersection is developed by others.

NW Drive – is a main site driveway for Bel Air Village Section 2. It a full-access driveway that supports traffic on FM 1417 for Section 2. A signal is warranted at this intersection with left and right turn lanes off FM 1417 to easily access this driveway. There is one southbound lane into the site and northbound out of the site there is one left-turn lane and one right-turn lane. The speed limit is assumed to be 30 MPH.

Beach Club Boulevard – is a proposed two lane divided road. It will be built as a continuation of the existing road intersecting US 75 NBFR. Beach Club Boulevard runs east and west through the site between Sections 2 and 3. Beach Club Boulevard is a key access point off US 75 NBFR to the southern portion of this site. At the heart of the neighborhood, it is important that Bel Air Boulevard feels like a connection between development Section 2 and Sections 3 & 4. Thus, the road is restricted to two lanes to provide a safer pedestrian experience for residents and guests. The speed limit is assumed to be 30 MPH.

Drive 1 – is a secondary site driveway for Bel Air Village Section 2. It is a full-access driveway that supports traffic on FM 1417 for Section 2. This is an unsignalized intersection with stop control northbound on Drive 1. There is one northbound lane and one southbound lane on Drive 1. The speed limit is assumed to be 30 MPH.

Drive 2 – is a secondary site driveway for Bel Air Village Section 2. It is a full-access driveway that supports traffic on FM 1417. This is an unsignalized intersection with stop control northbound on Drive 2. There is one northbound lane and one southbound lane on Drive 2. The speed limit is assumed to be 30 MPH.

Morgan Drive – is an east/west driveway that intersects Bel Air Boulevard south of FM 1417. This is the primary driveway for vehicles to access the northern portion of Sections 1 & 2 in the development off Bel Air Boulevard. There is one eastbound lane and one westbound lane on either side of Bel Air Boulevard to form Morgan Drive. The speed limit is assumed to be 30 MPH.

London Lane – is a four-lane divided road that runs north/south from Beach Club Boulevard and curves to meet the end of Bel Air Boulevard. London Lane is a primary road to access Sections 3 and 4 of the development. London Lane at Beach Club Boulevard is a roundabout intersection and London Lane at Bel Air Boulevard is four way stop controlled. The speed limit is assumed to be 35 MPH.

Drive 3 – is an east/west local street that intersects London Lane south of Beach Club Boulevard. Drive 3 provides a primary pathway for vehicles o access the northern portion of the multifamily housing in Section 3, and a secondary access to the school in Section 4. This is an unsignalized intersection with stop control east and west on Drive 3. The speed limit is assumed to be 30 MPH.

Exhibit 3 illustrates the intersection geometry used for the traffic analysis.

APPENDIX B

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). **Table 6** shows the definition of level of service for signalized and unsignalized intersections.

Table 6 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. For the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is defined for each movement. Unlike signalized intersections which define LOS for each approach and for the intersection, LOS for two-way stop-controlled intersections is not defined as a whole.

The analyses assumed the lane geometry and intersection control shown in **Exhibit 3**.

Kimley»Horn

TRAFFIC COUNTS AND HISTORICAL DATA

Sherman Bel-Air City - Sherman, Texas
Historical Link Volumes and Growth Rates

FM 1417 East of US-75						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2011	US-75	East of S Carolina Drive	TxDOT	8,384	-
2	2013	US-75	East of S Carolina Drive	TxDOT	8,989	3.5%
3	2014	US-75	East of S Carolina Drive	TxDOT	8,143	-9.4%
4	2015	US-75	East of S Carolina Drive	TxDOT	9,005	10.6%
5	2016	US-75	East of S Carolina Drive	TxDOT	9,532	5.9%
6	2017	US-75	East of S Carolina Drive	TxDOT	9,751	2.3%
7	2018	US-75	East of S Carolina Drive	TxDOT	9,800	0.5%
8	2019	US-75	East of S Carolina Drive	TxDOT	9,849	0.5%
9	2021	US-75	East of S Carolina Drive	KHA	10,695	4.2%
					Average Growth 2015 - 2021:	**2.5%**

1. FM 1417 at Bel Air Boulevard - TMC

Thu Jul 20, 2023
Full Length (12 PM-12 PM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1091796, Location: 33.597084, -96.596046

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1417					Bel Air Boulevard					FM 1417					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2023-07-20 12:00PM	71	0	0	71	0	0	6	0	6	0	3	55	0	58	0	135
12:15PM	71	0	0	71	0	0	10	0	10	0	12	78	0	90	0	171
12:30PM	79	0	0	79	0	0	3	0	3	0	1	75	0	76	0	158
12:45PM	82	0	0	82	0	1	4	1	6	0	5	71	0	76	0	164
Hourly Total	303	0	0	303	0	1	23	1	25	0	21	279	0	300	0	628
1:00PM	87	0	0	87	0	0	6	0	6	0	3	66	0	69	0	162
1:15PM	67	0	0	67	0	0	2	0	2	0	6	76	0	82	0	151
1:30PM	92	0	1	93	0	1	5	0	6	0	6	82	0	88	0	187
1:45PM	90	1	0	91	0	0	8	0	8	0	4	64	0	68	0	167
Hourly Total	336	1	1	338	0	1	21	0	22	0	19	288	0	307	0	667
2:00PM	62	3	0	65	0	1	9	0	10	0	3	87	0	90	0	165
2:15PM	92	1	0	93	0	1	4	1	6	0	7	73	0	80	0	179
2:30PM	106	0	0	106	0	1	3	2	6	0	4	84	0	88	0	200
2:45PM	72	0	0	72	0	0	3	0	3	0	2	88	0	90	0	165
Hourly Total	332	4	0	336	0	3	19	3	25	0	16	332	0	348	0	709
3:00PM	87	0	0	87	0	0	6	0	6	0	4	94	0	98	0	191
3:15PM	103	0	0	103	0	0	8	0	8	0	3	100	0	103	0	214
3:30PM	88	0	0	88	0	2	3	0	5	0	5	96	0	101	0	194
3:45PM	75	0	0	75	0	2	4	1	7	0	5	124	0	129	0	211
Hourly Total	353	0	0	353	0	4	21	1	26	0	17	414	0	431	0	810
4:00PM	85	0	0	85	0	0	2	1	3	0	5	143	0	148	0	236
4:15PM	85	0	0	85	0	0	5	0	5	0	4	129	0	133	0	223
4:30PM	90	0	0	90	0	0	5	1	6	0	4	112	0	116	0	212
4:45PM	79	2	0	81	0	0	5	0	5	0	7	120	0	127	0	213
Hourly Total	339	2	0	341	0	0	17	2	19	0	20	504	0	524	0	884
5:00PM	90	0	0	90	0	0	0	0	0	0	3	145	0	148	0	238
5:15PM	99	0	0	99	0	1	3	1	5	0	8	156	0	164	0	268
5:30PM	91	0	0	91	0	0	8	0	8	0	3	125	0	128	0	227
5:45PM	89	1	0	90	0	0	6	0	6	0	3	132	0	135	0	231
Hourly Total	369	1	0	370	0	1	17	1	19	0	17	558	0	575	0	964
6:00PM	96	0	0	96	0	0	12	1	13	0	3	98	0	101	0	210
6:15PM	97	0	0	97	0	0	6	0	6	0	8	92	0	100	0	203
6:30PM	73	0	0	73	0	0	2	0	2	0	3	101	0	104	0	179
6:45PM	64	0	0	64	0	0	5	0	5	0	2	85	0	87	0	156
Hourly Total	330	0	0	330	0	0	25	1	26	0	16	376	0	392	0	748
7:00PM	68	0	0	68	0	0	3	0	3	0	5	91	0	96	0	167
7:15PM	38	1	0	39	0	2	3	0	5	0	2	71	0	73	0	117
7:30PM	47	2	0	49	0	2	2	0	4	0	4	79	0	83	0	136
7:45PM	44	0	0	44	0	0	1	0	1	0	2	62	0	64	0	109
Hourly Total	197	3	0	200	0	4	9	0	13	0	13	303	0	316	0	529
8:00PM	35	0	0	35	0	0	5	0	5	0	3	66	0	69	0	109
8:15PM	47	0	0	47	0	0	1	0	1	0	1	62	0	63	0	111
8:30PM	46	1	0	47	0	0	3	0	3	0	5	51	0	56	0	106
8:45PM	37	0	0	37	0	0	2	0	2	0	2	68	0	70	0	109
Hourly Total	165	1	0	166	0	0	11	0	11	0	11	247	0	258	0	435
9:00PM	36	0	0	36	0	0	2	0	2	0	2	51	0	53	0	91
9:15PM	46	0	0	46	0	2	3	0	5	0	4	78	0	82	0	133
9:30PM	36	0	0	36	0	0	4	0	4	0	2	49	0	51	0	91
9:45PM	20	0	0	20	0	0	2	0	2	0	1	38	0	39	0	61
Hourly Total	138	0	0	138	0	2	11	0	13	0	9	216	0	225	0	376
10:00PM	22	0	0	22	0	0	0	0	0	0	2	54	0	56	0	78
10:15PM	18	1	0	19	0	0	0	0	0	0	0	36	0	36	0	55

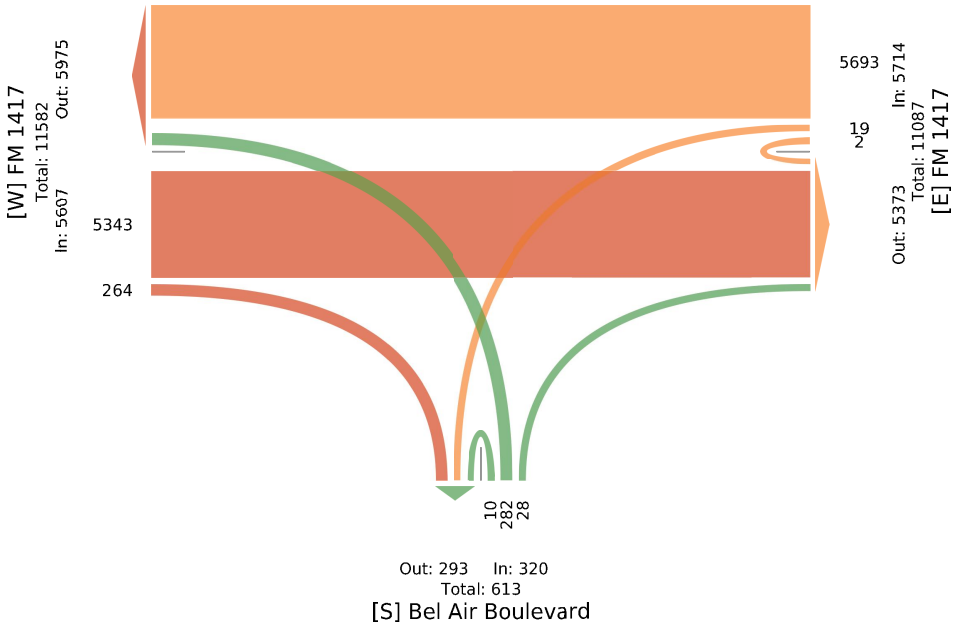
Leg	FM 1417					Bel Air Boulevard					FM 1417					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
10:30PM	22	0	0	22	0	1	0	0	1	0	2	40	0	42	0	65
10:45PM	17	0	0	17	0	0	0	0	0	0	2	25	0	27	0	44
Hourly Total	79	1	0	80	0	1	0	0	1	0	6	155	0	161	0	242
11:00PM	17	0	0	17	0	0	2	0	2	0	0	26	0	26	0	45
11:15PM	17	0	0	17	0	0	0	0	0	0	1	16	0	17	0	34
11:30PM	16	0	0	16	0	0	0	0	0	0	0	31	0	31	0	47
11:45PM	14	0	0	14	0	0	0	0	0	0	0	18	0	18	0	32
Hourly Total	64	0	0	64	0	0	2	0	2	0	1	91	0	92	0	158
2023-07-21 12:00AM	5	0	0	5	0	0	1	0	1	0	0	30	0	30	0	36
12:15AM	9	0	0	9	0	0	0	0	0	0	1	16	0	17	0	26
12:30AM	11	0	0	11	0	0	1	0	1	0	0	24	0	24	0	36
12:45AM	11	0	0	11	0	0	0	0	0	0	1	17	0	18	0	29
Hourly Total	36	0	0	36	0	0	2	0	2	0	2	87	0	89	0	127
1:00AM	6	0	0	6	0	0	1	0	1	0	2	16	0	18	0	25
1:15AM	9	0	0	9	0	1	0	0	1	0	0	14	0	14	0	24
1:30AM	5	0	0	5	0	0	0	0	0	0	2	12	0	14	0	19
1:45AM	10	0	0	10	0	0	0	0	0	0	0	17	0	17	0	27
Hourly Total	30	0	0	30	0	1	1	0	2	0	4	59	0	63	0	95
2:00AM	2	0	0	2	0	0	0	0	0	0	0	7	0	7	0	9
2:15AM	9	0	0	9	0	0	0	0	0	0	0	9	0	9	0	18
2:30AM	9	0	0	9	0	0	0	0	0	0	0	3	0	3	0	12
2:45AM	10	0	0	10	0	0	0	0	0	0	0	7	0	7	0	17
Hourly Total	30	0	0	30	0	0	0	0	0	0	0	26	0	26	0	56
3:00AM	11	0	0	11	0	0	0	0	0	0	0	3	0	3	0	14
3:15AM	14	0	0	14	0	0	0	0	0	0	0	7	0	7	0	21
3:30AM	28	0	0	28	0	0	0	0	0	0	0	7	0	7	0	35
3:45AM	29	0	0	29	0	0	0	0	0	0	0	8	0	8	0	37
Hourly Total	82	0	0	82	0	0	0	0	0	0	0	25	0	25	0	107
4:00AM	20	0	0	20	0	0	0	0	0	0	0	5	0	5	0	25
4:15AM	28	0	0	28	0	0	1	0	1	0	1	9	0	10	0	39
4:30AM	30	0	0	30	0	0	1	0	1	0	0	11	0	11	0	42
4:45AM	24	0	0	24	0	0	0	0	0	0	0	4	0	4	0	28
Hourly Total	102	0	0	102	0	0	2	0	2	0	1	29	0	30	0	134
5:00AM	50	0	0	50	0	0	0	0	0	0	0	5	0	5	0	55
5:15AM	71	0	0	71	0	0	2	0	2	0	0	16	0	16	0	89
5:30AM	87	0	0	87	0	0	4	0	4	0	2	9	0	11	0	102
5:45AM	112	0	0	112	0	0	1	0	1	0	0	17	0	17	0	130
Hourly Total	320	0	0	320	0	0	7	0	7	0	2	47	0	49	0	376
6:00AM	81	0	0	81	0	0	2	0	2	0	0	22	0	22	0	105
6:15AM	118	0	0	118	0	0	3	0	3	0	0	24	0	24	0	145
6:30AM	137	0	0	137	0	0	3	0	3	0	2	27	0	29	0	169
6:45AM	114	0	0	114	0	1	3	0	4	0	1	50	0	51	0	169
Hourly Total	450	0	0	450	0	1	11	0	12	0	3	123	0	126	0	588
7:00AM	117	0	0	117	0	0	1	0	1	0	3	51	0	54	0	172
7:15AM	109	0	0	109	0	0	1	0	1	0	0	53	0	53	0	163
7:30AM	125	0	0	125	0	1	3	0	4	0	3	68	0	71	0	200
7:45AM	117	0	0	117	0	0	5	0	5	0	4	63	0	67	0	189
Hourly Total	468	0	0	468	0	1	10	0	11	0	10	235	0	245	0	724
8:00AM	100	0	0	100	0	0	1	0	1	0	3	54	0	57	0	158
8:15AM	94	0	0	94	0	0	2	0	2	0	6	48	0	54	0	150
8:30AM	85	0	0	85	0	0	4	0	4	0	5	64	0	69	0	158
8:45AM	63	0	0	63	0	1	6	1	8	0	11	87	0	98	0	169
Hourly Total	342	0	0	342	0	1	13	1	15	0	25	253	0	278	0	635
9:00AM	77	0	0	77	0	1	2	0	3	0	10	74	0	84	0	164
9:15AM	65	1	0	66	0	1	9	0	10	0	5	54	0	59	0	135
9:30AM	75	2	1	78	0	0	10	0	10	0	4	40	0	44	0	132
9:45AM	70	0	0	70	0	1	2	0	3	0	3	67	0	70	0	143
Hourly Total	287	3	1	291	0	3	23	0	26	0	22	235	0	257	0	574
10:00AM	65	0	0	65	0	2	2	0	4	0	7	53	0	60	0	129
10:15AM	81	2	0	83	0	0	4	0	4	0	3	62	0	65	0	152

Leg	FM 1417					Bel Air Boulevard					FM 1417					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
10:30AM	63	0	0	**63**	0	0	1	0	**1**	0	2	58	0	**60**	0	**124**
10:45AM	66	1	0	**67**	0	0	10	0	**10**	0	6	70	0	**76**	0	**153**
Hourly Total	275	3	0	**278**	0	2	17	0	**19**	0	18	243	0	**261**	0	**558**
11:00AM	62	0	0	**62**	0	0	8	0	**8**	0	2	50	0	**52**	0	**122**
11:15AM	63	0	0	**63**	0	1	1	0	**2**	0	3	58	0	**61**	0	**126**
11:30AM	77	0	0	**77**	0	1	3	0	**4**	0	4	59	0	**63**	0	**144**
11:45AM	64	0	0	**64**	0	0	8	0	**8**	0	2	51	0	**53**	0	**125**
Hourly Total	266	0	0	**266**	0	2	20	0	**22**	0	11	218	0	**229**	0	**517**
Total	5693	19	2	**5714**	0	28	282	10	**320**	0	264	5343	0	**5607**	0	**11641**
% Approach	99.6%	0.3%	0%	**-**	-	8.8%	88.1%	3.1%	**-**	-	4.7%	95.3%	0%	**-**	-	-
% Total	48.9%	0.2%	0%	**49.1%**	-	0.2%	2.4%	0.1%	**2.7%**	-	2.3%	45.9%	0%	**48.2%**	-	-
Lights	5374	19	2	**5395**	-	27	274	10	**311**	-	261	5037	0	**5298**	-	11004
% Lights	94.4%	100%	100%	**94.4%**	-	96.4%	97.2%	100%	**97.2%**	-	98.9%	94.3%	0%	**94.5%**	-	94.5%
Articulated Trucks	153	0	0	**153**	-	0	3	0	**3**	-	2	144	0	**146**	-	302
% Articulated Trucks	2.7%	0%	0%	**2.7%**	-	0%	1.1%	0%	**0.9%**	-	0.8%	2.7%	0%	**2.6%**	-	2.6%
Buses and Single-Unit Trucks	166	0	0	**166**	-	1	5	0	**6**	-	1	162	0	**163**	-	335
% Buses and Single-Unit Trucks	2.9%	0%	0%	**2.9%**	-	3.6%	1.8%	0%	**1.9%**	-	0.4%	3.0%	0%	**2.9%**	-	2.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. FM 1417 at Bel Air Boulevard - TMC
Thu Jul 20, 2023
Full Length (12 PM-12 PM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1091796, Location: 33.597084, -96.596046

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. FM 1417 at Bel Air Boulevard - TMC

Thu Jul 20, 2023
PM Peak (Jul 20 2023 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1091796, Location: 33.597084, -96.596046

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

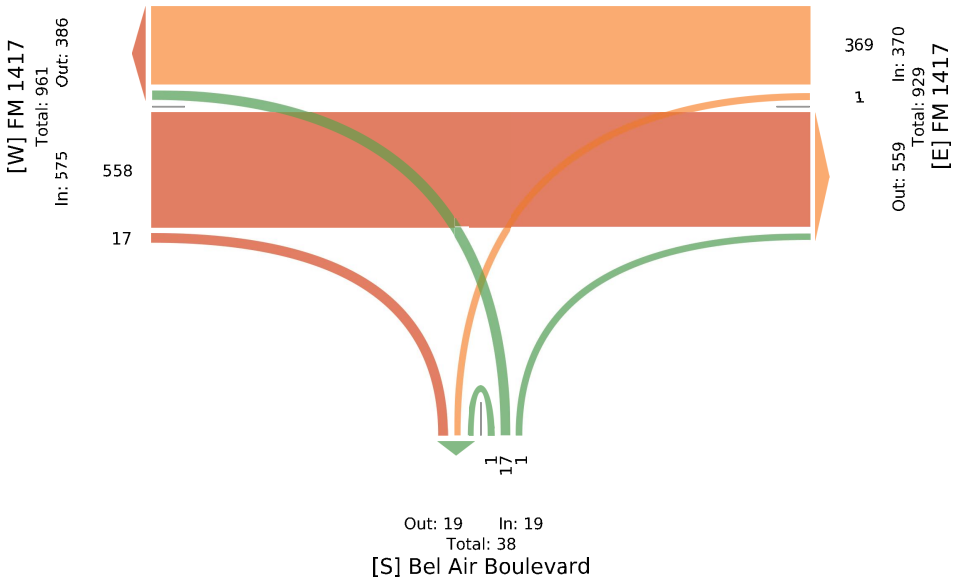
Leg / Direction	FM 1417 Westbound					Bel Air Boulevard Northbound					FM 1417 Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2023-07-20 5:00PM	90	0	0	**90**	0	0	0	0	**0**	0	3	145	0	**148**	0	**238**
5:15PM	99	0	0	**99**	0	1	3	1	**5**	0	8	156	0	**164**	0	**268**
5:30PM	91	0	0	**91**	0	0	8	0	**8**	0	3	125	0	**128**	0	**227**
5:45PM	89	1	0	**90**	0	0	6	0	**6**	0	3	132	0	**135**	0	**231**
Total	369	1	0	**370**	0	1	17	1	**19**	0	17	558	0	**575**	0	**964**
% Approach	99.7%	0.3%	0%	**-**	-	5.3%	89.5%	5.3%	**-**	-	3.0%	97.0%	0%	**-**	-	-
% Total	38.3%	0.1%	0%	**38.4%**	-	0.1%	1.8%	0.1%	**2.0%**	-	1.8%	57.9%	0%	**59.6%**	-	-
PHF	0.932	0.250	-	**0.934**	-	0.250	0.531	0.250	**0.594**	-	0.531	0.894	-	**0.877**	-	0.899
Lights	353	1	0	**354**	-	1	17	1	**19**	-	17	551	0	**568**	-	941
% Lights	95.7%	100%	0%	**95.7%**	-	100%	100%	100%	**100%**	-	100%	98.7%	0%	**98.8%**	-	97.6%
Articulated Trucks	7	0	0	**7**	-	0	0	0	**0**	-	0	4	0	**4**	-	11
% Articulated Trucks	1.9%	0%	0%	**1.9%**	-	0%	0%	0%	**0%**	-	0%	0.7%	0%	**0.7%**	-	1.1%
Buses and Single-Unit Trucks	9	0	0	**9**	-	0	0	0	**0**	-	0	3	0	**3**	-	12
% Buses and Single-Unit Trucks	2.4%	0%	0%	**2.4%**	-	0%	0%	0%	**0%**	-	0%	0.5%	0%	**0.5%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. FM 1417 at Bel Air Boulevard - TMC

Thu Jul 20, 2023
PM Peak (Jul 20 2023 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1091796, Location: 33.597084, -96.596046

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. FM 1417 at Bel Air Boulevard - TMC

Fri Jul 21, 2023
AM Peak (Jul 21 2023 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1091796, Location: 33.597084, -96.596046

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1417					Bel Air Boulevard					FM 1417					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2023-07-21 7:00AM	117	0	0	**117**	0	0	1	0	**1**	0	3	51	0	**54**	0	**172**
7:15AM	109	0	0	**109**	0	0	1	0	**1**	0	0	53	0	**53**	0	**163**
7:30AM	125	0	0	**125**	0	1	3	0	**4**	0	3	68	0	**71**	0	**200**
7:45AM	117	0	0	**117**	0	0	5	0	**5**	0	4	63	0	**67**	0	**189**
Total	468	0	0	**468**	0	1	10	0	**11**	0	10	235	0	**245**	0	**724**
% Approach	100%	0%	0%	**-**	-	9.1%	90.9%	0%	**-**	-	4.1%	95.9%	0%	**-**	-	**-**
% Total	64.6%	0%	0%	**64.6%**	-	0.1%	1.4%	0%	**1.5%**	-	1.4%	32.5%	0%	**33.8%**	-	**-**
PHF	0.936	-	-	**0.936**	-	0.250	0.500	-	**0.550**	-	0.625	0.864	-	**0.863**	-	0.905
Lights	447	0	0	**447**	-	1	10	0	**11**	-	10	219	0	**229**	-	687
% Lights	95.5%	0%	0%	**95.5%**	-	100%	100%	0%	**100%**	-	100%	93.2%	0%	**93.5%**	-	94.9%
Articulated Trucks	10	0	0	**10**	-	0	0	0	**0**	-	0	11	0	**11**	-	21
% Articulated Trucks	2.1%	0%	0%	**2.1%**	-	0%	0%	0%	**0%**	-	0%	4.7%	0%	**4.5%**	-	2.9%
Buses and Single-Unit Trucks	11	0	0	**11**	-	0	0	0	**0**	-	0	5	0	**5**	-	16
% Buses and Single-Unit Trucks	2.4%	0%	0%	**2.4%**	-	0%	0%	0%	**0%**	-	0%	2.1%	0%	**2.0%**	-	2.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. FM 1417 at Bel Air Boulevard - TMC

Fri Jul 21, 2023
AM Peak (Jul 21 2023 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1091796, Location: 33.597084, -96.596046

CJ Hensch & Associates, Inc.
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5215 Sycamore Ave.,
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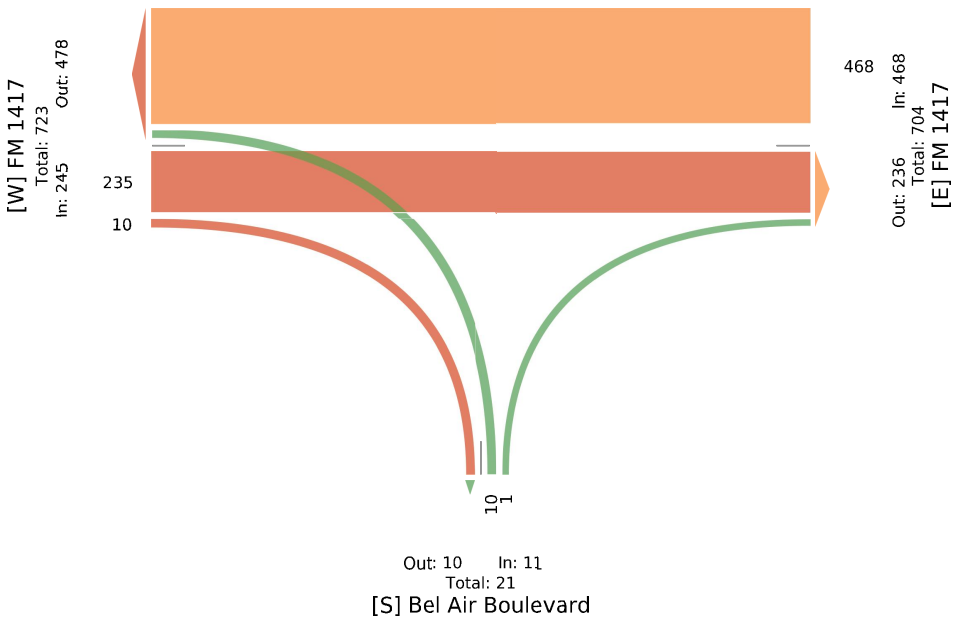


GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 SBFR
Site Code:
Start Date: 03/24/2022
Page No: 1

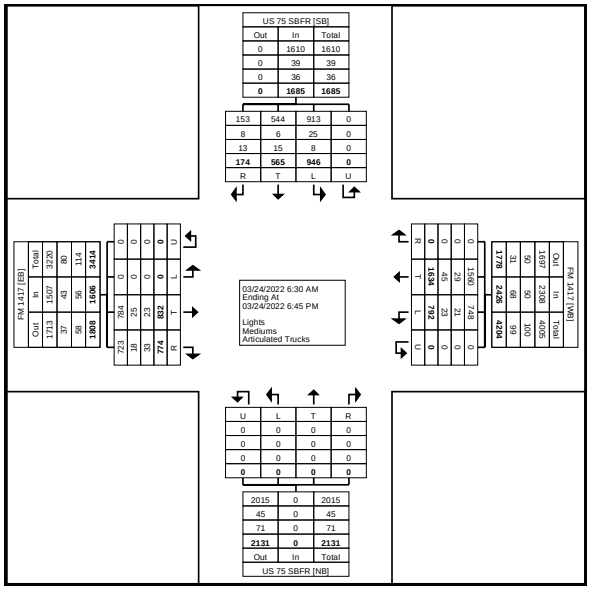
Turning Movement Data

Start Time	US 75 SBFR Southbound					FM 1417 Westbound					US 75 SBFR Northbound					FM 1417 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	18	51	12	0	81	109	58	0	0	167	0	0	0	0	0	0	18	76	0	94	342
6:45 AM	31	46	22	0	99	78	63	0	0	141	0	0	0	0	0	0	30	67	0	97	337
Hourly Total	49	97	34	0	180	187	121	0	0	308	0	0	0	0	0	0	48	143	0	191	679
7:00 AM	45	31	8	0	84	53	87	0	0	140	0	0	0	0	0	0	39	53	0	92	316
7:15 AM	31	36	4	0	71	66	94	0	0	160	0	0	0	0	0	0	47	49	0	96	327
7:30 AM	56	46	11	0	113	52	97	0	0	149	0	0	0	0	0	0	57	70	0	127	389
7:45 AM	64	45	14	0	123	53	134	0	0	187	0	0	0	0	0	0	66	58	0	124	434
Hourly Total	196	158	37	0	391	224	412	0	0	636	0	0	0	0	0	0	209	230	0	439	1466
8:00 AM	49	27	16	0	92	51	158	0	0	209	0	0	0	0	0	0	55	52	0	107	408
8:15 AM	46	24	6	0	76	32	118	0	0	150	0	0	0	0	0	0	57	38	0	95	321
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	95	51	22	0	168	83	276	0	0	359	0	0	0	0	0	0	112	90	0	202	729
4:30 PM	77	31	8	0	116	40	98	0	0	138	0	0	0	0	0	0	72	32	0	104	358
4:45 PM	83	35	15	0	133	41	105	0	0	146	0	0	0	0	0	0	69	35	0	104	383
Hourly Total	160	66	23	0	249	81	203	0	0	284	0	0	0	0	0	0	141	67	0	208	741
5:00 PM	86	35	10	0	131	40	96	0	0	136	0	0	0	0	0	0	71	38	0	109	376
5:15 PM	97	43	5	0	145	39	120	0	0	159	0	0	0	0	0	0	64	58	0	122	426
5:30 PM	70	33	11	0	114	36	110	0	0	146	0	0	0	0	0	0	56	47	0	103	363
5:45 PM	55	25	7	0	87	42	117	0	0	159	0	0	0	0	0	0	39	35	0	74	320
Hourly Total	308	136	33	0	477	157	443	0	0	600	0	0	0	0	0	0	230	178	0	408	1485
6:00 PM	76	31	10	0	117	33	96	0	0	129	0	0	0	0	0	0	45	35	0	80	326
6:15 PM	62	26	15	0	103	27	83	0	0	110	0	0	0	0	0	0	47	31	0	78	291
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	946	565	174	0	1685	792	1634	0	0	2426	0	0	0	0	0	0	832	774	0	1606	5717
Approach %	56.1	33.5	10.3	0.0	-	32.6	67.4	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	51.8	48.2	0.0	-	-
Total %	16.5	9.9	3.0	0.0	29.5	13.9	28.6	0.0	0.0	42.4	0.0	0.0	0.0	0.0	0.0	0.0	14.6	13.5	0.0	28.1	-
Lights	913	544	153	0	1610	748	1560	0	0	2308	0	0	0	0	0	0	784	723	0	1507	5425
% Lights	96.5	96.3	87.9	-	95.5	94.4	95.5	-	-	95.1	-	-	-	-	-	-	94.2	93.4	-	93.8	94.9
Mediums	25	6	8	0	39	21	29	0	0	50	0	0	0	0	0	0	25	18	0	43	132
% Mediums	2.6	1.1	4.6	-	2.3	2.7	1.8	-	-	2.1	-	-	-	-	-	-	3.0	2.3	-	2.7	2.3
Articulated Trucks	8	15	13	0	36	23	45	0	0	68	0	0	0	0	0	0	23	33	0	56	160
% Articulated Trucks	0.8	2.7	7.5	-	2.1	2.9	2.8	-	-	2.8	-	-	-	-	-	-	2.8	4.3	-	3.5	2.8

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 SBFR
Site Code:
Start Date: 03/24/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 SBFR
Site Code:
Start Date: 03/24/2022

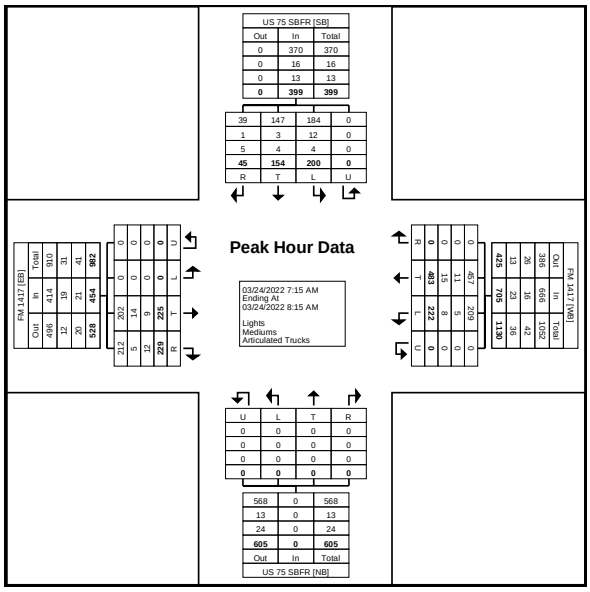
Turning Movement Peak Hour Data (7:15 AM)

Start Time	US 75 SBFR Southbound					FM 1417 Westbound					US 75 SBFR Northbound					FM 1417 Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	31	36	4	0	71	66	94	0	0	160	0	0	0	0	0	0	47	49	0	96	327
7:30 AM	56	46	11	0	113	52	97	0	0	149	0	0	0	0	0	0	57	70	0	127	389
7:45 AM	64	45	14	0	123	53	134	0	0	187	0	0	0	0	0	0	66	58	0	124	434
8:00 AM	49	27	16	0	92	51	158	0	0	209	0	0	0	0	0	0	55	52	0	107	408
Total	200	154	45	0	399	222	483	0	0	705	0	0	0	0	0	0	225	229	0	454	1558
Approach %	50.1	38.6	11.3	0.0	-	31.5	68.5	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	49.6	50.4	0.0	-	-
Total %	12.8	9.9	2.9	0.0	25.6	14.2	31.0	0.0	0.0	45.3	0.0	0.0	0.0	0.0	0.0	0.0	14.4	14.7	0.0	29.1	-
PHF	0.781	0.837	0.703	0.000	0.811	0.841	0.764	0.000	0.000	0.843	0.000	0.000	0.000	0.000	0.000	0.000	0.852	0.818	0.000	0.894	0.897
Lights	184	147	39	0	370	209	457	0	0	666	0	0	0	0	0	0	202	212	0	414	1450
% Lights	92.0	95.5	86.7	-	92.7	94.1	94.6	-	-	94.5	-	-	-	-	-	-	89.8	92.6	-	91.2	93.1
Mediums	12	3	1	0	16	5	11	0	0	16	0	0	0	0	0	0	14	5	0	19	51
% Mediums	6.0	1.9	2.2	-	4.0	2.3	2.3	-	-	2.3	-	-	-	-	-	-	6.2	2.2	-	4.2	3.3
Articulated Trucks	4	4	5	0	13	8	15	0	0	23	0	0	0	0	0	0	9	12	0	21	57
% Articulated Trucks	2.0	2.6	11.1	-	3.3	3.6	3.1	-	-	3.3	-	-	-	-	-	-	4.0	5.2	-	4.6	3.7

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 SBFR
Site Code:
Start Date: 03/24/2022



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 SBFR
Site Code:
Start Date: 03/24/2022

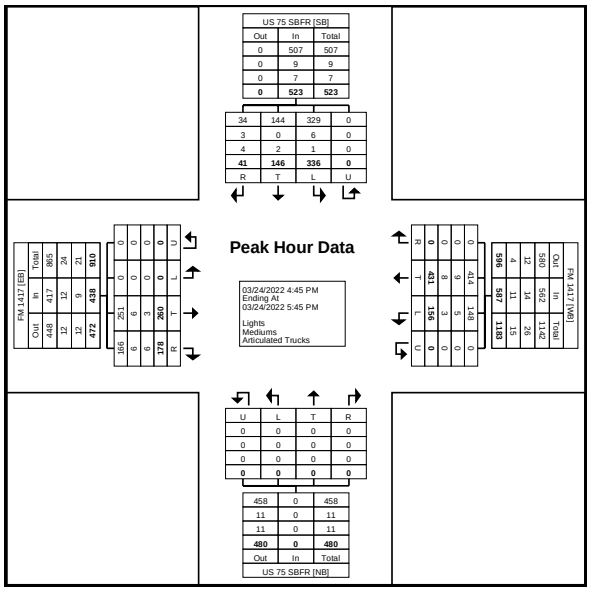
Turning Movement Peak Hour Data (4:45 PM)

Start Time	US 75 SBFR Southbound					FM 1417 Westbound					US 75 SBFR Northbound					FM 1417 Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	83	35	15	0	133	41	105	0	0	146	0	0	0	0	0	0	69	35	0	104	383
5:00 PM	86	35	10	0	131	40	96	0	0	136	0	0	0	0	0	0	71	38	0	109	376
5:15 PM	97	43	5	0	145	39	120	0	0	159	0	0	0	0	0	0	64	58	0	122	426
5:30 PM	70	33	11	0	114	36	110	0	0	146	0	0	0	0	0	0	56	47	0	103	363
Total	336	146	41	0	523	156	431	0	0	587	0	0	0	0	0	0	260	178	0	438	1548
Approach %	64.2	27.9	7.8	0.0	-	26.6	73.4	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	59.4	40.6	0.0	-	-
Total %	21.7	9.4	2.6	0.0	33.8	10.1	27.8	0.0	0.0	37.9	0.0	0.0	0.0	0.0	0.0	0.0	16.8	11.5	0.0	28.3	-
PHF	0.866	0.849	0.683	0.000	0.902	0.951	0.898	0.000	0.000	0.923	0.000	0.000	0.000	0.000	0.000	0.000	0.915	0.767	0.000	0.898	0.908
Lights	329	144	34	0	507	148	414	0	0	562	0	0	0	0	0	0	251	166	0	417	1486
% Lights	97.9	98.6	82.9	-	96.9	94.9	96.1	-	-	95.7	-	-	-	-	-	-	96.5	93.3	-	95.2	96.0
Mediums	6	0	3	0	9	5	9	0	0	14	0	0	0	0	0	0	6	6	0	12	35
% Mediums	1.8	0.0	7.3	-	1.7	3.2	2.1	-	-	2.4	-	-	-	-	-	-	2.3	3.4	-	2.7	2.3
Articulated Trucks	1	2	4	0	7	3	8	0	0	11	0	0	0	0	0	0	3	6	0	9	27
% Articulated Trucks	0.3	1.4	9.8	-	1.3	1.9	1.9	-	-	1.9	-	-	-	-	-	-	1.2	3.4	-	2.1	1.7

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 SBFR
Site Code:
Start Date: 03/24/2022



Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 NBFR
Site Code:
Start Date: 03/24/2022
Page No: 1

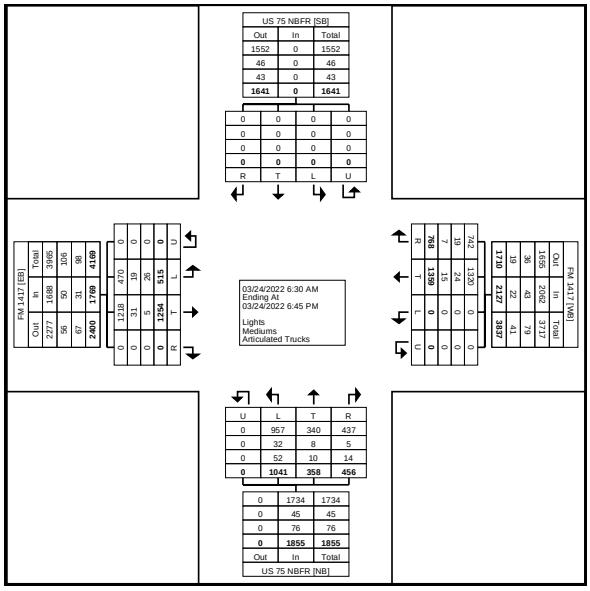
Turning Movement Data

Start Time	US 75 NBFR Southbound					FM 1417 Westbound					US 75 NBFR Northbound					FM 1417 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	0	0	0	0	0	120	37	0	157	50	13	13	0	76	14	23	0	0	37	270
6:45 AM	0	0	0	0	0	0	93	31	0	124	42	15	15	0	72	20	42	0	0	62	258
Hourly Total	0	0	0	0	0	0	213	68	0	281	92	28	28	0	148	34	65	0	0	99	528
7:00 AM	0	0	0	0	0	0	86	33	0	119	61	13	18	0	92	30	58	0	0	88	299
7:15 AM	0	0	0	0	0	0	91	55	0	146	60	17	16	0	93	25	55	0	0	80	319
7:30 AM	0	0	0	0	0	0	97	84	0	181	58	29	22	0	109	39	72	0	0	111	401
7:45 AM	0	0	0	0	0	0	134	71	0	205	63	36	17	0	116	52	83	0	0	135	456
Hourly Total	0	0	0	0	0	0	408	243	0	651	242	95	73	0	410	146	268	0	0	414	1475
8:00 AM	0	0	0	0	0	0	128	56	0	184	59	19	21	0	99	45	65	0	0	110	393
8:15 AM	0	0	0	0	0	0	101	46	0	147	49	17	18	0	84	44	60	0	0	104	335
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	229	102	0	331	108	36	39	0	183	89	125	0	0	214	728
4:30 PM	0	0	0	0	0	0	63	41	0	104	75	26	46	0	147	43	97	0	0	140	391
4:45 PM	0	0	0	0	0	0	73	40	0	113	66	18	33	0	117	31	115	0	0	146	376
Hourly Total	0	0	0	0	0	0	136	81	0	217	141	44	79	0	264	74	212	0	0	286	767
5:00 PM	0	0	0	0	0	0	75	58	0	133	60	20	41	0	121	35	128	0	0	163	417
5:15 PM	0	0	0	0	0	0	68	45	0	113	89	33	37	0	159	39	116	0	0	155	427
5:30 PM	0	0	0	0	0	0	65	50	0	115	86	29	41	0	156	29	89	0	0	118	389
5:45 PM	0	0	0	0	0	0	71	46	0	117	81	21	47	0	149	21	81	0	0	102	368
Hourly Total	0	0	0	0	0	0	279	199	0	478	316	103	166	0	585	124	414	0	0	538	1601
6:00 PM	0	0	0	0	0	0	47	35	0	82	78	24	34	0	136	23	91	0	0	114	332
6:15 PM	0	0	0	0	0	0	47	40	0	87	64	28	37	0	129	25	79	0	0	104	320
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1359	768	0	2127	1041	358	456	0	1855	515	1254	0	0	1769	5751
Approach %	0.0	0.0	0.0	0.0	-	0.0	63.9	36.1	0.0	-	56.1	19.3	24.6	0.0	-	29.1	70.9	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	23.6	13.4	0.0	37.0	18.1	6.2	7.9	0.0	32.3	9.0	21.8	0.0	0.0	30.8	-
Lights	0	0	0	0	0	0	1320	742	0	2062	957	340	437	0	1734	470	1218	0	0	1688	5484
% Lights	-	-	-	-	-	-	97.1	96.6	-	96.9	91.9	95.0	95.8	-	93.5	91.3	97.1	-	-	95.4	95.4
Mediums	0	0	0	0	0	0	24	19	0	43	32	8	5	0	45	19	31	0	0	50	138
% Mediums	-	-	-	-	-	-	1.8	2.5	-	2.0	3.1	2.2	1.1	-	2.4	3.7	2.5	-	-	2.8	2.4
Articulated Trucks	0	0	0	0	0	0	15	7	0	22	52	10	14	0	76	26	5	0	0	31	129
% Articulated Trucks	-	-	-	-	-	-	1.1	0.9	-	1.0	5.0	2.8	3.1	-	4.1	5.0	0.4	-	-	1.8	2.2

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 NBFR
Site Code:
Start Date: 03/24/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 NBFR
Site Code:
Start Date: 03/24/2022

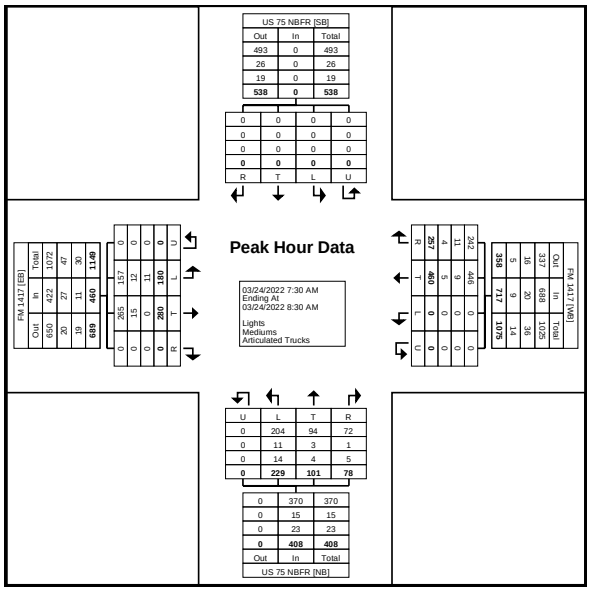
Turning Movement Peak Hour Data (7:30 AM)

Start Time	US 75 NBFR Southbound					FM 1417 Westbound					US 75 NBFR Northbound					FM 1417 Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	0	0	0	0	0	0	97	84	0	181	58	29	22	0	109	39	72	0	0	111	401
7:45 AM	0	0	0	0	0	0	134	71	0	205	63	36	17	0	116	52	83	0	0	135	456
8:00 AM	0	0	0	0	0	0	128	56	0	184	59	19	21	0	99	45	65	0	0	110	393
8:15 AM	0	0	0	0	0	0	101	46	0	147	49	17	18	0	84	44	60	0	0	104	335
Total	0	0	0	0	0	0	460	257	0	717	229	101	78	0	408	180	280	0	0	460	1585
Approach %	0.0	0.0	0.0	0.0	-	0.0	64.2	35.8	0.0	-	56.1	24.8	19.1	0.0	-	39.1	60.9	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	29.0	16.2	0.0	45.2	14.4	6.4	4.9	0.0	25.7	11.4	17.7	0.0	0.0	29.0	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.858	0.765	0.000	0.874	0.909	0.701	0.886	0.000	0.879	0.865	0.843	0.000	0.000	0.852	0.869
Lights	0	0	0	0	0	0	446	242	0	688	204	94	72	0	370	157	265	0	0	422	1480
% Lights	-	-	-	-	-	-	97.0	94.2	-	96.0	89.1	93.1	92.3	-	90.7	87.2	94.6	-	-	91.7	93.4
Mediums	0	0	0	0	0	0	9	11	0	20	11	3	1	0	15	12	15	0	0	27	62
% Mediums	-	-	-	-	-	-	2.0	4.3	-	2.8	4.8	3.0	1.3	-	3.7	6.7	5.4	-	-	5.9	3.9
Articulated Trucks	0	0	0	0	0	0	5	4	0	9	14	4	5	0	23	11	0	0	0	11	43
% Articulated Trucks	-	-	-	-	-	-	1.1	1.6	-	1.3	6.1	4.0	6.4	-	5.6	6.1	0.0	-	-	2.4	2.7

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 NBFR
Site Code:
Start Date: 03/24/2022



Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 NBFR
Site Code:
Start Date: 03/24/2022

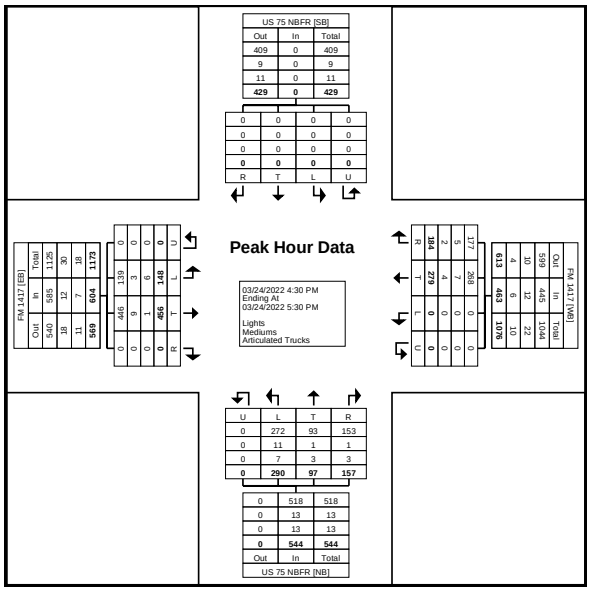
Turning Movement Peak Hour Data (4:30 PM)

Start Time	US 75 NBFR Southbound					FM 1417 Westbound					US 75 NBFR Northbound					FM 1417 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	0	0	0	0	0	0	63	41	0	104	75	26	46	0	147	43	97	0	0	140	391
4:45 PM	0	0	0	0	0	0	73	40	0	113	66	18	33	0	117	31	115	0	0	146	376
5:00 PM	0	0	0	0	0	0	75	58	0	133	60	20	41	0	121	35	128	0	0	163	417
5:15 PM	0	0	0	0	0	0	68	45	0	113	89	33	37	0	159	39	116	0	0	155	427
Total	0	0	0	0	0	0	279	184	0	463	290	97	157	0	544	148	456	0	0	604	1611
Approach %	0.0	0.0	0.0	0.0	-	0.0	60.3	39.7	0.0	-	53.3	17.8	28.9	0.0	-	24.5	75.5	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	17.3	11.4	0.0	28.7	18.0	6.0	9.7	0.0	33.8	9.2	28.3	0.0	0.0	37.5	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.930	0.793	0.000	0.870	0.815	0.735	0.853	0.000	0.855	0.860	0.891	0.000	0.000	0.926	0.943
Lights	0	0	0	0	0	0	268	177	0	445	272	93	153	0	518	139	446	0	0	585	1548
% Lights	-	-	-	-	-	-	96.1	96.2	-	96.1	93.8	95.9	97.5	-	95.2	93.9	97.8	-	-	96.9	96.1
Mediums	0	0	0	0	0	0	7	5	0	12	11	1	1	0	13	3	9	0	0	12	37
% Mediums	-	-	-	-	-	-	2.5	2.7	-	2.6	3.8	1.0	0.6	-	2.4	2.0	2.0	-	-	2.0	2.3
Articulated Trucks	0	0	0	0	0	0	4	2	0	6	7	3	3	0	13	6	1	0	0	7	26
% Articulated Trucks	-	-	-	-	-	-	1.4	1.1	-	1.3	2.4	3.1	1.9	-	2.4	4.1	0.2	-	-	1.2	1.6

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: FM 1417 @ US 75 NBFR
Site Code:
Start Date: 03/24/2022



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: US 75 NBFR @ LEGACY
Site Code:
Start Date: 03/24/2022

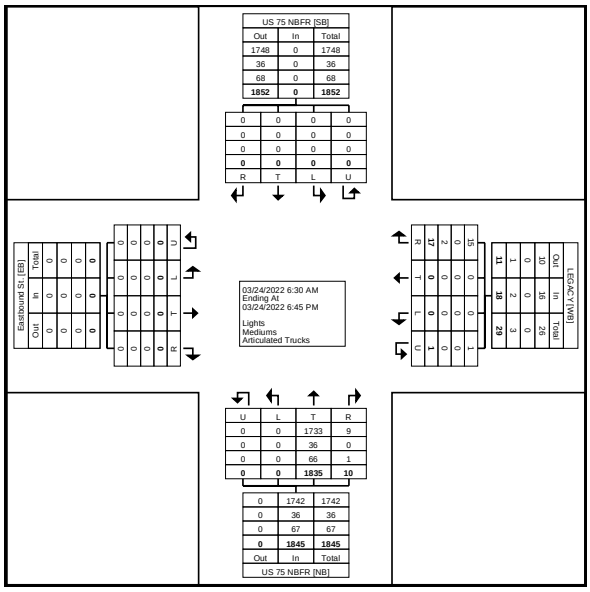
Turning Movement Data

Start Time	US 75 NBFR Southbound					LEGACY Westbound					US 75 NBFR Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	75
6:45 AM	0	0	0	0	0	0	0	1	0	1	0	74	0	0	74	0	0	0	0	0	75
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	149	0	0	149	0	0	0	0	0	150
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	98
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	103
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	118
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	419	0	0	419	0	0	0	0	0	419
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	89	0	0	89	0	0	0	0	0	90
8:15 AM	0	0	0	0	0	0	0	2	0	2	0	73	1	0	74	0	0	0	0	0	76
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	3	0	3	0	162	1	0	163	0	0	0	0	0	166
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	138	2	0	140	0	0	0	0	0	141
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	115	0	0	115	0	0	0	0	0	115
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	253	2	0	255	0	0	0	0	0	256
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	129	2	0	131	0	0	0	0	0	132
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	155	1	0	156	0	0	0	0	0	157
5:30 PM	0	0	0	0	0	0	0	1	1	2	0	163	1	0	164	0	0	0	0	0	166
5:45 PM	0	0	0	0	0	0	0	4	0	4	0	159	1	0	160	0	0	0	0	0	164
Hourly Total	0	0	0	0	0	0	0	7	1	8	0	606	5	0	611	0	0	0	0	0	619
6:00 PM	0	0	0	0	0	0	0	2	0	2	0	123	1	0	124	0	0	0	0	0	126
6:15 PM	0	0	0	0	0	0	0	3	0	3	0	123	1	0	124	0	0	0	0	0	127
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	17	1	18	0	1835	10	0	1845	0	0	0	0	0	1863
Approach %	0.0	0.0	0.0	0.0	-	0.0	0.0	94.4	5.6	-	0.0	99.5	0.5	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.1	1.0	0.0	98.5	0.5	0.0	99.0	0.0	0.0	0.0	0.0	0.0	-
Lights	0	0	0	0	0	0	0	15	1	16	0	1733	9	0	1742	0	0	0	0	0	1758
% Lights	-	-	-	-	-	-	-	88.2	100.0	88.9	-	94.4	90.0	-	94.4	-	-	-	-	-	94.4
Mediums	0	0	0	0	0	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	36
% Mediums	-	-	-	-	-	-	-	0.0	0.0	0.0	-	2.0	0.0	-	2.0	-	-	-	-	-	1.9
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	66	1	0	67	0	0	0	0	0	69
% Articulated Trucks	-	-	-	-	-	-	-	11.8	0.0	11.1	-	3.6	10.0	-	3.6	-	-	-	-	-	3.7

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: US 75 NBFR @ LEGACY
Site Code:
Start Date: 03/24/2022



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: US 75 NBFR @ LEGACY
Site Code:
Start Date: 03/24/2022

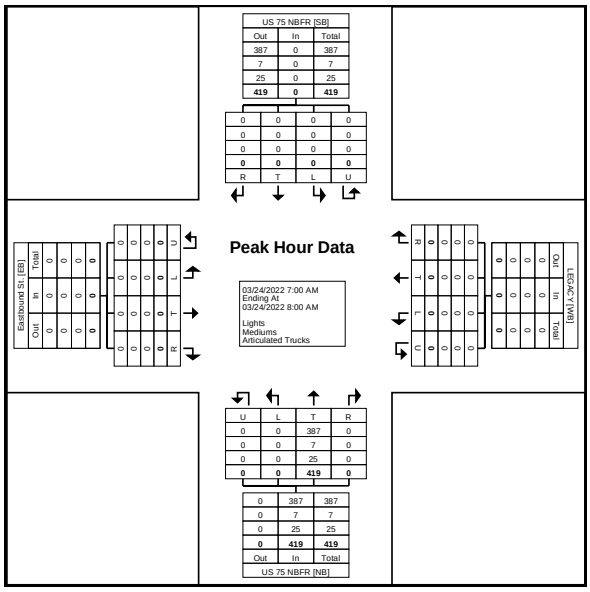
Turning Movement Peak Hour Data (7:00 AM)

Start Time	US 75 NBFR Southbound					LEGACY Westbound					US 75 NBFR Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	98
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	103
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	118
Total	0	0	0	0	0	0	0	0	0	0	0	419	0	0	419	0	0	0	0	0	419
Approach %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	100.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.888	0.000	0.000	0.888	0.000	0.000	0.000	0.000	0.000	0.888
Lights	0	0	0	0	0	0	0	0	0	0	0	387	0	0	387	0	0	0	0	0	387
% Lights	-	-	-	-	-	-	-	-	-	-	-	92.4	-	-	92.4	-	-	-	-	-	92.4
Mediums	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
% Mediums	-	-	-	-	-	-	-	-	-	-	-	1.7	-	-	1.7	-	-	-	-	-	1.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	25
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	6.0	-	-	6.0	-	-	-	-	-	6.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: US 75 NBFR @ LEGACY
Site Code:
Start Date: 03/24/2022



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: US 75 NBFR @ LEGACY
Site Code:
Start Date: 03/24/2022

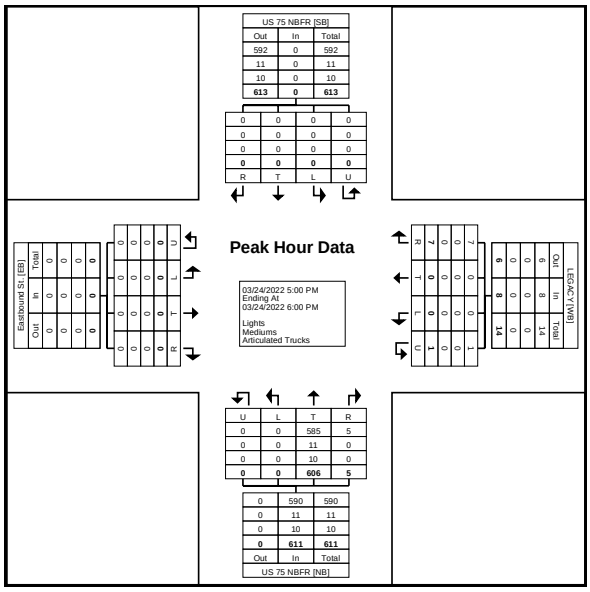
Turning Movement Peak Hour Data (5:00 PM)

Start Time	US 75 NBFR Southbound					LEGACY Westbound					US 75 NBFR Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	129	2	0	131	0	0	0	0	0	132
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	155	1	0	156	0	0	0	0	0	157
5:30 PM	0	0	0	0	0	0	0	1	1	2	0	163	1	0	164	0	0	0	0	0	166
5:45 PM	0	0	0	0	0	0	0	4	0	4	0	159	1	0	160	0	0	0	0	0	164
Total	0	0	0	0	0	0	0	7	1	8	0	606	5	0	611	0	0	0	0	0	619
Approach %	0.0	0.0	0.0	0.0	-	0.0	0.0	87.5	12.5	-	0.0	99.2	0.8	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.2	1.3	0.0	97.9	0.8	0.0	98.7	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.250	0.500	0.000	0.929	0.625	0.000	0.931	0.000	0.000	0.000	0.000	0.000	0.932
Lights	0	0	0	0	0	0	0	7	1	8	0	585	5	0	590	0	0	0	0	0	598
% Lights	-	-	-	-	-	-	-	100.0	100.0	100.0	-	96.5	100.0	-	96.6	-	-	-	-	-	96.6
Mediums	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
% Mediums	-	-	-	-	-	-	-	0.0	0.0	0.0	-	1.8	0.0	-	1.8	-	-	-	-	-	1.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
% Articulated Trucks	-	-	-	-	-	-	-	0.0	0.0	0.0	-	1.7	0.0	-	1.6	-	-	-	-	-	1.6

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: US 75 NBFR @ LEGACY
Site Code:
Start Date: 03/24/2022



Turning Movement Peak Hour Data Plot (5:00 PM)

APPENDIX C
GlobalWafers America Background Traffic

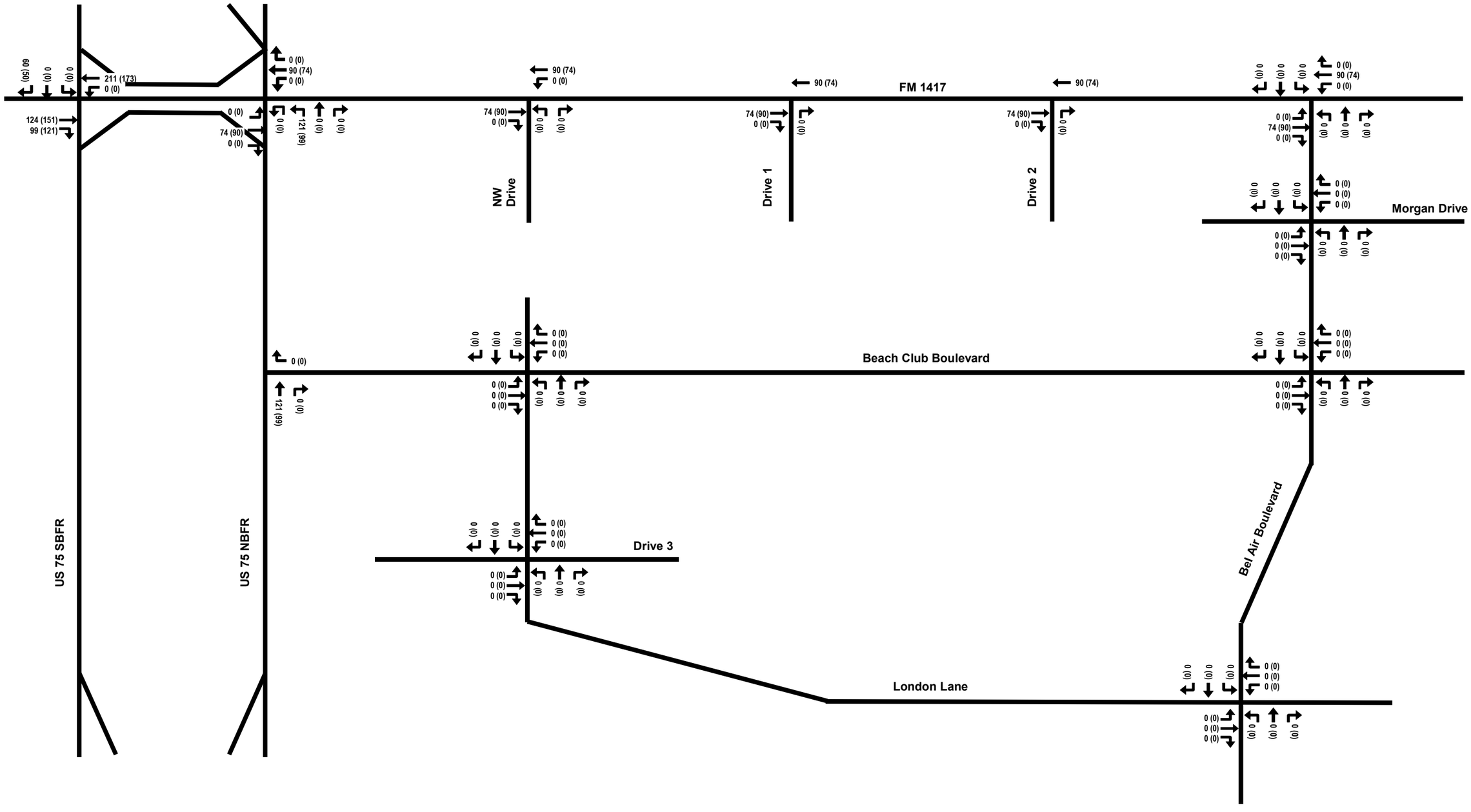


EXHIBIT A1

Background Traffic Volumes: GlobalWafers America

Bel Air Village - Sherman, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

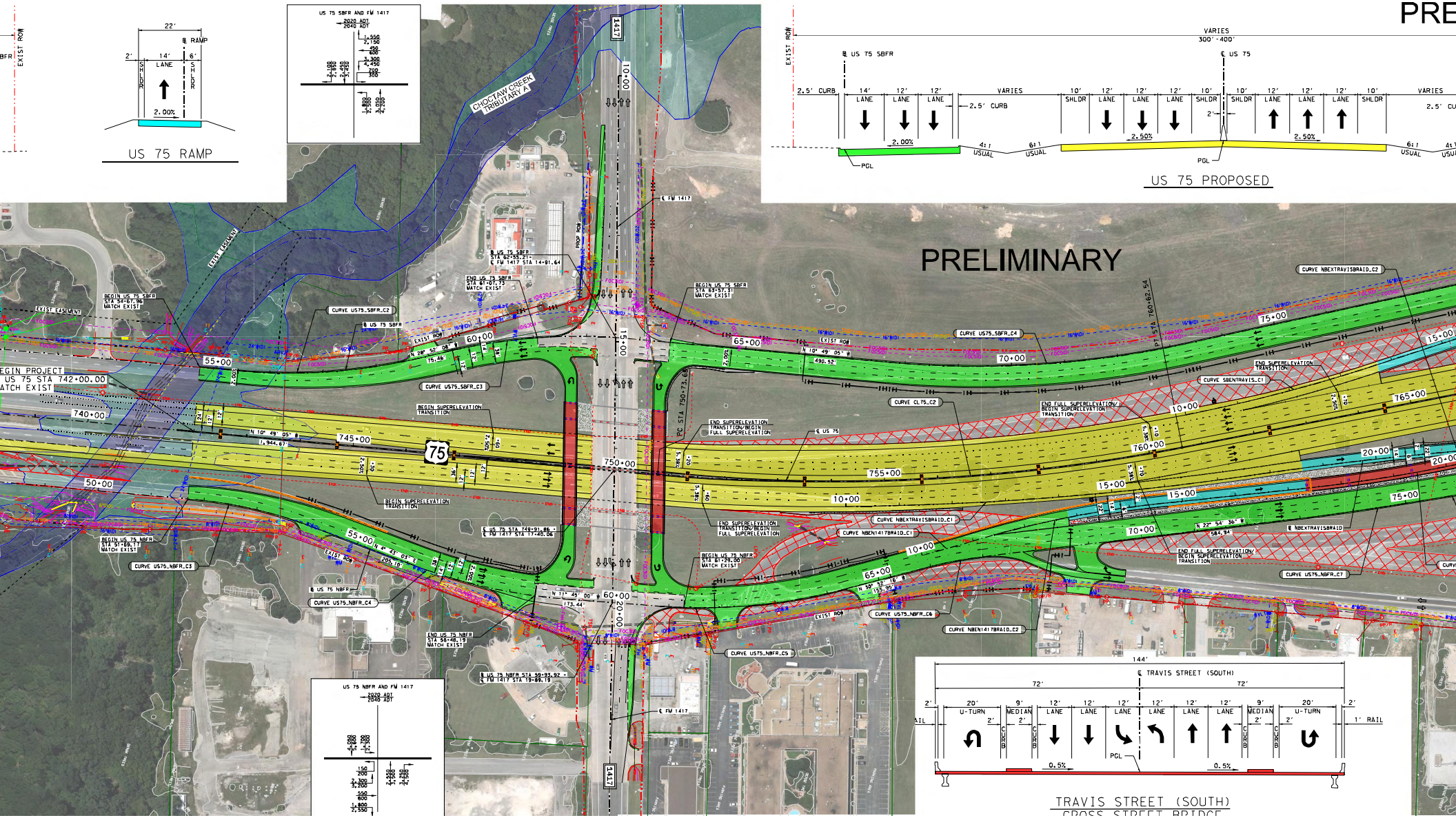
Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

TxDOT US 75 Conceptual Plan at FM 1417


PRELIMINARY
US 75 RAMP
US 75 PROPOSED
TRAVIS STREET (SOUTH)
CHOCTAW CREEK TRIBUTARY A
US 75 SBFR AND FM 1417
US 75 NBFR AND FM 1417
BEGIN PROJECT US 75 STA 742+00.00 MATCH EXIST
BEGIN US 75 SBFR STA 54+67.98 MATCH EXIST
BEGIN US 75 NBFR STA 51+88.17 MATCH EXIST
END US 75 SBFR STA 81+07.75 MATCH EXIST
END US 75 NBFR STA 58+48.19 MATCH EXIST
BEGIN US 75 SBFR STA 83+57.31 MATCH EXIST
BEGIN US 75 NBFR STA 81+28.00 MATCH EXIST
E US 75 SBFR STA 62+55.21 = E FM 1417 STA 14+01.64
E US 75 NBFR STA 59+95.92 = E FM 1417 STA 19+85.19
E US 75 STA 749+91.86 = E FM 1417 STA 17+26.06
PC STA 750+73.62
PT STA 760+62.54
CURVE US75_SBFR_C2
CURVE US75_SBFR_C3
CURVE US75_SBFR_C4
CURVE US75_NBFR_C3
CURVE US75_NBFR_C4
CURVE US75_NBFR_C5
CURVE US75_NBFR_C6
CURVE US75_NBFR_C7
CURVE CL75_C2
CURVE SBENTRAVIS_C1
CURVE NBEXTRAVISBRAID_C2
CURVE NBENTRAVISBRAID_C1
CURVE NBEN1417BRAID_C1
CURVE NBEN1417BRAID_C2
BEGIN SUPERELEVATION TRANSITION
END SUPERELEVATION TRANSITION/BEGIN FULL SUPERELEVATION
END FULL SUPERELEVATION/ BEGIN SUPERELEVATION TRANSITION
END SUPERELEVATION TRANSITION
E US 75
E FM 1417
E NBEXTRAVISBRAID
EXIST ROW
EXIST EASEMENT
PGL
2.5% CURB
U-TURN
MEDIAN
LANE
SHLDR
1' RAIL

Kimley»Horn

Trip Generation Internal Capture Calculations

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

Bel Air Village - Sherman, Texas

SUMMARY

GROSS TRIP GENERATION

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
INPUT	Office	872	872	345	113	119	340
	Retail	2,799	2,799	89	54	211	219
	Restaurant	252	252	2	2	31	16
	Cinema/Entertainment	500	500	50	25	150	150
	Residential	3,328	3,328	138	458	339	215
	Hotel	601	601	38	30	42	41
	Gross Trips Total:	8,351	8,351	0	0	0	0

INTERNAL TRIPS

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
OUTPUT	Office	314	253	34	28	16	25
	Retail	793	919	37	18	57	86
	Restaurant	191	163	1	1	17	12
	Cinema/Entertainment	66	85	0	0	10	24
	Residential	621	557	3	14	79	39
	Hotel	103	111	0	14	13	6
	Internal Trips Totals:	**2,088**	**2,088**	**75**	**75**	**192**	**192**
	% Reduction	25.0%		0.0%		0.0%	

EXTERNAL TRIPS

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
OUTPUT	Office	558	619	311	85	103	315
	Retail	2,006	1,880	52	36	154	133
	Restaurant	61	89	1	1	14	4
	Cinema/Entertainment	434	415	50	25	140	126
	Residential	2,707	2,771	135	444	260	176
	Hotel	498	490	38	16	29	35
	External Trips Total:	**6,263**	**6,263**	**587**	**607**	**700**	**789**

Synchro™ Output - 2022 Existing Traffic

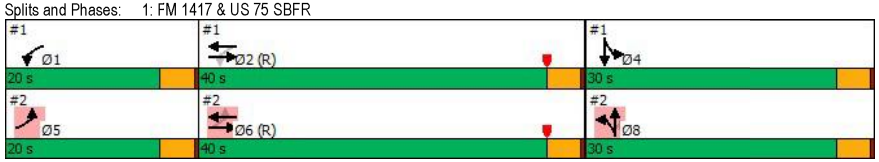
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	225	229	222	483	0	0	0	0	200	154	45
Future Volume (vph)	0	225	229	222	483	0	0	0	0	200	154	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.924									0.983	
Flt Protected				0.950							0.976	
Satd. Flow (prot)	0	3270	0	1770	3539	0	0	0	0	0	3396	0
Flt Permitted				0.442							0.976	
Satd. Flow (perm)	0	3270	0	823	3539	0	0	0	0	0	3396	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		254									15	
Link Speed (mph)		60			30			45			45	
Link Distance (ft)		439			492			416			429	
Travel Time (s)		5.0			11.2			6.3			6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	250	254	247	537	0	0	0	0	222	171	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	504	0	247	537	0	0	0	0	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases				2								

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2		1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0		8.0	20.0					20.0	20.0	
Total Split (s)		40.0		20.0	40.0					30.0	30.0	
Total Split (%)		44.4%		22.2%	44.4%					33.3%	33.3%	
Maximum Green (s)		36.0		16.0	36.0					26.0	26.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5		0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		4.0		4.0	4.0						4.0	
Lead/Lag		Lag		Lead	Lag							
Lead-Lag Optimize?		Yes		Yes	Yes							
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		C-Max		None	C-Max					None	None	
Walk Time (s)		5.0			5.0					5.0	5.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)		51.2		61.0	51.2						17.0	
Actuated g/C Ratio		0.57		0.68	0.57						0.19	
v/c Ratio		0.26		0.37	0.27						0.68	
Control Delay		5.8		6.4	11.6						37.9	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		5.8		6.4	11.6						37.9	
LOS		A		A	B						D	
Approach Delay		5.8			10.0						37.9	
Approach LOS		A			A						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: FM 1417 & US 75 SBFR



Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	20.0	40.0	30.0
Total Split (%)	22%	44%	33%
Maximum Green (s)	16.0	36.0	26.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

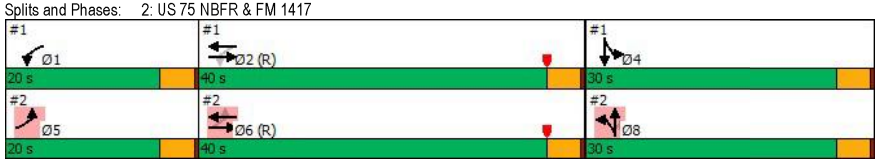
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	280	0	0	460	257	229	101	78	0	0	0
Future Volume (vph)	180	280	0	0	460	257	229	101	78	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.946				0.850			
Flt Protected	0.950						0.950	0.981				
Satd. Flow (prot)	1770	3539	0	0	3348	0	1681	1736	1583	0	0	0
Flt Permitted	0.288						0.950	0.981				
Satd. Flow (perm)	536	3539	0	0	3348	0	1681	1736	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					141				90			
Link Speed (mph)		60			60			45			45	
Link Distance (ft)		492			2680			853			331	
Travel Time (s)		5.6			30.5			12.9			5.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	207	322	0	0	529	295	263	116	90	0	0	0
Shared Lane Traffic (%)							29%					
Lane Group Flow (vph)	207	322	0	0	824	0	187	192	90	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA		Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6								8			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6		8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0		20.0	20.0	20.0			
Total Split (s)	20.0	40.0			40.0		30.0	30.0	30.0			
Total Split (%)	22.2%	44.4%			44.4%		33.3%	33.3%	33.3%			
Maximum Green (s)	16.0	36.0			36.0		26.0	26.0	26.0			
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5		0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag							
Lead-Lag Optimize?	Yes	Yes			Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	61.0	51.8			51.8		17.0	17.0	17.0			
Actuated g/C Ratio	0.68	0.58			0.58		0.19	0.19	0.19			
v/c Ratio	0.42	0.16			0.41		0.59	0.59	0.24			
Control Delay	10.4	15.1			10.3		40.6	40.2	8.1			
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0			
Total Delay	10.4	15.1			10.3		40.6	40.2	8.1			
LOS	B	B			B		D	D	A			
Approach Delay		13.3			10.3			34.2				
Approach LOS		B			B			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	20.0	40.0	30.0
Total Split (%)	22%	44%	33%
Maximum Green (s)	16.0	36.0	26.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	419	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	419	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	335	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	92	89	92	89	89	89	89	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	471	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	471	236	-	0	0
Stage 1	-	471	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	489	766	0	-	-
Stage 1	0	558	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	766	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	348	10	0	707	10	1
Future Vol, veh/h	348	10	0	707	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	505	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	400	11	0	813	11	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	411	0	1213	400
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	813	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1148	-	201	650
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	436	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	1148	-	201	650
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	436	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	201	650	-	-	1148	-
HCM Lane V/C Ratio	0.057	0.002	-	-	-	-
HCM Control Delay (s)	24	10.5	-	-	0	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

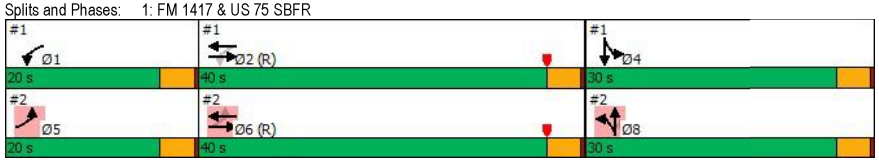
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	260	178	156	431	0	0	0	0	336	146	41
Future Volume (vph)	0	260	178	156	431	0	0	0	0	336	146	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.939									0.988	
Flt Protected				0.950							0.969	
Satd. Flow (prot)	0	3323	0	1770	3539	0	0	0	0	0	3388	0
Flt Permitted				0.449							0.969	
Satd. Flow (perm)	0	3323	0	836	3539	0	0	0	0	0	3388	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		196									10	
Link Speed (mph)		60			30			45			45	
Link Distance (ft)		439			492			416			429	
Travel Time (s)		5.0			11.2			6.3			6.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	286	196	171	474	0	0	0	0	369	160	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	482	0	171	474	0	0	0	0	0	574	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases				2								

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2		1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0		8.0	20.0					20.0	20.0	
Total Split (s)		40.0		20.0	40.0					30.0	30.0	
Total Split (%)		44.4%		22.2%	44.4%					33.3%	33.3%	
Maximum Green (s)		36.0		16.0	36.0					26.0	26.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5		0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		4.0		4.0	4.0						4.0	
Lead/Lag		Lag		Lead	Lag							
Lead-Lag Optimize?		Yes		Yes	Yes							
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		C-Max		None	C-Max					None	None	
Walk Time (s)		5.0			5.0					5.0	5.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)		48.6		57.3	48.6						20.7	
Actuated g/C Ratio		0.54		0.64	0.54						0.23	
v/c Ratio		0.26		0.27	0.25						0.89dl	
Control Delay		7.6		8.9	16.8						37.0	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		7.6		8.9	16.8						37.0	
LOS		A		A	B						D	
Approach Delay		7.6			14.7						37.0	
Approach LOS		A			B						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 1: FM 1417 & US 75 SBFR



Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	20.0	40.0	30.0
Total Split (%)	22%	44%	33%
Maximum Green (s)	16.0	36.0	26.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	456	0	0	279	184	290	97	157	0	0	0
Future Volume (vph)	148	456	0	0	279	184	290	97	157	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		200	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.940				0.850			
Flt Protected	0.950						0.950	0.975				
Satd. Flow (prot)	1770	3539	0	0	3327	0	1681	1725	1583	0	0	0
Flt Permitted	0.443						0.950	0.975				
Satd. Flow (perm)	825	3539	0	0	3327	0	1681	1725	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					196				167			
Link Speed (mph)		60			60			45			45	
Link Distance (ft)		492			2680			853			331	
Travel Time (s)		5.6			30.5			12.9			5.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	157	485	0	0	297	196	309	103	167	0	0	0
Shared Lane Traffic (%)							34%					
Lane Group Flow (vph)	157	485	0	0	493	0	204	208	167	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA		Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6								8			

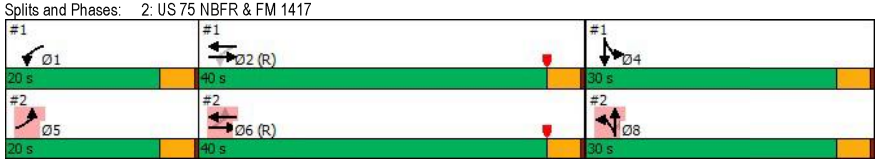
Bel-Air Buildout TIA Sherman
Lanes, Volumes, Timings
2022 Existing Traffic - PM
2: US 75 NBFR & FM 1417

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6		8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0		20.0	20.0	20.0			
Total Split (s)	20.0	40.0			40.0		30.0	30.0	30.0			
Total Split (%)	22.2%	44.4%			44.4%		33.3%	33.3%	33.3%			
Maximum Green (s)	16.0	36.0			36.0		26.0	26.0	26.0			
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5		0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag							
Lead-Lag Optimize?	Yes	Yes			Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	57.3	48.8			48.8		20.7	20.7	20.7			
Actuated g/C Ratio	0.64	0.54			0.54		0.23	0.23	0.23			
v/c Ratio	0.26	0.25			0.26		0.53	0.53	0.34			
Control Delay	11.0	19.6			7.6		34.9	34.6	6.3			
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0			
Total Delay	11.0	19.6			7.6		34.9	34.6	6.3			
LOS	B	B			A		C	C	A			
Approach Delay		17.5			7.6			26.5				
Approach LOS		B			A			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Bel-Air Buildout TIA Sherman
Lanes, Volumes, Timings
2022 Existing Traffic - PM
2: US 75 NBFR & FM 1417

Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	20.0	40.0	30.0
Total Split (%)	22%	44%	33%
Maximum Green (s)	16.0	36.0	26.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	7	0	606	5	0	0	0
Future Vol, veh/h	0	0	0	0	0	7	0	606	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	335	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	92	93	92	93	93	93	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	8	0	652	5	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	652	326	-	0	0
Stage 1	-	652	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	386	670	0	-	-
Stage 1	0	462	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	670	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	670	670
HCM Lane V/C Ratio	-	-	0.004	0.007
HCM Control Delay (s)	-	-	10.4	10.4
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	596	17	1	445	18	1
Future Vol, veh/h	596	17	1	445	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	505	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	701	20	1	524	21	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	721	0	1227	701
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	881	-	197	439
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	881	-	197	439
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	197	439	-	-	881	-
HCM Lane V/C Ratio	0.107	0.003	-	-	0.001	-
HCM Control Delay (s)	25.5	13.2	-	-	9.1	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-

Synchro™ Output - 2028 Background Traffic

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	380	360	253	761	0	0	0	0	228	175	111
Future Volume (vph)	0	380	360	253	761	0	0	0	0	228	175	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt			0.850								0.951	
Flt Protected				0.950						0.950	0.992	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1610	3198	0
Flt Permitted				0.487						0.950	0.992	
Satd. Flow (perm)	0	3539	1583	907	3539	0	0	0	0	1610	3198	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			400								60	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		446			494			419			423	
Travel Time (s)		10.1			11.2			9.5			9.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	422	400	281	846	0	0	0	0	253	194	123
Shared Lane Traffic (%)										24%		
Lane Group Flow (vph)	0	422	400	281	846	0	0	0	0	192	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases			2	2								

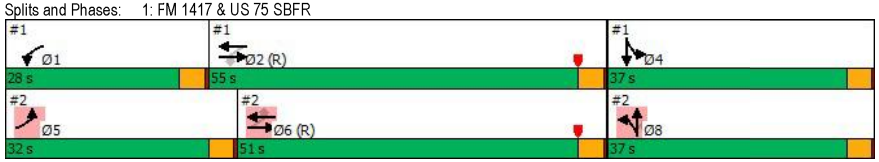
Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)		55.0	55.0	28.0	55.0					37.0	37.0	
Total Split (%)		45.8%	45.8%	23.3%	45.8%					30.8%	30.8%	
Maximum Green (s)		51.0	51.0	24.0	51.0					33.0	33.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		72.9	72.9	84.8	72.9					23.2	23.2	
Actuated g/C Ratio		0.61	0.61	0.71	0.61					0.19	0.19	
v/c Ratio		0.20	0.36	0.39	0.39					0.62	0.57	
Control Delay		12.3	2.5	8.8	15.6					52.0	39.0	
Queue Delay		0.0	0.0	0.0	0.2					0.0	0.0	
Total Delay		12.3	2.5	8.8	15.8					52.0	39.0	
LOS		B	A	A	B					D	D	
Approach Delay		7.5			14.1						43.4	
Approach LOS		A			B						D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 56.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: FM 1417 & US 75 SBFR



Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	32.0	51.0	37.0
Total Split (%)	27%	43%	31%
Maximum Green (s)	28.0	47.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	393	0	0	614	293	382	115	89	0	0	0
Future Volume (vph)	255	393	0	0	614	293	382	115	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		100	200		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.970				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1610	3288	1583	0	0	0
Flt Permitted	0.337						0.950	0.970				
Satd. Flow (perm)	628	3539	0	0	3539	1583	1610	3288	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						223			102			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			1007			844			335	
Travel Time (s)		11.2			22.9			19.2			7.6	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	293	452	0	0	706	337	439	132	102	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	293	452	0	0	706	337	219	352	102	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6					6			8			

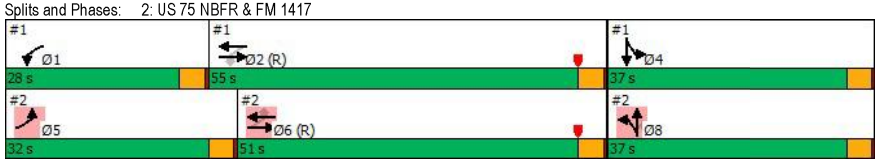
Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	32.0	51.0			51.0	51.0	37.0	37.0	37.0			
Total Split (%)	26.7%	42.5%			42.5%	42.5%	30.8%	30.8%	30.8%			
Maximum Green (s)	28.0	47.0			47.0	47.0	33.0	33.0	33.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	84.8	71.7			71.7	71.7	23.2	23.2	23.2			
Actuated g/C Ratio	0.71	0.60			0.60	0.60	0.19	0.19	0.19			
v/c Ratio	0.52	0.21			0.33	0.33	0.70	0.55	0.26			
Control Delay	12.4	14.4			14.6	6.3	56.7	46.1	8.4			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	12.4	14.4			14.6	6.3	56.7	46.1	8.4			
LOS	B	B			B	A	E	D	A			
Approach Delay		13.6			11.9			43.8				
Approach LOS		B			B			D				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 21.1 Intersection LOS: C
Intersection Capacity Utilization 56.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: US 75 NBFR & FM 1417



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	28.0	55.0	37.0
Total Split (%)	23%	46%	31%
Maximum Green (s)	24.0	51.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	598	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	598	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	400	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	672	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	672	336	-	0	0
Stage 1	-	672	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	376	660	0	-	-
Stage 1	0	453	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	660	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	470	11	0	895	11	1
Future Vol, veh/h	470	11	0	895	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	540	13	0	1029	13	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	553	0	1055	270
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	515	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1013	-	221	728
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	1013	-	221	728
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	728	-	-	1013	-
HCM Lane V/C Ratio	0.057	0.002	-	-	-	-
HCM Control Delay (s)	22.3	10	-	-	0	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

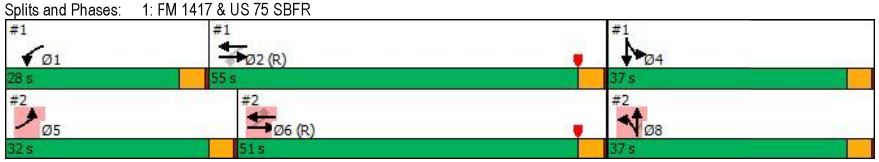
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	447	324	178	664	0	0	0	0	383	166	97
Future Volume (vph)	0	447	324	178	664	0	0	0	0	383	166	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt			0.850								0.966	
Flt Protected				0.950						0.950	0.981	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1610	3213	0
Flt Permitted				0.448						0.950	0.981	
Satd. Flow (perm)	0	3539	1583	835	3539	0	0	0	0	1610	3213	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			356								29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		446			494			419			423	
Travel Time (s)		10.1			11.2			9.5			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	491	356	196	730	0	0	0	0	421	182	107
Shared Lane Traffic (%)										43%		
Lane Group Flow (vph)	0	491	356	196	730	0	0	0	0	240	470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases			2	2								

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)		55.0	55.0	28.0	55.0					37.0	37.0	
Total Split (%)		45.8%	45.8%	23.3%	45.8%					30.8%	30.8%	
Maximum Green (s)		51.0	51.0	24.0	51.0					33.0	33.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		73.4	73.4	83.3	73.4					24.7	24.7	
Actuated g/C Ratio		0.61	0.61	0.69	0.61					0.21	0.21	
v/c Ratio		0.23	0.32	0.30	0.34					0.73	0.69	
Control Delay		12.1	2.3	10.3	19.3					56.4	45.9	
Queue Delay		0.0	0.0	0.0	0.3					0.0	0.0	
Total Delay		12.1	2.3	10.3	19.5					56.4	45.9	
LOS		B	A	B	B					E	D	
Approach Delay		8.0			17.6						49.5	
Approach LOS		A			B						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: FM 1417 & US 75 SBFR



Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	32.0	51.0	37.0
Total Split (%)	27%	43%	31%
Maximum Green (s)	28.0	47.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

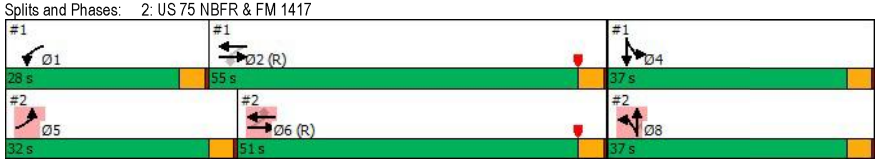
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	609	0	0	392	210	429	110	179	0	0	0
Future Volume (vph)	229	609	0	0	392	210	429	110	179	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		100	200		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.968				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1610	3282	1583	0	0	0
Flt Permitted	0.489						0.950	0.968				
Satd. Flow (perm)	911	3539	0	0	3539	1583	1610	3282	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						223			190			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			1007			844			335	
Travel Time (s)		11.2			22.9			19.2			7.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	244	648	0	0	417	223	456	117	190	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	244	648	0	0	417	223	228	345	190	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6					6			8			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	32.0	51.0			51.0	51.0	37.0	37.0	37.0			
Total Split (%)	26.7%	42.5%			42.5%	42.5%	30.8%	30.8%	30.8%			
Maximum Green (s)	28.0	47.0			47.0	47.0	33.0	33.0	33.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	83.3	72.2			72.2	72.2	24.7	24.7	24.7			
Actuated g/C Ratio	0.69	0.60			0.60	0.60	0.21	0.21	0.21			
v/c Ratio	0.34	0.30			0.20	0.21	0.69	0.51	0.40			
Control Delay	9.5	17.1			12.5	2.5	54.2	44.0	7.4			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	9.5	17.1			12.5	2.5	54.2	44.0	7.4			
LOS	A	B			B	A	D	D	A			
Approach Delay		15.1			9.0			37.9				
Approach LOS		B			A			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Bel-Air Buildout TIA Sherman
Lanes, Volumes, Timings
2028 Background Traffic - PM
2: US 75 NBFR & FM 1417

Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	28.0	55.0	37.0
Total Split (%)	23%	46%	31%
Maximum Green (s)	24.0	51.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	8	0	789	6	0	0	0
Future Vol, veh/h	0	0	0	0	0	8	0	789	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	400	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	9	0	848	6	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	848	424	-	0	0
Stage 1	-	848	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	297	579	0	-	-
Stage 1	0	376	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	579	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	579	579
HCM Lane V/C Ratio	-	-	0.005	0.01
HCM Control Delay (s)	-	-	11.2	11.3
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Int Delay, s/veh	0.4

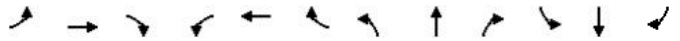
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	769	19	1	581	20	1
Future Vol, veh/h	769	19	1	581	20	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	905	22	1	684	24	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	927	0	1249	453
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	733	-	165	554
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	733	-	165	554
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	29.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	165	554	-	-	733	-
HCM Lane V/C Ratio	0.143	0.002	-	-	0.002	-
HCM Control Delay (s)	30.4	11.5	-	-	9.9	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-

Synchro™ Output - 2028 Background Plus Site Traffic



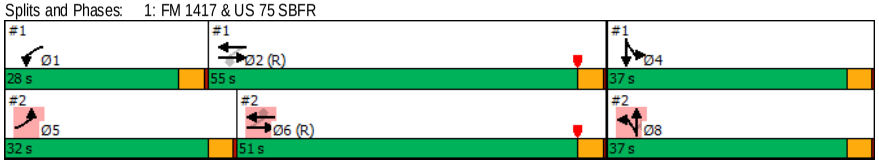
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	575	360	395	1097	0	0	0	0	620	175	111
Future Volume (vph)	0	575	360	395	1097	0	0	0	0	620	175	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt			0.850								0.972	
Flt Protected				0.950						0.950	0.975	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1610	3213	0
Flt Permitted				0.333						0.950	0.975	
Satd. Flow (perm)	0	3539	1583	620	3539	0	0	0	0	1610	3213	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			343								21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		446			494			419			423	
Travel Time (s)		10.1			11.2			9.5			9.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	639	400	439	1219	0	0	0	0	689	194	123
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	639	400	439	1219	0	0	0	0	344	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases			2	2								

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)		55.0	55.0	28.0	55.0					37.0	37.0	
Total Split (%)		45.8%	45.8%	23.3%	45.8%					30.8%	30.8%	
Maximum Green (s)		51.0	51.0	24.0	51.0					33.0	33.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		56.7	56.7	75.5	56.7					32.5	32.5	
Actuated g/C Ratio		0.47	0.47	0.63	0.47					0.27	0.27	
v/c Ratio		0.38	0.43	0.77	0.73					0.79	0.75	
Control Delay		22.0	5.5	26.7	27.0					55.0	44.8	
Queue Delay		0.2	0.0	0.0	0.7					0.0	0.0	
Total Delay		22.2	5.5	26.7	27.8					55.0	44.8	
LOS		C	A	C	C					D	D	
Approach Delay		15.8			27.5						48.2	
Approach LOS		B			C						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: FM 1417 & US 75 SBFR



Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	32.0	51.0	37.0
Total Split (%)	27%	43%	31%
Maximum Green (s)	28.0	47.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

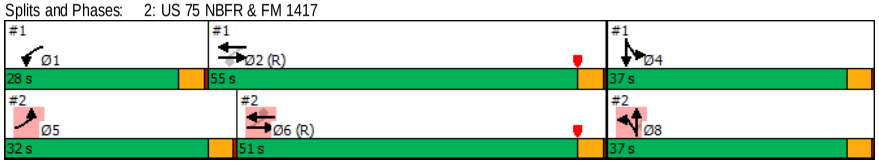
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	979	0	0	980	548	493	533	118	0	0	0
Future Volume (vph)	255	979	0	0	980	548	493	533	118	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		100	200		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.989				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1610	3353	1583	0	0	0
Flt Permitted	0.124						0.950	0.989				
Satd. Flow (perm)	231	3539	0	0	3539	1583	1610	3353	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						152			116			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			1007			844			335	
Travel Time (s)		11.2			22.9			19.2			7.6	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	293	1125	0	0	1126	630	567	613	136	0	0	0
Shared Lane Traffic (%)							32%					
Lane Group Flow (vph)	293	1125	0	0	1126	630	386	794	136	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6					6			8			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	32.0	51.0			51.0	51.0	37.0	37.0	37.0			
Total Split (%)	26.7%	42.5%			42.5%	42.5%	30.8%	30.8%	30.8%			
Maximum Green (s)	28.0	47.0			47.0	47.0	33.0	33.0	33.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	75.5	54.8			54.8	54.8	32.5	32.5	32.5			
Actuated g/C Ratio	0.63	0.46			0.46	0.46	0.27	0.27	0.27			
v/c Ratio	0.71	0.70			0.70	0.78	0.89	0.88	0.27			
Control Delay	34.9	34.2			26.4	25.6	65.2	53.7	9.9			
Queue Delay	0.0	0.7			0.1	0.0	0.0	0.0	0.0			
Total Delay	34.9	34.9			26.6	25.6	65.2	53.7	9.9			
LOS	C	C			C	C	E	D	A			
Approach Delay		34.9			26.2			52.6				
Approach LOS		C			C			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 36.7		Intersection LOS: D	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	28.0	55.0	37.0
Total Split (%)	23%	46%	31%
Maximum Green (s)	24.0	51.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	863	235	102	1253	275	73
Future Volume (vph)	863	235	102	1253	275	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.219		0.950	
Satd. Flow (perm)	3539	1583	408	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		241				84
Link Speed (mph)	30			30	30	
Link Distance (ft)	1007			536	357	
Travel Time (s)	22.9			12.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	992	270	117	1440	316	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	992	270	117	1440	316	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	2			8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	10.0	20.0	28.0	28.0
Total Split (s)	72.0	72.0	15.0	87.0	33.0	33.0
Total Split (%)	60.0%	60.0%	12.5%	72.5%	27.5%	27.5%
Maximum Green (s)	66.0	66.0	9.0	81.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	66.0	66.0	75.0	81.0	27.0	27.0
Actuated g/C Ratio	0.55	0.55	0.62	0.68	0.22	0.22
v/c Ratio	0.51	0.28	0.33	0.60	0.79	0.20
Control Delay	3.0	0.5	8.7	7.9	59.7	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	0.5	8.7	7.9	59.7	9.1
LOS	A	A	A	A	E	A
Approach Delay	2.5			8.0	49.0	
Approach LOS	A			A	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:EBWB and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

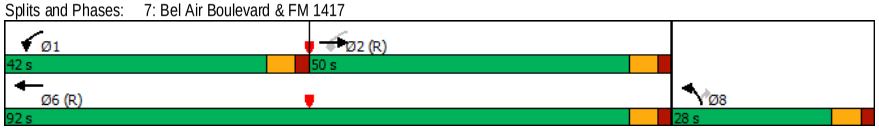
Splits and Phases: 4: NW Drive & FM 1417

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	617	277	282	1017	337	501
Future Volume (vph)	617	277	282	1017	337	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.330		0.950	
Satd. Flow (perm)	3539	1583	615	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		283				537
Link Speed (mph)	30			30	30	
Link Distance (ft)	602			464	497	
Travel Time (s)	13.7			10.5	11.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	709	318	324	1169	387	576
Shared Lane Traffic (%)						
Lane Group Flow (vph)	709	318	324	1169	387	576
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	2			8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	10.0	20.0	28.0	28.0
Total Split (s)	50.0	50.0	42.0	92.0	28.0	28.0
Total Split (%)	41.7%	41.7%	35.0%	76.7%	23.3%	23.3%
Maximum Green (s)	44.0	44.0	36.0	86.0	22.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	64.0	64.0	80.0	86.0	22.0	22.0
Actuated g/C Ratio	0.53	0.53	0.67	0.72	0.18	0.18
v/c Ratio	0.38	0.33	0.57	0.46	0.62	0.79
Control Delay	10.5	3.1	10.6	7.9	49.9	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	3.1	10.6	7.9	49.9	14.4
LOS	B	A	B	A	D	B
Approach Delay	8.2			8.5	28.7	
Approach LOS	A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Bel Air Boulevard & FM 1417



Intersection	
Int Delay, s/veh	33.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	949	0	627	296	0	0	0
Future Vol, veh/h	0	0	0	0	0	949	0	627	296	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	400	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	1066	0	704	333	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	704	352	-	0	0
Stage 1	-	704	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	360	~ 644	0	-	-
Stage 1	0	438	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	~ 644	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	66.8	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	644	644
HCM Lane V/C Ratio	-	-	0.552	1.104
HCM Control Delay (s)	-	-	17.3	91.6
HCM Lane LOS	-	-	C	F
HCM 95th %tile Q(veh)	-	-	3.4	21

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	907	29	0	1356	0	30
Future Vol, veh/h	907	29	0	1356	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1043	33	0	1559	0	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	522
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	499
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	499
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	499	-	-	-
HCM Lane V/C Ratio	0.069	-	-	-
HCM Control Delay (s)	12.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	878	59	0	1356	0	30
Future Vol, veh/h	878	59	0	1356	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1009	68	0	1559	0	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	505
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	512
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	512
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	512	-	-	-
HCM Lane V/C Ratio	0.067	-	-	-
HCM Control Delay (s)	12.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	0	0	0	69	0	740	7	28	515	29
Future Vol, veh/h	30	0	0	0	0	69	0	740	7	28	515	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	0	0	0	79	0	851	8	32	592	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1099	1532	313	1215	1544	430	625	0	0	859	0	0
Stage 1	673	673	-	855	855	-	-	-	-	-	-	-
Stage 2	426	859	-	360	689	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	116	683	137	114	573	952	-	-	778	-	-
Stage 1	411	452	-	319	373	-	-	-	-	-	-	-
Stage 2	577	371	-	631	445	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	111	683	133	109	573	952	-	-	778	-	-
Mov Cap-2 Maneuver	139	111	-	133	109	-	-	-	-	-	-	-
Stage 1	411	433	-	319	373	-	-	-	-	-	-	-
Stage 2	497	371	-	605	427	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.2	12.3	0	0.5
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	139	-	573	778	-	-
HCM Lane V/C Ratio	-	-	-	0.248	-	0.138	0.041	-	-
HCM Control Delay (s)	0	-	-	39.2	0	12.3	9.8	-	-
HCM Lane LOS	A	-	-	E	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	-	0.5	0.1	-	-

Intersection	
Intersection Delay, s/veh	24.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	332	14	0	0	20	66	41	349	0	111	272	132
Future Vol, veh/h	332	14	0	0	20	66	41	349	0	111	272	132
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	382	16	0	0	23	76	47	401	0	128	313	152
Number of Lanes	1	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	3
HCM Control Delay	46.7	14.7	16.2	18.5
HCM LOS	E	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	100%	100%	23%	0%	100%	41%
Vol Right, %	0%	0%	0%	0%	0%	0%	77%	0%	0%	59%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	175	175	332	14	0	86	111	181	223
LT Vol	41	0	0	332	0	0	0	111	0	0
Through Vol	0	175	175	0	14	0	20	0	181	91
RT Vol	0	0	0	0	0	0	66	0	0	132
Lane Flow Rate	47	201	201	382	16	0	99	128	208	256
Geometry Grp	8	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.12	0.482	0.382	0.884	0.035	0	0.247	0.312	0.479	0.559
Departure Headway (Hd)	9.177	8.657	6.853	8.34	7.832	7.832	9.012	8.792	8.273	7.864
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	391	417	526	439	459	0	398	410	436	461
Service Time	6.927	6.407	4.602	6.048	5.54	5.54	6.774	6.537	6.018	5.587
HCM Lane V/C Ratio	0.12	0.482	0.382	0.87	0.035	0	0.249	0.312	0.477	0.555
HCM Control Delay	13.2	19.2	13.8	48.2	10.8	10.5	14.7	15.5	18.4	20.1
HCM Lane LOS	B	C	B	E	B	N	B	C	C	C
HCM 95th-tile Q	0.4	2.5	1.8	9.2	0.1	0	1	1.3	2.5	3.4

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	308	7	7	0	61	20	20	20	0	20	7	272
Future Vol, veh/h	308	7	7	0	61	20	20	20	0	20	7	272
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	354	8	8	0	70	23	23	23	0	23	8	313
Number of Lanes	1	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	3
HCM Control Delay	18	10.4	9.8	13.2
HCM LOS	C	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	100%	0%	75%	0%	100%	1%
Vol Right, %	0%	0%	0%	0%	0%	100%	25%	0%	0%	99%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	10	10	308	7	7	81	20	5	274
LT Vol	20	0	0	308	0	0	0	20	0	0
Through Vol	0	10	10	0	7	0	61	0	5	2
RT Vol	0	0	0	0	0	7	20	0	0	272
Lane Flow Rate	23	11	11	354	8	8	93	23	5	315
Geometry Grp	8	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.048	0.022	0.017	0.613	0.013	0.011	0.166	0.043	0.009	0.487
Departure Headway (Hd)	7.447	6.938	5.174	6.238	5.738	5.039	6.408	6.762	6.257	5.555
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	480	515	688	581	624	710	559	529	571	646
Service Time	5.205	4.696	2.931	3.971	3.471	2.771	4.157	4.507	4.001	3.299
HCM Lane V/C Ratio	0.048	0.021	0.016	0.609	0.013	0.011	0.166	0.043	0.009	0.488
HCM Control Delay	10.6	9.9	8	18.4	8.5	7.8	10.4	9.8	9.1	13.5
HCM Lane LOS	B	A	A	C	A	A	B	A	A	B
HCM 95th-tile Q	0.2	0.1	0.1	4.1	0	0	0.6	0.1	0	2.7

Intersection	
Intersection Delay, s/veh	11.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	324	410	632	259
Demand Flow Rate, veh/h	331	418	645	264
Vehicles Circulating, veh/h	154	648	196	806
Vehicles Exiting, veh/h	916	193	289	260
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	15.1	10.3	12.8
Approach LOS	A	C	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	331	418	645	264
Cap Entry Lane, veh/h	1179	713	1130	607
Entry HV Adj Factor	0.979	0.981	0.980	0.982
Flow Entry, veh/h	324	410	632	259
Cap Entry, veh/h	1155	699	1107	596
V/C Ratio	0.281	0.587	0.571	0.435
Control Delay, s/veh	5.7	15.1	10.3	12.8
LOS	A	C	B	B
95th %tile Queue, veh	1	4	4	2

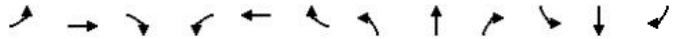
Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	99	0	99	49	0	49	30	403	0	44	157	44
Future Vol, veh/h	99	0	99	49	0	49	30	403	0	44	157	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	0	114	56	0	56	34	463	0	51	180	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	608	839	116	723	864	232	231	0	0	463	0	0
Stage 1	308	308	-	531	531	-	-	-	-	-	-	-
Stage 2	300	531	-	192	333	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	380	300	914	314	291	770	1334	-	-	1095	-	-
Stage 1	677	659	-	500	524	-	-	-	-	-	-	-
Stage 2	684	524	-	791	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	333	279	914	260	270	770	1334	-	-	1095	-	-
Mov Cap-2 Maneuver	333	279	-	260	270	-	-	-	-	-	-	-
Stage 1	660	628	-	488	511	-	-	-	-	-	-	-
Stage 2	618	511	-	660	612	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.7	18	0.5	1.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	488	389	1095	-	-
HCM Lane V/C Ratio	0.026	-	-	0.466	0.29	0.046	-	-
HCM Control Delay (s)	7.8	-	-	18.7	18	8.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	1.2	0.1	-	-



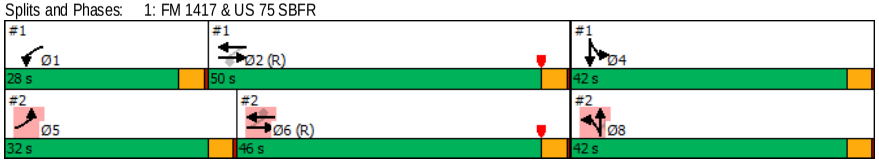
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	738	324	296	901	0	0	0	0	965	166	97
Future Volume (vph)	0	738	324	296	901	0	0	0	0	965	166	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt			0.850								0.980	
Flt Protected				0.950						0.950	0.969	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1610	3219	0
Flt Permitted				0.234						0.950	0.969	
Satd. Flow (perm)	0	3539	1583	436	3539	0	0	0	0	1610	3219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			356								14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		446			494			419			423	
Travel Time (s)		10.1			11.2			9.5			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	811	356	325	990	0	0	0	0	1060	182	107
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	811	356	325	990	0	0	0	0	530	819	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases			2	2								

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)		50.0	50.0	28.0	50.0					42.0	42.0	
Total Split (%)		41.7%	41.7%	23.3%	41.7%					35.0%	35.0%	
Maximum Green (s)		46.0	46.0	24.0	46.0					38.0	38.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		52.6	52.6	70.0	52.6					38.0	38.0	
Actuated g/C Ratio		0.44	0.44	0.58	0.44					0.32	0.32	
v/c Ratio		0.52	0.40	0.73	0.64					1.04	0.98dl	
Control Delay		27.0	3.9	29.7	32.2					91.5	43.7	
Queue Delay		1.2	0.0	0.0	0.4					21.5	0.4	
Total Delay		28.2	3.9	29.7	32.6					113.0	44.0	
LOS		C	A	C	C					F	D	
Approach Delay		20.8			31.9						71.1	
Approach LOS		C			C						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 42.3		Intersection LOS: D	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 1: FM 1417 & US 75 SBFR



Bel-Air Buildout TIA Sherman
Lanes, Volumes, Timings
2028 Background+Site Traffic - PM
1: FM 1417 & US 75 SBFR

Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	32.0	46.0	42.0
Total Split (%)	27%	38%	35%
Maximum Green (s)	28.0	42.0	38.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

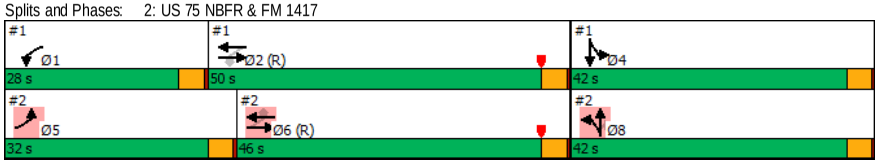
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	1482	0	0	669	408	507	387	214	0	0	0
Future Volume (vph)	229	1482	0	0	669	408	507	387	214	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		100	200		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.983				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1610	3333	1583	0	0	0
Flt Permitted	0.296						0.950	0.983				
Satd. Flow (perm)	551	3539	0	0	3539	1583	1610	3333	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						267			228			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			1007			844			335	
Travel Time (s)		11.2			22.9			19.2			7.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	244	1577	0	0	712	434	539	412	228	0	0	0
Shared Lane Traffic (%)							42%					
Lane Group Flow (vph)	244	1577	0	0	712	434	313	638	228	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6					6			8			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	32.0	46.0			46.0	46.0	42.0	42.0	42.0			
Total Split (%)	26.7%	38.3%			38.3%	38.3%	35.0%	35.0%	35.0%			
Maximum Green (s)	28.0	42.0			42.0	42.0	38.0	38.0	38.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	70.0	56.6			56.6	56.6	38.0	38.0	38.0			
Actuated g/C Ratio	0.58	0.47			0.47	0.47	0.32	0.32	0.32			
v/c Ratio	0.53	0.94			0.43	0.49	0.61	0.60	0.35			
Control Delay	15.5	44.1			16.8	8.7	41.0	37.6	5.4			
Queue Delay	0.0	10.8			0.1	0.0	0.0	0.0	0.0			
Total Delay	15.5	54.9			16.9	8.7	41.0	37.6	5.4			
LOS	B	D			B	A	D	D	A			
Approach Delay		49.6			13.8			32.3				
Approach LOS		D			B			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 34.8		Intersection LOS: C	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	28.0	50.0	42.0
Total Split (%)	23%	42%	35%
Maximum Green (s)	24.0	46.0	38.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1411	285	108	828	248	82
Future Volume (vph)	1411	285	108	828	248	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.059		0.950	
Satd. Flow (perm)	3539	1583	110	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		186				96
Link Speed (mph)	30			30	30	
Link Distance (ft)	1007			536	357	
Travel Time (s)	22.9			12.2	8.1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1660	335	127	974	292	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1660	335	127	974	292	96
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	2			8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	10.0	20.0	28.0	28.0
Total Split (s)	74.0	74.0	15.0	89.0	31.0	31.0
Total Split (%)	61.7%	61.7%	12.5%	74.2%	25.8%	25.8%
Maximum Green (s)	68.0	68.0	9.0	83.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	68.0	68.0	77.0	83.0	25.0	25.0
Actuated g/C Ratio	0.57	0.57	0.64	0.69	0.21	0.21
v/c Ratio	0.83	0.34	0.65	0.40	0.79	0.24
Control Delay	7.2	0.6	45.8	5.9	61.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	0.6	45.8	5.9	61.8	9.3
LOS	A	A	D	A	E	A
Approach Delay	6.1			10.5	48.8	
Approach LOS	A			B	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:EBWB and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

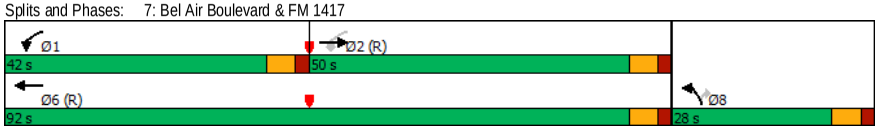
Splits and Phases: 4: NW Drive & FM 1417

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	979	486	451	703	232	287
Future Volume (vph)	979	486	451	703	232	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.087		0.950	
Satd. Flow (perm)	3539	1583	162	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		313				338
Link Speed (mph)	30			30	30	
Link Distance (ft)	602			464	497	
Travel Time (s)	13.7			10.5	11.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1152	572	531	827	273	338
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1152	572	531	827	273	338
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	2			8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	10.0	20.0	28.0	28.0
Total Split (s)	50.0	50.0	42.0	92.0	28.0	28.0
Total Split (%)	41.7%	41.7%	35.0%	76.7%	23.3%	23.3%
Maximum Green (s)	44.0	44.0	36.0	86.0	22.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	45.8	45.8	80.0	86.0	22.0	22.0
Actuated g/C Ratio	0.38	0.38	0.67	0.72	0.18	0.18
v/c Ratio	0.85	0.72	0.94	0.33	0.43	0.60
Control Delay	25.8	9.4	58.9	6.7	46.0	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	9.4	58.9	6.7	46.0	9.3
LOS	C	A	E	A	D	A
Approach Delay	20.3			27.1	25.7	
Approach LOS	C			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Bel Air Boulevard & FM 1417



Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	643	0	824	456	0	0	0
Future Vol, veh/h	0	0	0	0	0	643	0	824	456	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	400	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	691	0	886	490	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	886	443	-	0	0
Stage 1	-	886	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	282	~ 562	0	-	-
Stage 1	0	361	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	~ 562	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	28.1	0
HCM LOS	D	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	562	562
HCM Lane V/C Ratio	-	-	0.41	0.82
HCM Control Delay (s)	-	-	15.8	34.2
HCM Lane LOS	-	-	C	D
HCM 95th %tile Q(veh)	-	-	2	8.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1458	35	0	936	0	39
Future Vol, veh/h	1458	35	0	936	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1715	41	0	1101	0	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	858
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	300
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	300
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	300	-	-	-
HCM Lane V/C Ratio	0.153	-	-	-
HCM Control Delay (s)	19.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1427	70	0	936	0	39
Future Vol, veh/h	1427	70	0	936	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1679	82	0	1101	0	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	840
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	309
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	309	-	-	-
HCM Lane V/C Ratio	0.148	-	-	-
HCM Control Delay (s)	18.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	0	0	0	0	58	0	424	24	87	819	35
Future Vol, veh/h	39	0	0	0	0	58	0	424	24	87	819	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	0	0	0	68	0	499	28	102	964	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1439	1716	503	1199	1722	264	1005	0	0	527	0	0
Stage 1	1189	1189	-	513	513	-	-	-	-	-	-	-
Stage 2	250	527	-	686	1209	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	94	89	514	141	88	734	685	-	-	1036	-	-
Stage 1	199	260	-	512	534	-	-	-	-	-	-	-
Stage 2	732	527	-	404	254	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	79	80	514	130	79	734	685	-	-	1036	-	-
Mov Cap-2 Maneuver	79	80	-	130	79	-	-	-	-	-	-	-
Stage 1	199	235	-	512	534	-	-	-	-	-	-	-
Stage 2	664	527	-	364	229	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	100.5	10.4	0	0.8
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	79	-	734	1036	-	-
HCM Lane V/C Ratio	-	-	-	0.581	-	0.093	0.099	-	-
HCM Control Delay (s)	0	-	-	100.5	0	10.4	8.9	-	-
HCM Lane LOS	A	-	-	F	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	-	0.3	0.3	-	-

Intersection	
Intersection Delay, s/veh	23.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	241	49	0	0	14	50	29	157	0	185	350	283
Future Vol, veh/h	241	49	0	0	14	50	29	157	0	185	350	283
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	284	58	0	0	16	59	34	185	0	218	412	333
Number of Lanes	1	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	3
HCM Control Delay	21.7	13	12.4	26.8
HCM LOS	C	B	B	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	100%	100%	22%	0%	100%	29%
Vol Right, %	0%	0%	0%	0%	0%	0%	78%	0%	0%	71%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	79	79	241	49	0	64	185	233	400
LT Vol	29	0	0	241	0	0	0	185	0	0
Through Vol	0	79	79	0	49	0	14	0	233	117
RT Vol	0	0	0	0	0	0	50	0	0	283
Lane Flow Rate	34	92	92	284	58	0	75	218	275	470
Geometry Grp	8	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.086	0.22	0.174	0.634	0.121	0	0.176	0.458	0.538	0.856
Departure Headway (Hd)	9.074	8.558	6.768	8.048	7.545	7.545	8.415	7.571	7.059	6.552
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	419	528	448	475	0	425	477	511	555
Service Time	6.836	6.32	4.529	5.792	5.289	5.289	6.186	5.316	4.804	4.296
HCM Lane V/C Ratio	0.086	0.22	0.174	0.634	0.122	0	0.176	0.457	0.538	0.847
HCM Control Delay	12.7	13.7	11	23.8	11.3	10.3	13	16.6	17.8	36.8
HCM Lane LOS	B	B	B	C	B	N	B	C	C	E
HCM 95th-tile Q	0.3	0.8	0.6	4.3	0.4	0	0.6	2.4	3.2	9.2

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	128	24	24	0	43	14	14	14	0	73	24	233
Future Vol, veh/h	128	24	24	0	43	14	14	14	0	73	24	233
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	28	28	0	51	16	16	16	0	86	28	274
Number of Lanes	1	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	3
HCM Control Delay	10.2	9.4	8.9	10.1
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	100%	0%	75%	0%	100%	3%
Vol Right, %	0%	0%	0%	0%	0%	100%	25%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	7	7	128	24	24	57	73	16	241
LT Vol	14	0	0	128	0	0	0	73	0	0
Through Vol	0	7	7	0	24	0	43	0	16	8
RT Vol	0	0	0	0	0	24	14	0	0	233
Lane Flow Rate	16	8	8	151	28	28	67	86	19	284
Geometry Grp	8	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.031	0.014	0.01	0.253	0.044	0.038	0.111	0.142	0.028	0.376
Departure Headway (Hd)	6.714	6.209	4.459	6.049	5.55	4.852	5.937	5.953	5.45	4.769
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	536	580	807	589	640	730	608	599	653	749
Service Time	4.418	3.913	2.163	3.83	3.331	2.632	3.637	3.72	3.217	2.536
HCM Lane V/C Ratio	0.03	0.014	0.01	0.256	0.044	0.038	0.11	0.144	0.029	0.379
HCM Control Delay	9.6	9	7.2	10.9	8.6	7.8	9.4	9.7	8.4	10.4
HCM Lane LOS	A	A	A	B	A	A	A	A	A	B
HCM 95th-tile Q	0.1	0	0	1	0.1	0.1	0.4	0.5	0.1	1.8

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	488	432	285	324
Demand Flow Rate, veh/h	497	442	291	331
Vehicles Circulating, veh/h	224	380	339	632
Vehicles Exiting, veh/h	739	250	382	190
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.3	9.8	6.8	11.6
Approach LOS	A	A	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	497	442	291	331
Cap Entry Lane, veh/h	1098	937	977	724
Entry HV Adj Factor	0.982	0.978	0.980	0.979
Flow Entry, veh/h	488	432	285	324
Cap Entry, veh/h	1078	916	957	709
V/C Ratio	0.453	0.472	0.298	0.457
Control Delay, s/veh	8.3	9.8	6.8	11.6
LOS	A	A	A	B
95th %tile Queue, veh	2	3	1	2

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	0	45	22	0	22	70	178	0	105	107	105
Future Vol, veh/h	45	0	45	22	0	22	70	178	0	105	107	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	0	53	26	0	26	82	209	0	124	126	124

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	705	809	125	684	871	105	250	0	0	209	0	0
Stage 1	436	436	-	373	373	-	-	-	-	-	-	-
Stage 2	269	373	-	311	498	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	323	313	902	335	288	929	1313	-	-	1359	-	-
Stage 1	569	578	-	620	617	-	-	-	-	-	-	-
Stage 2	713	617	-	674	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	278	267	902	279	246	929	1313	-	-	1359	-	-
Mov Cap-2 Maneuver	278	267	-	279	246	-	-	-	-	-	-	-
Stage 1	534	525	-	582	579	-	-	-	-	-	-	-
Stage 2	650	579	-	577	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	14.5	2.2	2.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1313	-	-	425	429	1359	-	-
HCM Lane V/C Ratio	0.063	-	-	0.249	0.121	0.091	-	-
HCM Control Delay (s)	7.9	-	-	16.3	14.5	7.9	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.4	0.3	-	-

Synchro™ Output - 2033 Background Traffic

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	410	390	282	824	0	0	0	0	254	195	117
Future Volume (vph)	0	410	390	282	824	0	0	0	0	254	195	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt			0.850								0.953	
Flt Protected				0.950						0.950	0.992	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1610	3205	0
Flt Permitted				0.464						0.950	0.992	
Satd. Flow (perm)	0	3539	1583	864	3539	0	0	0	0	1610	3205	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			398								54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		446			494			419			423	
Travel Time (s)		10.1			11.2			9.5			9.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	456	433	313	916	0	0	0	0	282	217	130
Shared Lane Traffic (%)										25%		
Lane Group Flow (vph)	0	456	433	313	916	0	0	0	0	211	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases			2	2								

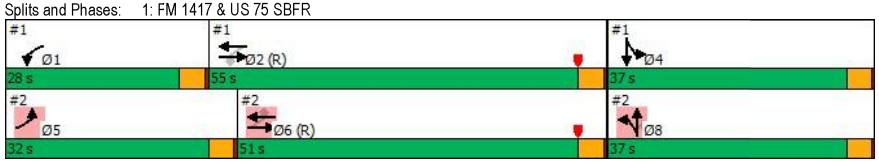
Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)		55.0	55.0	28.0	55.0					37.0	37.0	
Total Split (%)		45.8%	45.8%	23.3%	45.8%					30.8%	30.8%	
Maximum Green (s)		51.0	51.0	24.0	51.0					33.0	33.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		70.7	70.7	83.6	70.7					24.4	24.4	
Actuated g/C Ratio		0.59	0.59	0.70	0.59					0.20	0.20	
v/c Ratio		0.22	0.40	0.45	0.44					0.65	0.60	
Control Delay		13.7	3.5	9.9	16.6					52.2	40.4	
Queue Delay		0.0	0.0	0.0	0.2					0.0	0.0	
Total Delay		13.7	3.5	9.9	16.7					52.2	40.4	
LOS		B	A	A	B					D	D	
Approach Delay		8.7			15.0						44.4	
Approach LOS		A			B						D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 60.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: FM 1417 & US 75 SBFR



Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	32.0	51.0	37.0
Total Split (%)	27%	43%	31%
Maximum Green (s)	28.0	47.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

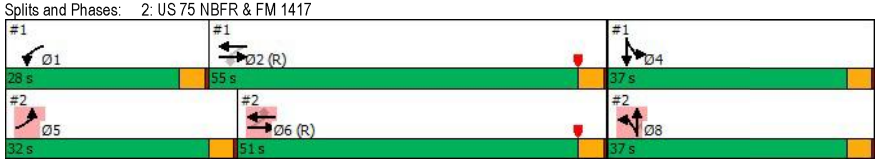
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	429	0	0	674	326	412	128	99	0	0	0
Future Volume (vph)	278	429	0	0	674	326	412	128	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		100	200		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.970				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1610	3288	1583	0	0	0
Flt Permitted	0.298						0.950	0.970				
Satd. Flow (perm)	555	3539	0	0	3539	1583	1610	3288	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						227			114			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			1007			844			335	
Travel Time (s)		11.2			22.9			19.2			7.6	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	320	493	0	0	775	375	474	147	114	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	320	493	0	0	775	375	237	384	114	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6					6			8			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	32.0	51.0			51.0	51.0	37.0	37.0	37.0			
Total Split (%)	26.7%	42.5%			42.5%	42.5%	30.8%	30.8%	30.8%			
Maximum Green (s)	28.0	47.0			47.0	47.0	33.0	33.0	33.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	83.6	67.6			67.6	67.6	24.4	24.4	24.4			
Actuated g/C Ratio	0.70	0.56			0.56	0.56	0.20	0.20	0.20			
v/c Ratio	0.58	0.25			0.39	0.38	0.73	0.58	0.28			
Control Delay	16.5	16.6			17.6	8.4	56.8	45.7	8.0			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	16.5	16.6			17.6	8.4	56.8	45.7	8.0			
LOS	B	B			B	A	E	D	A			
Approach Delay		16.6			14.6			43.5				
Approach LOS		B			B			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	28.0	55.0	37.0
Total Split (%)	23%	46%	31%
Maximum Green (s)	24.0	51.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	653	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	653	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	400	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	734	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	734	367	-	0	0
Stage 1	-	734	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	346	630	0	-	-
Stage 1	0	424	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	630	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	516	13	0	987	13	1
Future Vol, veh/h	516	13	0	987	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	593	15	0	1134	15	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	608	0	1160	297
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	966	-	189	699
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	966	-	189	699
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	531	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	189	699	-	-	966	-
HCM Lane V/C Ratio	0.079	0.002	-	-	-	-
HCM Control Delay (s)	25.7	10.2	-	-	0	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-

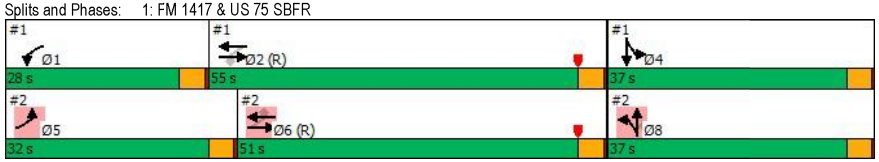
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	481	347	198	720	0	0	0	0	426	185	102
Future Volume (vph)	0	481	347	198	720	0	0	0	0	426	185	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt			0.850								0.968	
Flt Protected				0.950						0.950	0.981	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1610	3219	0
Flt Permitted				0.423						0.950	0.981	
Satd. Flow (perm)	0	3539	1583	788	3539	0	0	0	0	1610	3219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			381								27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		446			494			419			423	
Travel Time (s)		10.1			11.2			9.5			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	529	381	218	791	0	0	0	0	468	203	112
Shared Lane Traffic (%)										44%		
Lane Group Flow (vph)	0	529	381	218	791	0	0	0	0	262	521	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases			2	2								

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)		55.0	55.0	28.0	55.0					37.0	37.0	
Total Split (%)		45.8%	45.8%	23.3%	45.8%					30.8%	30.8%	
Maximum Green (s)		51.0	51.0	24.0	51.0					33.0	33.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		70.6	70.6	81.3	70.6					26.7	26.7	
Actuated g/C Ratio		0.59	0.59	0.68	0.59					0.22	0.22	
v/c Ratio		0.25	0.35	0.35	0.38					0.73	0.71	
Control Delay		13.5	2.5	11.5	21.0					55.2	45.7	
Queue Delay		0.0	0.0	0.0	0.3					0.0	0.0	
Total Delay		13.5	2.5	11.5	21.3					55.2	45.7	
LOS		B	A	B	C					E	D	
Approach Delay		8.9			19.2						48.9	
Approach LOS		A			B						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 24.3		Intersection LOS: C	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: FM 1417 & US 75 SBFR



Bel-Air Buildout TIA Sherman
Lanes, Volumes, Timings
2033 Background Traffic - PM
1: FM 1417 & US 75 SBFR

Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	32.0	51.0	37.0
Total Split (%)	27%	43%	31%
Maximum Green (s)	28.0	47.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

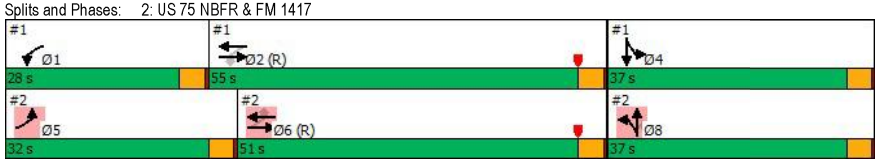
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	248	669	0	0	428	233	467	123	199	0	0	0
Future Volume (vph)	248	669	0	0	428	233	467	123	199	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		100	200		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.968				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1610	3282	1583	0	0	0
Flt Permitted	0.463						0.950	0.968				
Satd. Flow (perm)	862	3539	0	0	3539	1583	1610	3282	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						248			212			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			1007			844			335	
Travel Time (s)		11.2			22.9			19.2			7.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	264	712	0	0	455	248	497	131	212	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	264	712	0	0	455	248	248	380	212	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6					6			8			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	32.0	51.0			51.0	51.0	37.0	37.0	37.0			
Total Split (%)	26.7%	42.5%			42.5%	42.5%	30.8%	30.8%	30.8%			
Maximum Green (s)	28.0	47.0			47.0	47.0	33.0	33.0	33.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	81.3	69.4			69.4	69.4	26.7	26.7	26.7			
Actuated g/C Ratio	0.68	0.58			0.58	0.58	0.22	0.22	0.22			
v/c Ratio	0.39	0.35			0.22	0.24	0.69	0.52	0.41			
Control Delay	10.7	19.0			13.9	2.6	52.8	42.9	7.0			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	10.7	19.0			13.9	2.6	52.8	42.9	7.0			
LOS	B	B			B	A	D	D	A			
Approach Delay		16.7			9.9			36.8				
Approach LOS		B			A			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	28.0	55.0	37.0
Total Split (%)	23%	46%	31%
Maximum Green (s)	24.0	51.0	33.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	9	0	868	6	0	0	0
Future Vol, veh/h	0	0	0	0	0	9	0	868	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	400	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	10	0	933	6	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	933	467	-	0	0
Stage 1	-	933	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	265	542	0	-	-
Stage 1	0	343	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	542	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	542	542
HCM Lane V/C Ratio	-	-	0.006	0.012
HCM Control Delay (s)	-	-	11.7	11.7
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	846	22	1	639	23	1
Future Vol, veh/h	846	22	1	639	23	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	995	26	1	752	27	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1021	0	1373	498
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	675	-	137	518
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	675	-	137	518
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	36.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	518	-	-	675	-
HCM Lane V/C Ratio	0.198	0.002	-	-	0.002	-
HCM Control Delay (s)	37.6	12	-	-	10.3	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

Synchro™ Output - 2033 Background Plus Site Traffic

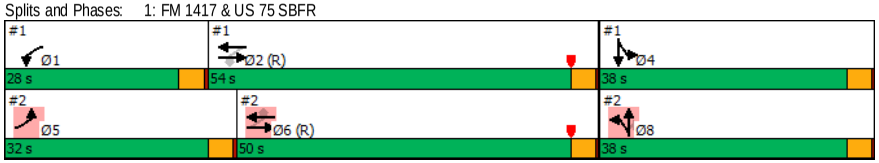
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	605	390	424	1160	0	0	0	0	646	195	117
Future Volume (vph)	0	605	390	424	1160	0	0	0	0	646	195	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt			0.850								0.972	
Flt Protected				0.950						0.950	0.975	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1610	3213	0
Flt Permitted				0.306						0.950	0.975	
Satd. Flow (perm)	0	3539	1583	570	3539	0	0	0	0	1610	3213	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309								21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		446			494			419			423	
Travel Time (s)		10.1			11.2			9.5			9.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	672	433	471	1289	0	0	0	0	718	217	130
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	672	433	471	1289	0	0	0	0	359	706	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases			2	2								

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)		54.0	54.0	28.0	54.0					38.0	38.0	
Total Split (%)		45.0%	45.0%	23.3%	45.0%					31.7%	31.7%	
Maximum Green (s)		50.0	50.0	24.0	50.0					34.0	34.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		53.7	53.7	74.5	53.7					33.5	33.5	
Actuated g/C Ratio		0.45	0.45	0.62	0.45					0.28	0.28	
v/c Ratio		0.42	0.49	0.84	0.81					0.80	0.77	
Control Delay		24.4	9.0	33.9	30.1					54.7	45.2	
Queue Delay		0.3	0.0	0.0	1.8					0.0	0.0	
Total Delay		24.6	9.0	33.9	31.9					54.7	45.2	
LOS		C	A	C	C					D	D	
Approach Delay		18.5			32.4						48.4	
Approach LOS		B			C						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: FM 1417 & US 75 SBFR



Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	32.0	50.0	38.0
Total Split (%)	27%	42%	32%
Maximum Green (s)	28.0	46.0	34.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

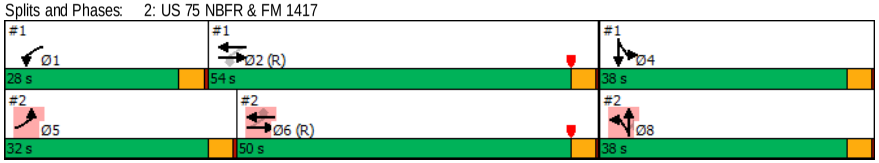
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	1015	0	0	1040	581	523	546	128	0	0	0
Future Volume (vph)	278	1015	0	0	1040	581	523	546	128	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		100	200		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.988				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1610	3350	1583	0	0	0
Flt Permitted	0.091						0.950	0.988				
Satd. Flow (perm)	170	3539	0	0	3539	1583	1610	3350	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						129			122			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			1007			844			335	
Travel Time (s)		11.2			22.9			19.2			7.6	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	320	1167	0	0	1195	668	601	628	147	0	0	0
Shared Lane Traffic (%)							33%					
Lane Group Flow (vph)	320	1167	0	0	1195	668	403	826	147	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6					6			8			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	32.0	50.0			50.0	50.0	38.0	38.0	38.0			
Total Split (%)	26.7%	41.7%			41.7%	41.7%	31.7%	31.7%	31.7%			
Maximum Green (s)	28.0	46.0			46.0	46.0	34.0	34.0	34.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	74.5	52.5			52.5	52.5	33.5	33.5	33.5			
Actuated g/C Ratio	0.62	0.44			0.44	0.44	0.28	0.28	0.28			
v/c Ratio	0.80	0.75			0.77	0.87	0.90	0.88	0.28			
Control Delay	47.3	36.2			31.2	34.9	65.5	53.6	10.0			
Queue Delay	0.0	0.8			1.0	0.0	0.0	0.0	0.0			
Total Delay	47.3	37.0			32.1	34.9	65.5	53.6	10.0			
LOS	D	D			C	C	E	D	A			
Approach Delay		39.2			33.1			52.5				
Approach LOS		D			C			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 40.7		Intersection LOS: D	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	28.0	54.0	38.0
Total Split (%)	23%	45%	32%
Maximum Green (s)	24.0	50.0	34.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	909	235	102	1347	275	73
Future Volume (vph)	909	235	102	1347	275	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.200		0.950	
Satd. Flow (perm)	3539	1583	373	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		229				84
Link Speed (mph)	30			30	30	
Link Distance (ft)	1007			536	357	
Travel Time (s)	22.9			12.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	1045	270	117	1548	316	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1045	270	117	1548	316	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	2			8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	10.0	20.0	28.0	28.0
Total Split (s)	72.0	72.0	15.0	87.0	33.0	33.0
Total Split (%)	60.0%	60.0%	12.5%	72.5%	27.5%	27.5%
Maximum Green (s)	66.0	66.0	9.0	81.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	66.0	66.0	75.0	81.0	27.0	27.0
Actuated g/C Ratio	0.55	0.55	0.62	0.68	0.22	0.22
v/c Ratio	0.54	0.28	0.35	0.65	0.79	0.20
Control Delay	3.3	0.5	9.5	8.7	59.7	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	0.5	9.5	8.7	59.7	9.1
LOS	A	A	A	A	E	A
Approach Delay	2.7			8.7	49.0	
Approach LOS	A			A	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:EBWB and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

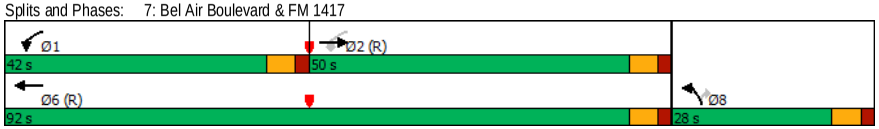
Splits and Phases: 4: NW Drive & FM 1417

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	663	279	282	1109	339	501
Future Volume (vph)	663	279	282	1109	339	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.303		0.950	
Satd. Flow (perm)	3539	1583	564	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		265				528
Link Speed (mph)	30			30	30	
Link Distance (ft)	602			464	497	
Travel Time (s)	13.7			10.5	11.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	762	321	324	1275	390	576
Shared Lane Traffic (%)						
Lane Group Flow (vph)	762	321	324	1275	390	576
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	2			8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	10.0	20.0	28.0	28.0
Total Split (s)	50.0	50.0	42.0	92.0	28.0	28.0
Total Split (%)	41.7%	41.7%	35.0%	76.7%	23.3%	23.3%
Maximum Green (s)	44.0	44.0	36.0	86.0	22.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	62.8	62.8	80.0	86.0	22.0	22.0
Actuated g/C Ratio	0.52	0.52	0.67	0.72	0.18	0.18
v/c Ratio	0.41	0.34	0.59	0.50	0.62	0.80
Control Delay	12.5	4.0	11.1	8.4	50.1	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.5	4.0	11.1	8.4	50.1	15.3
LOS	B	A	B	A	D	B
Approach Delay	10.0			8.9	29.3	
Approach LOS	A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Bel Air Boulevard & FM 1417



Intersection	
Int Delay, s/veh	39.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	949	0	682	296	0	0	0
Future Vol, veh/h	0	0	0	0	0	949	0	682	296	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	400	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	1066	0	766	333	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	766	383	-	0	0
Stage 1	-	766	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	331	~ 615	0	-	-
Stage 1	0	410	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	~ 615	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	80.4	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	615	615
HCM Lane V/C Ratio	-	-	0.578	1.156
HCM Control Delay (s)	-	-	18.6	111.3
HCM Lane LOS	-	-	C	F
HCM 95th %tile Q(veh)	-	-	3.7	23.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	953	29	0	1450	0	30
Future Vol, veh/h	953	29	0	1450	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1095	33	0	1667	0	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	548
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	480
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	480
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	480	-	-	-
HCM Lane V/C Ratio	0.072	-	-	-
HCM Control Delay (s)	13.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	924	59	0	1450	0	30
Future Vol, veh/h	924	59	0	1450	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1062	68	0	1667	0	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	531
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	493
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	493
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	493	-	-	-
HCM Lane V/C Ratio	0.07	-	-	-
HCM Control Delay (s)	12.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	0	0	0	70	0	740	7	29	516	29
Future Vol, veh/h	30	0	0	0	0	70	0	740	7	29	516	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	0	0	0	80	0	851	8	33	593	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1102	1535	313	1218	1547	430	626	0	0	859	0	0
Stage 1	676	676	-	855	855	-	-	-	-	-	-	-
Stage 2	426	859	-	363	692	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	166	115	683	136	113	573	952	-	-	778	-	-
Stage 1	409	451	-	319	373	-	-	-	-	-	-	-
Stage 2	577	371	-	628	443	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	110	683	132	108	573	952	-	-	778	-	-
Mov Cap-2 Maneuver	138	110	-	132	108	-	-	-	-	-	-	-
Stage 1	409	432	-	319	373	-	-	-	-	-	-	-
Stage 2	496	371	-	601	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.6	12.3	0	0.5
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	138	-	573	778	-	-
HCM Lane V/C Ratio	-	-	-	0.25	-	0.14	0.043	-	-
HCM Control Delay (s)	0	-	-	39.6	0	12.3	9.8	-	-
HCM Lane LOS	A	-	-	E	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	-	0.5	0.1	-	-

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	332	14	0	0	20	66	41	349	0	112	272	132
Future Vol, veh/h	332	14	0	0	20	66	41	349	0	112	272	132
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	382	16	0	0	23	76	47	401	0	129	313	152
Number of Lanes	1	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	3
HCM Control Delay	45.1	14.7	16.2	18.5
HCM LOS	E	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	100%	100%	23%	0%	100%	41%
Vol Right, %	0%	0%	0%	0%	0%	0%	77%	0%	0%	59%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	175	175	332	14	0	86	112	181	223
LT Vol	41	0	0	332	0	0	0	112	0	0
Through Vol	0	175	175	0	14	0	20	0	181	91
RT Vol	0	0	0	0	0	0	66	0	0	132
Lane Flow Rate	47	201	201	382	16	0	99	129	208	256
Geometry Grp	8	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.12	0.483	0.382	0.873	0.035	0	0.248	0.315	0.48	0.559
Departure Headway (Hd)	9.181	8.661	6.857	8.354	7.846	7.846	9.018	8.817	8.298	7.867
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	392	417	526	435	459	0	398	411	438	461
Service Time	6.909	6.389	4.585	6.054	5.546	5.546	6.76	6.517	5.998	5.567
HCM Lane V/C Ratio	0.12	0.482	0.382	0.878	0.035	0	0.249	0.314	0.475	0.555
HCM Control Delay	13.2	19.2	13.8	46.5	10.8	10.5	14.7	15.5	18.4	20.1
HCM Lane LOS	B	C	B	E	B	N	B	C	C	C
HCM 95th-tile Q	0.4	2.6	1.8	8.9	0.1	0	1	1.3	2.5	3.4

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	308	7	7	0	61	20	20	20	0	20	7	272
Future Vol, veh/h	308	7	7	0	61	20	20	20	0	20	7	272
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	354	8	8	0	70	23	23	23	0	23	8	313
Number of Lanes	1	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	3
HCM Control Delay	18	10.4	9.8	13.2
HCM LOS	C	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	100%	0%	75%	0%	100%	1%
Vol Right, %	0%	0%	0%	0%	0%	100%	25%	0%	0%	99%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	10	10	308	7	7	81	20	5	274
LT Vol	20	0	0	308	0	0	0	20	0	0
Through Vol	0	10	10	0	7	0	61	0	5	2
RT Vol	0	0	0	0	0	7	20	0	0	272
Lane Flow Rate	23	11	11	354	8	8	93	23	5	315
Geometry Grp	8	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.048	0.022	0.017	0.613	0.013	0.011	0.166	0.043	0.009	0.487
Departure Headway (Hd)	7.447	6.938	5.174	6.238	5.738	5.039	6.408	6.762	6.257	5.555
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	480	515	688	581	624	710	559	529	571	646
Service Time	5.205	4.696	2.931	3.971	3.471	2.771	4.157	4.507	4.001	3.299
HCM Lane V/C Ratio	0.048	0.021	0.016	0.609	0.013	0.011	0.166	0.043	0.009	0.488
HCM Control Delay	10.6	9.9	8	18.4	8.5	7.8	10.4	9.8	9.1	13.5
HCM Lane LOS	B	A	A	C	A	A	B	A	A	B
HCM 95th-tile Q	0.2	0.1	0.1	4.1	0	0	0.6	0.1	0	2.7

Intersection	
Intersection Delay, s/veh	11.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	324	410	632	259
Demand Flow Rate, veh/h	331	418	645	264
Vehicles Circulating, veh/h	154	648	196	806
Vehicles Exiting, veh/h	916	193	289	260
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	15.1	10.3	12.8
Approach LOS	A	C	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	331	418	645	264
Cap Entry Lane, veh/h	1179	713	1130	607
Entry HV Adj Factor	0.979	0.981	0.980	0.982
Flow Entry, veh/h	324	410	632	259
Cap Entry, veh/h	1155	699	1107	596
V/C Ratio	0.281	0.587	0.571	0.435
Control Delay, s/veh	5.7	15.1	10.3	12.8
LOS	A	C	B	B
95th %tile Queue, veh	1	4	4	2

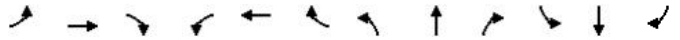
Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	99	0	99	49	0	49	30	403	0	44	157	44
Future Vol, veh/h	99	0	99	49	0	49	30	403	0	44	157	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	0	114	56	0	56	34	463	0	51	180	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	608	839	116	723	864	232	231	0	0	463	0	0
Stage 1	308	308	-	531	531	-	-	-	-	-	-	-
Stage 2	300	531	-	192	333	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	380	300	914	314	291	770	1334	-	-	1095	-	-
Stage 1	677	659	-	500	524	-	-	-	-	-	-	-
Stage 2	684	524	-	791	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	333	279	914	260	270	770	1334	-	-	1095	-	-
Mov Cap-2 Maneuver	333	279	-	260	270	-	-	-	-	-	-	-
Stage 1	660	628	-	488	511	-	-	-	-	-	-	-
Stage 2	618	511	-	660	612	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.7	18	0.5	1.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	488	389	1095	-	-
HCM Lane V/C Ratio	0.026	-	-	0.466	0.29	0.046	-	-
HCM Control Delay (s)	7.8	-	-	18.7	18	8.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	1.2	0.1	-	-



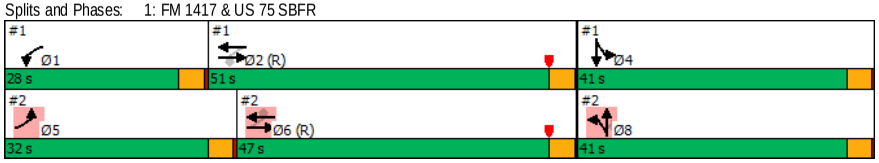
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	772	347	316	957	0	0	0	0	1008	185	102
Future Volume (vph)	0	772	347	316	957	0	0	0	0	1008	185	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	200		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt			0.850								0.981	
Flt Protected				0.950						0.950	0.969	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	1610	3223	0
Flt Permitted				0.217						0.950	0.969	
Satd. Flow (perm)	0	3539	1583	404	3539	0	0	0	0	1610	3223	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			373								13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		446			494			419			423	
Travel Time (s)		10.1			11.2			9.5			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	848	381	347	1052	0	0	0	0	1108	203	112
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	848	381	347	1052	0	0	0	0	554	869	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Detector 1 Position(ft)		0	0	0	0					0	0	
Detector 1 Size(ft)		6	20	20	6					20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	pm+pt	NA					Split	NA	
Protected Phases		2		1	2					4	4	
Permitted Phases			2	2								

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2	1	2					4	4	
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)		51.0	51.0	28.0	51.0					41.0	41.0	
Total Split (%)		42.5%	42.5%	23.3%	42.5%					34.2%	34.2%	
Maximum Green (s)		47.0	47.0	24.0	47.0					37.0	37.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		52.4	52.4	71.0	52.4					37.0	37.0	
Actuated g/C Ratio		0.44	0.44	0.59	0.44					0.31	0.31	
v/c Ratio		0.55	0.42	0.77	0.68					1.12	1.05dl	
Control Delay		27.5	4.2	33.5	33.5					115.5	49.1	
Queue Delay		1.6	0.0	0.0	0.5					0.9	1.9	
Total Delay		29.1	4.2	33.5	33.9					116.4	51.0	
LOS		C	A	C	C					F	D	
Approach Delay		21.4			33.8						76.5	
Approach LOS		C			C						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 45.0		Intersection LOS: D	
Intersection Capacity Utilization 85.9%		ICU Level of Service E	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 1: FM 1417 & US 75 SBFR



Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	32.0	47.0	41.0
Total Split (%)	27%	39%	34%
Maximum Green (s)	28.0	43.0	37.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

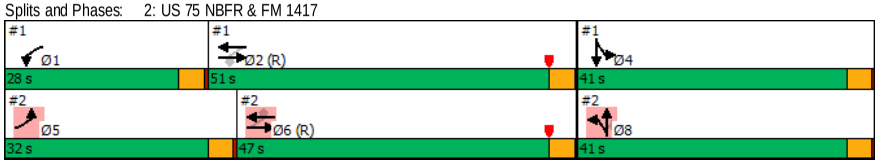
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	248	1542	0	0	705	431	545	400	234	0	0	0
Future Volume (vph)	248	1542	0	0	705	431	545	400	234	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		100	200		200	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.982				
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1610	3329	1583	0	0	0
Flt Permitted	0.277						0.950	0.982				
Satd. Flow (perm)	516	3539	0	0	3539	1583	1610	3329	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						264			249			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			1007			844			335	
Travel Time (s)		11.2			22.9			19.2			7.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	264	1640	0	0	750	459	580	426	249	0	0	0
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	264	1640	0	0	750	459	331	675	249	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6			6		8	8				
Permitted Phases	6					6			8			

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	6			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	32.0	47.0			47.0	47.0	41.0	41.0	41.0			
Total Split (%)	26.7%	39.2%			39.2%	39.2%	34.2%	34.2%	34.2%			
Maximum Green (s)	28.0	43.0			43.0	43.0	37.0	37.0	37.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lead	Lag			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	71.0	56.5			56.5	56.5	37.0	37.0	37.0			
Actuated g/C Ratio	0.59	0.47			0.47	0.47	0.31	0.31	0.31			
v/c Ratio	0.58	0.98			0.45	0.52	0.67	0.66	0.38			
Control Delay	15.4	49.4			17.5	9.8	43.9	39.7	5.5			
Queue Delay	0.0	21.5			0.1	0.0	0.0	0.0	0.0			
Total Delay	15.4	70.9			17.6	9.8	43.9	39.7	5.5			
LOS	B	E			B	A	D	D	A			
Approach Delay		63.2			14.7			34.0				
Approach LOS		E			B			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 41.4		Intersection LOS: D	
Intersection Capacity Utilization 85.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: US 75 NBFR & FM 1417



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	28.0	51.0	41.0
Total Split (%)	23%	43%	34%
Maximum Green (s)	24.0	47.0	37.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1491	285	108	889	248	82
Future Volume (vph)	1491	285	108	889	248	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.059		0.950	
Satd. Flow (perm)	3539	1583	110	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		176				96
Link Speed (mph)	30			30	30	
Link Distance (ft)	1007			536	357	
Travel Time (s)	22.9			12.2	8.1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1754	335	127	1046	292	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1754	335	127	1046	292	96
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	2			8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	10.0	20.0	28.0	28.0
Total Split (s)	74.0	74.0	15.0	89.0	31.0	31.0
Total Split (%)	61.7%	61.7%	12.5%	74.2%	25.8%	25.8%
Maximum Green (s)	68.0	68.0	9.0	83.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	68.0	68.0	77.0	83.0	25.0	25.0
Actuated g/C Ratio	0.57	0.57	0.64	0.69	0.21	0.21
v/c Ratio	0.87	0.34	0.65	0.43	0.79	0.24
Control Delay	9.2	0.6	45.3	6.2	61.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	0.6	45.3	6.2	61.8	9.3
LOS	A	A	D	A	E	A
Approach Delay	7.8			10.4	48.8	
Approach LOS	A			B	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:EBWB and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

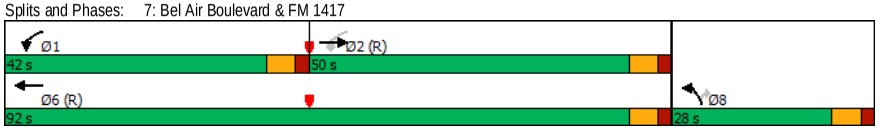
Splits and Phases: 4: NW Drive & FM 1417

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1056	489	451	761	235	287
Future Volume (vph)	1056	489	451	761	235	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.087		0.950	
Satd. Flow (perm)	3539	1583	162	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		292				338
Link Speed (mph)	30			30	30	
Link Distance (ft)	602			464	497	
Travel Time (s)	13.7			10.5	11.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1242	575	531	895	276	338
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1242	575	531	895	276	338
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	2			8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	10.0	20.0	28.0	28.0
Total Split (s)	50.0	50.0	42.0	92.0	28.0	28.0
Total Split (%)	41.7%	41.7%	35.0%	76.7%	23.3%	23.3%
Maximum Green (s)	44.0	44.0	36.0	86.0	22.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	45.8	45.8	80.0	86.0	22.0	22.0
Actuated g/C Ratio	0.38	0.38	0.67	0.72	0.18	0.18
v/c Ratio	0.92	0.73	0.94	0.35	0.44	0.60
Control Delay	30.2	10.3	58.9	6.9	46.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	10.3	58.9	6.9	46.1	9.3
LOS	C	B	E	A	D	A
Approach Delay	23.9			26.3	25.8	
Approach LOS	C			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Bel Air Boulevard & FM 1417



Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	644	0	903	456	0	0	0
Future Vol, veh/h	0	0	0	0	0	644	0	903	456	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	400	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	692	0	971	490	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	971	486	-	0	0
Stage 1	-	971	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	251	~ 527	0	-	-
Stage 1	0	329	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	~ 527	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	34.2	0
HCM LOS	D	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	527	527
HCM Lane V/C Ratio	-	-	0.438	0.876
HCM Control Delay (s)	-	-	17	42.8
HCM Lane LOS	-	-	C	E
HCM 95th %tile Q(veh)	-	-	2.2	9.7

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1538	35	0	997	0	39
Future Vol, veh/h	1538	35	0	997	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1809	41	0	1173	0	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	905
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	279
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	279
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	279	-	-	-
HCM Lane V/C Ratio	0.164	-	-	-
HCM Control Delay (s)	20.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1507	70	0	997	0	39
Future Vol, veh/h	1507	70	0	997	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1773	82	0	1173	0	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	887
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	287
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	287
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	287	-	-	-
HCM Lane V/C Ratio	0.16	-	-	-
HCM Control Delay (s)	19.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	0	0	0	0	59	0	425	24	88	820	35
Future Vol, veh/h	39	0	0	0	0	59	0	425	24	88	820	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	0	0	0	69	0	500	28	104	965	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1444	1722	503	1205	1728	264	1006	0	0	528	0	0
Stage 1	1194	1194	-	514	514	-	-	-	-	-	-	-
Stage 2	250	528	-	691	1214	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	93	88	514	140	88	734	684	-	-	1035	-	-
Stage 1	198	258	-	511	534	-	-	-	-	-	-	-
Stage 2	732	526	-	401	253	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	79	514	129	79	734	684	-	-	1035	-	-
Mov Cap-2 Maneuver	78	79	-	129	79	-	-	-	-	-	-	-
Stage 1	198	232	-	511	534	-	-	-	-	-	-	-
Stage 2	663	526	-	361	228	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	102.7	10.4	0	0.8
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	684	-	-	78	-	734	1035	-	-
HCM Lane V/C Ratio	-	-	-	0.588	-	0.095	0.1	-	-
HCM Control Delay (s)	0	-	-	102.7	0	10.4	8.9	-	-
HCM Lane LOS	A	-	-	F	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	-	0.3	0.3	-	-

Intersection	
Intersection Delay, s/veh	23.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	241	49	0	0	14	51	29	157	0	186	350	283
Future Vol, veh/h	241	49	0	0	14	51	29	157	0	186	350	283
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	284	58	0	0	16	60	34	185	0	219	412	333
Number of Lanes	1	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	3
HCM Control Delay	21.7	13	12.4	26.8
HCM LOS	C	B	B	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	100%	100%	22%	0%	100%	29%
Vol Right, %	0%	0%	0%	0%	0%	0%	78%	0%	0%	71%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	79	79	241	49	0	65	186	233	400
LT Vol	29	0	0	241	0	0	0	186	0	0
Through Vol	0	79	79	0	49	0	14	0	233	117
RT Vol	0	0	0	0	0	0	51	0	0	283
Lane Flow Rate	34	92	92	284	58	0	76	219	275	470
Geometry Grp	8	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.086	0.22	0.174	0.634	0.121	0	0.179	0.461	0.539	0.856
Departure Headway (Hd)	9.084	8.568	6.778	8.055	7.552	7.552	8.417	7.577	7.065	6.557
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	418	527	448	475	0	425	475	511	550
Service Time	6.847	6.33	4.539	5.799	5.296	5.296	6.187	5.322	4.809	4.302
HCM Lane V/C Ratio	0.086	0.22	0.175	0.634	0.122	0	0.179	0.461	0.538	0.855
HCM Control Delay	12.7	13.7	11	23.8	11.3	10.3	13	16.7	17.8	36.8
HCM Lane LOS	B	B	B	C	B	N	B	C	C	E
HCM 95th-tile Q	0.3	0.8	0.6	4.3	0.4	0	0.6	2.4	3.2	9.2

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	128	24	24	0	43	14	14	14	0	73	24	233
Future Vol, veh/h	128	24	24	0	43	14	14	14	0	73	24	233
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	28	28	0	51	16	16	16	0	86	28	274
Number of Lanes	1	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	3
HCM Control Delay	10.2	9.4	8.9	10.1
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	100%	0%	75%	0%	100%	3%
Vol Right, %	0%	0%	0%	0%	0%	100%	25%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	7	7	128	24	24	57	73	16	241
LT Vol	14	0	0	128	0	0	0	73	0	0
Through Vol	0	7	7	0	24	0	43	0	16	8
RT Vol	0	0	0	0	0	24	14	0	0	233
Lane Flow Rate	16	8	8	151	28	28	67	86	19	284
Geometry Grp	8	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.031	0.014	0.01	0.253	0.044	0.038	0.111	0.142	0.028	0.376
Departure Headway (Hd)	6.714	6.209	4.459	6.049	5.55	4.852	5.937	5.953	5.45	4.769
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	536	580	807	589	640	730	608	599	653	749
Service Time	4.418	3.913	2.163	3.83	3.331	2.632	3.637	3.72	3.217	2.536
HCM Lane V/C Ratio	0.03	0.014	0.01	0.256	0.044	0.038	0.11	0.144	0.029	0.379
HCM Control Delay	9.6	9	7.2	10.9	8.6	7.8	9.4	9.7	8.4	10.4
HCM Lane LOS	A	A	A	B	A	A	A	A	A	B
HCM 95th-tile Q	0.1	0	0	1	0.1	0.1	0.4	0.5	0.1	1.8

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	488	432	285	324
Demand Flow Rate, veh/h	497	442	291	331
Vehicles Circulating, veh/h	224	380	339	632
Vehicles Exiting, veh/h	739	250	382	190
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.3	9.8	6.8	11.6
Approach LOS	A	A	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	497	442	291	331
Cap Entry Lane, veh/h	1098	937	977	724
Entry HV Adj Factor	0.982	0.978	0.980	0.979
Flow Entry, veh/h	488	432	285	324
Cap Entry, veh/h	1078	916	957	709
V/C Ratio	0.453	0.472	0.298	0.457
Control Delay, s/veh	8.3	9.8	6.8	11.6
LOS	A	A	A	B
95th %tile Queue, veh	2	3	1	2

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	0	45	22	0	22	70	178	0	105	107	105
Future Vol, veh/h	45	0	45	22	0	22	70	178	0	105	107	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	0	53	26	0	26	82	209	0	124	126	124

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	705	809	125	684	871	105	250	0	0	209	0	0
Stage 1	436	436	-	373	373	-	-	-	-	-	-	-
Stage 2	269	373	-	311	498	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	323	313	902	335	288	929	1313	-	-	1359	-	-
Stage 1	569	578	-	620	617	-	-	-	-	-	-	-
Stage 2	713	617	-	674	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	278	267	902	279	246	929	1313	-	-	1359	-	-
Mov Cap-2 Maneuver	278	267	-	279	246	-	-	-	-	-	-	-
Stage 1	534	525	-	582	579	-	-	-	-	-	-	-
Stage 2	650	579	-	577	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	14.5	2.2	2.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1313	-	-	425	429	1359	-	-
HCM Lane V/C Ratio	0.063	-	-	0.249	0.121	0.091	-	-
HCM Control Delay (s)	7.9	-	-	16.3	14.5	7.9	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.4	0.3	-	-

Signal Warrant Inputs and Results
FM 1417 at Bel Air Boulevard

FM 1417 at Bel Air Boulevard

Signal Warrant Volumes
Buildout (2028)

Scenario:	Buildout	Major:	FM 1417	Minor:	Bel Air Boulevard	N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):	Input	
Existing Year:	2022	Direction:	EB WB	Direction	NB SB	Y	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):		
Study Year:	2028	# of Lanes:	2	# of Lanes:	2				
Growth %	2%								
City:	Sherman								

	Eastbound					Westbound					Northbound					Southbound				
Hour Start	Existing Volumes	2028 Grown Volumes	Background Site Traffic	Site Traffic	**Total Eastbound Volumes**	Existing Volumes	2028 Grown Volumes	Background Site Traffic	Site Traffic	**Total Westbound Volumes**	Existing Volumes	2028 Grown Volumes	Background Site Traffic	Site Traffic	**Total Northbound Volumes**	Existing Volumes	2028 Grown Volumes	Background Site Traffic	Site Traffic	**Total Southbound Volumes**
6:00 - 7:00 AM	126	142	0	120	**262**	450	507	0	79	**586**	12	14	0	394	**408**		0	0	0	**0**
7:00 - 8:00 AM	245	276	0	338	**614**	468	527	0	251	**778**	11	12	0	814	**826**		0	0	0	**0**
8:00 - 9:00 AM	278	313	0	299	**612**	342	385	0	237	**623**	15	17	0	681	**698**		0	0	0	**0**
9:00 - 10:00 AM	257	289	0	234	**524**	291	328	0	207	**535**	26	29	0	409	**438**		0	0	0	**0**
10:00 - 11:00 AM	261	294	0	267	**561**	278	313	0	245	**558**	19	21	0	336	**357**		0	0	0	**0**
11:00 - 12:00 PM	229	258	0	322	**580**	266	300	0	288	**587**	22	25	0	326	**351**		0	0	0	**0**
12:00 - 1:00 PM	300	338	0	362	**700**	303	341	0	351	**693**	25	28	0	364	**392**		0	0	0	**0**
1:00 - 2:00 PM	307	346	0	362	**708**	338	381	0	352	**732**	22	25	0	352	**377**		0	0	0	**0**
2:00 - 3:00 PM	348	392	0	395	**787**	336	378	0	358	**736**	25	28	0	367	**395**		0	0	0	**0**
3:00 - 4:00 PM	431	485	0	451	**937**	353	398	0	412	**810**	26	29	0	358	**387**		0	0	0	**0**
4:00 - 5:00 PM	524	590	0	578	**1168**	341	384	0	518	**902**	19	21	0	423	**444**		0	0	0	**0**
5:00 - 6:00 PM	575	648	0	665	**1312**	370	417	0	634	**1051**	19	21	0	432	**453**		0	0	0	**0**
6:00 - 7:00 PM	392	441	0	597	**1038**	330	372	0	576	**948**	26	29	0	395	**424**		0	0	0	**0**
7:00 - 8:00 PM	316	356	0	465	**821**	200	225	0	453	**678**	13	15	0	334	**349**		0	0	0	**0**
8:00 - 9:00 PM	258	291	0	397	**688**	166	187	0	384	**571**	11	12	0	223	**236**		0	0	0	**0**
9:00 - 10:00 PM	225	253	0	309	**562**	138	155	0	307	**462**	13	15	0	136	**151**		0	0	0	**0**

Hourly variation from ITE *Trip Generation, 11th Edition*

Code	210			220			221			310			710			821		
Land Use	Single-Family Detached Housing			Multifamily Housing (Low-Rise)			Multifamily Housing (Mid-Rise)			Hotel			General Office Building			Shopping Plaza (40-150k)		
Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	3.7%	1.6%	5.8%	4.2%	1.4%	6.9%	4.4%	1.0%	7.8%	1.5%	0.8%	2.2%	2.6%	4.8%	0.5%	0.8%	0.8%	0.8%
7:00 - 8:00 AM	6.5%	3.1%	10.0%	6.5%	2.0%	10.8%	8.6%	2.5%	14.7%	5.3%	2.4%	8.2%	7.8%	13.6%	2.0%	1.8%	1.8%	1.8%
8:00 - 9:00 AM	6.2%	3.8%	8.5%	5.8%	3.1%	8.5%	7.8%	3.0%	12.5%	4.8%	3.3%	6.3%	8.9%	14.3%	3.4%	3.3%	3.3%	3.3%
9:00 - 10:00 AM	4.6%	3.3%	5.8%	3.9%	2.9%	4.9%	4.5%	2.2%	6.9%	5.8%	4.8%	6.7%	5.3%	6.3%	4.4%	5.1%	5.1%	5.1%
10:00 - 11:00 AM	4.9%	4.2%	5.6%	3.6%	2.4%	4.8%	3.7%	2.7%	4.6%	6.9%	5.9%	7.8%	5.7%	5.5%	6.0%	6.5%	6.5%	6.5%
11:00 - 12:00 PM	5.3%	5.4%	5.1%	4.3%	3.8%	4.7%	3.7%	3.4%	4.0%	7.8%	7.4%	8.1%	8.1%	6.0%	10.3%	7.4%	7.4%	7.4%
12:00 - 1:00 PM	5.7%	5.7%	5.7%	4.3%	4.5%	4.1%	4.6%	4.3%	4.8%	8.3%	10.3%	6.2%	10.2%	10.2%	10.1%	8.6%	8.6%	8.6%
1:00 - 2:00 PM	6.1%	6.1%	6.0%	4.2%	4.0%	4.4%	4.4%	4.4%	4.4%	9.0%	10.7%	7.2%	7.8%	9.0%	6.6%	8.3%	8.3%	8.3%
2:00 - 3:00 PM	6.6%	7.1%	6.1%	5.2%	5.6%	4.9%	3.9%	4.1%	3.7%	7.9%	7.8%	8.0%	7.4%	8.3%	6.5%	7.2%	7.2%	7.2%
3:00 - 4:00 PM	7.5%	8.7%	6.2%	6.1%	6.9%	5.3%	4.9%	5.9%	3.8%	7.6%	8.2%	7.0%	7.8%	7.3%	8.4%	7.2%	7.2%	7.2%
4:00 - 5:00 PM	8.9%	10.5%	7.4%	7.9%	10.1%	5.6%	7.2%	9.2%	5.1%	7.3%	7.1%	7.6%	10.3%	5.4%	15.2%	7.3%	7.3%	7.3%
5:00 - 6:00 PM	8.7%	10.0%	7.3%	9.5%	11.4%	7.6%	9.4%	13.1%	5.8%	7.7%	8.8%	6.5%	9.9%	4.0%	15.8%	8.0%	8.0%	8.0%
6:00 - 7:00 PM	7.2%	8.5%	5.9%	8.2%	9.7%	6.7%	9.0%	12.1%	6.0%	5.1%	5.4%	4.8%	2.1%	1.7%	2.6%	8.5%	8.5%	8.5%
7:00 - 8:00 PM	5.1%	6.1%	4.2%	6.4%	8.1%	4.7%	7.4%	9.4%	5.4%	4.5%	5.8%	3.2%	1.6%	0.9%	2.3%	7.9%	7.9%	7.9%
8:00 - 9:00 PM	4.6%	6.1%	3.1%	5.9%	7.7%	4.2%	5.4%	7.7%	3.1%	3.2%	3.1%	3.2%	1.0%	0.7%	1.3%	7.0%	7.0%	7.0%
9:00 - 10:00 PM	3.3%	4.4%	2.3%	4.4%	6.0%	2.7%	4.0%	6.5%	1.5%	2.4%	2.1%	2.8%	1.1%	0.5%	1.6%	5.2%	5.2%	5.2%

Site Generated Traffic

				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	210	Single-Family Detached Housing	7524	45%		1693	0	25%	5%	941	188		40%	0	1505			0	0
2	220	Multifamily Housing (Low-Rise)	319	5%	20%	8	32	30%		48	0		20%	0	32			0	0
3	221	Multifamily Housing (Mid-Rise)	5964	5%	20%	149	596	30%		895	0		20%	0	596			0	0
4	310	Hotel	1202	5%	20%	30	120	30%		180	0		20%	0	120			0	0
5	710	General Office Building	744	5%	20%	19	74	30%		112	0		20%	0	74			0	0
6	821	Shopping Plaza (40-150k)	7535	5%	20%	188	754	30%		1130	0		20%	0	754			0	0
				5%	20%	0	0	30%		0	0		20%	0	0			0	0
8	411	Public Park	1000	5%	20%	25	100	30%		150	0		20%	0	100			0	0
9	221	Multifamily Housing (Mid-Rise)	13996	35%		2449	0	30%		2099	0		45%	0	3149			0	0
10	520	Elementary School	1616	30%	5%	242	40	30%		242	0		40%	0	323			0	0

Background Traffic

				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	FM 1417	EB	WB	# OF APPROACH LANES:	2
MINOR STREET:	Bel Air Boulevard	NB	SB	# OF APPROACH LANES:	2
CITY, STATE:	Sherman, TX				
COMMENTS:	Buildout (2028)				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	FM 1417			Bel Air Boulevard		
	EB Approach	WB Approach	Total	NB Approach	SB Approach	Minor Street Heavy Leg
6:00 - 7:00 AM	262	586	848	408	0	408
7:00 - 8:00 AM	614	778	1392	826	0	826
8:00 - 9:00 AM	612	623	1235	698	0	698
9:00 - 10:00 AM	524	535	1059	438	0	438
10:00 - 11:00 AM	561	558	1119	357	0	357
11:00 - 12:00 PM	580	587	1167	351	0	351
12:00 - 1:00 PM	700	693	1393	392	0	392
1:00 - 2:00 PM	708	732	1440	377	0	377
2:00 - 3:00 PM	787	736	1523	395	0	395
3:00 - 4:00 PM	937	810	1747	387	0	387
4:00 - 5:00 PM	1168	902	2070	444	0	444
5:00 - 6:00 PM	1312	1051	2363	453	0	453
6:00 - 7:00 PM	1038	948	1986	424	0	424
7:00 - 8:00 PM	821	678	1499	349	0	349
8:00 - 9:00 PM	688	571	1259	236	0	236
9:00 - 10:00 PM	562	462	1024	151	0	151

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	WARRANT MET
2	Four-Hour Volume	WARRANT MET
3	Peak Hour Volume	WARRANT MET
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

10/27/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: **FM 1417** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Bel Air Boulevard** NB SB # OF APPROACH LANES: **2**

CITY, STATE: **Sherman, TX**

COMMENTS: Buildout (2028)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

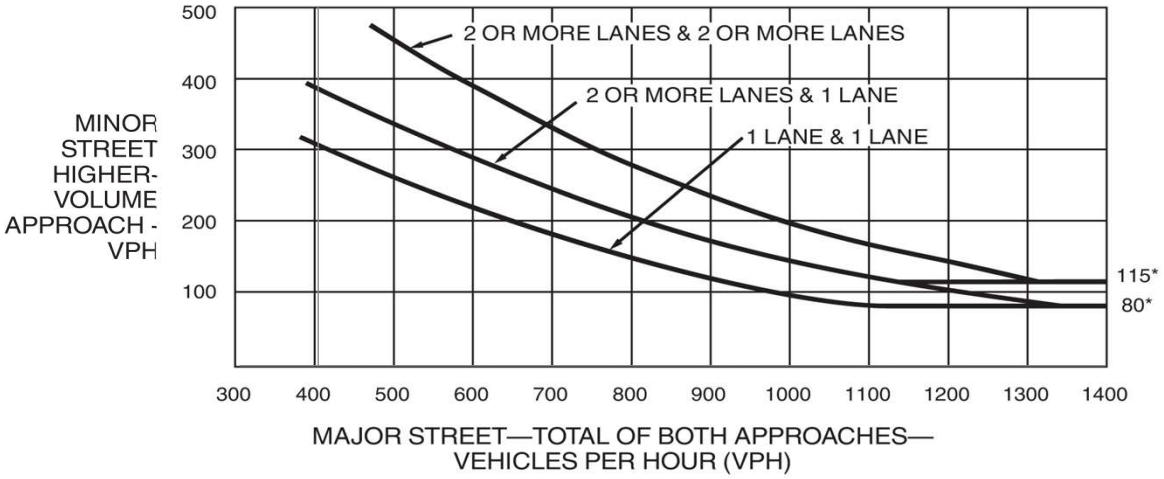
85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **Y**

	MAJOR ST	MINOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →			**420**	**140**		**630**	**70**		**336**	**112**		**504**	**56**			
06:00 AM TO 07:00 AM	848	408	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
07:00 AM TO 08:00 AM	1,392	826	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
08:00 AM TO 09:00 AM	1,235	698	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:00 AM TO 10:00 AM	1,059	438	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
10:00 AM TO 11:00 AM	1,119	357	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
11:00 AM TO 12:00 PM	1,167	351	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
12:00 PM TO 01:00 PM	1,393	392	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
01:00 PM TO 02:00 PM	1,440	377	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
02:00 PM TO 03:00 PM	1,523	395	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
03:00 PM TO 04:00 PM	1,747	387	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
04:00 PM TO 05:00 PM	2,070	444	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM TO 06:00 PM	2,363	453	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM	1,986	424	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
07:00 PM TO 08:00 PM	1,499	349	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
08:00 PM TO 09:00 PM	1,259	236	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:00 PM TO 10:00 PM	1,024	151	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
	23,124	6,686	16	16	**16**	16	16	**16**	16	16	**16**	16	16	**16**	**16**	**16**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			SATISFIED			**SATISFIED**			**SATISFIED**						**SATISFIED**	**SATISFIED**

10/27/23

Kimley-Horn and Associates, Inc.

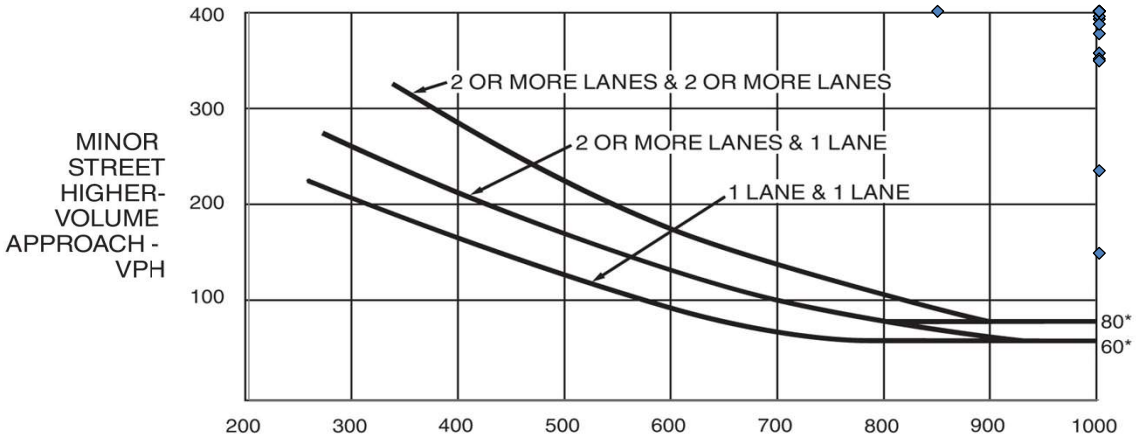
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Signal Warrant Inputs and Results
FM 1417 at NW Drive

FM 1417 at NW Drive

Signal Warrant Volumes
Buildout (2028)

Scenario:	Buildout	Major:	FM 1417	Minor:	NW Drive
Existing Year:	2022	Direction:	EB WB	Direction	NB SB
Study Year:	2028	# of Lanes:	2	# of Lanes:	2
Growth %:	2%				
City:	Sherman				

N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):	Input
Y	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):	

	Eastbound					Westbound					Northbound					Southbound				
Hour Start	Existing Volumes	2028 Grown Volumes	Background Site Traffic	Site Traffic	**Total Eastbound Volumes**	Existing Volumes	2028 Grown Volumes	Background Site Traffic	Site Traffic	**Total Westbound Volumes**	Existing Volumes	2028 Grown Volumes	Background Site Traffic	Site Traffic	**Total Northbound Volumes**	Existing Volumes	2028 Grown Volumes	Background Site Traffic	Site Traffic	**Total Southbound Volumes**
6:00 - 7:00 AM	126	142	0	110	**252**	450	507	0	181	**688**		0	0	157	**157**		0	0	0	**0**
7:00 - 8:00 AM	245	276	0	368	**644**	468	527	0	385	**912**		0	0	339	**339**		0	0	0	**0**
8:00 - 9:00 AM	278	313	0	359	**672**	342	385	0	338	**723**		0	0	302	**302**		0	0	0	**0**
9:00 - 10:00 AM	257	289	0	323	**613**	291	328	0	236	**564**		0	0	224	**224**		0	0	0	**0**
10:00 - 11:00 AM	261	294	0	386	**680**	278	313	0	221	**534**		0	0	211	**211**		0	0	0	**0**
11:00 - 12:00 PM	229	258	0	458	**715**	266	300	0	227	**526**		0	0	233	**233**		0	0	0	**0**
12:00 - 1:00 PM	300	338	0	559	**897**	303	341	0	263	**604**		0	0	247	**247**		0	0	0	**0**
1:00 - 2:00 PM	307	346	0	558	**904**	338	381	0	255	**636**		0	0	229	**229**		0	0	0	**0**
2:00 - 3:00 PM	348	392	0	566	**958**	336	378	0	254	**632**		0	0	231	**231**		0	0	0	**0**
3:00 - 4:00 PM	431	485	0	654	**1139**	353	398	0	256	**653**		0	0	224	**224**		0	0	0	**0**
4:00 - 5:00 PM	524	590	0	818	**1408**	341	384	0	295	**679**		0	0	258	**258**		0	0	0	**0**
5:00 - 6:00 PM	575	648	0	998	**1646**	370	417	0	319	**736**		0	0	259	**259**		0	0	0	**0**
6:00 - 7:00 PM	392	441	0	910	**1352**	330	372	0	291	**663**		0	0	244	**244**		0	0	0	**0**
7:00 - 8:00 PM	316	356	0	716	**1072**	200	225	0	241	**467**		0	0	212	**212**		0	0	0	**0**
8:00 - 9:00 PM	258	291	0	611	**901**	166	187	0	180	**367**		0	0	158	**158**		0	0	0	**0**
9:00 - 10:00 PM	225	253	0	487	**740**	138	155	0	126	**282**		0	0	104	**104**		0	0	0	**0**

Hourly variation from ITE *Trip Generation, 11th Edition*

Code	210			220			221			310			710			821		
Land Use	Single-Family Detached Housing			Multifamily Housing (Low-Rise)			Multifamily Housing (Mid-Rise)			Hotel			General Office Building			Shopping Plaza (40-150k)		
Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
6:00 - 7:00 AM	3.7%	1.6%	5.8%	4.2%	1.4%	6.9%	4.4%	1.0%	7.8%	1.5%	0.8%	2.2%	2.6%	4.8%	0.5%	0.8%	0.8%	0.8%
7:00 - 8:00 AM	6.5%	3.1%	10.0%	6.5%	2.0%	10.8%	8.6%	2.5%	14.7%	5.3%	2.4%	8.2%	7.8%	13.6%	2.0%	1.8%	1.8%	1.8%
8:00 - 9:00 AM	6.2%	3.8%	8.5%	5.8%	3.1%	8.5%	7.8%	3.0%	12.5%	4.8%	3.3%	6.3%	8.9%	14.3%	3.4%	3.3%	3.3%	3.3%
9:00 - 10:00 AM	4.6%	3.3%	5.8%	3.9%	2.9%	4.9%	4.5%	2.2%	6.9%	5.8%	4.8%	6.7%	5.3%	6.3%	4.4%	5.1%	5.1%	5.1%
10:00 - 11:00 AM	4.9%	4.2%	5.6%	3.6%	2.4%	4.8%	3.7%	2.7%	4.6%	6.9%	5.9%	7.8%	5.7%	5.5%	6.0%	6.5%	6.5%	6.5%
11:00 - 12:00 PM	5.3%	5.4%	5.1%	4.3%	3.8%	4.7%	3.7%	3.4%	4.0%	7.8%	7.4%	8.1%	8.1%	6.0%	10.3%	7.4%	7.4%	7.4%
12:00 - 1:00 PM	5.7%	5.7%	5.7%	4.3%	4.5%	4.1%	4.6%	4.3%	4.8%	8.3%	10.3%	6.2%	10.2%	10.2%	10.1%	8.6%	8.6%	8.6%
1:00 - 2:00 PM	6.1%	6.1%	6.0%	4.2%	4.0%	4.4%	4.4%	4.4%	4.4%	9.0%	10.7%	7.2%	7.8%	9.0%	6.6%	8.3%	8.3%	8.3%
2:00 - 3:00 PM	6.6%	7.1%	6.1%	5.2%	5.6%	4.9%	3.9%	4.1%	3.7%	7.9%	7.8%	8.0%	7.4%	8.3%	6.5%	7.2%	7.2%	7.2%
3:00 - 4:00 PM	7.5%	8.7%	6.2%	6.1%	6.9%	5.3%	4.9%	5.9%	3.8%	7.6%	8.2%	7.0%	7.8%	7.3%	8.4%	7.2%	7.2%	7.2%
4:00 - 5:00 PM	8.9%	10.5%	7.4%	7.9%	10.1%	5.6%	7.2%	9.2%	5.1%	7.3%	7.1%	7.6%	10.3%	5.4%	15.2%	7.3%	7.3%	7.3%
5:00 - 6:00 PM	8.7%	10.0%	7.3%	9.5%	11.4%	7.6%	9.4%	13.1%	5.8%	7.7%	8.8%	6.5%	9.9%	4.0%	15.8%	8.0%	8.0%	8.0%
6:00 - 7:00 PM	7.2%	8.5%	5.9%	8.2%	9.7%	6.7%	9.0%	12.1%	6.0%	5.1%	5.4%	4.8%	2.1%	1.7%	2.6%	8.5%	8.5%	8.5%
7:00 - 8:00 PM	5.1%	6.1%	4.2%	6.4%	8.1%	4.7%	7.4%	9.4%	5.4%	4.5%	5.8%	3.2%	1.6%	0.9%	2.3%	7.9%	7.9%	7.9%
8:00 - 9:00 PM	4.6%	6.1%	3.1%	5.9%	7.7%	4.2%	5.4%	7.7%	3.1%	3.2%	3.1%	3.2%	1.0%	0.7%	1.3%	7.0%	7.0%	7.0%
9:00 - 10:00 PM	3.3%	4.4%	2.3%	4.4%	6.0%	2.7%	4.0%	6.5%	1.5%	2.4%	2.1%	2.8%	1.1%	0.5%	1.6%	5.2%	5.2%	5.2%

Site Generated Traffic

				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	210	Single-Family Detached Housing	7524	45%		1693	0		25%	0	941			0	0			0	0
2	220	Multifamily Housing (Low-Rise)	319	50%		80	0	15%	10%	24	16		35%	0	56			0	0
3	221	Multifamily Housing (Mid-Rise)	5964	50%		1491	0	15%	10%	447	298		35%	0	1044			0	0
4	310	Hotel	1202	50%		301	0	15%	10%	90	60		35%	0	210			0	0
5	710	General Office Building	744	50%		186	0	15%	10%	56	37		35%	0	130			0	0
6	821	Shopping Plaza (40-150k)	7535	50%		1884	0	15%	10%	565	377		35%	0	1319			0	0
7				50%		0	0	15%	10%	0	0		35%	0	0			0	0
8	411	Public Park	1000	50%		250	0	15%	10%	75	50		35%	0	175			0	0
9	221	Multifamily Housing (Mid-Rise)	13996	45%		3149	0		15%	0	1050		10%	0	700			0	0
10	520	Elementary School	1616	45%		364	0	5%	15%	40	121		15%	0	121			0	0

Background Traffic

				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	FM 1417	EB	WB	# OF APPROACH LANES:	2
MINOR STREET:	NW Drive	NB	SB	# OF APPROACH LANES:	2
CITY, STATE:	Sherman, TX				
COMMENTS:	Buildout (2028)				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	FM 1417			NW Drive		
	EB Approach	WB Approach	Total	NB Approach	SB Approach	Minor Street Heavy Leg
6:00 - 7:00 AM	252	688	940	157	0	157
7:00 - 8:00 AM	644	912	1556	339	0	339
8:00 - 9:00 AM	672	723	1395	302	0	302
9:00 - 10:00 AM	613	564	1177	224	0	224
10:00 - 11:00 AM	680	534	1214	211	0	211
11:00 - 12:00 PM	715	526	1241	233	0	233
12:00 - 1:00 PM	897	604	1501	247	0	247
1:00 - 2:00 PM	904	636	1540	229	0	229
2:00 - 3:00 PM	958	632	1590	231	0	231
3:00 - 4:00 PM	1139	653	1792	224	0	224
4:00 - 5:00 PM	1408	679	2087	258	0	258
5:00 - 6:00 PM	1646	736	2382	259	0	259
6:00 - 7:00 PM	1352	663	2015	244	0	244
7:00 - 8:00 PM	1072	467	1539	212	0	212
8:00 - 9:00 PM	901	367	1268	158	0	158
9:00 - 10:00 PM	740	282	1022	104	0	104

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	WARRANT MET
2	Four-Hour Volume	WARRANT MET
3	Peak Hour Volume	WARRANT MET
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

10/27/23

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: **FM 1417** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **NW Drive** NB SB # OF APPROACH LANES: **2**

CITY, STATE: **Sherman, TX**

COMMENTS: Buildout (2028)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

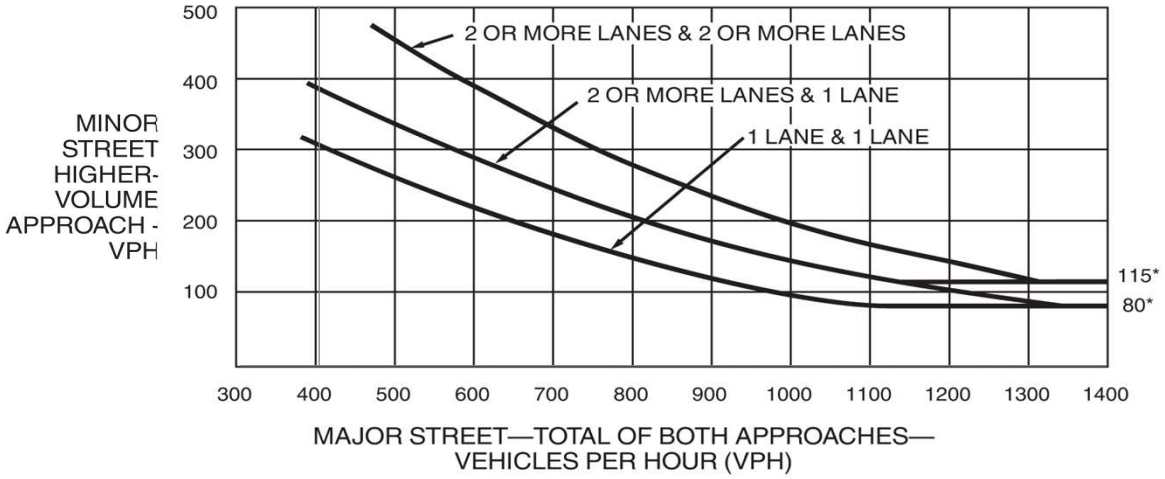
85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **Y**

	MAJOR ST	MINOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →			**420**	**140**		**630**	**70**		**336**	**112**		**504**	**56**			
06:00 AM TO 07:00 AM	940	157	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	
07:00 AM TO 08:00 AM	1,556	339	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
08:00 AM TO 09:00 AM	1,395	302	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:00 AM TO 10:00 AM	1,177	224	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
10:00 AM TO 11:00 AM	1,214	211	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
11:00 AM TO 12:00 PM	1,241	233	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
12:00 PM TO 01:00 PM	1,501	247	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
01:00 PM TO 02:00 PM	1,540	229	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
02:00 PM TO 03:00 PM	1,590	231	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
03:00 PM TO 04:00 PM	1,792	224	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
04:00 PM TO 05:00 PM	2,087	258	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM TO 06:00 PM	2,382	259	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM	2,015	244	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
07:00 PM TO 08:00 PM	1,539	212	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
08:00 PM TO 09:00 PM	1,268	158	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:00 PM TO 10:00 PM	1,022	104	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
	24,259	3,632	16	15	**15**	16	16	**16**	16	15	**15**	16	16	**16**	**16**	**14**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			SATISFIED			**SATISFIED**			**SATISFIED**						**SATISFIED**	**SATISFIED**

10/27/23

Kimley-Horn and Associates, Inc.

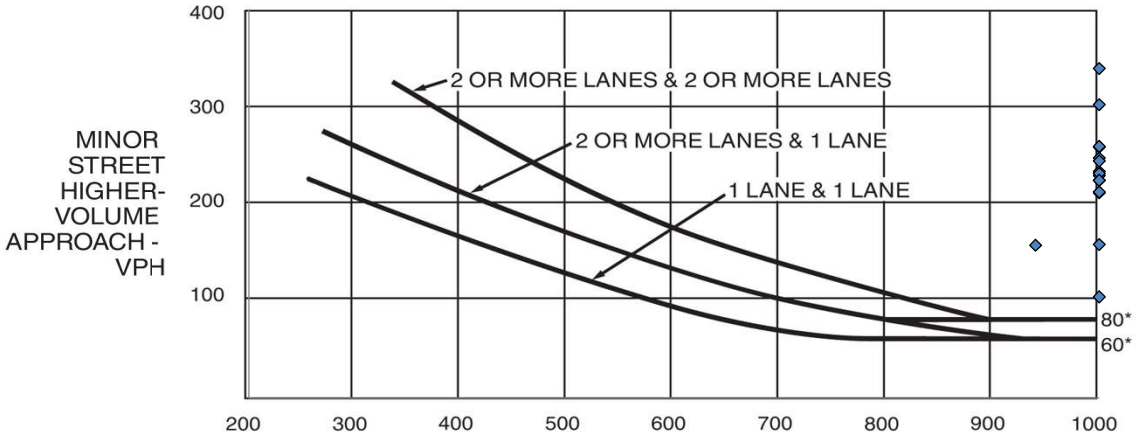
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

STAFF REVIEW LETTER

November 7, 2023

Sent via email

Ronny Guerrero
2800 N Dallas Pkwy, Suite 324
Plano, TX 75093

Michael Carlisle
260 E Davis St, Suite 100
McKinney, TX 75069

Dear Applicants,

The request of Site Plan approval for Bel Air Beach Club located in the 300-1000 Blocks East FM 1417 (Vietnam Veterans Parkway) has been scheduled to be heard by the Planning and Zoning Commission on Tuesday, November 14, 2023, at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request, and the following items need to be noted/addressed:

Zoning:

1. Compliance with applicable City ordinances, regulations, standards and rules and other laws, as they exist or may be amended, including but not limited to the City's Zoning Ordinance/Bel Air Village PD (Planned Development) District.
2. Fire access, lanes and codes shall be coordinated with the Fire Marshal (dillons@cityofsherman.com). *(Code of Ordinances Chapter 3.02(c))*
3. No structure shall exceed a Maximum Height of 75' *(BelAir Village PD (Planned Development) District (II)(A)(2)(a))*.
4. Uses permitted upon review and approval of a Specific Use Permit:
    a. Alcoholic beverage sales and for any qualified restaurants serving alcoholic beverages on site. *(BelAir Village PD (Planned Development) District (II)(A)(1)(c)(1))*.
5. All conceptual elevations will require approval from Planning and Zoning and City Council.
6. Architectural standards must comply with the Architectural Standards-Village Urban Center District *(Bel Air Village PD (Planned Development) District (III)(A))*.
7. Exterior lighting shall be approved as part of the Detailed Site Plan for the Village Urban Center *(Bel-Air Village PD (Planned Development) District (IV)(2))*
8. Signage must comply with the Signage Plan. *(Bel Air Village PD (Planned Development) District (IV)(C))*.
9. Tabulation providing square feet for all commercial uses is not included in order to determine the parking. *(Bel-Air PD (Planned Development) District (IV)(B)(1) and (2))*.
10. Landscaping shall comply with the *Bel-Air PD (Planned Development) District (V)(b) and (V)(2)(a) and (V)(3)*.
11. The approval of a Site Plan shall be effective for a period of two (2) years from the date of approval, at the end of which time the Site Plan shall expire unless the applicant demonstrates to the Director of Development Services that progress has been made toward completion of the project for which the Site Plan was approved.

12. Any changes made to the site plan prior to the final fulfillment of the conditions of the staff review letter must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

Engineering

13. Platting of the property is required. *Code of Ordinances Chapter10.02.002(a)(1); Texas Local Government Code Title 1, Sec. 212.004*
14. Drive approaches and sidewalks must conform to City of Sherman and TxDOT standards and a permit with drawing showing dimensions is required from City of Sherman Engineering Department for review and approval prior to any work being done within public right of way. *Code of Ordinances Chapter 3, Division 5, Sec. 3.10.154; 10.03.003.(f)*
15. Proposed right turn lane shall meet TxDOT requirements.
16. Water main must be extended in accordance with City criteria to serve proposed Lot. *Code of Ordinances Chapter 13, Sec. 13.07.282; Chapter 10.03.003(g)*
17. Wastewater main must be extended in accordance with City criteria to serve proposed Lot. Wastewater capacity shall be verified for proposed use. *Code of Ordinances Chapter 13, Sec. 13.07.282; Chapter 10.03.003(h)*
18. Civil Engineering plans shall be provided to the Engineering Department for review and approval. Plat to reflect changes upon Engineering review. Civil Plan submittal requirements can be found in the Development Guide on the City of Sherman website. *Code of Ordinances Chapter 10.03.006(b)*
19. Site plan extends boundaries of applicant's property.
20. Mean sea level elevation of top of tower to confirm outside of Sherman Municipal Airport Airspace. Proposed item of installation may not conform to Sherman Municipal Airport Hazard Zoning Ordinance. Engineering Department to be provided documentation proving compliance for review and acceptance prior to building permit being issued. *Code of Ordinances, Chapter 14, Article 14.02.006*

Solid Waste Services:

21. Trash receptors shall be 10' deep x 20' wide and a 50' clear unobstructed approach.

Fire Services

Building is NOT equipped throughout with an approved automatic sprinkler system.

22. [ ] 503.1.1 - The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150' of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
23. [ ] 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Building is equipped throughout with an approved automatic sprinkler system.

24. [ ] 503.1.1 - The fire apparatus access road shall comply with the requirements of this section and shall extend to within 200' of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
25. [ ] 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 600' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
26. [ ] 507.5.1.1 - Buildings equipped with a FDC installed in accordance shall have a fire hydrant within 100' of the fire department connections.

*Our concern is the fire access to the future convention center, 5 story hotel and the multi-family along the Southside. Attached would be some of the codes to think about for the future pieces of this development.

Building is NOT over 3 stories or 30' in height or 62,000 square feet in gross area.

27. [ ] 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 20' 24', exclusive of shoulders and an unobstructed vertical clearance of not less than 13' 6" 14'. (City Ordinances Amendments 3.01.002)
28. [ ] 503.2.4 - The minimum turning radius shall be at least 25' unless fire lane exceeds minimum requirement of 24'. (City Ordinances Amendments 3.01.002)
29. [ ] 503.2.5 - Dead-end fire apparatus access roads in excess of 150' in length shall be provided with a 96' 100' diameter cul-de-sac or 120' hammerhead at 20' 24' wide fire lane. (City Ordinances Amendments 3.01.002)
30. [ ] D103.1 - Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26', exclusive of shoulders.
31. [ ] 503.2.1 - Fire apparatus access roads with gates shall have minimum gate width of 20' 24'. (City Ordinances Amendments 3.01.002)

Building is over 3 stories or 30' in height or 62,000 square feet in gross area.

32. [ ] D105.2 - Aerial fire apparatus access roads shall have a minimum unobstructed width of 26', exclusive of shoulders, in the immediate vicinity of the building or portion thereof. and an unobstructed vertical clearance of not less than 13' 6" 14'. (City Ordinances Amendments 3.01.002)
33. [ ] D105.3 - One or more of the required access routes meeting this condition shall be located not less than 15' and not greater than 30' from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
34. [ ] 503.2.4 - The minimum turning radius shall be at least 25' unless the fire lane exceeds minimum requirement of 26'. (City Ordinances Amendments 3.01.002)
35. [ ] 503.2.5 - Dead-end fire apparatus access roads in excess of 150' in length shall be provided with a 96' 100' diameter cul-de-sac or 120' hammerhead at 20' 26' wide fire lane. (City Ordinances Amendments 3.01.002)
36. [ ] D104.1 - Buildings or facilities exceeding 30' or three stories in height shall have not fewer than two means of fire apparatus access for each structure.
37. [ ] D104.2 - Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and approved fire apparatus access roads.

    Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road where all buildings are equipped throughout with approved automatic sprinkler systems.
38. [ ] D104.3 - Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.
39. [ ] 905.3.9 - Buildings Exceeding 10,000 sq. ft. In buildings exceeding 10,000 square feet in area per story and where any portion of the building's interior is more than 200 feet (60960mm) of travel, vertically and horizontally, from the nearest point of fire department vehicle access, Class 1 automatic wet or manual wet standpipes shall be provided. (City Ordinances Amendments 3.02.002)

Fire Services Additional Comments

40. We are unable to confirm that the Beach Club Blvd will be built with this Phase and will give fire access and trash access from the West then to the fire lane that is present on the Southwest side to the Public Beach House.
41. We are unable to confirm that the Beach Club Blvd will be built with this Phase and will give fire access and trash access from the West then to the fire lane that is present on the West side to the Private Beach House.
42. We don't see Hydrants on the plan-
    a. - Non-sprinkler building - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior

of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

b. Sprinklered building - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 600' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
c. Sprinkler building - Buildings equipped with a FDC installed in accordance shall have a fire hydrant within 100' of the fire department connections.

It is the policy of the Planning and Zoning Commission and Board of Adjustment not to consider a request unless the applicant or its representative attends the meeting at which the request is considered. You are hereby notified to present your case on the date and time stated above.

If additional information or clarification is needed, contact Development Services by emailing planning@cityofsherman.com prior to the meeting.

Respectfully,

Rob Rae
Acting Secretary, Planning and Zoning Board and Board of Adjustment

cc: Robby Hefton, City Manager
Clint Philpott, Asst. City Manager
Wayne Lee, P.E., Director of Engineering
Tom Pruitt, Utility Engineer
Dillon Stewart, Fire Chief
Amber Doan, Engineering Coordinator
Christopher Armstrong, Asst. City Engineer
The Law Firm of Abernathy, Roeder, Boyd, & Hullett, P.C., City Attorney

Planning & Zoning Commission and Board of Adjustments **11.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

3000 BLOCK WEST OB GRONER ROAD AND 4500 BLOCK WEST PARK AVENUE (Project No. 23-005675)

The request of Shakir Rehmatullah, Flato Development, Inc. (Owner), Rick Leisner, Norris Design (Representative) and Atwell-Group (Surveyor) concerning the property located in the 3000 Block West OB Groner Road and the 4500 Block West Park Avenue consisting of 220.18 acres being a part of the Elizabeth Jones Survey, Abstract No. 625 and the Jason Stamps Survey, Abstract No. 1115, and located in the ETJ (Extra Territorial Jurisdiction), as follows:

Planning and Zoning Commission

Public Hearing and Zone Change for a PD (Planned Development) of Greenway.

Background:

The property is located in the 3000 Block West OB Groner Road and the 4500 Block West Park Avenue between South Rolling Hills Drive and South FM 1417 (Heritage Parkway). The owner is requesting a Zone Change for a PD (Planned Development) of Greenway.

Adjacent Zoning:

R-6 (Single-Family Residential) District
ETJ (Extra Territorial Jurisdiction)
MF-30 (Multi-Family Residential) District
M-1 (Light Manufacturing) District
C-1 (Retail Business) District

Origination:

Shakir Rehmatullah, Flato Development, Inc. (Owner)
Rick Leisner, Norris Design (Representative)
Atwell-Group (Surveyor)

Master Plan Designation:

Suburban Neighborhood category is intended to allow primarily single-family detached in a "complete neighborhood" setting. New subdivisions should include a mix of housing products and lot sizes. Areas of supporting local commercial should be integrated into the neighborhoods, primarily along major streets near the entrance of neighborhoods. Community amenities such as parks, trails, open spaces, and civic uses should also be included in the creation of new subdivisions. This category gives flexibility for the creation of master-planned neighborhoods that are compatible with the surrounding area.

Floodplain & Open Space category is intended to preserve areas to handle stormwater and provide open space corridors for passive trail and recreation activities. These areas are not suitable for land development projects and buildings but may become future parkland managed by the City. These green corridors help protect the community from flood hazards and property damage and offer opportunity for trees, trails, and community connection. It should be noted that floodplains and floodways are regularly adjusted and reevaluated so the boundaries depicted for this land use category on the map should subsequently be interpreted as fluid.

Number of notices mailed:

58

Objections Received:

0

Development Review Meeting:

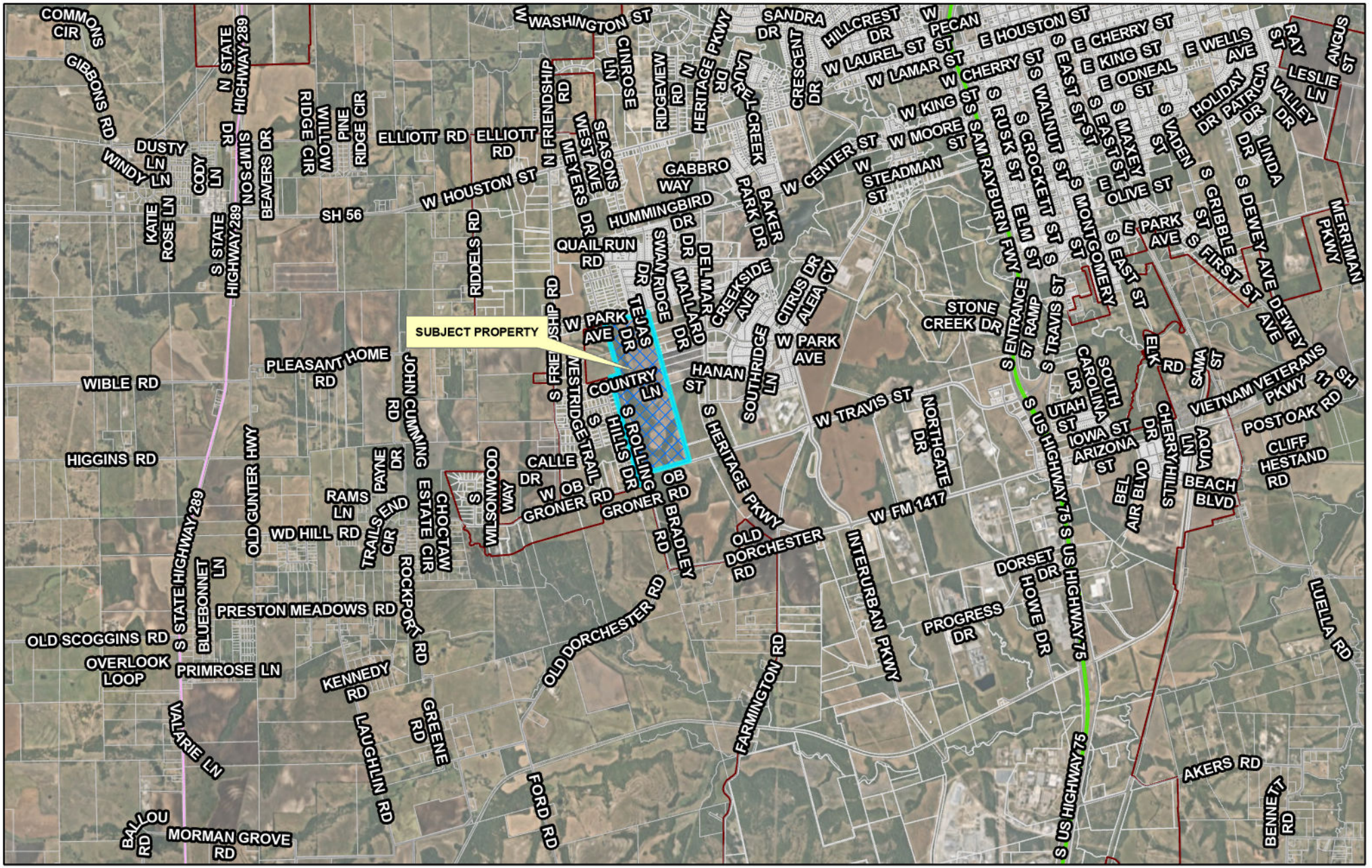
Yes

Staff Recommendation:

Staff recommends that the P&Z Commission approve this item subject to annexation and the Staff Review Letter.

Attachments

Location Map
Future Land Use Map
Property Notification Signs
Survey
Zoning Exhibit
Development Plan
Staff Review Letter



dlagrone H:\PLANNING\Public Notification KT.aprx

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
3000 BLK W OB GRONER RD & 4500 BLK W PARK AVE.

N
W E
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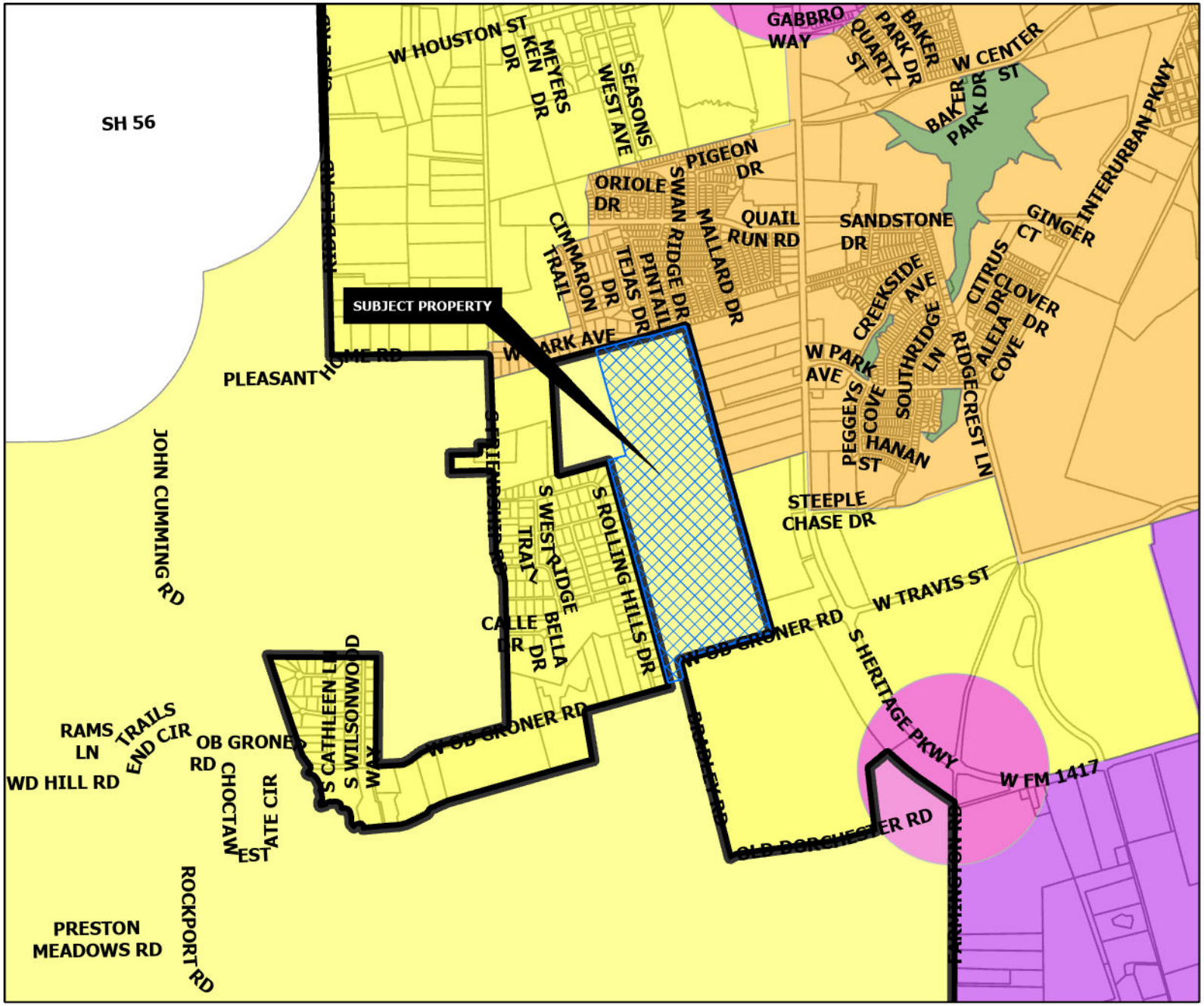
Date: 10/28/2023 7:03 PM



SUBURBAN NEIGHBORHOOD

Intent & Character

The Suburban Neighborhood category is intended to allow primarily single-family detached in a "complete neighborhood" setting. New subdivisions should include a mix of housing products and lot sizes. Areas of supporting local commercial should be integrated into the neighborhoods, primarily along major streets near the entrance of neighborhoods. Community amenities such as parks, trails, open spaces, and civic uses should also be included in the creation of new subdivisions. This category gives flexibility for the creation of master-planned neighborhoods that are compatible with the surrounding area.

Appropriate Land Use Types

- Single-family detached (primary land use type)
- Single-family attached (duplexes and townhomes)
- Local/neighborhood commercial and office
- Parks and open space
- Schools and civic uses

Compatible Zoning Districts

- Estate Residential
- Single-Family Residential (R-12, R-6, R-5, and R-4)
- Multi-Family Residential (MF-15 and MF-30)
- Manufactured Housing
- Neighborhood Commercial
- Planned Development

Considerations

- Street connections to existing and future developments.
- Smaller lots and denser development can serve as a transition from the local commercial areas.

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- Agriculture/Rural
- Airport
- City Parkland
- Community Commercial
- Core Neighborhood
- Downtown
- Regional Commercial
- Suburban Neighborhood
- Technology Hub
- Planning & Zoning

CITY OF SHERMAN
FUTURE LAND USE MAP
3000 BLK W OB GRONER RD & 4500 BLK W PARK AVE.

N W E S

Date: 10/28/2023 7:03 PM

11/01/2023 at 2:29 P.M.

NOTICE OF
PROPOSED ZONING
CHANGE
11/01/2023 at 2:29 P.M.

ALTA / NSPS LAND TITLE SURVEY
220.18 ACRES (9,591,031 SQ.FT.)
SITUATED IN THE JASON STAMPS SURVEY AND THE ELIZABETH JONES SURVEY, ABSTRACT NO. 625, GRAYSON COUNTY, TEXAS

LEGAL DESCRIPTION PER CHICAGO TITLE INSURANCE COMPANY TITLE COMMITMENT FILE# 8055632300004, EFFECTIVE DATE DECEMBER 28, 2022, ISSUED JANUARY 05, 2023

SITUATED IN THE COUNTY OF GRAYSON, STATE OF TEXAS, BEING A PART OF THE ELIZABETH JONES SURVEY, ABSTRACT NO. 625 AND THE JASON STAMPS SURVEY, ABSTRACT NO. 1115, BEING A RE-SURVEY OF A 217 ACRE TRACT OF LAND DESCRIBED IN TRACT ONE IN DEED FROM BOBBIE LOU GEE, AS INDEPENDENT EXECUTOR OF THE ESTATE OF LOUIS STARK GEE, DECEASED TO BOBBIE LOU GEE AND ROBERT S. GEE, TRUSTEES OF THE BOBBIE LOU GEE MARITAL TRUST, DATED JUNE 5, 2001, RECORDED IN VOLUME 3084, PAGE 584, OFFICIAL PUBLIC RECORDS, GRAYSON COUNTY, TEXAS AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, TO-WIT:

BEGINNING AT A SET 1/2 INCH REBAR FOR THE SOUTHWEST CORNER OF SAID 217 ACRE TRACT, THE SOUTHEAST CORNER OF WESTERN ACRES ADDITION, INSTALLMENT NO. TWO TO GRAYSON COUNTY, TEXAS, AS SHOWN BY PLAT OF RECORD IN VOLUME 6, PAGE 12, PLAT RECORDS, GRAYSON COUNTY, TEXAS, IN THE CENTER OF A PUBLIC ROAD KNOWN AS O. B. GRONER ROAD AND ON THE SOUTH LINE OF SAID STAMPS SURVEY, THE NORTH LINE OF THE THOMAS JONES SURVEY, ABSTRACT NO. 635;

THENCE NORTH 15 DEG. 06 MIN. 26 SEC. WEST, WITH THE EAST LINE OF SAID WESTERN ACRES ADDITION, INSTALLMENT NO. TWO, AT A DISTANCE OF 40.00 FEET PASSING A SET 1/2 INCH REBAR FOR THE SOUTHEAST CORNER OF LOT NO. ONE HUNDRED THIRTY (130) ON THE NORTH SIDE OF SAID O. B. GRONER ROAD AND CONTINUING, PASSING THE NORTHEAST CORNER OF SAID INSTALLMENT NO. TWO, THE SOUTHEAST CORNER OF WESTERN ACRES ADDITION TO GRAYSON COUNTY, TEXAS, AS SHOWN BY PLAT OF RECORD IN VOLUME 5, PAGE 38, PLAT RECORDS, GRAYSON COUNTY, TEXAS AND CONTINUING FOR A TOTAL DISTANCE OF 3918.52 FEET TO A SET 1/2 INCH REBAR FOR THE NORTHEAST CORNER OF SAID WESTERN ACRES ADDITION, ON THE SOUTH LINE OF AN 86.13 ACRE TRACT OF LAND CONVEYED BY CLARK M. WIBLE AND WRAY E. WIBLE TO EUNICE WIBLE CUMMING BY DEED DATED JULY 9, 1969, RECORDED IN VOLUME 1139, PAGE 270, DEED RECORDS, GRAYSON COUNTY, TEXAS;

THENCE NORTH 73 DEG. 42 MIN. 38 SEC. EAST, WITH THE SOUTH LINE OF SAID 86.13 ACRE TRACT, A DISTANCE OF 268.26 FEET TO A BOIS D'ARC CORNER POST MAINTAINING THE SOUTHEAST CORNER OF SAID 86.13 ACRE TRACT ON THE EAST LINE OF SAID STAMPS SURVEY, THE WEST LINE OF SAID ELIZABETH JONES SURVEY;

THENCE NORTH 14 DEG. 39 MIN. 37 SEC. WEST, WITH THE GENERAL LINE OF A FENCE, THE EAST LINE OF BOTH SAID 86.13 ACRE TRACT AND STAMPS SURVEY, THE WEST LINE OF SAID ELIZABETH JONES SURVEY, A DISTANCE OF 1824.25 FEET TO A SET 1/2 INCH REBAR AT THE BASE OF A BOIS D'ARC CORNER POST ON THE SOUTH LINE OF SETTING SUN ESTATES, SECTION ONE TO GRAYSON COUNTY, TEXAS, AS SHOWN BY PLAT OF RECORD IN VOLUME 6, PAGE 37, PLAT RECORDS, GRAYSON COUNTY, TEXAS;

THENCE NORTH 74 DEG. 53 MIN. 06 SEC. EAST, WITH THE SOUTH LINE OF SAID SETTING SUN ESTATES, SECTION ONE, AT A DISTANCE OF 923.79 FEET PASSING A FOUND 1/2 INCH REBAR MAINTAINING ITS SOUTHEAST CORNER, THE MOST SOUTHERLY SOUTHWEST CORNER OF A 243.4231 ACRE TRACT OF LAND DESCRIBED IN TRACT TWO IN DEED FROM TEAM BANK TO ARGYLE PHASE I, LTD., DATED SEPTEMBER 25, 1992, RECORDED IN VOLUME 2234, PAGE 766, REAL PROPERTY RECORDS, GRAYSON COUNTY, TEXAS AND CONTINUING WITH THE MOST SOUTHERLY SOUTH LINE OF SAID 243.4231 ACRE TRACT FOR A TOTAL DISTANCE OF 1554.49 FEET TO A SET 1/2 INCH REBAR FOR THE NORTHWEST CORNER OF A 101.4503 ACRE TRACT OF LAND SET ASIDE TO DOROTHY B. BOMAR AND DESCRIBED IN TRACT ONE IN PARTITION DEED RECORDED IN VOLUME 1449, PAGE 551, DEED RECORDS, GRAYSON COUNTY, TEXAS, THE NORTHWEST CORNER OF AN 18.09 ACRE TRACT OF LAND PREVIOUSLY CONVEYED OUT OF SAID 101.4503 ACRE TRACT BY DEED FROM GEORGE W. MEYERS TO HERSHEL ISSAKHRIAN AND KAMRAN GHATREHEE, DATED DECEMBER 29, 1986, RECORDED IN VOLUME 1885, PAGE 776, REAL PROPERTY RECORDS, GRAYSON COUNTY, TEXAS;

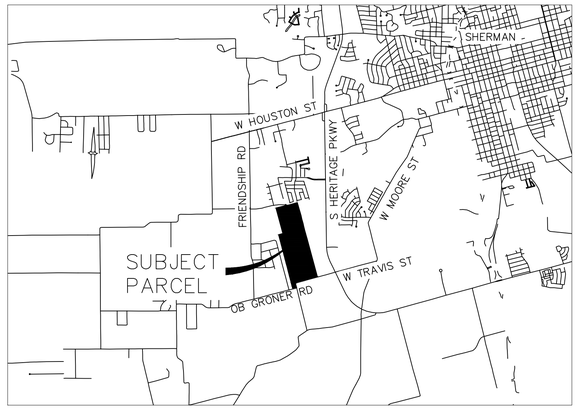
THENCE SOUTH 15 DEG. 29 MIN. 28 SEC. EAST, WITH THE WEST LINE OF SAID 101.4503 ACRE TRACT AND WITH THE WEST LINE OF SAID 18.09 ACRE TRACT AND SEVERAL OTHER TRACTS CONVEYED OUT OF SAID 101.4503 ACRE TRACT, A DISTANCE OF 2683.98 FEET TO A FOUND 1 INCH PIPE MAINTAINING THE SOUTHWEST CORNER OF SAID 101.4503 ACRE TRACT, THE SOUTHWEST CORNER OF A 10.00 ACRE TRACT OF LAND CONVEYED BY GRADY PIPER VENABLE TO JOHNNY GALE AND MICHAEL DOUTHEY BY DEED DATED JULY 19, 2000, RECORDED IN VOLUME 2955, PAGE 537, OFFICIAL PUBLIC RECORDS, GRAYSON COUNTY, TEXAS, THE NORTHWEST CORNER OF A 70.0782 ACRE TRACT OF LAND CONVEYED BY JACK HOPPER TO REX GLENDENNING BY DEED DATED AUGUST 3, 1993, RECORDED IN VOLUME 2344, PAGE 435, REAL PROPERTY RECORDS, GRAYSON COUNTY, TEXAS;

THENCE SOUTH 15 DEG. 10 MIN. 21 SEC. EAST, WITH THE WEST LINE OF SAID 70.0782 ACRE TRACT, PASSING A SET 1/2 INCH REBAR ON THE NORTH SIDE OF THE ABOVE MENTIONED O. B. GRONER ROAD AND CONTINUING FOR A TOTAL DISTANCE OF 2708.90 FEET TO A FOUND 1/2 INCH REBAR MAINTAINING THE SOUTHWEST CORNER OF SAID 70.0782 ACRE TRACT IN THE CENTER OF SAID O. B. GRONER ROAD AND ON THE NORTH LINE OF A 200-1/5 ACRE TRACT OF LAND DESCRIBED IN SECOND TRACT IN DEED FROM ROBERT S. DAVIS, ET UX TO THE MUNSON REALTY COMPANY BY DEED DATED DECEMBER 29, 1960, RECORDED IN VOLUME 925, PAGE 261, DEED RECORDS, GRAYSON COUNTY, TEXAS;

THENCE SOUTH 74 DEG. 17 MIN. 02 SEC. WEST, WITH THE CENTER OF SAID O. B. GRONER ROAD, THE NORTH LINE OF SAID 200-1/2 ACRE TRACT, LEAVING SAID ROAD AT A TURN TO THE SOUTH AND CONTINUING FOR A TOTAL DISTANCE OF 1585.34 FEET TO A SET 1/2 INCH REBAR FOR THE NORTHWEST CORNER OF SAID 200-1/2 ACRE TRACT ON THE WEST LINE OF SAID ELIZABETH JONES SURVEY, THE EAST LINE OF SAID STAMPS SURVEY;

THENCE SOUTH 14 DEG. 05 MIN. 02 SEC. EAST, WITH THE WEST LINE OF BOTH SAID 200-1/2 ACRE TRACT AND ELIZABETH JONES SURVEY, THE EAST LINE OF SAID STAMPS SURVEY, AGAIN ENTERING SAID O. B. GRONER ROAD AND CONTINUING WITH THE CENTER OF SAID ROAD, LEAVING SAID ROAD AT A TURN TO THE WEST AND CONTINUING WITH THE CENTER OF BRADLEY ROAD FOR A TOTAL DISTANCE OF 339.86 FEET TO A SET 1/2 INCH REBAR FOR THE SOUTHEAST CORNER OF SAID STAMPS SURVEY, THE NORTHEAST CORNER OF THE ABOVE MENTIONED THOMAS JONES SURVEY AT THE INTERSECTION OF THE CENTER OF SAID O. B. GRONER ROAD WITH THE CENTER OF SAID BRADLEY ROAD;

THENCE SOUTH 75 DEG. 06 MIN. 25 SEC. WEST, WITH THE SOUTH LINE OF SAID STAMPS SURVEY, THE NORTH LINE OF SAID THOMAS JONES SURVEY, AGAIN ENTERING SAID O. B. GRONER ROAD AND CONTINUING FOR A TOTAL DISTANCE OF 266.67 FEET TO THE PLACE OF BEGINNING AND CONTAINING 220.14 ACRES OF LAND, MORE OR LESS.



VICINITY MAP
SCALE: NOT TO SCALE

AS-SURVEYED LEGAL DESCRIPTION

A 220.18 ACRE (9,591,031 SQUARE FEET) TRACT OF LAND, LYING WITHIN THE ELIZABETH JONES SURVEY, ABSTRACT NO. 625 AND THE JASON STAMPS SURVEY, ABSTRACT NO. 1115, AND BEING ALL OF A CALLED 220.14 ACRE TRACT OF LAND CONVEYED TO HUY QUACH AND CHARLES SHAO WU AS RECORDED IN VOLUME 3260, PAGE 62, DEED RECORDS OF GRAYSON COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2 INCH REBAR WITH AN ILLEGIBLE CAP FOR THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED TRACT, THE SOUTHEAST CORNER OF WESTERN ACRES ADDITION, INSTALLMENT NO. TWO TO GRAYSON COUNTY, TEXAS, AS SHOWN BY PLAT RECORDED UNDER VOLUME 6, PAGE 12, PLAT RECORDS OF GRAYSON COUNTY, TEXAS, AND BEING IN THE NORTH RIGHT-OF-WAY OF OB GRONER ROAD (NO RECORD INFORMATION FOUND) FOR THE POINT OF BEGINNING;

THENCE NORTH 15 DEGREES 19 MINUTES 21 SECONDS WEST, WITH THE EAST LINE OF SAID WESTERN ACRES ADDITION, A DISTANCE OF 3,918.57' TO A 1/2 INCH REBAR WITH CAP STAMPED "3694" FOUND FOR THE WESTERNMOST CORNER OF THE HEREIN DESCRIBED TRACT, THE NORTHEAST CORNER OF SAID WESTERN ACRES ADDITION, AND IN THE SOUTH LINE OF A TRACT OF LAND DESCRIBED BY DEED TO EUNICE WIBLE CUMMING, AS RECORDED UNDER VOLUME 1139, PAGE 270, DEED RECORDS, GRAYSON COUNTY, TEXAS;

THENCE NORTH 73 DEGREES 26 MINUTES 26 SECONDS EAST, WITH THE NORTH LINE OF THE HEREIN DESCRIBED TRACT AND THE SOUTH LINE OF SAID CUMMING TRACT, A DISTANCE OF 268.29 FEET TO A 60D NAIL FOUND FOR AN ELL CORNER OF THE HEREIN DESCRIBED TRACT AND THE SOUTHEAST CORNER OF SAID CUMMING TRACT;

THENCE NORTH 14 DEGREES 52 MINUTES 21 SECONDS WEST, WITH THE WEST LINE OF THE HEREIN DESCRIBED TRACT AND THE EAST LINE OF SAID CUMMING TRACT, A DISTANCE OF 1823.86 FEET TO A 1/2 INCH REBAR WITH AN ILLEGIBLE CAP FOUND FOR THE NORTHERNMOST NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT, THE NORTHEAST CORNER OF SAID CUMMING TRACT, AND BEING IN THE SOUTH LINE OF SETTING SUN ESTATES, SECTION ONE TO GRAYSON COUNTY, TEXAS, AS SHOWN BY PLAT OF RECORD RECORDED IN VOLUME 6, PAGE 37, PLAT RECORDS, GRAYSON COUNTY. TEXAS;

THENCE NORTH 74 DEGREES 39 MINUTES 41 SECONDS EAST, WITH THE NORTH LINE OF THE HEREIN DESCRIBED TRACT AND THE SOUTH LINE OF SAID SETTING SUN ESTATES, A DISTANCE OF 1,554.28 FEET TO A 1/2 INCH REBAR WITH AN ILLEGIBLE CAP FOR THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE SOUTH 15 DEGREES 42 MINUTES 51 SECONDS EAST, WITH THE EAST LINE OF THE HEREIN DESCRIBED TRACT AND FOLLOWING THE WEST LINE OF A TRACT OF LAND DESCRIBED BY DEED TO HERSHEL ISSAKHRIAN, AS RECORDED UNDER VOLUME 5438, PAGE 356, DEED RECORDS OF GRAYSON COUNTY, TEXAS, A TRACT OF LAND DESCRIBED BY DEED TO ODIS HENRY STARNES, AS RECORDED UNDER VOLUME 1664, PAGE 288, DEED RECORDS OF GRAYSON COUNTY, TEXAS, A TRACT OF LAND DESCRIBED BY DEED TO KASHMIR SINGH AND WIFE, SANDEEP KAUR, AS RECORDED UNDER VOLUME 4128, PAGE 99, DEED RECORDS OF GRAYSON COUNTY, TEXAS, A TRACT OF LAND DESCRIBED BY DEED TO KASHMIR SINGH AND WIFE SANDEEP KAUR, AS RECORDED UNDER VOLUME 4174, PAGE 465, DEED RECORDS OF GRAYSON COUNTY, TEXAS, LOT 2 OF AMENDED PLAT OF THE HALIBURTON ADDITION, AN ADDITION TO GRAYSON COUNTY, TEXAS, AS RECORDED UNDER VOLUME 12, PAGE 91, PLAT RECORDS OF GRAYSON COUNTY, TEXAS, A TRACT OF LAND DESCRIBED BY DEED TO JOHN E. FLOYD, AS RECORDED UNDER DOCUMENT NUMBER 2019-24542, OFFICIAL PUBLIC RECORDS OF GRAYSON COUNTY, TEXAS, A TRACT OF LAND DESCRIBED BY DEED TO JAMES ROBERT GOODSON, AS RECORDED UNDER VOLUME 1586, PAGE 173, DEED RECORDS OF GRAYSON COUNTY, TEXAS, TEXAS, A TRACT OF LAND DESCRIBED BY DEED TO 6401 SKILLMAN 1, LTD. VOLUME 2997, PAGE 760, DEED RECORDS OF GRAYSON COUNTY, TEXAS, A TRACT OF LAND DESCRIBED BY DEED TO SHERMAN DEVELOPERS, LLC, AS RECORDED UNDER DOCUMENT NUMBER 2022-9891, OFFICIAL PUBLIC RECORDS OF GRAYSON COUNTY, TEXAS, A TRACT OF LAND DESCRIBED BY DEED TO LGI HOMES TEXAS, LLC, AS RECORDED UNDER DOCUMENT NUMBER 2022-14139, OFFICIAL PUBLIC RECORDS OF GRAYSON COUNTY, TEXAS, A DISTANCE OF 2,684.02 FEET TO A 1 INCH IRON PIPE FOUND FOR CORNER IN THE WEST LINE OF SAID LGI HOMES TEXAS TRACT;

THENCE SOUTH 15 DEGREES 23 MINUTES 22 SECONDS EAST, WITH THE EAST LINE OF THE HEREIN DESCRIBED TRACT AND THE WEST LINE OF SAID LGI HOMES TEXAS TRACT, AND A TRACT OF LAND DESCRIBED BY DEED TO SHERMAN VII LLC, AS RECORDED UNDER DOCUMENT NUMBER 2022-19060, OFFICIAL PUBLIC RECORDS OF GRAYSON COUNTY, TEXAS, A DISTANCE OF 2,709.64 FEET TO A MAG NAIL WITH SHINER FOUND IN THE CENTER OF SAID OB GRONER ROAD FOR THE SOUTHEAST CORNER OF THE HEREIN DESCRIBED TRACT, THE SOUTHWEST CORNER OF SAID SHERMAN VII LLC TRACT;

THENCE WITH THE SOUTH LINE OF THE HEREIN DESCRIBED TRACT AND OB GRONER ROAD, THE FOLLOWING CALLS:

1. SOUTH 74 DEGREES 05 MINUTES 40 SECONDS WEST, A DISTANCE OF 1,585.58 FEET TO A 1/2 INCH REBAR WITH AN ILLEGIBLE CAP;
2. SOUTH 14 DEGREES 17 MINUTES 28 SECONDS EAST, A DISTANCE OF 339.84 FEET TO A 1/2 INCH REBAR FOUND;
3. SOUTH 74 DEGREES 53 MINUTES 02 SECONDS WEST, A DISTANCE OF 266.74 FEET TO THE POINT OF BEGINNING AND ENCLOSING 220.18 ACRES (9,591,031 SQUARE FEET) OF LAND, MORE OR LESS.

ALTA TABLE A NOTES:
(CORRESPONDING NUMBERS COINCIDE WITH TABLE A ITEMS)

1. MONUMENTS FOUND OR SET AT ALL CORNERS OF THE PROPERTY
2. ADDRESS: OB GRONER SHERMAN, TX PER GRAYSON COUNTY ASSESSOR'S DATA
3. SITE LOCATED WITHIN FLOODZONE "A", "AE", AND "X", ACCORDING TO FEMA MAP WITH MAP NUMBER 48181604006, EFFECTIVE DATE 09/01/2022
4. SUBJECT PROPERTY CONTAINS A TOTAL AREA OF ±220.18 ACRES (±9,591,031 SQUARE FEET) MORE OR LESS. NO PARCEL INFORMATION HAS BEEN RECEIVED FROM CLIENT

6A. NO ZONING INFORMATION HAS BEEN RECEIVED FROM CLIENT

6B. NO ZONING INFORMATION HAS BEEN RECEIVED FROM CLIENT

7A. NO BUILDINGS ON SUBJECT PROPERTY

7B. NO BUILDINGS ON SUBJECT PROPERTY

8. SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY ARE SHOWN HEREON
9. NO PARKING SPACES ON SUBJECT PROPERTY
11. SURFACE EVIDENCE (OBSERVED) OF UTILITIES LYING WITHIN THE SURVEYED PROPERTY WERE LOCATED WHILE CONDUCTING THIS SURVEY AND ARE DEPICTED. FROM INFORMATION RECEIVED FROM A TEXAS ONE CALL DESIGN STAGE TICKET TO REQUEST ATLASES, MAPS, DIGITAL FILES, ETC. FROM THE UTILITY COMPANIES TO DEPICT UNDERGROUND UTILITIES THAT ARE NOT LOCATABLE BASED ON SURFACE EVIDENCE.

    SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL UNMARKED AND/OR BURIED UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE THE EXACT LOCATION INDICATED BY SAID VISIBLE EVIDENCE AND DESIGN STAGE ATLAS REQUESTS. NOTE TO THE CLIENT, INSURER, AND LENDER – WITH REGARD TO TABLE A, ITEM 11, SOURCE INFORMATION FROM PLANS AND MARKINGS WILL BE COMBINED WITH OBSERVED EVIDENCE OF UTILITIES PURSUANT TO SECTION 5.E.IV. TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. IN ADDITION, IN SOME JURISDICTIONS, 811 OR OTHER SIMILAR UTILITY LOCATE REQUESTS FROM SURVEYORS MAY BE IGNORED OR RESULT IN AN INCOMPLETE RESPONSE, IN WHICH CASE THE SURVEYOR SHALL NOTE ON THE PLAT OR MAP HOW THIS AFFECTED THE SURVEYOR'S ASSESSMENT OF THE LOCATION OF THE UTILITIES. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION AND/OR A PRIVATE UTILITY LOCATE REQUEST MAY BE NECESSARY.

13. NAMES OF ADJOINING OWNERS OR ADJOINING LANDS ARE SHOWN PER COUNTY RECORDS AND GIS.
16. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
17. SURVEYOR IS NOT AWARE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, FROM INFORMATION MADE AVAILABLE BY THE CONTROLLING JURISDICTION. THERE WAS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
18. ALL OFFSITE EASEMENTS DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR ARE SHOWN HEREON

GENERAL NOTES

1. COMPARE ALL DISTANCES AND POINTS IN FIELD AND REPORT ANY DISCREPANCIES IN SAME TO SURVEYOR AT ONCE.
2. NO DIMENSIONS SHOULD BE ASSUMED BY SCALING.
3. BEARINGS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 (NAD83) TEXAS NORTH CENTRAL (4202) ZONE.
4. SUBJECT PROPERTY CONTAINS A TOTAL AREA OF ±220.18 ACRES (±9,591,031 SQUARE FEET) MORE OR LESS.
5. ALL DISTANCE VALUES ARE US SURVEY FEET. ALL DISTANCE AND AREA VALUES ARE GRID VALUES, NOT GROUND.
6. GRAYSON COUNTY APPRAISAL DISTRICT ACCOUNT PROPERTY NUMBER: 125114 & 125140

SURVEYORS CERTIFICATE:

TITLE COMMITMENT FILE# 8055632300004,
EFFECTIVE DATE DECEMBER 28, 2023, ISSUED JANUARY 05, 2023

TO: XXXXXX
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a,b), 7(a,b), 8, 9, 11(a,b), 13, 16, 17, & 18 OF TABLE A THEREOF.

THE FIELDWORK WAS COMPLETED ON JUNE 16TH, 2023
DATE OF PLAT OR MAP: JUNE 19TH, 2023

ROBERT J. GERTSON, RPLS# 6367
Atwell LLC
805 Las Cimas Parkway, Ste. 310
Austin, Texas 78746
(512)904-0505
rgertson@atwell-group.com

STATE OF TEXAS
REGISTERED
ROBERT J. GERTSON
6367
PROFESSIONAL
LAND SURVEYOR

811 Know what's below. Call before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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512.904.0505
TBPE F-13053226

ALTA / NSPS LAND TITLE SURVEY
PROJECT: 220.18 ACRES (9,591,031 SQ.FT.)
SITUATED IN THE JASON STAMPS SURVEY AND THE ELIZABETH JONES SURVEY, ABSTRACT NO. 625, GRAYSON COUNTY, TEXAS

DATE JUNE 2023
--
REVISIONS

SCALE

DR. DBR | CH. VDS
P.M. RJG
CAD FILE: 23000333_ALTA JAK EDITS.DWG
JOB 23000333
SHEET NO. 1 OF 3

x:\proposal\2023\dallas\02_survey\s23000333 sherman greenway community\23000333 project folder structure\dwg\survey\23000333_alta jak edits.dwg Savedate:6/19/2023 1:10 PM Plotdate:6/19/2023 1:19 PM

SURVEYORS RESPONSE TO EXCEPTIONS FROM COVERAGE PER CHICAGO TITLE INSURANCE COMPANY TITLE COMMITMENT FILE# 8055632300004, EFFECTIVE DATE DECEMBER 28, 2022, ISSUED JANUARY 05, 2023

1. THE FOLLOWING RESTRICTIVE COVENANTS OF RECORD ITEMIZED BELOW (WE MUST EITHER INSERT SPECIFIC RECORDING DATA OR DELETE THIS EXCEPTION):

   ITEM 1, SCHEDULE B IS HEREBY DELETED.

2. ANY DISCREPANCIES, CONFLICTS, OR SHORTAGES IN AREA OR BOUNDARY LINES, OR ANY ENCROACHMENTS OR PROTRUSIONS, OR ANY OVERLAPPING OF IMPROVEMENTS.

3. HOMESTEAD OR COMMUNITY PROPERTY OR SURVIVORSHIP RIGHTS, IF ANY OF ANY SPOUSE OF ANY INSURED. (APPLIES TO THE OWNER POLICY ONLY.)

4. ANY TITLE OR RIGHTS ASSERTED BY ANYONE, INCLUDING, BUT NOT LIMITED TO, PERSONS, THE PUBLIC, CORPORATIONS, GOVERNMENTS OR OTHER ENTITIES,

   a. TO TIDELANDS, OR LANDS COMPRISING THE SHORES OR BEDS OF NAVIGABLE OR PERENNIAL RIVERS AND STREAMS, LAKES, BAYS, GULFS OR OCEANS, OR

   b. TO LANDS BEYOND THE LINE OF THE HARBOR OR BULKHEAD LINES AS ESTABLISHED OR CHANGED BY ANY GOVERNMENT, OR

   c. TO FILLED-IN LANDS, OR ARTIFICIAL ISLANDS, OR

   d. TO STATUTORY WATER RIGHTS, INCLUDING RIPARIAN RIGHTS, OR

   e. TO THE AREA EXTENDING FROM THE LINE OF MEAN LOW TIDE TO THE LINE OF VEGETATION, OR THE RIGHTS OF ACCESS TO THAT AREA OR EASEMENT ALONG AND ACROSS THAT AREA.

   (APPLIES TO THE OWNER POLICY ONLY.)

5. STANDBY FEES, TAXES AND ASSESSMENTS BY ANY TAXING AUTHORITY FOR THE YEAR 2023 AND SUBSEQUENT YEARS; AND SUBSEQUENT TAXES AND ASSESSMENTS BY ANY TAXING AUTHORITY FOR PRIOR YEARS DUE TO CHANGE IN LAND USAGE OR OWNERSHIP; BUT NOT THOSE TAXES OR ASSESSMENTS FOR PRIOR YEARS BECAUSE OF AN EXEMPTION GRANTED TO A PREVIOUS OWNER OF THE PROPERTY UNDER SECTION 11.13, TEXAS TAX CODE, OR BECAUSE OF IMPROVEMENTS NOT ASSESSED FOR A PREVIOUS TAX YEARS. (IF TEXAS SHORT FORM RESIDENTIAL MORTGAGEE POLICY OF TITLE INSURANCE (T-2R) IS ISSUED, THAT POLICY WILL SUBSTITUTE "WHICH BECOME DUE AND PAYABLE SUBSEQUENT TO DATE OF POLICY" IN LIEU OF "FOR THE YEAR 2023 AND SUBSEQUENT YEARS.")

6. THE TERMS AND CONDITIONS OF THE DOCUMENTS CREATING YOUR INTEREST IN THE LAND.

7. MATERIALS FURNISHED OR LABOR PERFORMED IN CONNECTION WITH PLANNED CONSTRUCTION BEFORE SIGNING AND DELIVERING THE LIEN DOCUMENT DESCRIBED IN SCHEDULE A, IF THE LAND IS PART OF THE HOMESTEAD OF THE OWNER. (APPLIES TO THE MORTGAGEE TITLE POLICY BINDER ON INTERIM CONSTRUCTION LOAN ONLY, AND MAY BE DELETED IF SATISFACTORY EVIDENCE IS FURNISHED TO US BEFORE A BINDER IS ISSUED.)

8. LIENS AND LEASES THAT AFFECT THE TITLE TO THE LAND, BUT THAT ARE SUBORDINATE TO THE LIEN OF THE INSURED MORTGAGE.

   (APPLIES TO MORTGAGEE POLICY (T-2) ONLY.)
   ITEMS 1 THROUGH 8 ARE NOT SURVEY RELATED ITEMS, AND WERE NOT ADDRESSED HEREON.

9. THE EXCEPTIONS FROM COVERAGE AND EXPRESS INSURANCE IN SCHEDULE B OF THE TEXAS SHORT FORM RESIDENTIAL MORTGAGEE POLICY OF TITLE INSURANCE (T-2R). (APPLIES TO TEXAS SHORT FORM RESIDENTIAL MORTGAGEE POLICY OF TITLE INSURANCE (T-2R) ONLY. SEPARATE EXCEPTIONS 1 THROUGH 8 OF THIS SCHEDULE B DO NOT APPLY TO THE TEXAS SHORT FORM RESIDENTIAL MORTGAGEE POLICY OF TITLE INSURANCE (T-2R).

10. THE FOLLOWING MATTERS AND ALL TERMS OF THE DOCUMENTS CREATING OR OFFERING EVIDENCE OF THE MATTERS (WE MUST INSERT MATTERS OR DELETE THIS EXCEPTION):

    a. RIGHTS OF PARTIES IN POSSESSION.

    b. INTENTIONALLY DELETED.

    c. IF ANY PORTION OF THE PROPOSED LOAN AND/OR THE OWNER'S TITLE POLICY COVERAGE AMOUNT INCLUDES FUNDS FOR IMMEDIATELY CONTEMPLATED IMPROVEMENTS, THE FOLLOWING EXCEPTIONS WILL APPEAR IN SCHEDULE B OF ANY POLICY ISSUED AS INDICATED:

       OWNER AND LOAN POLICY(IES): ANY AND ALL LIENS ARISING BY REASON OF UNPAID BILLS OR CLAIMS FOR WORK PERFORMED OR MATERIALS FURNISHED IN CONNECTION WITH IMPROVEMENTS PLACED, OR TO BE PLACED, UPON THE SUBJECT LAND. HOWEVER, THE COMPANY DOES INSURE THE INSURED AGAINST LOSS, IF ANY, SUSTAINED BY THE INSURED UNDER THIS POLICY IF SUCH LIENS HAVE BEEN FILED WITH THE COUNTY CLERK OF COUNTY, TEXAS, PRIOR TO THE DATE HEREOF.

       OWNER POLICY(IES) ONLY: LIABILITY HEREUNDER AT THE DATE HEREOF IS LIMITED TO $ 0.00. LIABILITY SHALL INCREASE AS CONTEMPLATED IMPROVEMENTS ARE MADE, SO THAT ANY LOSS PAYABLE HEREUNDER SHALL BE LIMITED TO SAID SUM PLUS THE AMOUNT ACTUALLY EXPENDED BY THE INSURED IN IMPROVEMENTS AT THE TIME THE LOSS OCCURS. ANY EXPENDITURES MADE FOR IMPROVEMENTS, SUBSEQUENT TO THE DATE OF THIS POLICY, WILL BE DEEMED MADE AS OF THE DATE OF THIS POLICY. IN NO EVENT SHALL THE LIABILITY OF THE COMPANY HEREUNDER EXCEED THE FACE AMOUNT OF THIS POLICY. NOTHING CONTAINED IN THIS PARAGRAPH SHALL BE CONSTRUED AS LIMITING ANY EXCEPTION OR ANY PRINTED PROVISION OF THIS POLICY.

       LOAN POLICY(IES) ONLY: PENDING DISBURSEMENT OF THE FULL PROCEEDS OF THE LOAN SECURED BY THE LIEN INSTRUMENT SET FORTH UNDER SCHEDULE A HEREOF, THIS POLICY INSURES ONLY TO THE EXTENT OF THE AMOUNT ACTUALLY DISBURSED, BUT INCREASE AS EACH DISBURSEMENT IS MADE IN GOOD FAITH AND WITHOUT KNOWLEDGE OF ANY DEFECT IN, OR OBJECTIONS TO, THE TITLE UP TO THE FACE AMOUNT OF THE POLICY. NOTHING CONTAINED IN THIS PARAGRAPH SHALL BE CONSTRUED AS LIMITING ANY EXCEPTION UNDER SCHEDULE B, OR ANY PRINTED PROVISION OF THIS POLICY.

    d. ALL LEASES, GRANTS, EXCEPTIONS OR RESERVATIONS OF COAL, LIGNITE, OIL, GAS AND OTHER MINERALS, TOGETHER WITH ALL RIGHTS, PRIVILEGES, AND IMMUNITIES RELATING THERETO, APPEARING IN THE PUBLIC RECORDS WHETHER LISTED IN SCHEDULE B OR NOT. THERE MAY BE LEASES, GRANTS, EXCEPTIONS OR RESERVATIONS OF MINERAL INTEREST THAT ARE NOT LISTED.

    e. RIGHTS OF TENANTS IN POSSESSION, AS TENANTS ONLY, UNDER UNRECORDED LEASE AGREEMENTS.

    f. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED DECEMBER 5, 1949, BY AND BETWEEN L.C. GEE, AS LESSOR, AND GEO. S. BERRY JR., AS LESSEE, RECORDED APRIL 21, 1950 AT VOLUME 611, PAGE 215 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT AFFECTS THE SUBJECT PROPERTY. NO PLOTTABLE RIGHTS ARE DESCRIBED THEREIN.

    g. INTEREST IN AND TO ALL COAL, LIGNITE, OIL, GAS AND OTHER MINERALS, AND ALL RIGHTS INCIDENT THERETO, CONTAINED IN INSTRUMENT DATED NOVEMBER 1, 1961, RECORDED NOVEMBER 14, 1961 AT VOLUME 944, PAGE 409 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS, WHICH DOCUMENT CONTAINS THE FOLLOWING LANGUAGE AS STATED THEREIN. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT AFFECTS THE SUBJECT PROPERTY. NO PLOTTABLE RIGHTS ARE DESCRIBED THEREIN.

    h. INTEREST IN AND TO ALL COAL, LIGNITE, OIL, GAS AND OTHER MINERALS, AND ALL RIGHTS INCIDENT THERETO, CONTAINED IN INSTRUMENT DATED NOVEMBER 1, 1961, RECORDED NOVEMBER 14, 1961 AT VOLUME 944, PAGE 411 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS, WHICH DOCUMENT CONTAINS THE FOLLOWING LANGUAGE AS STATED THEREIN. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT AFFECTS THE SUBJECT PROPERTY. NO PLOTTABLE RIGHTS ARE DESCRIBED THEREIN.

    i. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED JUNE 22, 1976, BY AND BETWEEN RUTH GEE, ALSO KNOWN AS RUTH P. GEE, AS LESSOR, AND ROBERT A. SHAW, AS LESSEE, RECORDED JULY 23, 1976 AT VOLUME 1351, PAGE 701 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    j. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED JUNE 22, 1976, BY AND BETWEEN DORENE GEE REED, AS LESSOR, AND ROBERT A. SHAW, AS LESSEE, RECORDED JULY 23, 1976 AT VOLUME 1351, PAGE 707 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    k. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED JUNE 22, 1976, BY AND BETWEEN MEA CLYDE SMITH, AS LESSOR, AND ROBERT A. SHAW, AS LESSEE, RECORDED JULY 29, 1976 AT VOLUME 1352, PAGE 328 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    l. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED AUGUST 28, 1981, BY AND BETWEEN RUTH P. GEE, AS LESSOR, AND C.H. ALEXANDER, AS LESSEE, RECORDED SEPTEMBER 30, 1981 AT VOLUME 1575, PAGE 736 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S). (THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.)

    m. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED AUGUST 28, 1981, BY AND BETWEEN LOULA NELL GEE FRANZ, TRUSTEE, AS LESSOR, AND C.H. ALEXANDER, AS LESSEE, RECORDED OCTOBER 20, 1981 AT VOLUME 1578, PAGE 175 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    n. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED AUGUST 28, 1981, BY AND BETWEEN LOUIS STARK GEE, TRUSTEE, AS LESSOR, AND C.H. ALEXANDER, AS LESSEE, RECORDED OCTOBER 20, 1981 AT VOLUME 1578, PAGE 178 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    o. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED AUGUST 28, 1981, BY AND BETWEEN DORENE GEE REED, AS LESSOR, AND C.H. ALEXANDER, AS LESSEE, RECORDED OCTOBER 20, 1981 AT VOLUME 1578, PAGE 181 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    p. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED AUGUST 28, 1981, BY AND BETWEEN MEA CLYDE SMITH, AS LESSOR, AND C.H. ALEXANDER, AS LESSEE, RECORDED NOVEMBER 10, 1981 AT VOLUME 1580, PAGE 395 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    q. EASEMENT(S) AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

       GRANTED TO: NORTH TEXAS MUNICIPAL WATER DISTRICT
       PURPOSE: AS PROVIDED IN SAID DOCUMENT
       RECORDING DATE: OCTOBER 21, 1988
       RECORDING NO: VOLUME 2004, PAGE 616, REAL PROPERTY RECORDS, GRAYSON COUNTY, TEXAS

       SHOWN ON SURVEY DATED APRIL 23, 2002 BY MARSHALL SARTIN, RPLS NO. 3694.
       THE AFOREMENTIONED DOCUMENT AFFECTS THE SUBJECT PROPERTY, AND THE EASEMENTS DESCRIBED THEREIN ARE SHOWN HEREON.

    r. INTEREST IN AND TO ALL COAL, LIGNITE, OIL, GAS AND OTHER MINERALS, AND ALL RIGHTS INCIDENT THERETO, CONTAINED IN INSTRUMENT DATED MARCH 7, 1998, RECORDED MARCH 10, 1998 AT VOLUME 2625, PAGE 371 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS, WHICH DOCUMENT CONTAINS THE FOLLOWING LANGUAGE AS STATED THEREIN. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT AFFECTS THE SUBJECT PROPERTY. NO PLOTTABLE RIGHTS ARE DESCRIBED THEREIN.

    s. INTEREST IN AND TO ALL COAL, LIGNITE, OIL, GAS AND OTHER MINERALS, AND ALL RIGHTS INCIDENT THERETO, CONTAINED IN INSTRUMENT DATED MARCH 7, 1998, RECORDED MARCH 10, 1998 AT VOLUME 2625, PAGE 378 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS, WHICH DOCUMENT CONTAINS THE FOLLOWING LANGUAGE AS STATED THEREIN. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT AFFECTS THE SUBJECT PROPERTY. NO PLOTTABLE RIGHTS ARE DESCRIBED THEREIN.

    t. INTEREST IN AND TO ALL COAL, LIGNITE, OIL, GAS AND OTHER MINERALS, AND ALL RIGHTS INCIDENT THERETO, CONTAINED IN INSTRUMENT DATED JUNE 3, 2002, RECORDED JUNE 4, 2002 AT VOLUME 3260, PAGE 62 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS, WHICH DOCUMENT CONTAINS THE FOLLOWING LANGUAGE "...ONE-HALF (1/2) OF ALL OIL, GAS, AND OTHER MINERALS...". REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT AFFECTS THE SUBJECT PROPERTY. NO PLOTTABLE RIGHTS ARE DESCRIBED THEREIN.

    u. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED SEPTEMBER 30, 2009, BY AND BETWEEN BETSY SMITH SLAY, AS LESSOR, AND WHITESANDS ENERGY HOLDINGS, AS LESSEE, RECORDED JULY 14, 2010 AT VOLUME 4830, PAGE 919 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    v. LEASE FOR COAL, LIGNITE, OIL, GAS OR OTHER MINERALS, TOGETHER WITH RIGHTS INCIDENT THERETO, DATED SEPTEMBER 18, 2009, BY AND BETWEEN BARBARA J. MOORE REVOCABLE TRUST, AS LESSOR, AND WHITESANDS ENERGY HOLDINGS, AS LESSEE, RECORDED JULY 13, 2010 AT VOLUME 4829, PAGE 722 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS. REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT DOES NOT AFFECT THE SUBJECT PROPERTY.

    w. INTEREST IN AND TO ALL COAL, LIGNITE, OIL, GAS AND OTHER MINERALS, AND ALL RIGHTS INCIDENT THERETO, CONTAINED IN INSTRUMENT DATED APRIL 22, 2014, RECORDED APRIL 25, 2014 AT VOLUME 5452, PAGE 685 OF THE OFFICIAL RECORDS OF GRAYSON COUNTY, TEXAS, WHICH DOCUMENT CONTAINS THE FOLLOWING LANGUAGE "...ONE-HALF (50% TO EACH GRANTEE) OF MY RIGHT, TITLE AND INTEREST IN ALL OIL, GAS, AND OTHER MINERALS...". REFERENCE TO WHICH INSTRUMENT IS HERE MADE FOR PARTICULARS. NO FURTHER SEARCH OF TITLE HAS BEEN MADE AS TO THE INTEREST(S) EVIDENCED BY THIS INSTRUMENT, AND THE COMPANY MAKES NO REPRESENTATION AS TO THE OWNERSHIP OR HOLDER OF SUCH INTEREST(S).
       THE AFOREMENTIONED DOCUMENT AFFECTS THE SUBJECT PROPERTY. NO PLOTTABLE RIGHTS ARE DESCRIBED THEREIN.

    x. ANY RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING MATTERS DISCLOSED BY SURVEY. DATED: APRIL 23, 2002
       PREPARED BY: MARSHALL SARTIN, RPLS NO. 3694
       MATTERS SHOWN: APPROXIMATE FLOOD HAZARD AREA.

811 Know what's below. Call before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0500
TBPE F-13053226

ALTA / NSPS LAND TITLE SURVEY

PROJECT: 220.18 ACRES (9,591,031 SQ.FT.)
SITUATED IN THE JASON STAMPS SURVEY AND THE ELIZABETH JONES SURVEY, ABSTRACT NO. 625, GRAYSON COUNTY, TEXAS

DATE: JUNE 2023

REVISIONS

STATE OF TEXAS
REGISTERED
ROBERT J. GERTSON
6367
PROFESSIONAL
LAND SURVEYOR

SCALE

DR. DBR | CH. VDS
P.M. RJG
CAD FILE: 23000333_ALTA JAK EDITS.DWG
JOB 23000333
SHEET NO. 2 OF 3

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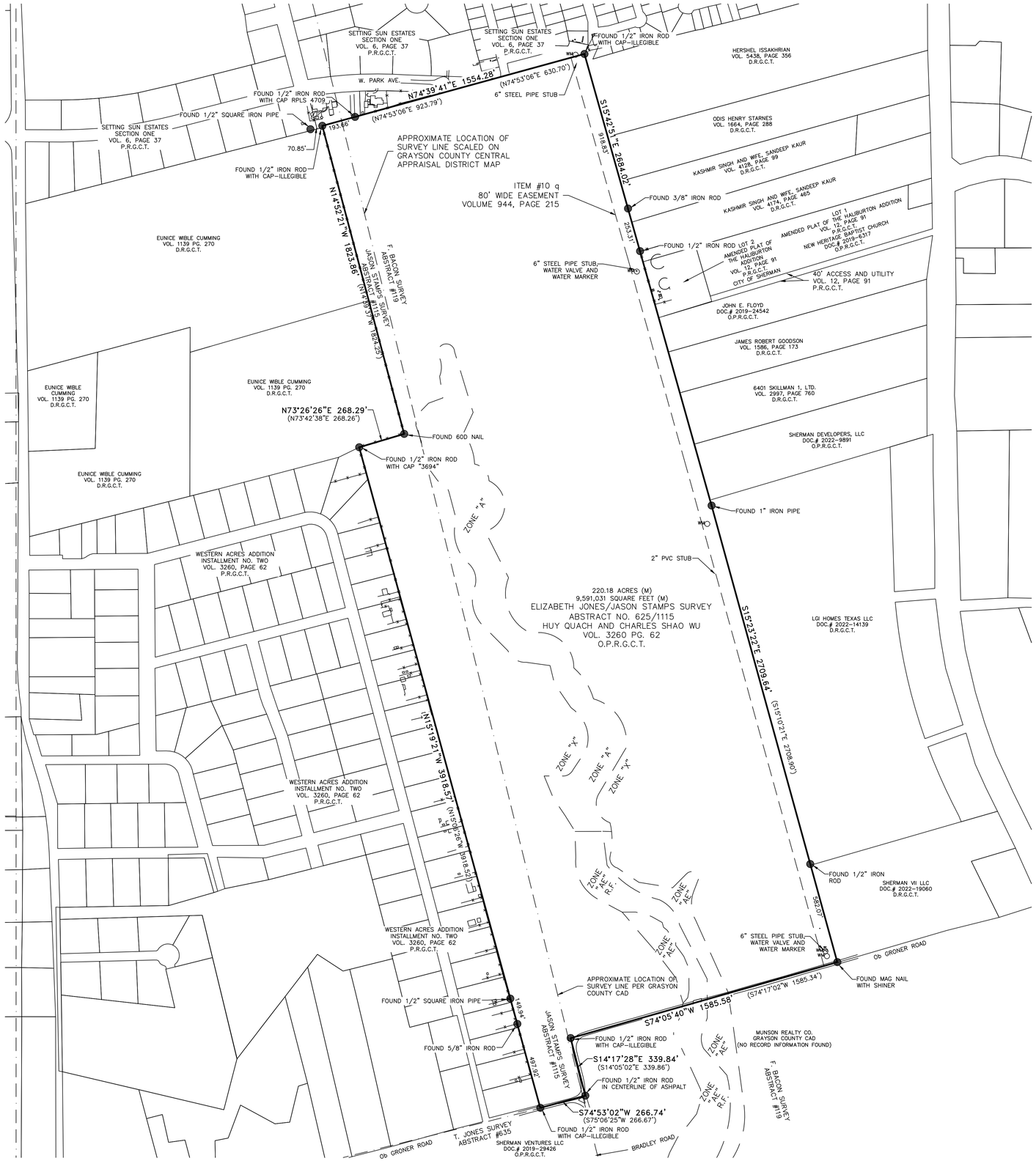

300' 0' 300' 600'

SCALE: 1" = 300'

LEGEND

	SUBJECT PARCEL BOUNDARY LINE
	ADJACENT PROPERTY LINE
	EASEMENT LINE, AS NOTED
	EDGE OF PAVEMENT
COMM	BURIED COMMUNICATION LINE
OH	OVERHEAD UTILITY
X	FENCE LINE
WM	WATER MARKER
WV	WATER VALVE
TM	TELEPHONE MARKER
○	IRON ROD SET WITH CAP "ATWELL LLC"
△	MAG NAIL SET
●	PROPERTY CORNER FOUND AS NOTED
Ⓡ	RISER PIPE AS NOTED
D.R.G.C.T.	DEED RECORDS, GRAYSON COUNTY, TEXAS
O.P.R.G.C.T.	OFFICIAL PUBLIC RECORDS, GRAYSON COUNTY, TEXAS
P.R.G.C.T.	PLAT RECORDS, GRAYSON COUNTY, TEXAS
R.O.W.	RIGHT-OF-WAY
IR	IRON ROD
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
R.F.	REGULATORY FLOODWAY
(XX.XX')	RECORD DATA PER WARRANTY DEED, VOLUME 3260, PAGE 62, D.R.G.C.T.

811 Know what's **below.** **Call** before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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AUSTIN, TX 78746
512.904.0500
TBPE F-13105 TBPLS 10194226

ALTA / NSPS LAND TITLE SURVEY

PROJECT: 220.18 ACRES (9,591,031 SQ.FT.)
SITUATED IN THE JASON STAMPS SURVEY AND THE ELIZABETH JONES SURVEY, ABSTRACT NO. 625, GRAYSON COUNTY, TEXAS

DATE JUNE 2023
--
--
REVISIONS

STATE OF TEXAS · REGISTERED · ROBERT J. GERTSON · 6367 · PROFESSIONAL LAND SURVEYOR

SCALE 0 150' 300'
1" = 300' FEET
DR. DBR | CH. VDS
P.M. RJG
CAD FILE: 23000333_ALTA JAK EDITS.DWG
JOB 23000333
SHEET NO. 3 OF 3

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Legend

Land Use Types

- Neighborhood Commercial
- Multifamily
- Mixed Use (MF & Retail)
- Townhome Mews
- Townhome (20)
- Single Family Detached (36)
- Single Family Detached (40)
- Community Center
- Open Space/Trails/Woodlands
- Floodplain Limits

5 ac

1 ac

SF 40 +/- 7.8 Acres

SF 36 +/- 6.6 Acres

SF 40 +/- 5.0 Acres

SF 40 +/- 4.9 Acres

SF 40 +/- 4.0 Acres

TH 20 +/- 6.1 Acres

TH 20 +/- 5.4 Acres

TOWNHOME 20 +/- 9.1 Acres

TH MEWS +/- 4.8 Acres

MF - 30 +/- 7.0 Acres

C-N +/- 4.8 Acres

MF - 30 +/- 3.0 Acres

MIXED USE +/- 1.5 Acres

MIXED USE +/- 2.5 Acres

MF - 30 +/- 3.2 Acres

TH 20 +/- 2.0 Acres

TH MEWS +/- 3.5 Acres

TH MEWS +/- 5.2 Acres

TOWNHOME 20 +/- 3.3 Acres

TOWNHOME 20 +/- 4.0 Acres

TH 20 +/- 2.1 Acres

TOWNHOME 20 +/- 5.6 Acres

TH MEWS +/- 3.6 Acres

TH MEWS +/- 4.7 Acres

TH 20 +/- 3.5 Acres

TH 20 +/- 3.2 Acres

C-N +/- 4.1 Acres

SF 40 +/- 8.9 Acres

C-N +/- 3.6 Acres

C-N +/- 4.5 Acres

MF - 30 +/- 5.2 Acres

OB GRONER RD.

OB GRONER & BRADLEY REALIGNMENT

BRADLEY RD.

PRIMARY ENTRY

PRIMARY ENTRY

SECONDARY ENTRY

PARK AVE.

80' EASEMENT (9.5 ACRES)

S. HERITAGE PKWY

NORTH

0' 100' 200' 400'

SCALE 1"=200'

GREENWAY | SHERMAN, TX

11/08/2023

DRAFT DEVELOPMENT PLAN

FLATO® DEVELOPMENTS INC.

ATWELL

NORRIS DESIGN
PEOPLE + PLACEMAKING

Development Standards

Planned Development District

Greenway

FLATO® DEVELOPMENTS INC.

19 September 2023
(9 Nov 2023 - V02)

City of Sherman, Texas

Prepared For:
City of Sherman
220 West Mulberry Street
Sherman, TX 75090

Submitted By:
FLATO Development Inc.
3621 Highway 7 East
Suite 503
Markham, ON L3R 0G6

Engineering Consultant:
Atwell
9001 Airport Freeway
Suite 660
North Richland Hills, TX 76180

Planning Consultant:
Norris Design
208 North Market Street
Suite 250
Dallas, TX 75202

Introduction

Purpose and Guiding Principles

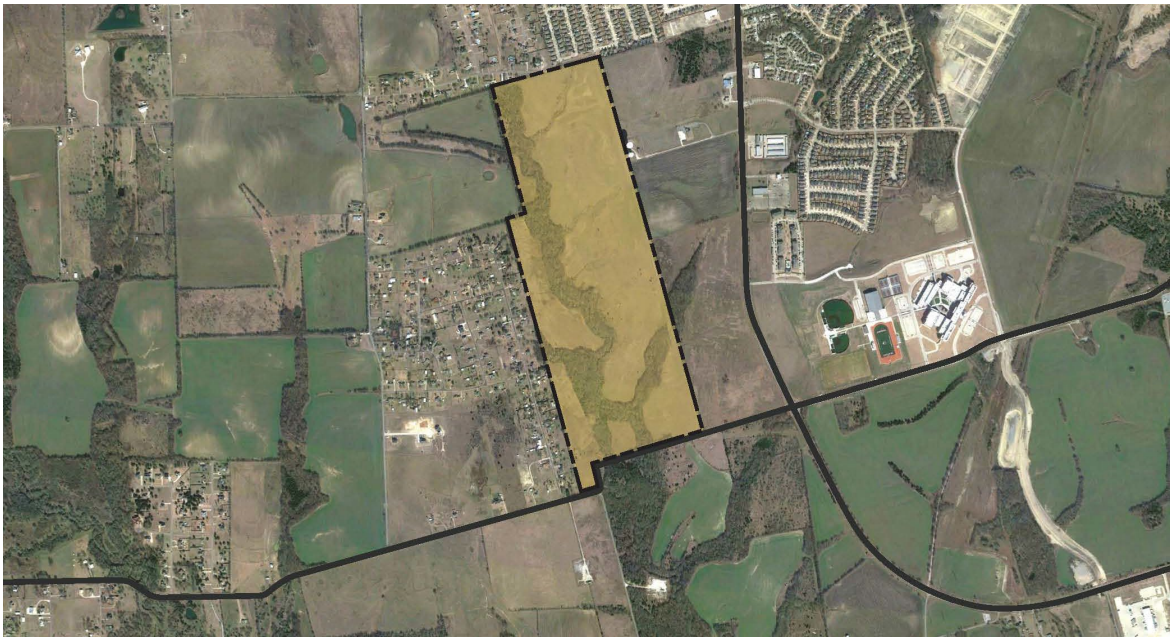
Greenway is conceived as a master planned community designed as a pedestrian oriented walkable set of neighborhoods. The neighborhoods are centered around the Choctaw Creek tributary that runs north/south near the middle of the property. This creek environment includes mature Texas native trees which will be preserved and will be enhanced with walking trails, benches, and pedestrian amenities. The three guiding principles for Greenway are:

1. *Pedestrian walkability,*
2. *Preservation and connection to nature,*
3. *With residential villages and commercial.*

Location

The Greenway community is located in the southwestern quadrant of metro Sherman currently just outside the city boundary. We are in the process of annexation into the City that will be concurrent with City Council action. The community is located west of the intersection of South Heritage Parkway and OB Groner Road. The development is proposed north of the existing two-lane OB Groner Road. A tributary

of Choctaw Creek flows north to south generally near the center of the site. Note the vicinity map below showing its location.



Project Size
The Greenway community and Planned Development totals 220.18 acres in size. The proposed PD will use the complete property.

Mix of Land Uses
The proposed Greenway community includes a broad mix of land uses. The majority of uses are residential ranging in a variety of lifestyles and densities. There are two non-residential land uses and they are listed below and support the master planned purpose.

General land uses in Greenway include:
- Residential
- Mixed Use
- Multi-Family
- Commercial
- Open Space (existing trees and natural environment as an amenity for community)

Open Space and Walkability Standards

Linear Open Space Network
We have master planned this community to take full advantage of the large number of mature trees that align along the creek near the center of this development. The creek runs north south along Greenway. We estimate over 350-large mature trees are located in this open space corridor. The Greenway PD proposes to preserve a vast percentage of this tree canopy as shown in the Development Plan concept.

The Draft Development Plan shows that all proposed residential villages will have access to the park amenities, pedestrian walking trails, and other open space amenities. This plan includes extensive preservation of existing mature trees. Open space % for the community are defined in the table below:

Use	*Size*	*Percentage*	
Open Space / Trees	37.3 ac.	17.0 %	*(not including multiple pocket parks)*
Major Roadways	31.28 ac.	14.2 %	
Development Villages	142.1 ac.	64.5 %	
Water Easement (open area)	9.5 ac.	4.3 %	
Total Acreage:	*220.18 ac.*	*100 %*	*(all acreage is gross calculation)*

Pocket Parks
Multiple pocket parks (1/2 acre minimum to 3/4 acre maximum) will be provided within several single family, detached development areas. The parks will contain playground and other amenities such as park benches, landscape, signage, and plan to be owned and maintained by an HOA.

Pedestrian Walkways
Open space and pedestrian walkways will connect the pocket parks to the larger open space network.

Pedestrian Trails
Pedestrian trails in the open space network shall be minimum 8’ wide and are permitted to be concrete, decomposed granite, or other material suitable for trails as approved through the site plan process.

Site and Building Standards

Specific to Greenway Planned Development
The Site and Building Standards section establishes basic parameters for permitted and prohibited uses, building placement, lot widths, height, stories, overall densities, and other specifics. Building typologies for uses permitted with conditions that are not specified in the following sections shall be proposed to the City in a manner that satisfies the intent of this Planned Development.

General notes:
A) Abbreviation of land uses identified on the Draft Development Plan graphic.
B) Density defines gross land use calculations.

1A. RESIDENTIAL STANDARDS

Land Use	*Abbreviation*	*Corresponding City Zoning*
Single Family 40	(SF 40)	(R-4)
Minimum Lot Size:		4,000 SF
Min. Lot Dimension		40’x90’
Max. Lot Coverage:		55%
Maximum Stories:		2
Max. Building Height:		35’
Parking:		2 car garage and 2 driveway parking per unit

Transition: We will transition from the adjacent existing Rolling Hills and Setting Sun residential neighborhoods (north and west perimeters) with large single family lots along the property line

adjacent. These large SF lots will be 60'x100' equaling 6,000 SF. We will also include a 10' wide landscaped buffer along this same adjacent property line planted with deciduous trees at one tree every 100' planted as 2-3" caliper native trees.

Single Family 36	(SF 36)	(R-4)
Minimum Lot Size:		3,600 SF
Min. Lot Dimension:		36'x90'
Max. Lot Coverage:		60%
Maximum Stories:		2
Max. Building Height:		35'
Parking:		2 car garage and 2 driveway parking per unit

Townhome 20	(TH 20)	(R-TH)
Minimum Lot Size:		2,000 SF
Min. Lot Dimension:		20'x100'
Max. Lot Coverage:		65%
Maximum Stories:		2
Units per Building		4-7
Max. Building Height:		40'
Parking:		1 car garage and 1 driveway parking per unit

Townhome Mews	(TH-M)	(R-TH)
Minimum Lot Area:		3.5 ac.
Front Yard Setback:		20'
Side Yard Setback:		20'
Rear Yard Setback:		20'
Min. Building Separation:		10'
Max. Lot Coverage:		60%
Maximum Stories:		3 and 4
Max. Building Height:		55'
Max. Density:		30 du/ac.
Unit Size		800 – 1,500 SF
Parking Type:		Tuck Under and/or Surface
Parking Density:		1 brm – 1 / 2 brm – 2 / 3 brm – 2 stalls

Mixed Use	(MU)	(M-U)
Vertical mixed-use building with ground floor retail and/or professional office and multi-family units above.		
Minimum Lot Area:		1.5 ac.
Front Yard Setback:		20'
Side Yard Setback:		20'
Rear Yard Setback:		20'
Min. Building Separation:		10'
Max. Lot Coverage:		60%

Maximum Stories:	4
- Ground floor retail and/or professional office.	
- Residential 2 or 3 floors above.	
Max. Building Height:	55’
Residential Max. Density:	30 du/ac.
Residential Unit Size	800 – 1,500 SF
Parking Type:	Tuck Under and/or Surface
Residential Parking Density:	1 brm – 1 / 2 brm – 2 / 3 brm – 2 stalls
Retail & Office Parking Density:	1 per 250 SF of Gross Floor Area

Multi-Family (MF-30) (MF-30)

Variety of unit sizes designed in a single building providing housing. Designed with access to pedestrian trails, open spaces, and close commercial services.

Minimum Lot Area:	3.0 ac.
Front Yard Setback:	20’
Side Yard Setback:	20’
Rear Yard Setback:	20’
Min. Building Separation:	15’
Max. Lot Coverage:	60%
Maximum Stories:	5
Max. Building Height:	65’
Max. Density:	40 du/ac.
Unit Size	800 – 1,500 SF
Parking Type:	Tuck Under and/or Surface
Parking Density:	1 brm – 1 / 2 brm – 2 / 3 brm – 2 stalls

2A. COMMERCIAL STANDARDS

Neighborhood Commercial (C-N) (C-N)

Neighborhood oriented commercial providing service retail and professional office uses.

Minimum Lot Area:	10,000 SF
Max. Lot Coverage:	50%
Max. Building Height:	35’
Parking Type:	Surface

Community Center (CC) (R-4)

Supporting community center having fitness facility, swimming pool, and meeting rooms.

Minimum Lot Area:	10,000 SF
Max. Lot Coverage:	40%
Max. Building Height:	35’
Parking Type:	Surface

Permitted Uses

Land and buildings in each of the land use districts may be used for any of the indicated uses below which related to City of Sherman use chart.

Single Family 40	(SF 40)	(R-4) All listed in R-4
Single Family 36	(SF 36)	(R-4) All listed in R-4
Townhome 20	(TH 20)	(R-TH) All listed in R-TH
Townhome Mews	(TH-M)	(R-TH) All listed in R-TH
Mixed Use	(MU)	(M-U) All listed in MF-30 and C-N
Multi-Family	(MF-30)	(MF-30) All listed in MF-30
Neighborhood Commercial	(C-N)	(C-N) All listed in C-N and C-O
Open Space	(OS)	(OS) *Area shown in green with existing trees on Dev. Plan* Private and semi-public open space, walking trails, and pedestrian amenities.

Note: Amenities centers for several residential villages are our desire and will include swimming pool(s), dressing rooms, community meeting rooms, fitness, and a leasing office.

General Standards

Mailboxes

Mailboxes for non-single-family uses will be cluster box units will be provided for mail delivery as required by the United States Postal Service. Cluster box units will be located within the centralized parks/open space areas or at a location otherwise designated by the applicant.

Attached Graphic Plan Documents

Draft Development Plan (zoning graphic)

Attached separately as part of PD Submission 24x36 format.

Transportation Plan (graphic)

Attached in 11x17 format.

Open Space Plan (graphic)

Attached in 11x17 format.

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

STAFF REVIEW LETTER

November 14, 2023

Sent via Email

Shakir Rehmatullah,
503-3621 Highway 7 East
Markham, ON L3R0G6

Norris Design
Rick Leisner
208 North Market Street #250
Dallas, TX 75202

Dear Applicants,

The request of a Public Hearing and Zone Change for a PD (Planned Development) of Greenway located in the 3000 Block West OB Groner Road and the 4500 Block West Park Avenue has been scheduled to be heard by the Planning and Zoning Commission on Tuesday, November 14, 2023, at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request, and the following items need to be noted/addressed:

Zoning:

1. Compliance with applicable City ordinances, regulations, standards and rules and other laws, as they exist or may be amended, including but not limited to the City's Zoning Ordinance/Code of Ordinance Chapter 14.
2. Comments from Halff Associates, City Staff and the City Attorney shall be addressed.
3. Fire access, lanes and codes shall be coordinated with the Fire Marshal (903.892.7267). *(Code of Ordinances Chapter 3.02(c))*
4. Impact fees will be required at the time of building permit application. *(Chapter 13, Article. 13.11)*
5. The approval of a Site Plan shall be effective for a period of two (2) years from the date of approval, at the end of which time the Site Plan shall expire unless the applicant demonstrates to the Director of Development Services that progress has been made toward completion of the project for which the Site Plan was approved.
6. Any changes made to the site plan prior to the final fulfillment of the conditions of the staff review letter must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

It is the policy of Planning and Zoning Commission and Board of Adjustment not to consider a request unless the applicant or its representative attends the meeting at which the request is considered. You are hereby notified to present your case on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Development Services at 903-892-7229 prior to the meeting.

Respectfully,

Rob Rae
Acting Secretary, Planning and Zoning Board and Board of Adjustment

cc: Robby Hefton, City Manager
Clint Philpott, Asst. City Manager
Wayne Lee, P.E., Director of Engineering
Tom Pruitt, Utility Engineer
Billy Hartsfield, Fire Chief
Amber Doan, Engineering Coordinator
Christopher Armstrong, Asst. City Engineer
The Law Firm of Abernathy, Roeder, Boyd, & Hullett, P.C., City Attorney

Planning & Zoning Commission and Board of Adjustments **12.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

2408 SOUTH FIRST STREET (Project No. 23-005930)

The request of Francisco Vela and Cindy Aguilar (Owner) and Underwood Drafting & Surveying (Surveyor) concerning the property located at 2408 South First Street, consisting of 0.205 acres being a part of the Robert Thompson Survey, Abstract No. 1200 and being Lot 2 of Alvarado-Vela Addition, as follows:

Planning and Zoning Commission

Public Hearing and Zone Change from R-6 (Single Family Residential) District to R-2F (Duplex Residential) District.

Background:

The property is located at 2408 South First Street near the intersection of East Ida Road and South First Street. The owner is requesting a Zone Change from an R-6 (Single Family Residential) District to R-2F (Duplex Residential) District.

Adjacent Zoning:

R-6 (Single Family Residential) District

Origination:

Francisco Vela and Cindy Aguilar (Owner)
Underwood Drafting & Surveying (Surveyor)

Master Plan Designation:

Suburban Neighborhood category is intended to allow primarily single-family detached in a "complete neighborhood" setting. New subdivisions should include a mix of housing products and lot sizes. Areas of supporting local commercial should be integrated into the neighborhoods, primarily along major streets near the entrance of neighborhoods. Community amenities such as parks, trails, open spaces, and civic uses should also be included in the creation of new subdivisions. This category gives flexibility for the creation of master-planned neighborhoods that are compatible with the surrounding area.

Floodplain & Open Space category is intended to preserve areas to handle stormwater and provide open space corridors for passive trail and recreation activities. These areas are not suitable for land development projects and buildings but may become future parkland managed by the City. These green corridors help protect the community from flood hazards and property damage and offer opportunity for trees, trails, and community connection. It should be noted that floodplains and floodways are regularly

adjusted and reevaluated so the boundaries depicted for this land use category on the map should subsequently be interpreted as fluid.

Number of notices mailed:

11

Objections Received:

0

Development Review Meeting:

No

Staff Recommendation:

Staff recommends that the P&Z Commission deny the request for a zone change.

Attachments

Location Map
Zoning Map
Future Land Use Map
Property Notification Sign
Survey
Site Plan
Narrative
Floor Plan
Elevations
Staff Review Letter

---

dlagrone H:\PLANNING\Public Notification KT.aprx

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
2408 S FIRST ST

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W E
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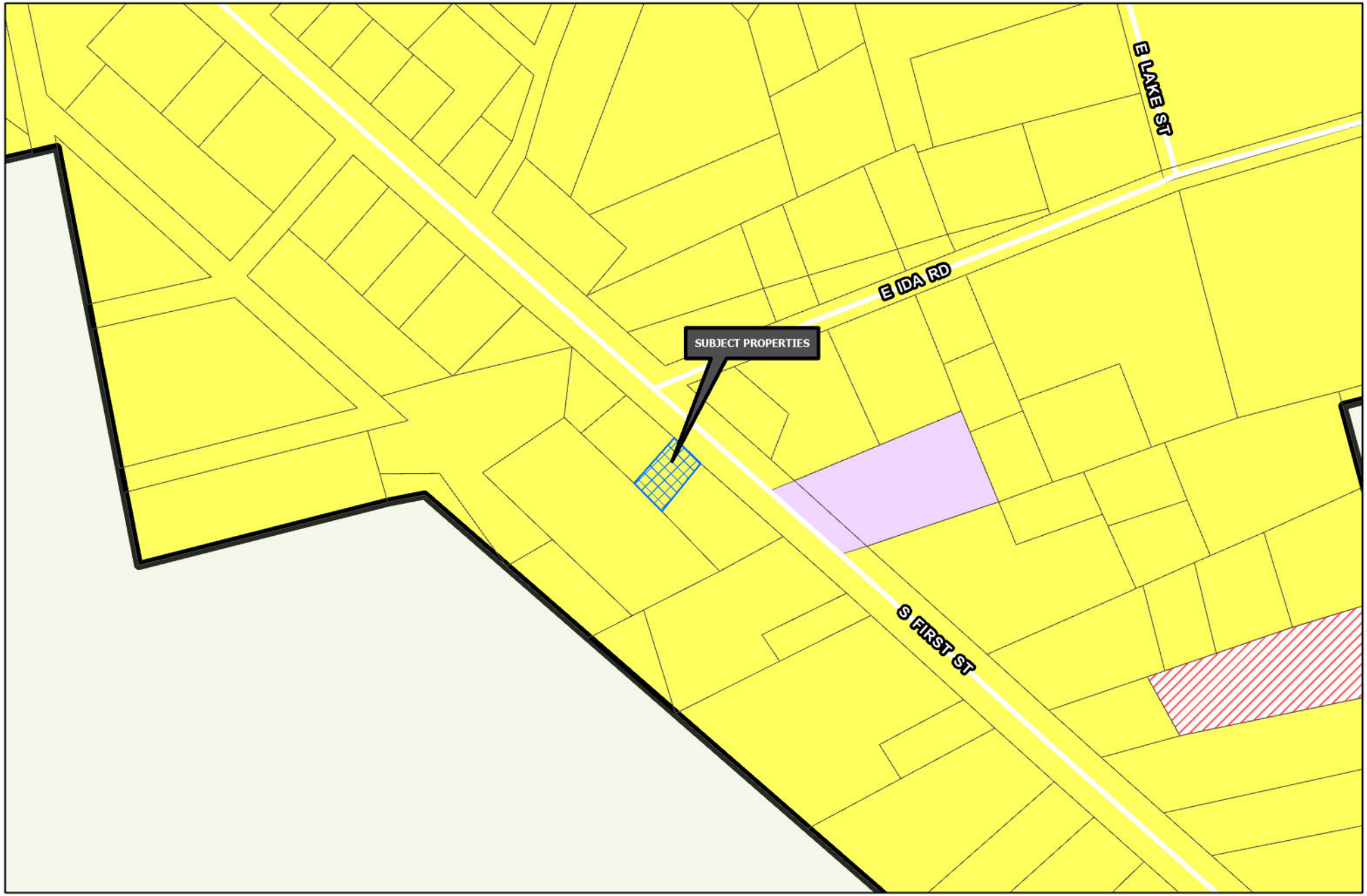
Date: 11/2/2023 5:00 PM



Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development

Road Names All

- Planning & Zoning

CITY OF SHERMAN ZONING MAP 2408 S FIRST ST

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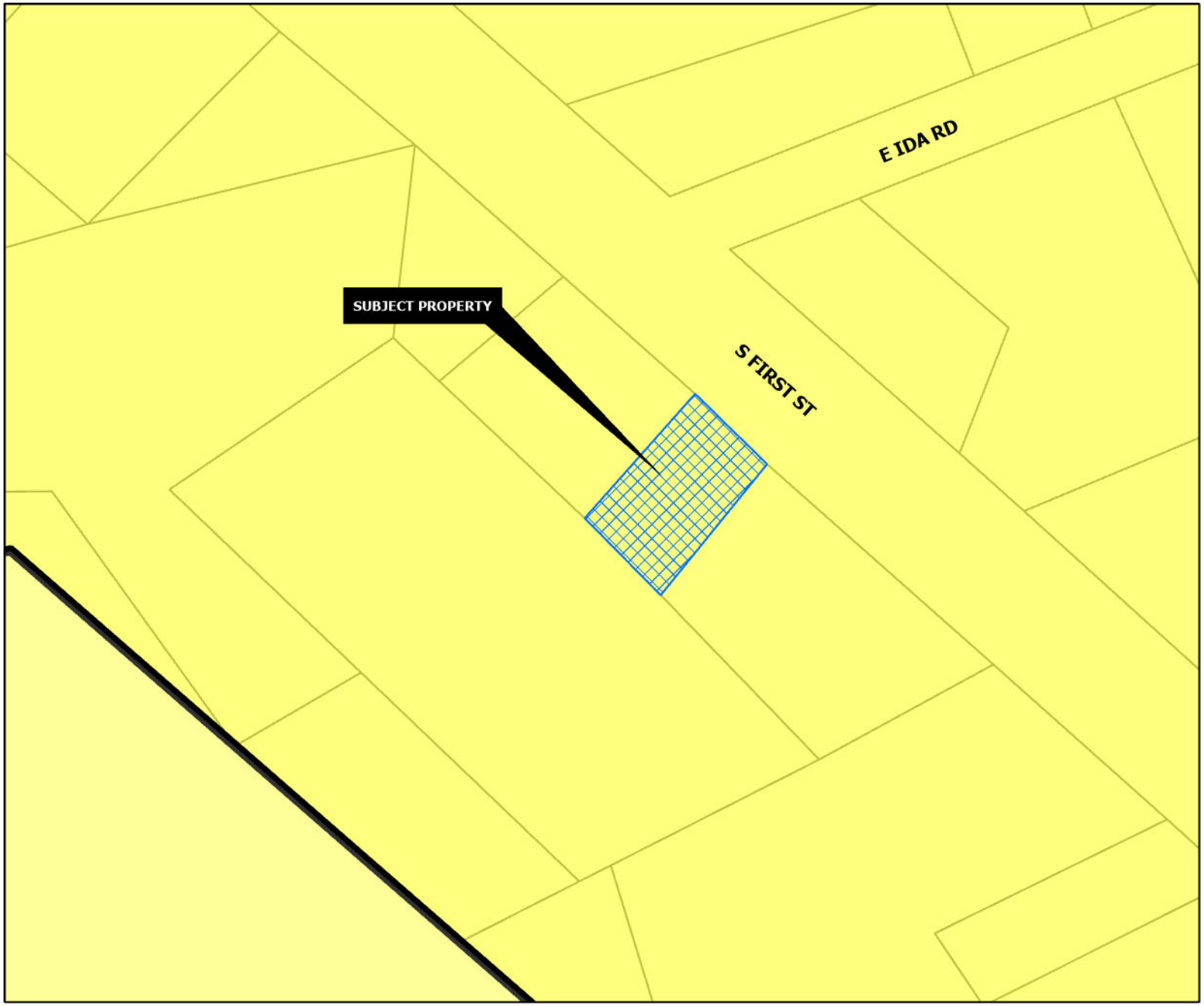
Date: 11/2/2023 5:00 PM



SUBURBAN NEIGHBORHOOD

Intent & Character

The Suburban Neighborhood category is intended to allow primarily single-family detached in a "complete neighborhood" setting. New subdivisions should include a mix of housing products and lot sizes. Areas of supporting local commercial should be integrated into the neighborhoods, primarily along major streets near the entrance of neighborhoods. Community amenities such as parks, trails, open spaces, and civic uses should also be included in the creation of new subdivisions. This category gives flexibility for the creation of master-planned neighborhoods that are compatible with the surrounding area.

Appropriate Land Use Types

- Single-family detached (primary land use type)
- Single-family attached (duplexes and townhomes)
- Local/neighborhood commercial and office
- Parks and open space
- Schools and civic uses

Compatible Zoning Districts

- Estate Residential
- Single-Family Residential (R-12, R-6, R-5, and R-4)
- Multi-Family Residential (MF-15 and MF-30)
- Manufactured Housing
- Neighborhood Commercial
- Planned Development

Considerations

- Street connections to existing and future developments.
- Smaller lots and denser development can serve as a transition from the local commercial areas.

Sherman
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Development Services Department

- Agriculture/Rural
- Airport
- City Parkland
- Community Commercial
- Core Neighborhood
- Downtown
- Regional Commercial
- Suburban Neighborhood
- Technology Hub
- Planning & Zoning

CITY OF SHERMAN
FUTURE LAND USE MAP
2408 S FIRST ST

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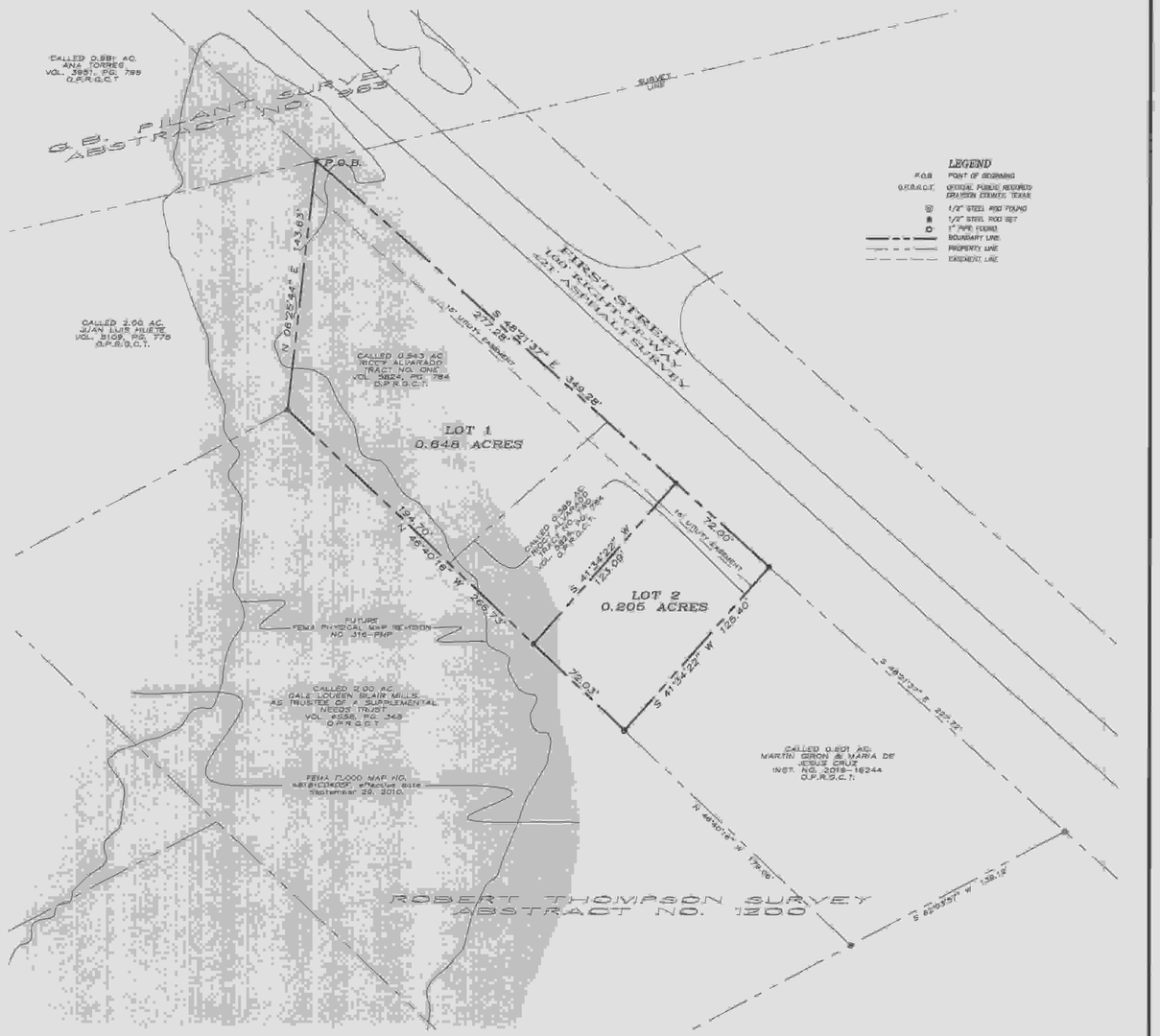
Date: 11/2/2023 5:00 PM

Sherman
NOTICE OF PROPOSED ZONING CHANGE
PROJECT #: 23-005930
FOR INFORMATION CONTACT:
DEVELOPMENT SERVICES
903-892-7229
10/31/2023 at 3:17 P.M.

JOB NO. 22020116



LEGEND

P.O.B.	POINT OF BEGINNING
O.P.R.G.C.T.	OFFICIAL PUBLIC RECORDS GRAYSON COUNTY, TEXAS
⊙	1/2" STEEL ROD FOUND
●	1/2" STEEL ROD SET
○	1" PIPE FOUND
	BOUNDARY LINE
	PROPERTY LINE
	EASEMENT LINE

– BASIS OF BEARINGS –
GRID NORTH, NAD 83
TEXAS STATE PLANE COORDINATE SYSTEM
NORTH CENTRAL ZONE

GRAPHIC SCALE
40 0 20 40 80 120
(IN FEET)
1 inch = 40 ft.

FINAL PLAT
ALVARADO-VELA ADDITION

Being a part of the Robert Thompson Survey, Abstract Number 1200. Being in the City of Sherman, Grayson County, Texas. Containing 0.854 acres of land

Filed for Record
in the Official Records Of:
Grayson County Clerk
On: 5/20/2022 3:43:41 PM
In the PLAT Records
ALVARADO – VELA ADDN
Doc Number: 2022 – 111
Number of Pages: 2
Amount: 75.00
Order#: 20220520000124
By: HA

02-23-22

OWNERS /DEVELOPER
RICCY ALVARADO
2400 SOUTH FIRST STREET
SHERMAN, TEXAS 75090

SURVEYOR
DOUGLAS W. UNDERWOOD
R.P.L.S. NO. 4709
3404 INTERURBAN ROAD
DENISON, TEXAS

UNDERWOOD
DRAFTING & SURVEYING
3404 INTERURBAN ROAD DENISON, TEXAS 75021 (903)465-2151

SHEET 1 OF 2 22177

JOB NO. 22020116

LEGAL DESCRIPTION

Situated in the County of Grayson, State of Texas, being a part of the Robert Thompson Survey, Abstract No. 1200, and being all of a called 0.643 acre tract of land described as Tract No. One in the deed to Riccy Alvarado, recorded in Volume 3824, Page 784, Official Public Records, Grayson County, Texas, and all of a called 0.386 acre tract of land described as Tract No. Two in said deed to Riccy Alvarado, and being described by metes and bounds as follows:

Beginning at a 1/2" steel rod found for the most northerly corner of said 0.643 acre tract, and on the southwesterly right-of-way line of First Street;

Thence South 48°21'37" East, with the northeasterly line of said 0.643 acre tract, and with the northeasterly line of aforesaid 0.386 acre tract, and with the southwesterly right-of-way line of said First Street, a distance of 349.28 feet to a 1/2" steel rod set for the most easterly corner of said 0.386 acre tract;

Thence South 41°34'22" West, with the southeasterly line of said 0.386 acre tract, leaving said First Street, a distance of 125.40 feet to a 1" pipe found for the most southerly corner of said 0.386 acre tract;

Thence North 48°40'16" West, with the southwesterly line of said 0.386 acre tract, and with the southwesterly line of aforesaid 0.643 acre tract, a distance of 268.73 feet to a 1/2" steel rod set for the most westerly corner of said 0.643 acre tract;

Thence North 08°25'53" East, with the westerly line of said 0.643 acre tract, a distance of 143.63 feet to the Point of Beginning and containing 0.854 acres (37,184 square feet) of land, more or less....

CERTIFICATE OF COMPLIANCE

The Undersigned, the City Clerk of the City of Sherman, hereby certifies that the foregoing, ALVARADO–VELA ADDITION, an addition to the City of Sherman, Texas, was submitted to the City Council on the 18th day of April 2022, and the City Council by formal action then and there accepted the dedication of streets, alleys, easements and public places, as shown and set forth in and upon said map or plat, and said City Council further authorized the Mayor to note the acceptance thereof by signing his name as herein above subscribed.

Witness my hand this 18th day of May, 2022.

Linda Ashby
Clerk, City of Sherman, Texas

CITY OF SHERMAN, TEXAS

SURVEYOR'S CERTIFICATION

KNOWN ALL MEN BY THESE PRESENTS:

That I, Douglas W. Underwood, Registered Professional Land Surveyor, do hereby certify that I prepared this plat from an actual and accurate survey of the land and that the corner monuments thereon where properly placed, under my personal supervision, in accordance with the subdivision regulations of the City of Sherman, Texas.

05/05/2022

Douglas W. Underwood
Registered Professional
Land Surveyor, No. 4709

Date

STATE OF TEXAS
DOUGLAS W. UNDERWOOD
4709
REGISTERED PROFESSIONAL LAND SURVEYOR

ACCEPTANCE

Approved this 22nd day of March, 2022, by the City Planning Commission to the City of Sherman, Texas.

Chairman

Secretary

CERTIFICATE OF ACCEPTANCE OF DEDICATION

Accepted by the City Council of the City of Sherman

Mayor, City of Sherman, Texas

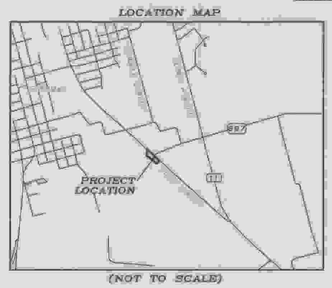
05/18/2022

Date

– GENERAL NOTES –

1. Water Supply to be provided by the City of Sherman.
2. Sewer Service to be provided by a Private Sewer System approved by Grayson County or extension of sewer main by developer is required.
3. Electrical service is provided by Oncor Electrical Delivery.
4. Blocking the flow of water or construction of improvements in drainage easements, and filling or obstruction of the floodway is prohibited.
5. Any existing creeks or drainage channels traversing along or across the addition will remain as open channels and will be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the drainage courses along or across said lots.
6. The City of Sherman will not be responsible for the maintenance and operation of said drainage ways or drainage easements for the control of erosion.
7. Neither the City of Sherman nor the undersigned Surveyor will be responsible for any damage, personal injury, or loss of life or property occasioned by flooding or flooding conditions.
8. The owners and builders must comply with all other local, state and federal regulations regarding development of this type.
9. Benchmark are noted on the City of Sherman Control Monument Network.
10. The City of Sherman reserves the right to require submission of Development Plat based on proposed use of each lot.
11. Part of the property does lie within a Federal Emergency Management Agency (FEMA) designated flood plain as shown by Firm Map No. 48181C0405F, effective date September 29, 2010.

LOCATION MAP



(NOT TO SCALE)

OWNERS DEDICATION

NOW THEREFORE KNOWN ALL MEN BY THESE PRESENTS:

THAT I, RICCY ALVARADO, do hereby adopt this plat designating the hereinabove property as the ALVARADO–VELA ADDITION, an addition to the City of Sherman, and do hereby dedicate to the public use forever the streets and easements shown on this plat for the mutual use and accommodation of all public and private utilities desiring to use of using same. Any public or private utility shall have the right to remove and keep removed all or part or any buildings, fences, trees, shrubs or other improvements or growths which in anyway endanger or interfere with the construction, maintenance, or efficiency of its respective systems on any of these easements strips and any public or private utility shall, at all times, have a right of ingress and egress to and from and upon the said easement strips for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or part of its respective system without the permission of anyone. This plat approved subject to all ordinances, rules regulations and resolutions of the City of Sherman, Texas.

WITNESS MY HAND this 11th day of May, 2022.

RICCY ALVARADO

STATE OF TEXAS
COUNTY OF GRAYSON

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared, RICCY ALVARADO known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this 11th day of May 2022.

Kimberly Poort
Notary Public in and for
the State of Texas
Commission Expires: 9/30/24

KIMBERLY POORT
Notary ID #132059435
My Commission Expires
September 30, 2024

AVIGATION RELEASE

THE STATE OF TEXAS
COUNTY OF GRAYSON

WHEREAS, RICCY ALVARADO, hereinafter called OWNER (whether one or more), is the owner of a certain parcel of land situated in the City of Sherman, Grayson County, Texas, being more particularly described as ALVARADO–VELA ADDITION, an addition to the City of Sherman, Grayson County, Texas.

OWNER does hereby waive, release, remise, quit claim and forever hold harmless the City of Sherman, Texas, a municipal corporation, hereinafter called CITY, and Sherman Municipal Airport, hereinafter called AIRPORT, from any and all claims for damages of any kind that OWNER may now have or may hereinafter have in the future by reason of the passage of all aircraft (aircraft being defined for the purposes of this instrument as any contrivance now known or hereinafter invented, used or designed or navigation of or flight in the air) by whomsoever owned and operated, in the airspace above OWNER'S property. Such release shall include, but not be limited to, any damages to the OWNER'S described property, such as noise, vibration, fumes, dust, fuel and lubricant particles, and all other effects that may be caused by the operation of aircraft landing at or taking off from or operating at or on the Sherman Municipal Airport, whether such claim be for injury or death to person or persons damages to or taking off of property and OWNER does hereby fully remise and release any right or cause of action which it may now have or which it may in the future have against the CITY or AIRPORT, whether such claims be for injury or death to persons or damage to property due to noise, vibration, fumes, dust, fuel and lubricant particles, and all the other effects that may be caused or may have been caused by the operation and/or maintenance of aircraft or aircraft engines at or on said Sherman Municipal Airport.

It is agreed that this Release shall be binding upon OWNER, his successors, heirs, executors, administrators and assigns, in interest with regard to said property located at ALVARADO–VELA ADDITION, an addition to the City of Sherman, Texas, and it is further agreed that this instrument shall be a covenant running with the land, and shall be recorded in the Deed Records of Grayson County, Texas.

EXECUTED THIS 11th DAY OF May, 2022

BY: RICCY ALVARADO

BY:

FINAL PLAT
ALVARADO-VELA ADDITION

Being a part of the Robert Thompson Survey, Abstract Number 1200. Being in the City of Sherman, Grayson County, Texas. Containing 0.854 acres of land

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in the Official Records Of:
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On: 5/20/2022 3:43:41 PM
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ALVARADO – VELA ADDN
Doc Number: 2022 – 111
Number of Pages: 2
Amount: 75.00
Order#: 20220520000124
By: HA

02-23-22

OWNERS /DEVELOPER
RICCY ALVARADO
2400 SOUTH FIRST STREET
SHERMAN, TEXAS 75090

SURVEYOR
DOUGLAS W. UNDERWOOD
R.P.L.S. NO. 4709
3404 INTERURBAN ROAD
DENISON, TEXAS

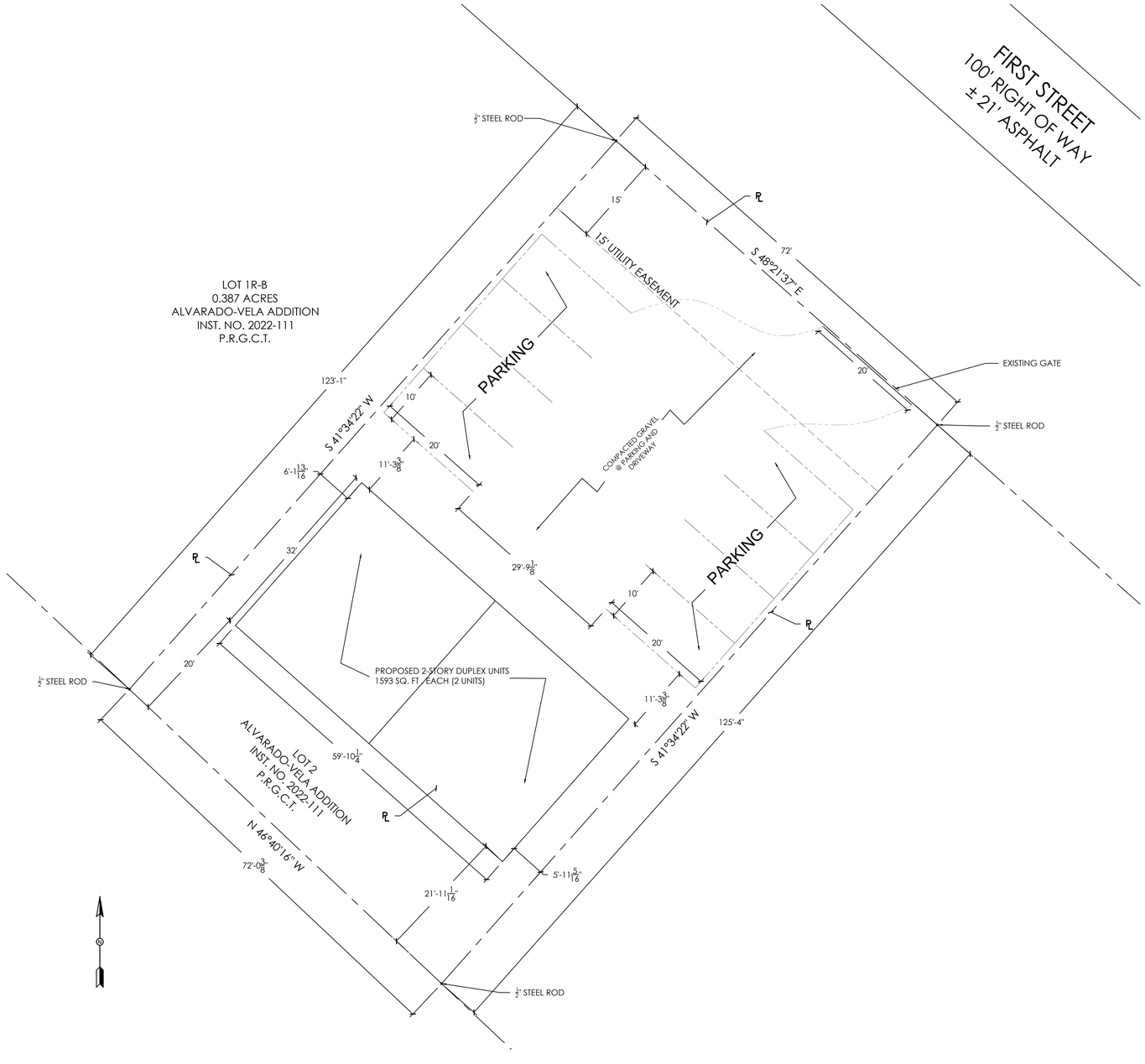
UNDERWOOD
DRAFTING & SURVEYING
3404 INTERURBAN ROAD DENISON, TEXAS 75021 (903)465-2151

SHEET 2 OF 2

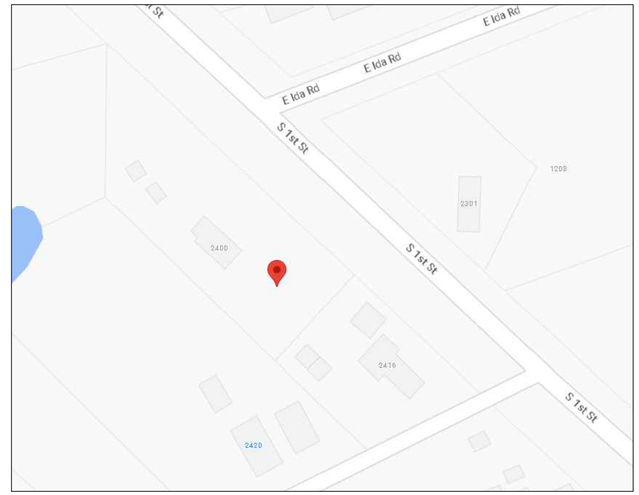
E-9-506

NOTES:

1. ALL PROPERTY LINES DERIVED FROM THE MOST RECENT SUBDIVISION PLAT.
2. SET BACKS ESTABLISHED PER ZONING DISTRICT.
3. EXISTING LOT 8,962 SQUARE FEET.
4. PROPOSED TOTAL NEW CONSTRUCTION 1,916 SQUARE FEET.
5. TOTAL LIVING AREA 3,186 SQUARE FEET.



1 SITE PLAN
Scale: 3/32"=1'-0"



2 LOCATION MAP
Scale: N.T.S.

PROJECT DESCRIPTION

1. A ZONING CHANGE IS BEING PROPOSED TO A R-2F DUPLEX RESIDENTIAL DEVELOPMENT ON LOT #2 IN SHERMAN, TX (2408 SOUTH FIRST STREET). THE SITE IS CURRENTLY ZONED SINGLE FAMILY RESIDENTIAL.

PROPOSED USE

2. THE PROPOSED SITE WILL CONTAIN 2-DUPLEX UNITS EACH WITH 4 BEDROOMS AND 2.5 BATHROOMS.

PROPOSED BUILDING

3. THE PROPOSED BUILDING WILL CONSIST OF CONVENTIONAL FRAMING AND STUCCO EXTERIOR.

SITE ACCESS

4. THE PROPOSED SITE WILL BE ACCESSED THROUGH THE FIRST STREET ACCESS ROAD.

PARKING REQUIREMENTS

5. THE LAND ENCOMPASSES 8,962 SQUARE FEET. EIGHT (8) PARKING SPACES ARE PROVIDED FOR THIS DEVELOPMENT, ONE FOR EACH BEDROOM.

JRD
TEXAS DESIGN & CONSTRUCTION LLC.

BELLA VILLAGE
2408 SOUTH FIRST STREET
SHERMAN, TX 75090
PROJECT 130

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We are requesting a zone change from R6 to R2F to build a Duplex.

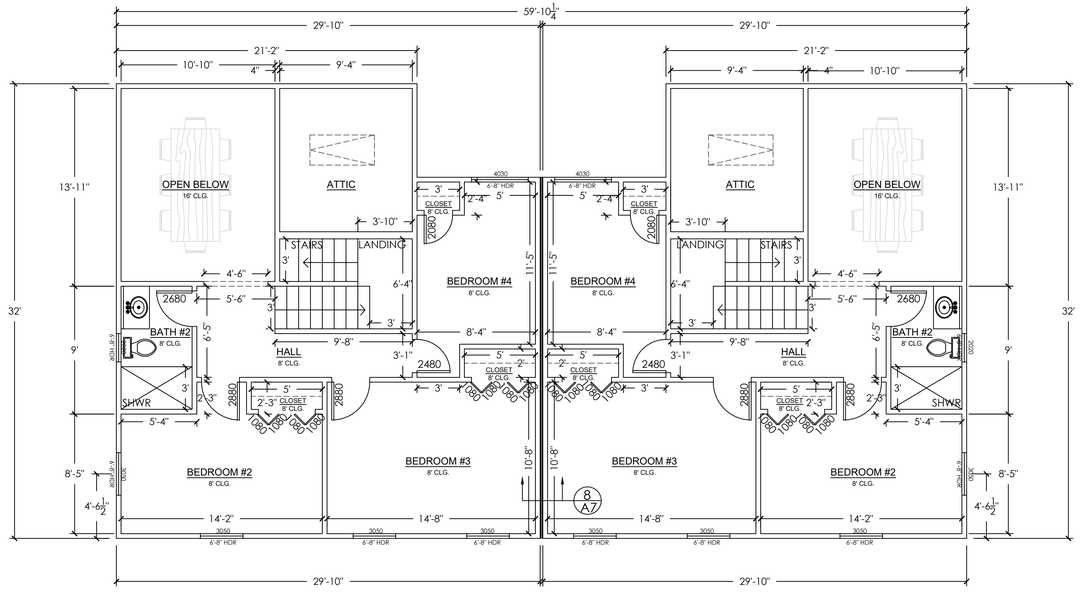
Thank You,

Francisco Vela

Francisco Vela

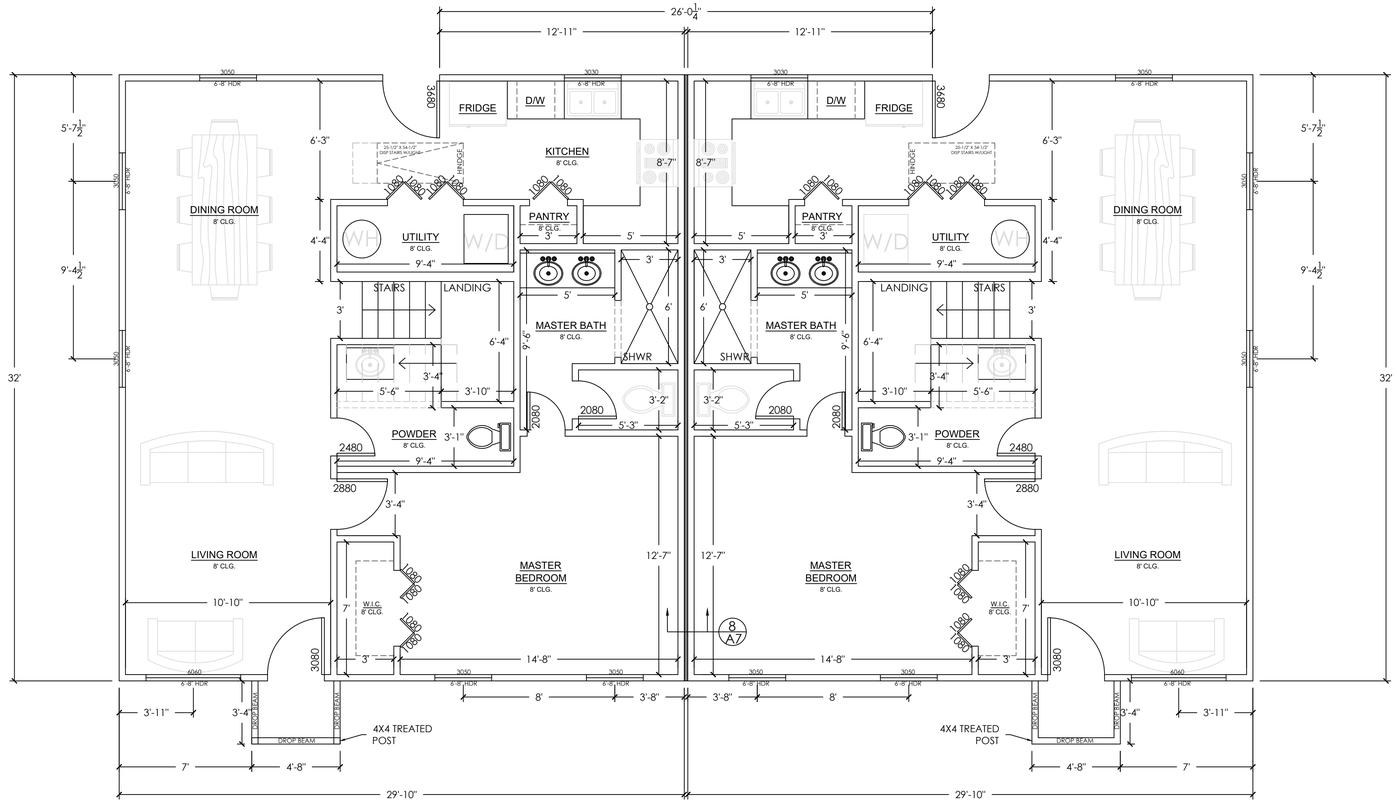
Cindy Aguilar

Cindy Aguilar



2 SECOND FLOOR PLAN

Scale: 3/16"=1'-0"



1 FIRST FLOOR PLAN

Scale: 1/4"=1'-0"

JRD
TEXAS DESIGN & CONSTRUCTION LLC.
TCDR-TX-2021 | CONSTRUCTION
432-800-9714

BELLA VILLAGE
2408 SOUTH FIRST STREET
SHERMAN, TX 75090
PROJECT 130

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REVISIONS/NOTES

DATE

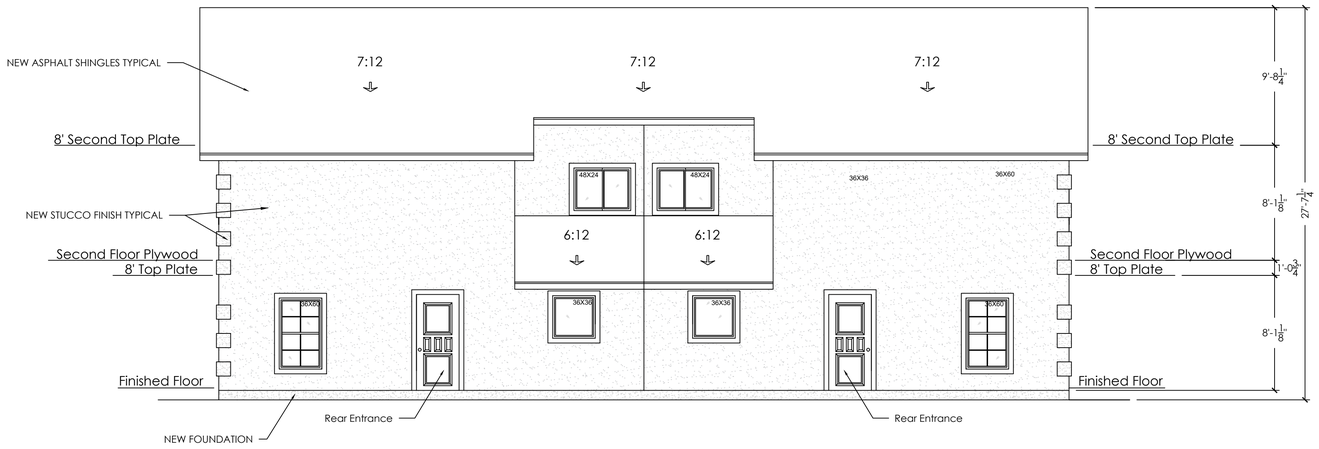
FRANK DE VELA
CLIENT

DRAWN BY: JD

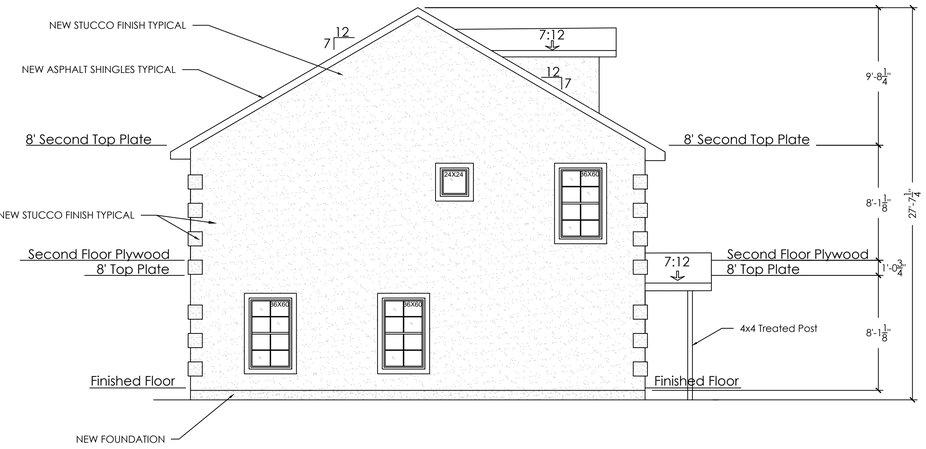
CHECKED BY: JD

DATE: 08/08/2023

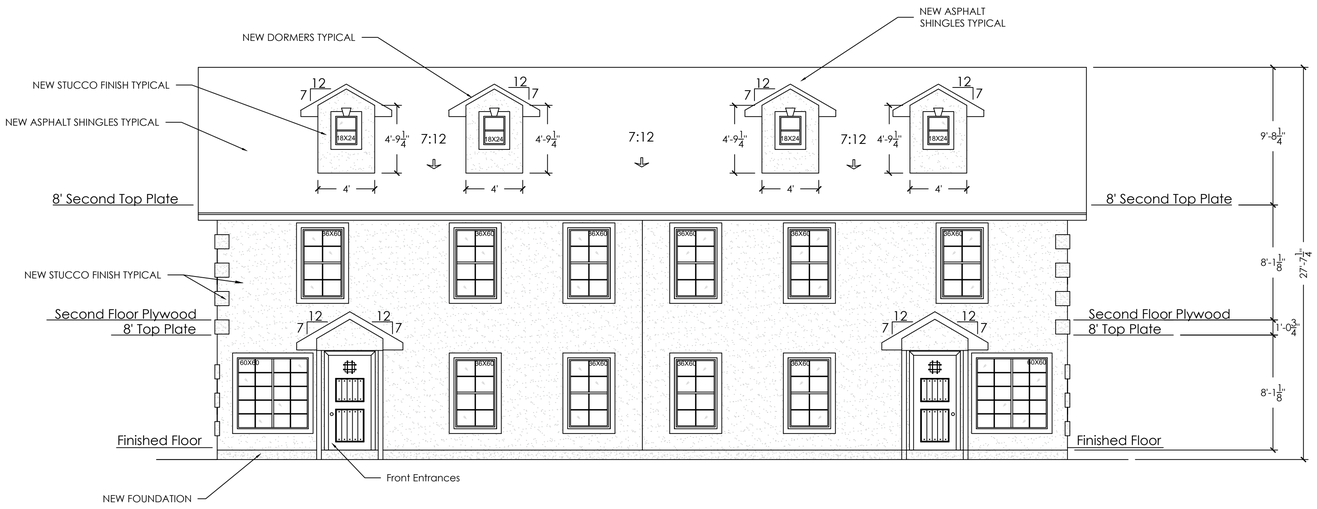
A3
SHEET NO.



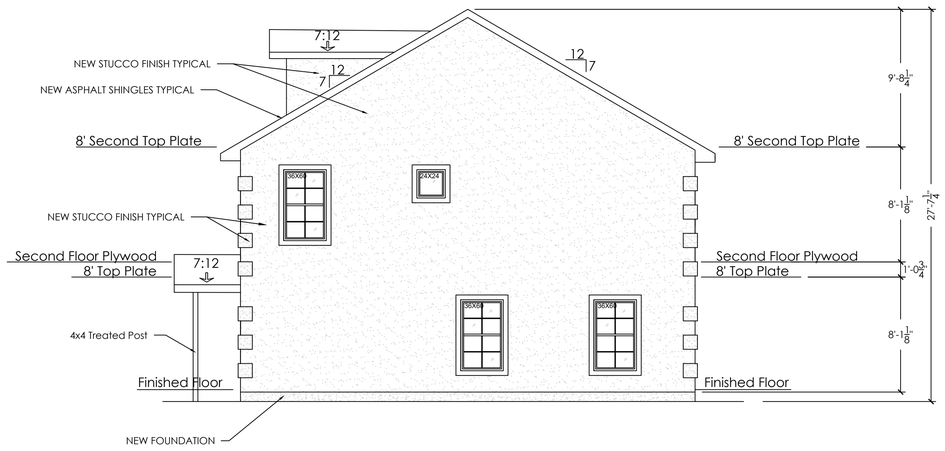
2 REAR ELEVATION
Scale: 3/16"=1'-0"



4 LEFT ELEVATION
Scale: 3/16"=1'-0"



1 FRONT ELEVATION
Scale: 3/16"=1'-0"



3 RIGHT ELEVATION
Scale: 3/16"=1'-0"

JRD
TEXAS DESIGN & CONSTRUCTION LLC.
FRANK DE VELA - OWNER/BUILDER
469-300-8774

BELLA VILLAGE
2408 SOUTH FIRST STREET
SHERMAN, TX 75090
PROJECT 130

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Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

STAFF REVIEW LETTER

November 7, 2023

Sent via Email

Francisco Vela
Cindy Aguilar
2805 Maryland Ave
Dallas, TX 75216

Dear Applicants,

The request of a Public Hearing and Zone Change from R-6 (Single Family Residential) District to R-2F (Duplex Residential) District located at 2408 South First Street has been scheduled to be heard by the Planning and Zoning Commission on Tuesday, November 14, 2023, at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request, and the following items need to be noted/addressed:

Zoning:

1. Compliance with applicable City ordinances, regulations, standards and rules and other laws, as they exist or may be amended, including but not limited to the City's Zoning Ordinance/Code of Ordinance Chapter 14.
2. Fire access, lanes and codes shall be coordinated with the Fire Marshal (903.892.7267). *(Code of Ordinances Chapter 3.02(c)).*
3. Impact fees will be required at the time of building permit application. *(Chapter 13, Article. 13.11)*
4. There shall be a minimum of one (1) enclosed garage parking space in all residential zoned properties *(Section 14.04.003 (c)(2)).*
5. Required parking or driveways must be paved concrete or asphalt. *(Section 14.04.003(c)(1))*
6. The approval of a Site Plan shall be effective for a period of two (2) years from the date of approval, at the end of which time the Site Plan shall expire unless the applicant demonstrates to the Director of Development Services that progress has been made toward completion of the project for which the Site Plan was approved.
7. Any changes made to the site plan prior to the final fulfillment of the conditions of the staff review letter must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

Engineering:

8. Drive approaches and sidewalks must conform to City of Sherman standards and a permit with drawing showing dimensions is required from City of Sherman Engineering Department for review and approval prior to any work being done within public right of way. *Code of Ordinances Chapter 3, Division 5, Sec. 3.10.154; 10.03.003.(f).*

Fire Services:

Building is equipped throughout with an approved automatic sprinkler system.

9. [ ] 503.1.1 - The fire apparatus access road shall comply with the requirements of this section and shall extend to within 200' of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

10. [ ] 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 600' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Building is NOT over 3 stories or 30' in height or 62,000 square feet in gross area.

11. [ ] 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 24', exclusive of shoulders and an unobstructed vertical clearance of not less than 14'. (City Ordinances Amendments 3.01.002)
12. [ ] 503.2.4 - The minimum turning radius shall be at least 25' unless fire lane exceeds minimum requirement of 24'. (City Ordinances Amendments 3.01.002)
13. [ ] 503.2.5 - Dead-end fire apparatus access roads in excess of 150' in length shall be provided with a 100' diameter cul-de-sac or 120' hammerhead at 24' wide fire lane. (City Ordinances Amendments 3.01.002)
14. [ ] 503.2.1 - Fire apparatus access roads with gates shall have minimum gate width of ~~20'~~ 24'. (City Ordinances Amendments 3.01.002)

Building is over 3 stories or 30' in height or 62,000 square feet in gross area.

15. [ ] D105.2 - Aerial fire apparatus access roads shall have a minimum unobstructed width of 26', exclusive of shoulders, in the immediate vicinity of the building or portion thereof. and an unobstructed vertical clearance of not less than 14'. (City Ordinances Amendments 3.01.002)
16. [ ] D105.3 - One or more of the required access routes meeting this condition shall be located not less than 15' and not greater than 30' from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
17. [ ] 503.2.4 - The minimum turning radius shall be at least 25' unless the fire lane exceeds minimum requirement of 26'. (City Ordinances Amendments 3.01.002)
18. [ ] 503.2.5 - Dead-end fire apparatus access roads in excess of 150' in length shall be provided with a 100' diameter cul-de-sac or 120' hammerhead at 26' wide fire lane. (City Ordinances Amendments 3.01.002)
19. [ ] 503.2.1 - Fire apparatus access roads with gates shall have minimum gate width of 26'

It is the policy of Planning and Zoning Commission and Board of Adjustment not to consider a request unless the applicant or its representative attends the meeting at which the request is considered. You are hereby notified to present your case on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Development Services at 903-892-7229 prior to the meeting.

Respectfully,

Rob Rae
Acting Secretary, Planning and Zoning Board and Board of Adjustment

cc: Robby Hefton, City Manager
Clint Philpott, Asst. City Manager
Wayne Lee, P.E., Director of Engineering
Tom Pruitt, Utility Engineer
Billy Hartsfield, Fire Chief
Amber Doan, Engineering Coordinator
Christopher Armstrong, Asst. City Engineer
The Law Firm of Abernathy, Roeder, Boyd, & Hullett, P.C., City Attorney

Planning & Zoning Commission and Board of Adjustments **13.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

620 NORTH TRAVIS STREET (Project No. 23-005931)

AN EMAIL WAS RECEIVED FROM NICHOLAS PAYNE ON NOVEMBER 2, 2023 AT 9:27 A.M. REQUESTING TO TABLE THIS ITEM

The request of BRS Properties, LP (Owner) and Nicholas Payne (Representative) concerning the property located at 620 North Travis Street, in the Chapin Addition part of Block 6 George Bond Supplement, Block 1, Lot 3, and is currently zoned C-1 (Retail Business) District, as follows:

Board of Adjustment

Public Hearing and Variance under Section 14.02.016 to allow a 2' front setback in lieu of the required 25' for a Sign addition.

Background:

The property is located at 620 North Travis Street at the corner of West Brockett Street and North Travis Street. The property owner is requesting a 2' front setback in lieu of the required 25' for a Sign addition.

The following has been approved for this location:

- October 20, 2009 - Varaince to allow a 5' front yard setback in a C-1 (Retail Business) District

Adjacent Zoning:

C-1 (Retail Business) District

Origination:

BRS Properties, LP (Owner)
Nicholas Payne (Representative)

Master Plan Designation:

Core Neighborhood category is intended to protect and enhance the existing residential areas of Sherman. This area is generally located in the center of the city, east and west of US-75. A majority of the Core Neighborhood category encompasses what is known as east Sherman. This category encourages infill development that maintains the existing character, while increasing the aesthetic appeal of the community. In certain areas, an increase in density can be appropriate through the development of single-family attached products, like townhomes or quad-plexes.

Number of notices mailed:

14

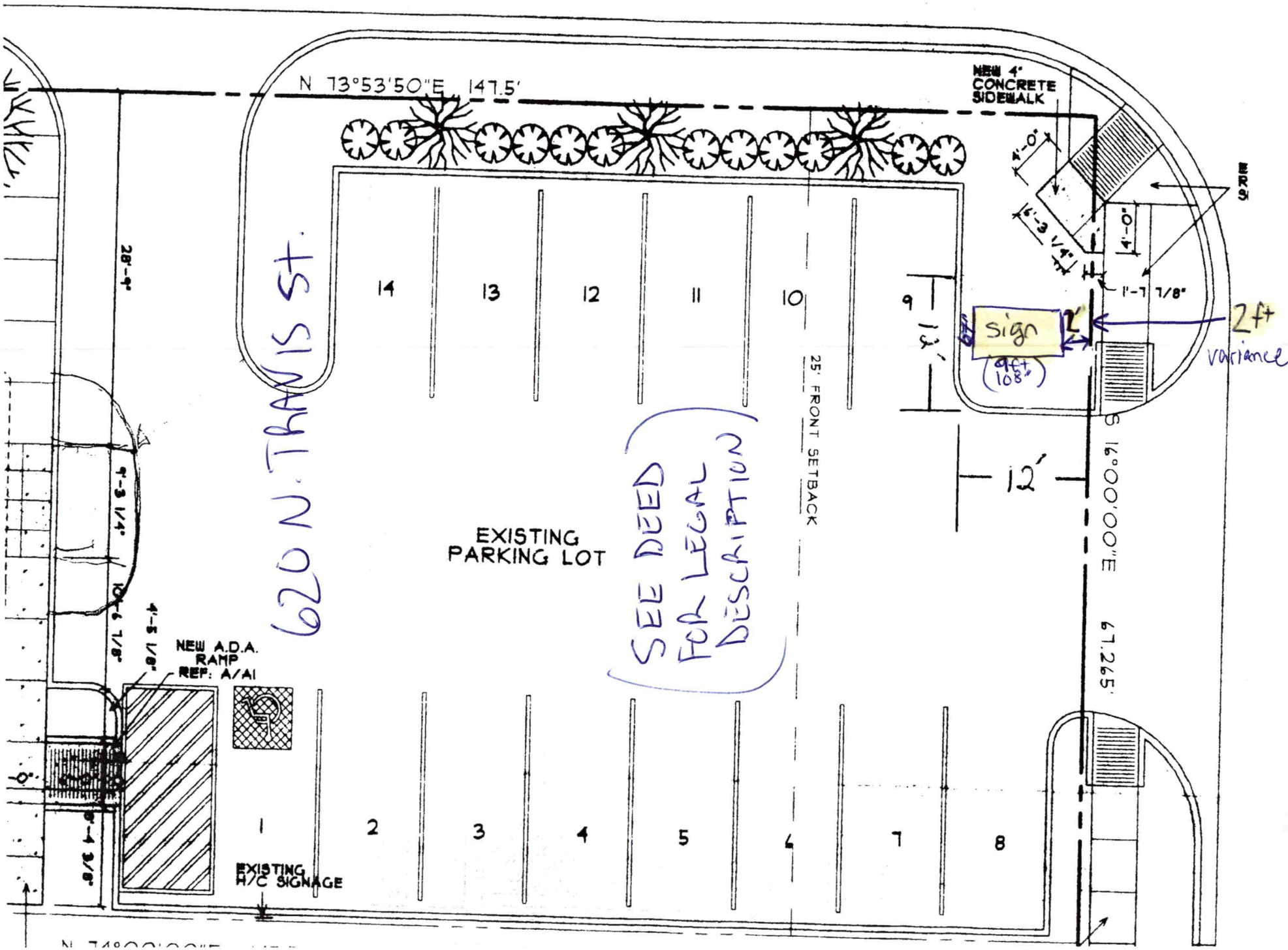
Objections Received:
0

Development Review Meeting:
No

Staff Recommendation:
Staff recommends that the Board of Adjustment not take any action on this item.

Attachments

Site Plan
Narrative
Sign Photo
REQUEST TO TABLE - EMAIL


N 73°53'50"E 147.5'
NEW 4' CONCRETE SIDEWALK
620 N. TRANSIT ST.
14
13
12
11
10
9
13'
sign
(9ft 108")
2ft
variance
25' FRONT SETBACK
12'
S 16°00'00"E 67.265'
EXISTING PARKING LOT
(SEE DEED FOR LEGAL DESCRIPTION)
28'-9"
4'-3 1/4"
NEW A.D.A. RAMP REF: A/A1
4'-5 1/8"
1
2
3
4
5
6
7
8
EXISTING H/C SIGNAGE

City of Sherman

Variance Request

Chapin Title
620 N Travis St.
Sherman, TX 75090

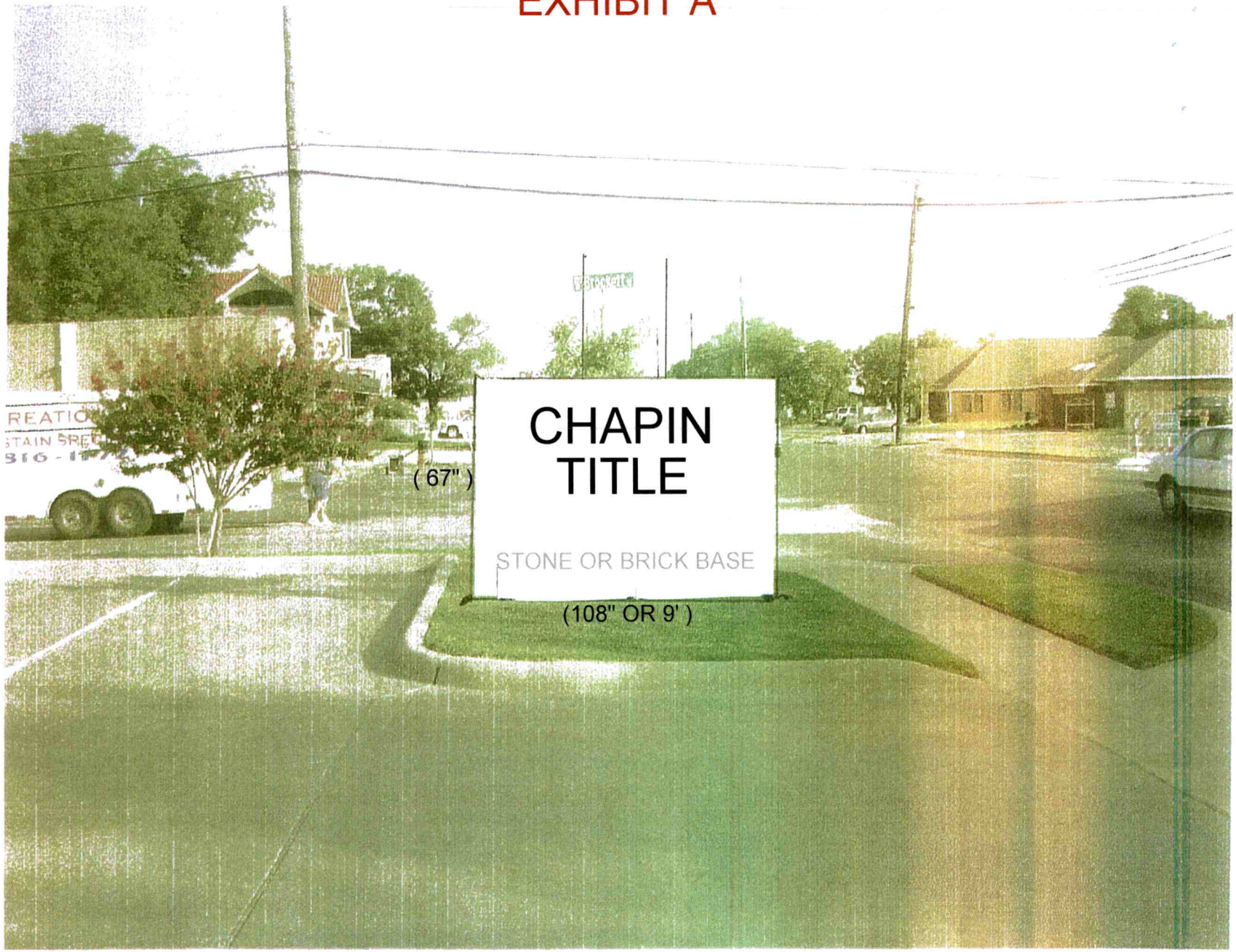
Chapin Title is requesting a 108" Wide by 67" Tall(same height as existing sign) with a 2' setback from property line. The existing variance is 5'. We need the extra 3' to expand our signs width. This sign will not need electricity as it will be lit by solar powered lights. As shown in one of the pictures labeled Exhibit B. The sign will have exact same set back as the neighboring sign and will follow suit with the area. The property has been surveyed by the sign company. The sign company found this location is the safest and most visible area for the sign.

Thank you

Nick Payne
Chapin Title

903-868-1415

EXHIBIT A



nts signs North Texas Services Sign Division 903-892-9541 www.ntssigns.com	Standard Model Size: Overall Sq/Ft: Date: Scale:	SIGN BASE WILL BE CONSTRUCTED OUT OF STONE OR BRICK

Copyright Notice ©

This drawing and all reproductions thereof are the property of **nts signs / North Texas Services** and may not be reproduced, published, changed or used in any way without written consent.

Exhibit "B"

Neighboring Sign

Marlow, Lauren

From: Planning
To: Turner, Kerri
Subject: RE: CHAPIN TITLE SIGN/VARIANCE APP

From: Nick Payne
Sent: Thursday, November 2, 2023 8:50 AM
To: Turner, Kerri
Subject: RE: CHAPIN TITLE SIGN/VARIANCE APP

Yes ..let me resubmit with different sign..can u just keep the money for next time?

From: Turner, Kerri
Sent: Thursday, November 2, 2023 8:25 AM
To: Nick Payne
Cc: Planning
Subject: RE: CHAPIN TITLE SIGN/VARIANCE APP

Nick,
I need in writing what you want to do.

Do you want to Table until you notify us?

From: Nick Payne
Sent: Wednesday, November 1, 2023 3:47 PM
To: Turner, Kerri
Subject: RE: CHAPIN TITLE SIGN/VARIANCE APP

Would like to chat if possible

Thank you
nick

From: Turner, Kerri **Sent:** Wednesday, November 1, 2023 2:47 PM
To: Planning; Terri Church
Cc: Nick Payne
Subject: RE: CHAPIN TITLE SIGN/VARIANCE APP

Nick,
How would you like to proceed.
Staff is recommending denial. If you would like to withdraw the item, please let me know and we will refund your money.

Planning & Zoning Commission and Board of Adjustments **14.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

2505 NORTH HICKORY STREET(Project No. 23-005932)

The request of Sarika Mandavilli (Owner), Vamsi Krishna Chitluri (Representative) and Burns Surveying (Surveyor) concerning the property located at 2505 North Hickory Street, consisting of 1.673 acres in the J.B. McAnair Survey, Abstract No. 763, as follows:

Board of Adjustment

A. Public Hearing and Variance under Section 14.02.011 to allow a lot area of 1.673 acres in lieu of the required 2 acres in an MF-15 (Multi-Family Residential) District.

Planning and Zoning Commission

B. Public Hearing and Zone Change from MF-30 (Multi Family Residential) District to an MF-15 (Multi Family Residential) District.
C. Site Plan for The Fab Townhomes

Background:

The property is located at 2505 North Hickory Street between West Lamberth Road and West Peyton Street. The owner is requesting a Variance on the required lot area, Zone Change from MF-30 (Multi Family Residential) District to an MF-15 (Multi Family Residential) District and the Site Plan for The Fab Townhomes with 18 units.

The following has been approved for this location:

- August 14, 1979 - Specific Use Permit to convert an existing church building to day care center for children
- November 10, 1981 - Zone Change from an R-1 (One Family Residential) District to R-2 (Multi-Family Residential) District
- February 9, 1982 - Exception requiring a screening device adjacent to R-1 (One Family Residential) District and other zoning districts and allow to place such device adjacent to developed residential only.

Adjacent Zoning:

R-6 (Single-Family Residential) District
C-1 (Retail Business) District
MF-30 (Multi Family Residential) District

Origination:

Sarika Mandavilli (Owner)
Vamsi Krishna Chitluri (Representative)
Burns Surveying (Surveyor)

Master Plan Designation:

Core Neighborhood category is intended to protect and enhance the existing residential areas of Sherman. This area is generally located in the center of the city, east and west of US-75. A majority of the Core Neighborhood category encompasses what is known as east Sherman. This category encourages infill development that maintains the existing character, while increasing the aesthetic appeal of the community. In certain areas, an increase in density can be appropriate through the development of single-family attached products, like townhomes or quad-plexes.

Number of notices mailed:

23

Objections Received:

0

Development Review Meeting:

Yes

Staff Recommendation:

Staff recommends that the P&Z Commission approve the zone change. Staff recommends that the Board of Adjustment approve the lot size variance.

Attachments

Location Map
Zoning Map
Property Notification Sign
Survey
Site Plan
Floor Plan
Narrative
Elevations
Staff Review Letter

---

dlagrone H:\PLANNING\Public Notification KT.aprx

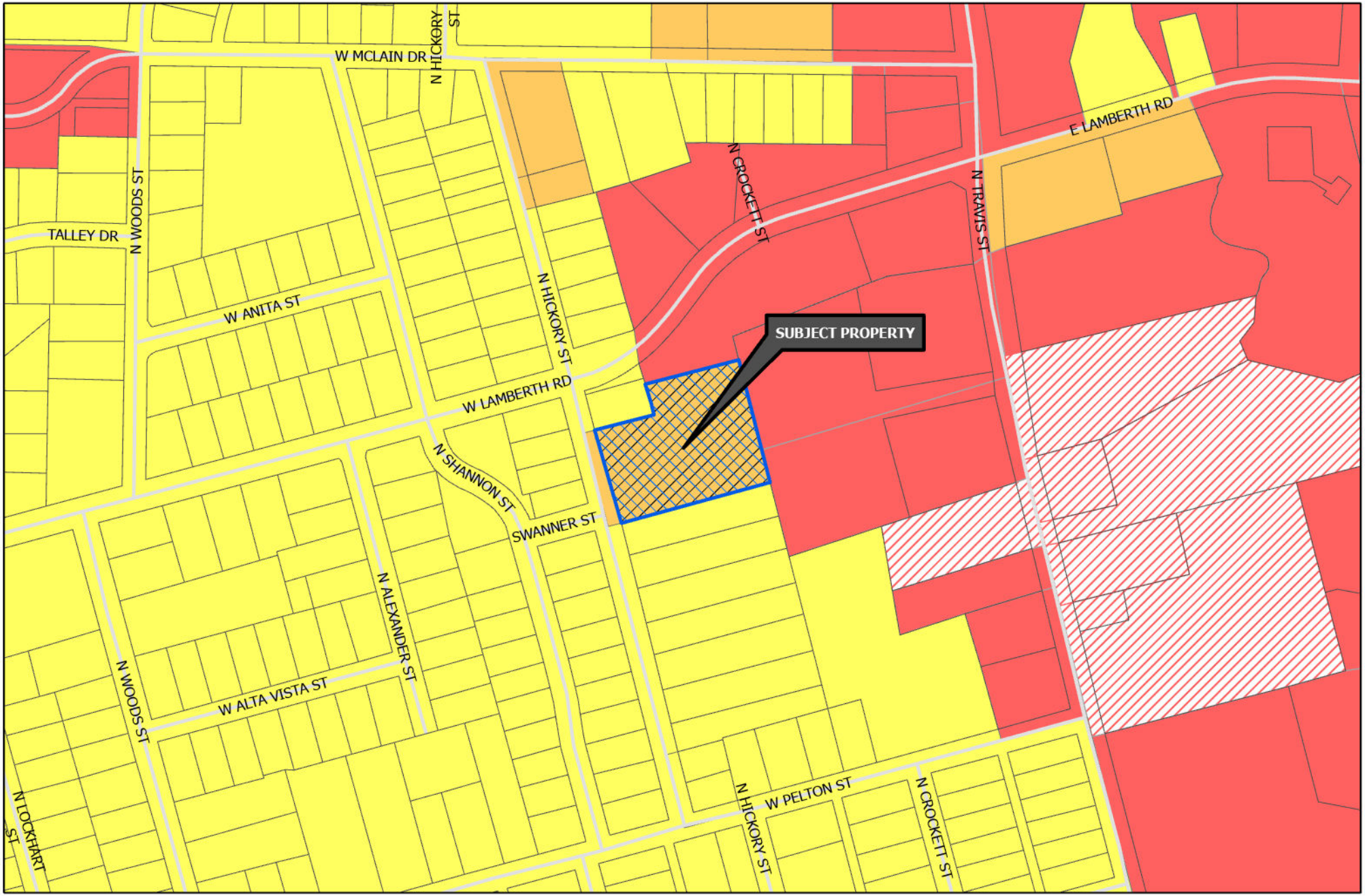
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
2505 N HICKORY ST

N
W E
S

Date: 2/27/2023 12:25 PM



Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

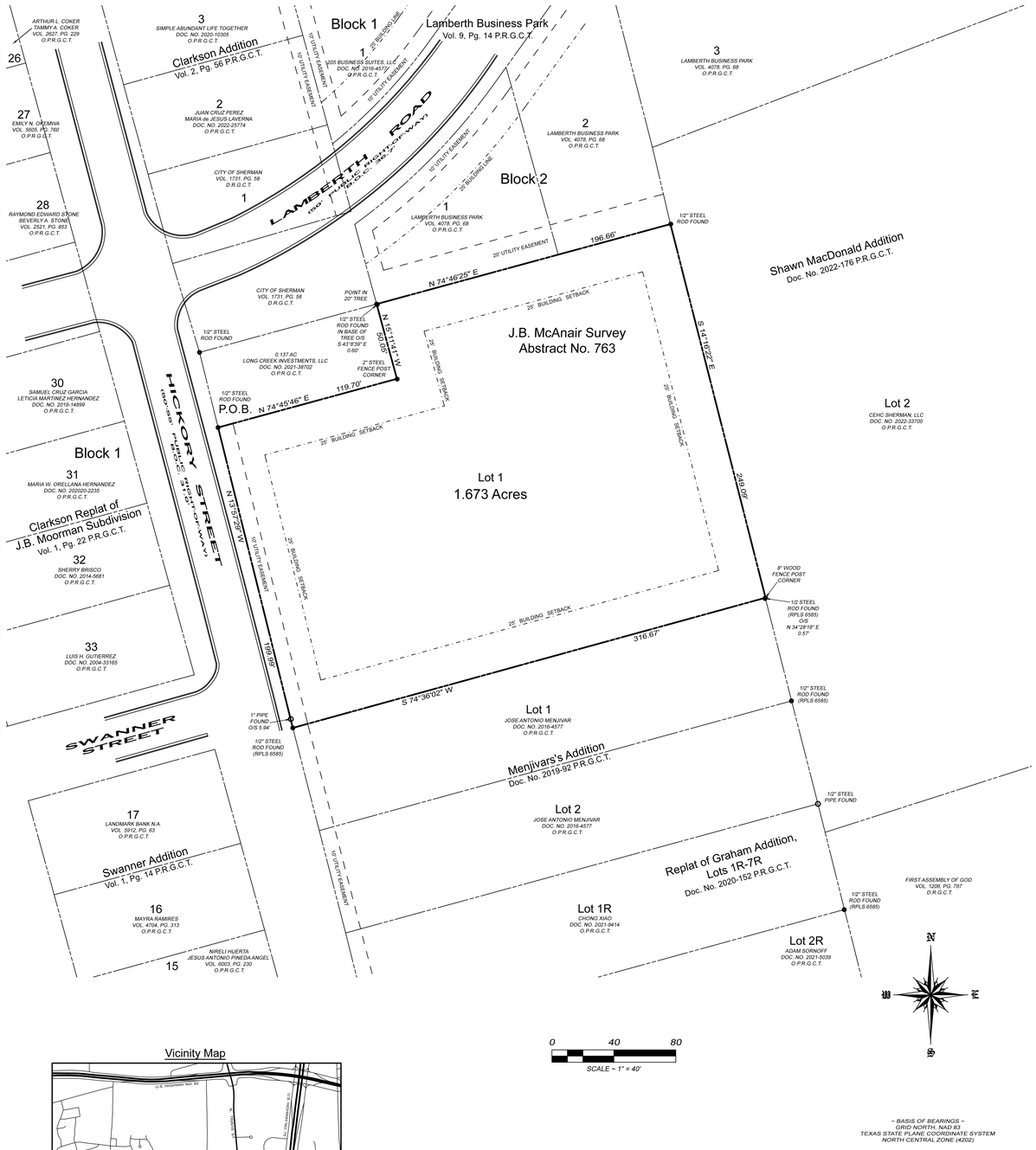
- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development
- Subject Locations

CITY OF SHERMAN ZONING MAP 2505 N HICKORY ST

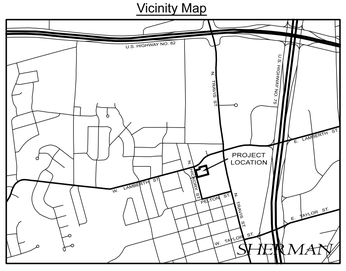
N
W E
S

Date: 2/27/2023 12:25 PM

Sherman
NOTICE OF
PROPOSED ZONE CHANGE
AND VARIANCE REQUEST
PROJECT # 23-005932
FOR INFORMATION CONTACT
DEVELOPMENT SERVICES
903-892-7220
10/31/2023 at 11:11 A.M.



Vicinity Map



~ BASIS OF BEARINGS ~
GRID NORTH, NAD 83
TEXAS STATE PLANE COORDINATE SYSTEM
NORTH CENTRAL ZONE (4202)

Copley Land Surveying
1702 Verdi Ln., Sherman, Texas 75090
TX 903-413-0643, OK 580-980-0181
john@copleylandsurveying.com

OWNERS/DEVELOPER
SARIKA MANDAVILLI
14668 BLAKEHILL DR.
FRISCO, TEXAS 75035

SURVEYOR
JOHN C. COPLEY
R.P.L.S. NO. 6720
1702 VERDI LN.
SHERMAN, TEXAS 75090

Legal Description

Situated in the City of Sherman, County of Grayson, State of Texas, being a part of the J.B. McAnair Survey, Abstract No. 763, and being a 1.6678 acre tract of land conveyed to Sarika Mandavilli by deed of record in Document No. 2022-24544, Official Property Records, Grayson County, Texas and being more particularly described by metes and bounds as follows:

Beginning at 1/2" steel rod found maintaining the northwest corner of said 1.6678 acre tract, the southwest corner of a 0.137 acre tract of land conveyed to Long Creek Investments, LLC by deed of record in Document No. 2021-38702 of said Official Public Records, and being in the east line of Hickory Street;

Thence **North 74°45'46" East**, along the north line of said 1.6678 acre tract, the south line of said 0.137 acre tract, a distance of **119.70 feet** to a 2" steel fence post corner maintaining an ell corner in the north line of said 1.6678 acre tract, and the southeast corner of said 0.137 acre tract;

Thence **North 15°11'41" West**, along the north line of said 1.6678 acre tract, the east line of said 0.137 acre tract, a distance of **50.05 feet** to a point in a 20" tree maintaining an angle point in the north line of said 1.6678 acre tract, the northeast corner of said 0.137 acre tract, the southeast corner of a tract of land conveyed to the City of Sherman by deed of record in Volume 1731, Page 58, Deed Records, Grayson County, Texas, and the southwest corner of Lot 1, Block 2, Lamberth Business Park, an addition to the City of Sherman, Texas as shown by plat of recorded in Volume 9, Page 14, Plat Records, Grayson County, Texas;

Thence **North 74°46'25" East**, along the north line of said 1.6678 acre tract, and the south line of said Block 2, Lamberth Business Park, a distance of **196.66 feet** to a 1/2" steel rod found maintaining the northeast corner of said 1.6678 acre tract, the southeast corner of Lot 2, Block 2 of said Lamberth Business Park, and in the west line of Lot 2, Shawn MacDonald Addition, an addition to the City of Sherman, Texas as shown by plat of record in Document No. 2022-176 of said Plat Records;

Thence **South 14°16'22" East**, along the east line of said 1.6678 acre tract, and the west line of said Lot 2, Shawn MacDonald Addition, a distance of **249.09 feet** to an 8" wood fence post corner maintaining the southeast corner of said 1.6678 acre tract, and the northeast corner of Lot 1, Menjivar's Addition, recorded in Document No. 2019-92 of said Plat Records;

Thence **South 74°36'02" West**, along the south line of said 1.6678 acre tract, and the north line of said Lot 1, Menjivar's Addition, a distance of **316.67 feet** to a 1/2" steel rod with a cap marked RPLS 6585 maintaining the southwest corner of said 1.6678 acre tract, the northwest corner of said Lot 1, Menjivar's Addition, and in the east line of said Hickory Street;

Thence **North 13°57'29" West**, along the west line of said 1.6678 acre tract, and the east line of said Hickory Street, passing a 1" pipe found, at a distance of 5.94 feet, continuing for a total distance of **199.99 feet** to the **Point-of-Beginning** and containing **1.673 acres** of land.

KNOWN ALL MEN BY THESE PRESENTS:

That I, John C. Copley, Registered Professional Land Surveyor, do hereby certify that I prepared this plat from an actual and accurate survey of the land and that the corner monuments thereon where properly placed, under my personal supervision, in accordance with the subdivision regulations of the City of Sherman, Texas.

Preliminary

John C. Copley
Registered Professional
Land Surveyor No. 6720
Firm No. 10194429

Date

AVIGATION RELEASE

THE STATE OF TEXAS §
COUNTY OF GRAYSON §

WHEREAS, SARIKA MANDAVILLI, hereinafter called OWNER (whether one or more), is the owner of a certain parcel of land situated in the City of Sherman, Grayson County, Texas, being more particularly described as The Fab Townhomes, an addition to the City of Sherman, Grayson County, Texas.

OWNER does hereby waive, release, remise, quit claim and forever hold harmless the City of Sherman, Texas, a municipal corporation, hereinafter called CITY, and Sherman Municipal Airport, hereinafter called AIRPORT, from any and all claims for damages of any kind that OWNER may now have or may hereinafter have in the future by reason of the passage of all aircraft (aircraft being defined for the purposes of this instrument as any contrivance now known or hereinafter invented, used or designed or navigation of or flight in the air) by whomsoever owned and operated, in the airspace above OWNER'S property. Such release shall include, but not be limited to, any damages to the OWNER's described property, such as noise, vibration, fumes, dust, fuel and lubricant particles, and all other effects that may be caused by the operation of aircraft landing at or taking off from or operating at or on the Sherman Municipal Airport, whether such claim be for injury or death to person or persons damages to or taking off of property; and OWNER does hereby fully remiss and release any right or cause of action which it may now have or which it may in the future have against the CITY or AIRPORT, whether such claims be for injury or death to persons or damage to property due to noises, vibration, fumes, dust, fuel and lubricant particles, and all the other effects that may be caused or may have been caused by the operation and/or maintenance of aircraft or aircraft engines at or on said Sherman Municipal Airport.

It is agreed that this Release shall be binding upon OWNER, his successors, heirs, executors, administrators and assigns, in interest with regard to said property located at The Fab Townhomes, an addition to the City of Sherman, Texas, and it is further agreed that this instrument shall be a covenant running with the land, and shall be recorded in the Deed Records of Grayson County, Texas.

Executed this ____ day of _____, 2023.

By: Sarika Mandavilli

By:_____
Sarika Mandavilli

~ GENERAL NOTES ~

1. Water Supply to be provided by the City of Sherman.
2. Sewer service to be provided by the City of Sherman.
3. Electrical service is provided by Oncor Electrical Delivery.
4. Blocking the flow of water or construction of improvements in drainage easements, and filling or obstruction of the floodway is prohibited.
5. Any existing creeks or drainage channels traversing along or across the addition will remain as open channels and will be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the drainage courses along or across said lots
6. The City of Sherman will not be responsible for the maintenance and operation of said drainage ways or for the control of erosion.
7. Neither the City of Sherman nor the undersigned surveyor will be responsible for any damage, personal injury, or loss of life or property occasioned by flooding or flooding conditions.
8. The owners and builders must comply with all other local, state and federal regulations regarding developments of this type.
9. Bearings are based on the City of Sherman Control Monument Network.
10. The City of Sherman reserves the right to require submission of Development Plat based on proposed use of each lot.

Purpose:
The purpose of this is to Plat this 1.673 acre tract.

Owners Certificate & Dedication

NOW THEREFORE KNOWN ALL MEN BY THESE PRESENTS:

That I, SARIKA MANDAVILLI, Owner and Developer, do hereby adopt this plat designating the hereinabove property as the Final Plat of THE FAB TOWNHOMES, an addition to the City of Sherman, and do hereby dedicate to the public use forever the streets and easements shown on this plat for the mutual use and accommodation of all public and private utilities desiring to use or using same. Any public or private utility shall have the right to remove and keep removed all or part or any buildings, fences, trees, shrubs or other improvements or growths which in anyway endanger or interfere with the construction, maintenance, or efficiency of its respective systems on any of these easements strips and any public or private utility shall, at all times, have a right of ingress and egress to and from and upon the said easement strips for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or part of its respective system without the permission of anyone. This plat approved subject to all ordinances, rules regulations and resolutions of the City of Sherman, Texas.

WITNESS MY HAND this ____day of _____ _____, 2023.

SARIKA MANDAVILLI

STATE OF TEXAS
COUNTY OF GRAYSON

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared SARIKA MANDAVILLI known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this__ _day of_____, 2023.

Notary Public in and for
the State of Texas

Acceptance of Dedication

The Undersigned, the City Clerk of the City of Sherman, hereby certifies that the foregoing, the Final Plat of THE FAB TOWNHOMES, an addition to the City of Sherman, Texas, was submitted to the City Council on the_ ____day of _____, 2023, and the City Council by formal action then and there accepted the dedication of streets, alleys, easements and public places, as shown and set forth in and upon said map or plat, and said City Council further authorized the Mayor to note the acceptance thereof by signing his name as herein above subscribed.

Witness my hand this____day of _____, _____ ,2023.

Clerk, City of Sherman, Texas

Approved this _____ day of _____,2023, by the City Planning Commission to the City of Sherman, Texas.

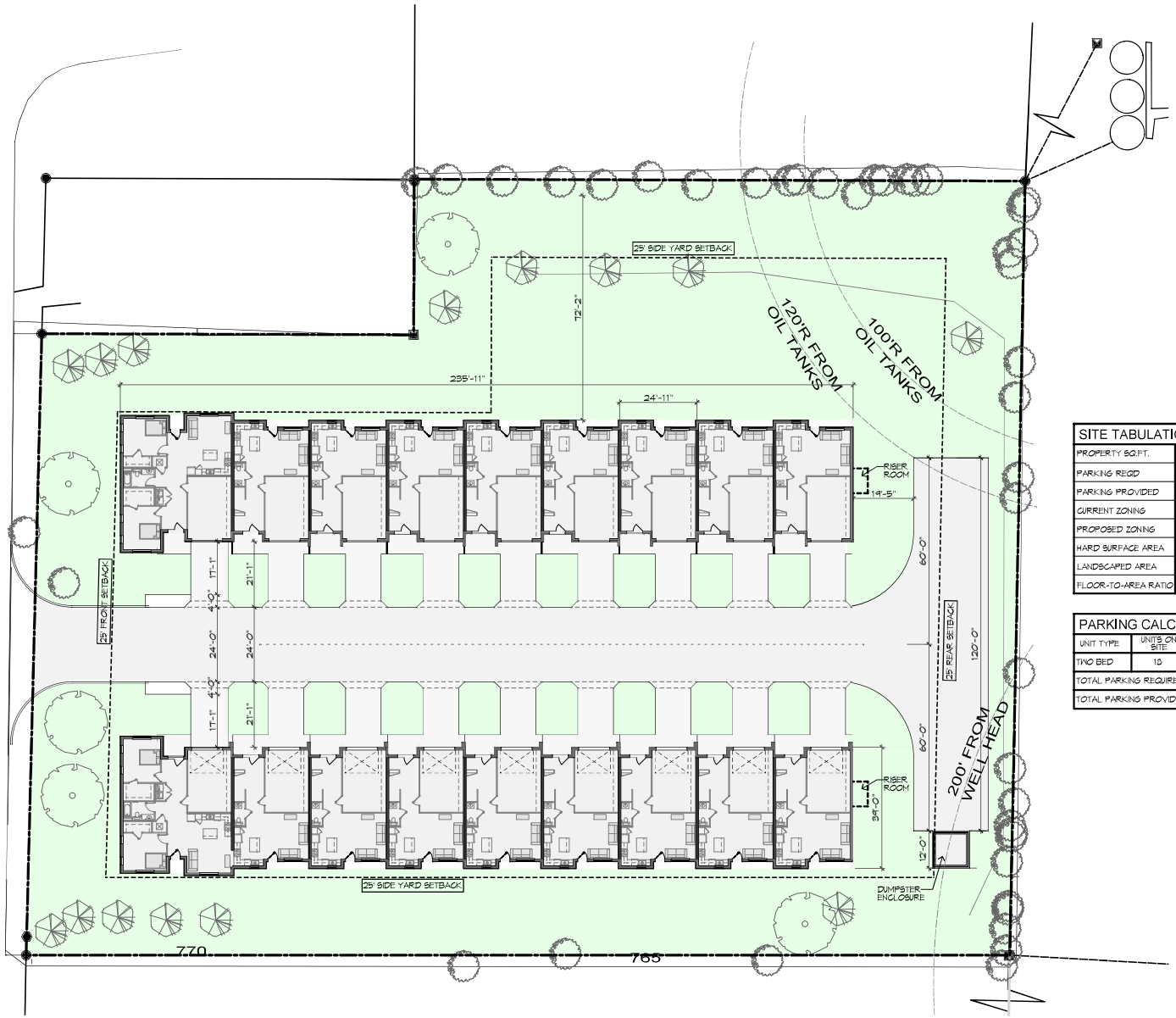
Chairman *Secretary*

Accepted by the City Council of the City Sherman.

Mayor, City of Sherman, Texas *Date*

Preliminary Plat of
The Fab Townhomes
an addition to the City of Sherman Grayson County, Texas

10/3/2023



1 **OVERALL SITE PLAN**
SCALE: 1/16"=1'-0"

SITE TABULATION	
PROPERTY SQ.FT.	72000 SQ.FT.
PARKING REQD	36
PARKING PROVIDED	36
CURRENT ZONING	MF-30
PROPOSED ZONING	MF-15
HARD SURFACE AREA	35671 SQ.FT.
LANDSCAPED AREA	30593 SQ.FT.
FLOOR-TO-AREA RATIO	---

PARKING CALCULATIONS			
UNIT TYPE	UNITS ON SITE	PARKING REQUIRMENTS	
TWO BED	18	2 PER UNIT	36
TOTAL PARKING REQUIRED			36
TOTAL PARKING PROVIDED			36

WRIGHT GROUP
ARCHITECTS - PLANNERS, PLLC
1430 S BROADWAY STREET
CARROLLTON, TEXAS
7 5 0 0 6
(972) 242 - 1015

NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

2023-09-29

The Fab Townhomes
2505 North Hickory Street
Sherman, Texas
75092

JOB NO. A2242
DATE: 2023-09-29

SHEET NO.
A-101

PRINT DATE 9/29/2023

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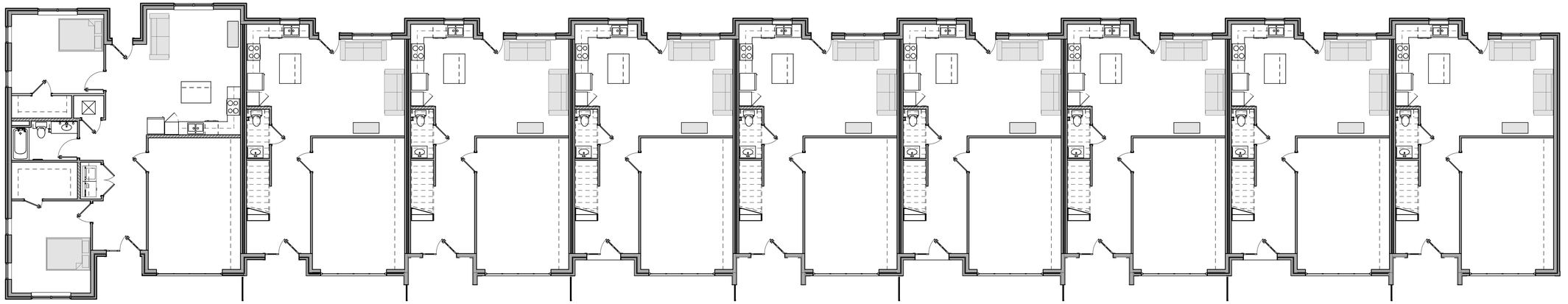
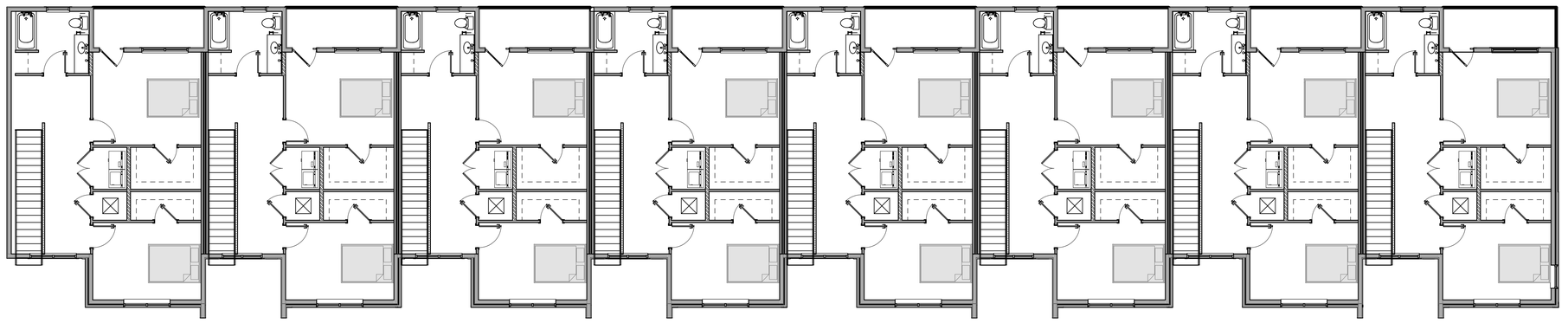
00-00-0000



1 FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"



2 SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

The Fab Apartment Homes

2505 North Hickory Street
Sherman, Texas
75092

JOB NO. A2242
DATE: Type Date 02

SHEET NO.
A-201

PRINT DATE 9/15/2023

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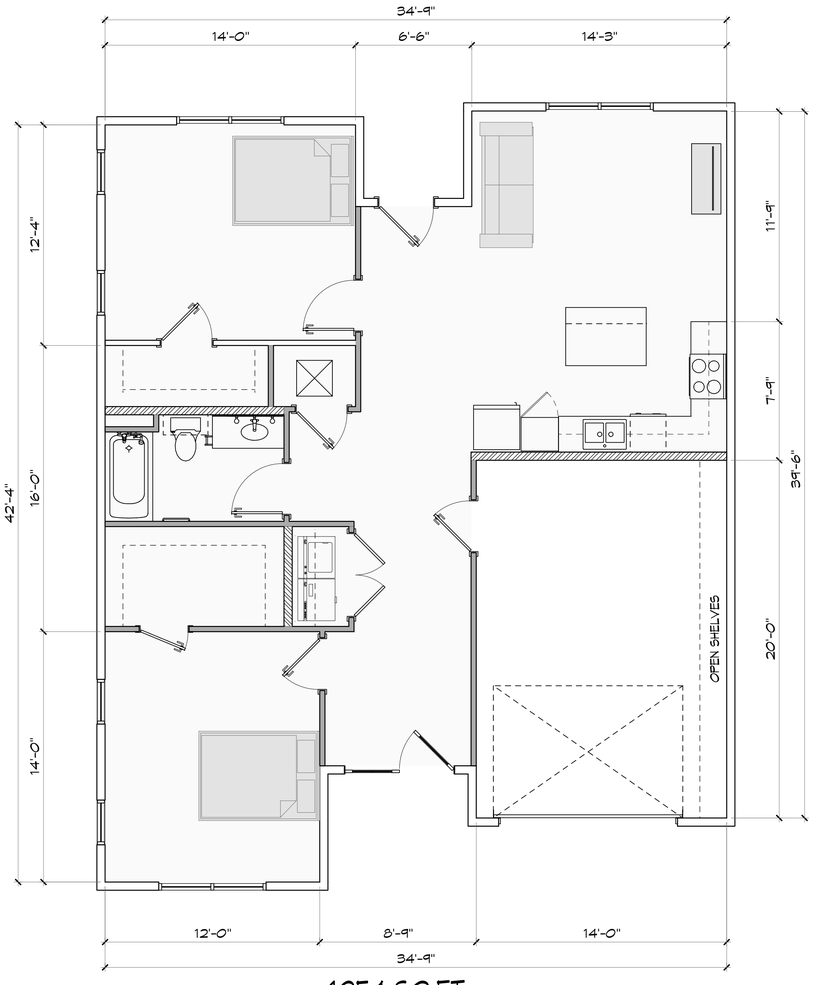
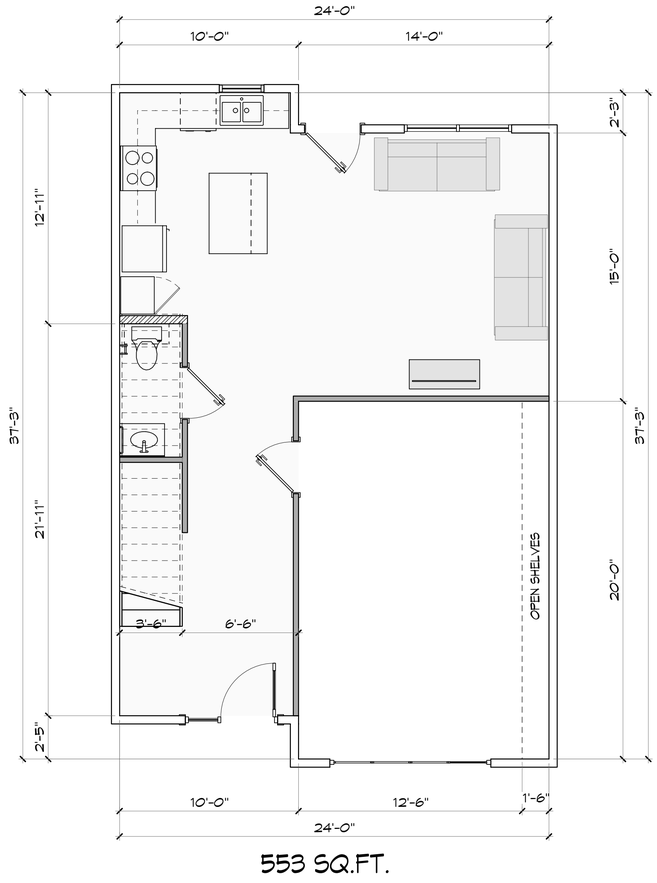


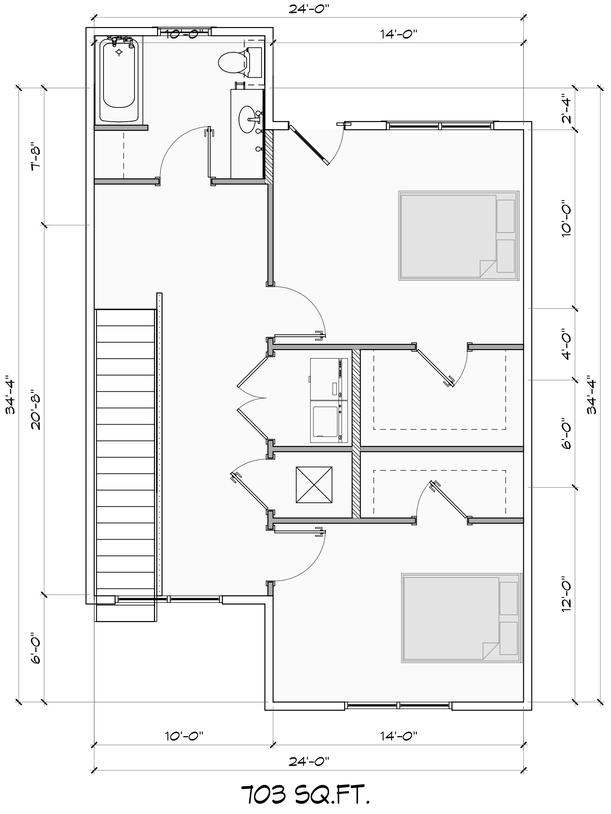
1054 SQ.FT.

1 ENLARGED ONE STORY UNIT
SCALE: 1/4"=1'-0"



553 SQ.FT.

2 ENLARGED TWO STORY-FIRST FLOOR
SCALE: 1/4"=1'-0"



703 SQ.FT.

3 ENLARGED TWO STORY-SECOND FLOOR
SCALE: 1/4"=1'-0"

The Fab Apartment Homes
2505 North Hickory Street
Sherman, Texas
75092

JOB NO. A2242
DATE: Type Date 02

SHEET NO.
A-204

PRINT DATE 9/15/2023

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October 04, 2023

Regarding: **2505 N Hickory St,**
Sherman, Texas 75092

This 1.67-acre site currently is in the zoning MF-30 and in December 2022 the ordinance was revised to have 5-acre minimum requirement for development. Site is not surrounded by additional land to have 5 acres available. So, we are proposing to change the zoning to MF-15 with a variance on 2-acres minimum requirement.

With that we designed site plan to develop an 18-unit two-storied townhome development called **"The Fab Townhomes"**. That matches new constructions happening in the area like single-family or duplexes. Preliminary plat is also being submitted along with these with necessary setbacks. This new project should help improve the neighborhood's aesthetics as well. Even going to help support the exponential growth City is going through.

Respectfully,

Vamsi Krishna Ch
Vamsi Krishna Chitluri, Manager

Sarika Mandavilli
Sarika Mandavilli, Manager

WRIGHT GROUP
ARCHITECTS - PLANNERS, PLLC
1430 S BROADWAY STREET
CARROLLTON, TEXAS
7 5 0 0 6
(972) 242 - 1015

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00-00-0000

1 EXTERIOR ELEVATION
SCALE: 1/8"=1'-0"

2 EXTERIOR RENDERING
SCALE: N.T.S.

The Fab Apartment Homes
2505 North Hickory Street
Sherman, Texas
75092

JOB NO. A2242
DATE: Type Date 02

PRINT DATE 9/15/2023

SHEET NO.
A-401

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NOT FOR REGULATORY, APPROVAL, PERMITTING, OR CONSTRUCTION

00-00-0000

1 EXTERIOR ELEVATION
SCALE: 1/8"=1'-0"

2 EXTERIOR RENDERING
SCALE: N.T.S.

The Fab Apartment Homes

2505 North Hickory Street
Sherman, Texas
75092

JOB NO. A2242
DATE: Type Date 02

SHEET NO.
A-402

PRINT DATE 9/15/2023

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Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

STAFF REVIEW LETTER

November 7, 2023

Sent via Email

Vamsi Krishna Chitluri
Sarika Mandavilli
14668 Blakehill Drive
Frisco, TX 75035

Dear Applicants,

The request of a Public Hearing and Variance under Section 14.02.012 to allow a lot area of 1.673 acres in lieu of the required 2 acres in an MF-15 (Multi-Family Residential) District; a Public Hearing and Zone Change from MF-30 (Multi Family Residential) District to an MF-15 (Multi Family Residential) District; and a Site Plan for The Fab Townhomes located at 2505 North Hickory Street has been scheduled to be heard by the Planning and Zoning Commission on Tuesday, November 14, 2023, at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request and the following items need to be noted/addressed:

Zoning:

1. Compliance with applicable City ordinances, regulations, standards and rules and other laws, as they exist or may be amended, including but not limited to the City's Zoning Ordinance/Code of Ordinance Chapter 14.
2. Fire access, lanes and codes shall be coordinated with the Fire Marshal (903.892.7267). *(Code of Ordinances Chapter 3.02(c))*
3. Fence Permits shall be permitted separately from the building permit and must adhere to the City's Zoning Ordinance/Code of Ordinance Chapter 14. *(Sec. 14.04.004)*
4. Sign Permits shall be permitted separately from the building permit and must adhere to the City's Zoning Ordinance/Code of Ordinance Chapter 14. *(Article 14.07)*
5. Impact fees will be required at the time of building permit application. *(Chapter 13, Article. 13.11)*
6. The approval of a Site Plan shall be effective for a period of two (2) years from the date of approval, at the end of which time the Site Plan shall expire unless the applicant demonstrates to the Director of Development Services that progress has been made toward completion of the project for which the Site Plan was approved.
7. Any changes made to the site plan prior to the final fulfillment of the conditions of the staff review letter must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

Engineering

8. Platting of the property is required. *Code of Ordinances Chapter10.02.002(a)(1); Texas Local Government Code Title 1, Sec. 212.004*
9. Privately owned and maintained detention in accordance with City criteria may be required. Engineering documentation shall be provided to the City of Sherman Engineering Department for review and approval. If detention is required, Ownership and Maintenance information to be shown on plat. *Code of Ordinances Chapter 10.03.003(i)*
10. Drive approaches and sidewalks must conform to City of Sherman standards and a permit with drawing showing dimensions is required from City of Sherman Engineering Department for

review and approval prior to any work being done within public right of way. *Code of Ordinances Chapter 3, Division 5, Sec. 3.10.154; 10.03.003.(f)*

11. Internal water and wastewater lines will be privately owned and maintained.
12. Civil Engineering plans shall be provided to the Engineering Department for review and approval. Plat to reflect changes upon Engineering review. Civil Plan submittal requirements can be found in the Development Guide on the City of Sherman website. *Code of Ordinances Chapter 10.03.006(b)*

Fire Services

Building is equipped throughout with an approved automatic sprinkler system.

13. [ ] 503.1.1 - The fire apparatus access road shall comply with the requirements of this section and shall extend to within 200' of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
14. [ ] 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 600' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
15. [ ] 507.5.1.1 - Buildings equipped with a FDC installed in accordance shall have a fire hydrant within 100' of the fire department connections.

Building is NOT over 3 stories or 30' in height or 62,000 square feet in gross area.

16. [ ] 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 24', exclusive of shoulders and an unobstructed vertical clearance of not less than 14'. (City Ordinances Amendments 3.01.002)
17. [ ] 503.2.4 - The minimum turning radius shall be at least 25' unless fire lane exceeds minimum requirement of 24'. (City Ordinances Amendments 3.01.002)

Building is over 3 stories or 30' in height or 62,000 square feet in gross area.

18. [ ] D105.2 - Aerial fire apparatus access roads shall have a minimum unobstructed width of 26', exclusive of shoulders, in the immediate vicinity of the building or portion thereof. and an unobstructed vertical clearance of not less than 14'. (City Ordinances Amendments 3.01.002)
19. [ ] D105.3 - One or more of the required access routes meeting this condition shall be located not less than 15' and not greater than 30' from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
20. [ ] 503.2.4 - The minimum turning radius shall be at least 25' unless the fire lane exceeds minimum requirement of 26'. (City Ordinances Amendments 3.01.002)

It is the policy of Planning and Zoning Commission and Board of Adjustment not to consider a request unless the applicant or its representative attends the meeting at which the request is considered. You are hereby notified to present your case on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Development Services at 903-892-7229 prior to the meeting.

Respectfully,

Rob Rae
Acting Secretary, Planning and Zoning Board and Board of Adjustment

cc: Robby Hefton, City Manager
Clint Philpott, Asst. City Manager
Wayne Lee, P.E., Director of Engineering
Tom Pruitt, Utility Engineer
Billy Hartsfield, Fire Chief
Amber Doan, Engineering Coordinator
Christopher Armstrong, Asst. City Engineer
The Law Firm of Abernathy, Roeder, Boyd, & Hullett, P.C., City Attorney

Planning & Zoning Commission and Board of Adjustments **15.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

2303TEXOMA PARKWAY (Project No. 23-005609)

The request of LCA Properties, LLC (Owner), Todd Kofsky, Sherman Motors (Representative) and Underwood Drafting & Surveying (Surveyor) concerning the property located at 2303 Texoma Parkway, consisting of 0.770 acres, being in the Smith McGlothlin Survey, Abstract No. 808, and being a remainder of Lot 1 in Block 1 of Highland Park Addition, and currently zoned C-2 (General Commercial) District, as follows:

Planning and Zoning Commission

Public Hearing, Specific Use Permit and Site Plan approval under Section 14.06.009 to allow Automobile Sales, New or Used and Automobile repair, body work, or painting with asphalt addition in a C-2 (Retail Business) District and repeal Ordinance No. 6613.

Background:

The property is located at 2303 Texoma Parkway between East Nall Street and Baker Drive. The owner is requesting a Specific Use Permit and Site Plan approval under Section 14.06.009 to allow Automobile Sales, New or Used and Automobile repair, body work, or painting with asphalt addition in a C-2 (Retail Business) District and repeal Ordinance No. 6613.

The following has been approved for this location:

- June 20, 2023 - Public Hearing and Specific Use Permit under Section 14.06.009 to allow Automobile motorcycle, boat or trailer sales, new or used.
- June 20, 2023 - Public Hearing and Specific Use Permit under Section 14.06.009 to allow Automobile repair, body work, or painting.
- June 20, 2023 - Site Plan for a garage addition.

Adjacent Zoning:

C-2 (General Commercial) District
R-6 (Single Family Residential) District

Origination:

LCA Properties, LLC (Owner)
Todd Kofsky, Sherman Motors (Representative)
Underwood Drafting & Surveying (Surveyor)

Master Plan Designation:

Regional Commercial category is intended to promote large-scale commercial development along US-75, while promoting community character through design. US-75 serves as the major gateway to and through the community; therefore, aesthetics and design should be promoted in this corridor. This category should allow large-scale commercial uses that serve the region and the community alike. A mix of uses and inter-connectivity between parcels should be encouraged.

Number of notices mailed:
12

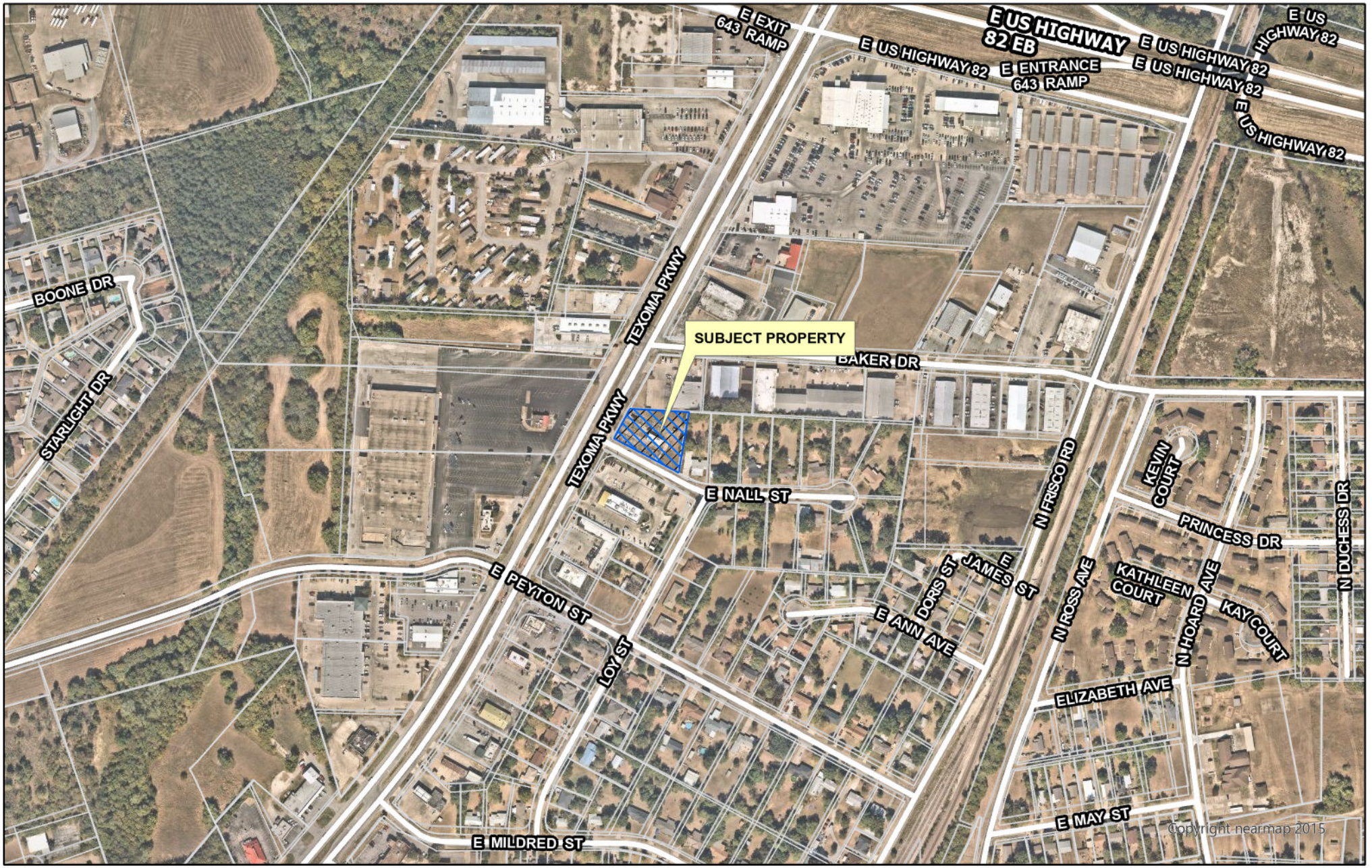
Objections Received:
0

Development Review Meeting:
No

Staff Recommendation:
Staff recommends that the P&Z Commission approve this item.

Attachments

Location Map
Zoning Map
Future Land Use Map
Property Notification Sign
Site Plan
Survey
Elevation
Staff Review Letter



dlagrone H:\PLANNING\Public Notification KT.aprx

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
2303 TEXOMA PKWY

N
W E
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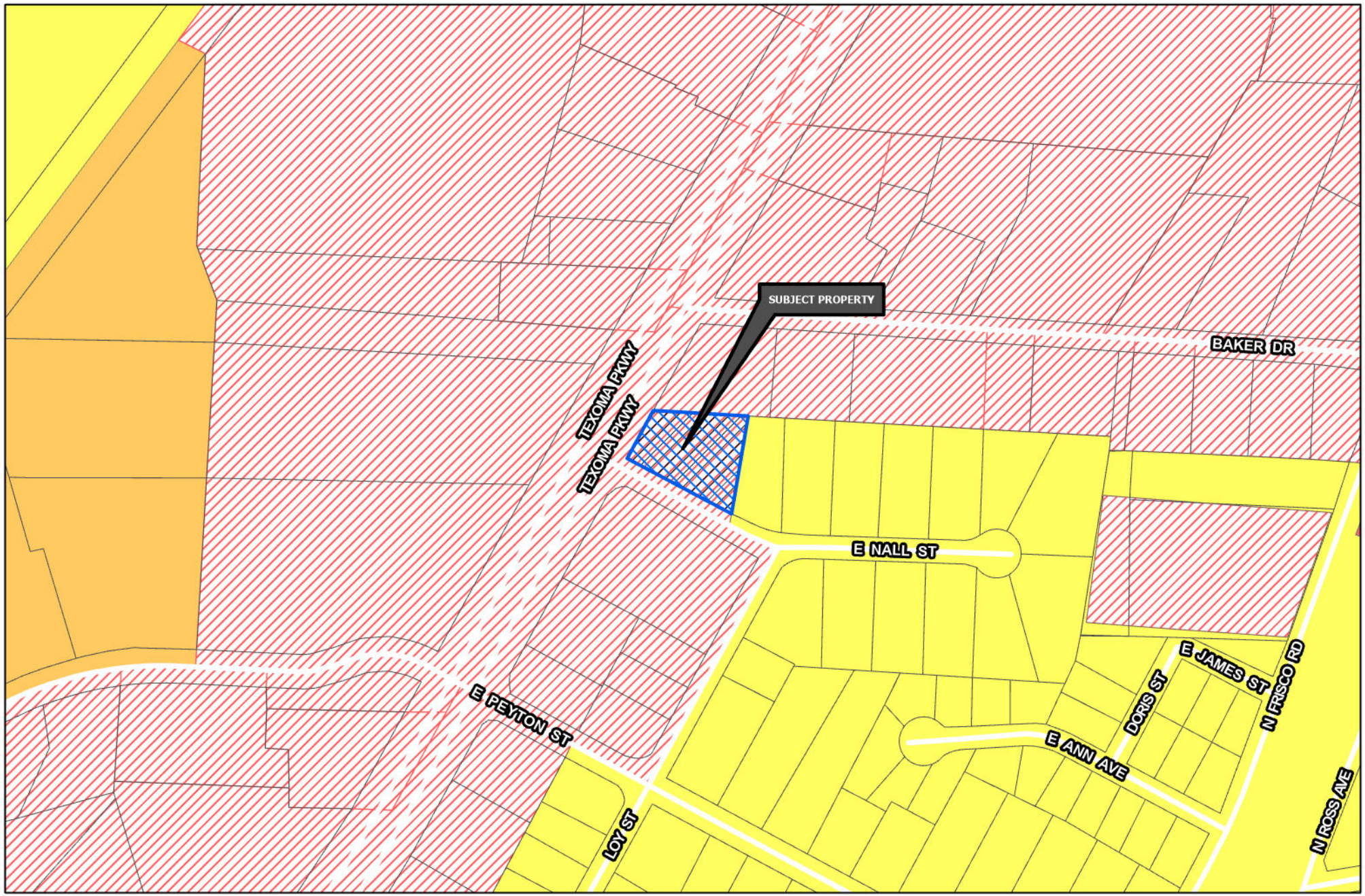
Date: 5/24/2023 9:10 AM



Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development
- Subject Locations

Road Names All

CITY OF SHERMAN ZONING MAP 2303 TEXOMA PKWY

N
W E
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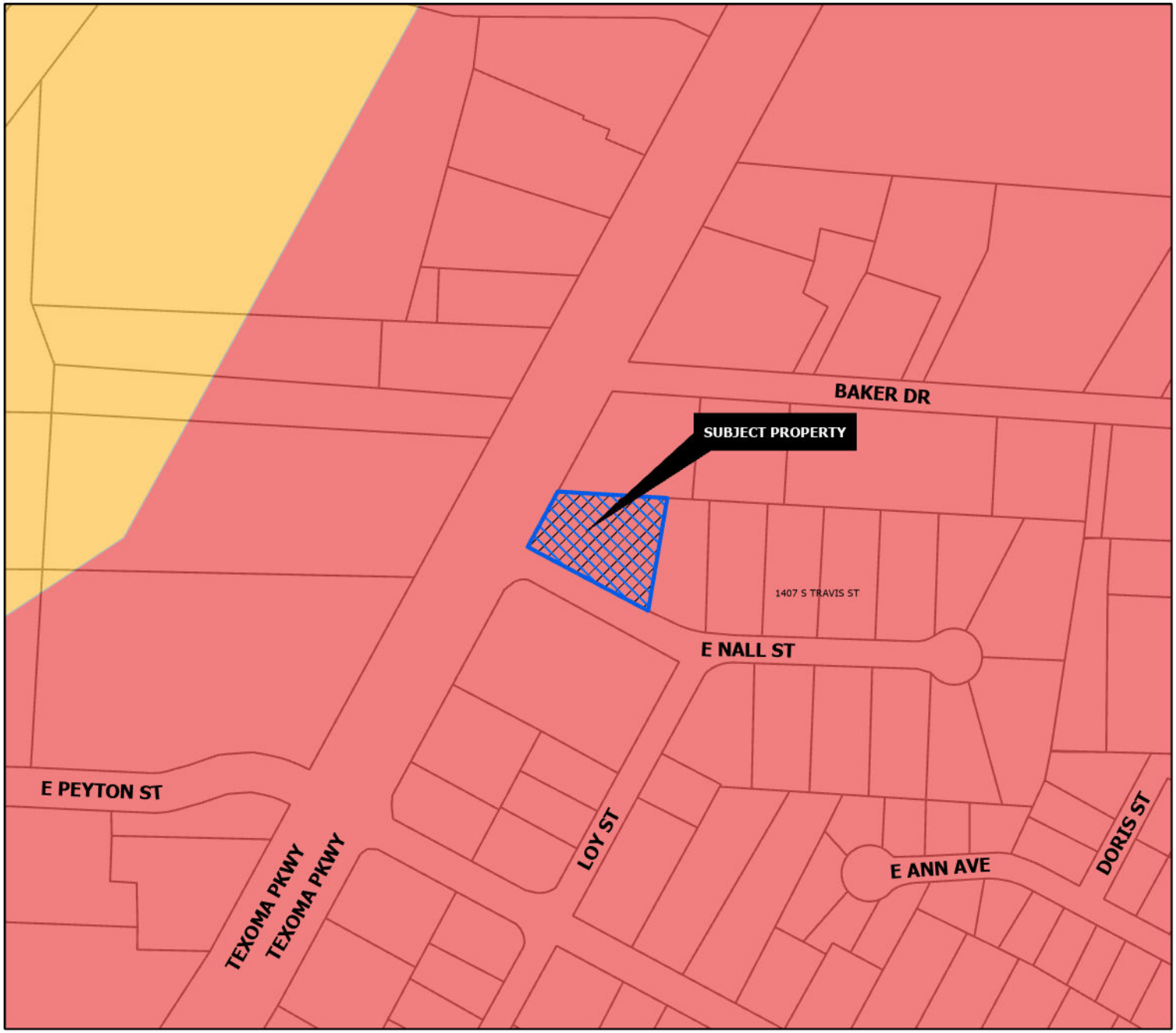
Date: 5/24/2023 9:12 AM



REGIONAL COMMERCIAL

Intent & Character

The Regional Commercial category is intended to promote large-scale commercial development along US-75, while promoting community character through design. US-75 serves as the major gateway to and through the community; therefore, aesthetics and design should be promoted in this corridor. This category should allow large-scale commercial uses that serve the region and the community alike. A mix of uses and inter-connectivity between parcels should be encouraged.

Appropriate Land Use Types

- Retail and Restaurants
- Multi-Family Living
- Office Complex
- Medical
- Mixed Use
- Indoor Entertainment

Compatible Zoning Districts

- Retail Business
- General Commercial
- Office
- Multi-Family Residential (MF-15 and MF-30)
- Planned Development (for larger tracts)

Considerations

- Site design considerations should be given to parking, landscaping, and building articulation.
- Where possible, parking should be screened from view or well-landscaped with native, drought-tolerant plants.
- All buildings facades fronting a public street or within significant public view should have aesthetically-pleasing horizontal and vertical articulation.
- Signage should be multi-tenant, where possible, and should match the character of the primary structure.
- High density residential should be included in mixed use developments.
- High density residential is appropriate behind commercial areas, with inter-connectivity.
- If high density is stand alone, the surrounding uses and connectivity should be considered to avoid an "island."

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

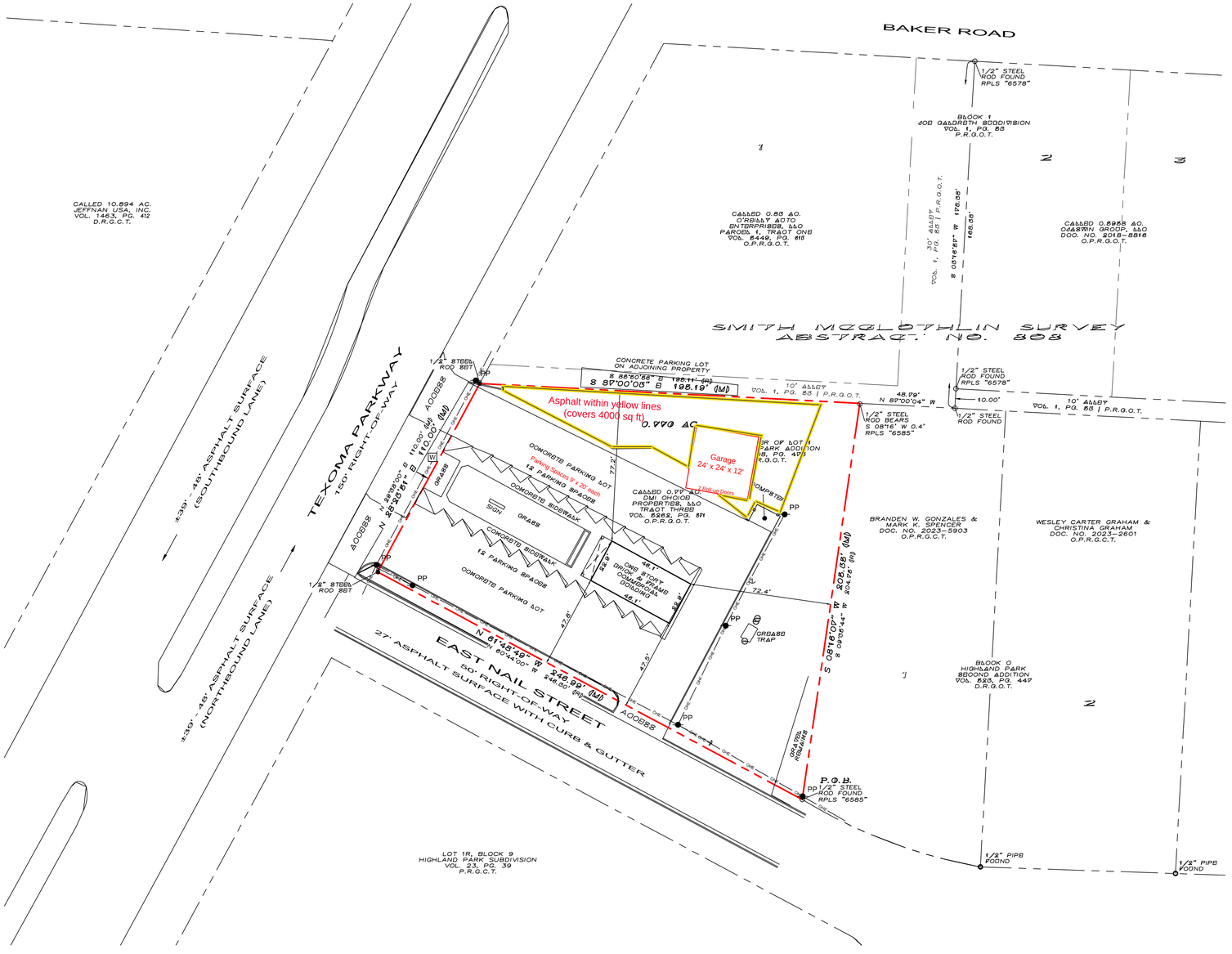
- Agriculture/Rural
- Airport
- City Parkland
- Community Commercial
- Core Neighborhood
- Downtown
- Regional Commercial
- Suburban Neighborhood
- Technology Hub
- Subject Locations

CITY OF SHERMAN
FUTURE LAND USE MAP
2303 TEXOMA PKWY

N
W E
S

Date: 5/24/2023 9:13 AM

10/31/2023 at 10:12 A.M.
Sherman
NOTICE OF
SPECIFIC USE
PERMIT REQUEST
PROJECT #: 23-005609
FOR INFORMATION CONTACT:
DEVELOPMENT SERVICES
903-892-7229
Sher Man Motors



Flood Information

By graphic plotting only, this property is located in Zone "X" of the Flood Insurance Rate Map, Community Panel No. 48181C 0290 G, which bears an effective date of September 1, 2022 and is NOT in a special flood hazard area. No field surveying was performed to determine this Zone and an elevation certificate may be needed to verify this determination or apply for a variance from the Federal Emergency Management Agency.

Zone "X" denotes areas outside the 100 year flood plain.

LEGEND

●	1/2" STEEL ROD SET
○	1/2" STEEL ROD FOUND
⊙	1/2" PIPE FOUND
PP	POWER POLE
◆	SEWER CLEANOUT
WM	WATER METER
	BOUNDARY LINE
	PROPERTY LINE
OHE	OVERHEAD ELEC.

Legal Description

Situated in the County of Grayson, State of Texas, being a part of Smith McGlothlin Survey, Abstract No. 808, and being a remainder of Lot 1 in Block 1 of Highland Park Addition, according to the plat thereof recorded in Volume 408, Page 473, Deed Records, Grayson County, Texas, and being a retracement survey of a called 0.77 acre tract of land described as Tract Three in the deed to DMI Choice Properties, LLC, recorded in Volume 5262, Page 571, Official Public Records, Grayson County, Texas, and being described by metes and bounds as follows:

Beginning at a 1/2" steel rod stamped "6585" found for the southeast corner of said 0.77 acre tract, common to the southwest corner of Lot 1, Block C of Highland Park Second Addition, according to the plat thereof recorded in Volume 523, Page 447, said Deed Records, and on the northerly right-of-way line of East Nail Street;

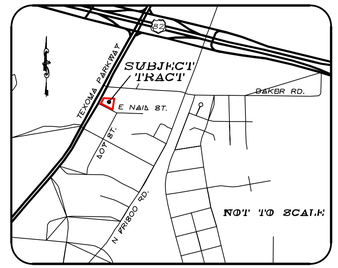
Thence North 61°48'49" West, with the southerly line of said 0.77 acre tract, and with the northerly right-of-way line of said East Nail Street, a distance of 246.99 feet to a 1/2" steel rod set for the southwest corner of said 0.77 acre tract, and at the intersection of the southerly right-of-way line of said East Nail Street and the easterly right-of-way line of Texoma Parkway;

Thence North 28°23'51" East, with the westerly line of said 0.77 acre tract, and with the easterly right-of-way line of said Texoma Parkway, a distance of 110.00 feet to a 1/2" steel rod set for the northwest corner of said 0.77 acre tract, common to the southwest corner of a called 0.83 acre tract of land described as Parcel 1, Tract One in the deed to O'Reilly Auto Enterprises, LLC, recorded in Volume 5449, Page 613;

Thence South 87°00'03" East, with the northerly line of said 0.77 acre tract, and with the southerly line of said 0.83 acre tract, a distance of 195.19 feet to the northeast corner of said 0.77 acre tract, common to the northwest corner of aforesaid Lot 1 of Highland Park Second Addition, and from which a found 1/2" steel rod stamped "6585" bears South 08°16' West, a distance of 0.4 feet;

Thence South 08°16'07" West, with the easterly line of said 0.77 acre tract, and with the westerly line of said Lot 1, a distance of 205.35 feet to the Point of Beginning and containing 0.770 acres of land, more or less.

VICINITY MAP



Surveyor's Notes

1. The property has a total area of 0.770 acres of land.
2. There are no visible signs of cemeteries observed at the time of this survey.
3. All visible above ground indications of public utilities are depicted hereon.
4. There is no observable evidence of site use as a solid waste dump, sump or sanitary landfill.
5. There is no evidence of recent street or sidewalk construction.
6. There is no evidence of recent dirt work on the site.
7. The subject tract has direct access to Texoma Parkway, a public highway maintained by the State of Texas. The subject tract also has direct access to East Nail Street.

Zoning Information

The subject tract lies within the limits of the following zone: C-2 (General Commercial District). Requirement of this zone are as follows:

C-2 (General Commercial District):
Front Setback: 25 feet
Rear Setback: 25 feet
Side Setback: 15 feet
Max. Height: No building shall exceed 35 feet.

Surveyor's Certification

To: LCA Properties, LLC; DMI Choice Properties, LLC; First National Title Insurance Company; Security Title, Inc.;

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items not specified of Table A thereof.

The fieldwork was completed on April 6th, 2023
Date of Plat or Map: April 11, 2023

Douglas W. Underwood
Registered Professional
Land Surveyor No. 4709
State of Texas
Firm No. 10006300

STATE OF TEXAS REGISTERED DOUGLAS W. UNDERWOOD 4709 PROFESSIONAL LAND SURVEYOR

Title Information

The Title Description and Schedule B Items hereon are from Security Title, Inc., commitment # 2303-19SH, Effective Date March 24, 2023.

Schedule "B" Items

10d. The surveyed property is subject to any matter, including but not limited to easements, roadways, and/or building set back lines as shown on the recorded plat of Highland Park Addition, an Addition to the City of Sherman, Grayson County, Texas, of recorded in Volume 408, Page 473, of the Deed Records, Grayson County, Texas.

Building Height

BUILDING 1 — 12.9'

Parking Information

24 REGULAR SPACES

Basis of Bearings

~ Bearings are based ~
GRID NORTH, NAD 83
TEXAS STATE PLANE
COORDINATE SYSTEM
NORTH CENTRAL ZONE

NORTH

GRAPHIC SCALE

30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

This survey contains information that is proprietary to Underwood Drafting & Surveying, Inc. Any unauthorized disclosure in whole or part without the express written permission of Underwood Drafting & Surveying, Inc. is prohibited.

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Underwood Drafting & Surveying, Inc.
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Sheet 1 of 1

		Revisions	Date
Date	04/11/2023		
Dwn. By	DNH		
Aprvd. By	DWU		
Dwg. No.	23030314		
Scale	1" = 30'		

ALTA/NSPS LAND TITLE SURVEY

UNDERWOOD DRAFTING & SURVEYING, INC.
3404 INTERURBAN ROAD
DENISON, TEXAS 75020
PHONE (903)465-2151
FAX (903)465-2152

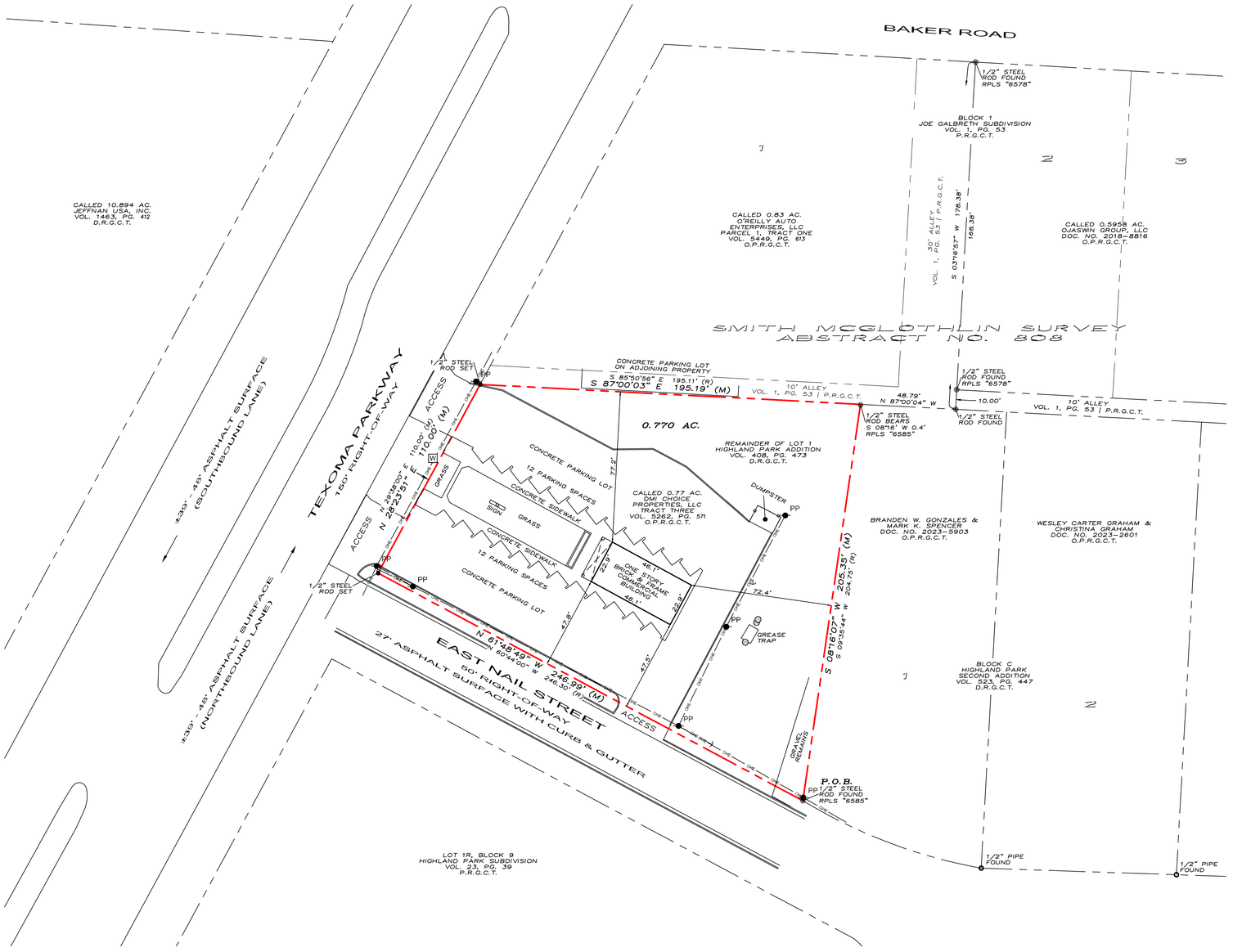
Project Location
GRAYSON COUNTY

Project Address
2303 TEXOMA PARKWAY
CITY OF SHERMAN

Project Name

Prepared For:
ERA STEVE COOK & CO. REALTORS

Job Number 23030314



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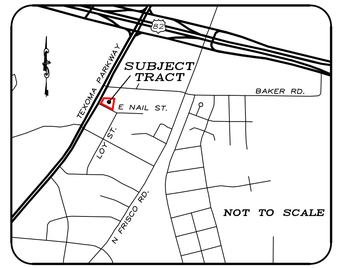

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BUILDING 1 12.7'

Parking Information

24 REGULAR SPACES

Basis of Bearings

~ Bearings are based ~

GRID NORTH, NAD 83
TEXAS STATE PLANE
COORDINATE SYSTEM
NORTH CENTRAL ZONE

NORTH

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(IN FEET)
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The fieldwork was completed on April 6th, 2023
Date of Plat or Map: April 11, 2023

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2303 TEXOMA PARKWAY
CITY OF SHERMAN

Project Name

Prepared For:
ERA STEVE COOK & CO. REALTORS

Job Number 23030314

Sheet 1 of 1

		Revisions	Date
Date	04/11/2023		
Dwn. By	BNH		
Aprvd. By	DWU		
Dwg. No.	23030314		
Scale	1" = 30'		

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Underwood Drafting & Surveying, Inc.
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O'Reilly
AUTO
PARTS

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

STAFF REVIEW LETTER

November 7, 2023

Sent via email

Sherman Motors
Todd Kofsky
2303 Texoma Pkwy
Sherman, TX 75090

LCA Properties, LLC
565 Cleve Cole Rd
Denison, TX 75021

Dear Applicants,

The request of a Public Hearing, Specific Use Permit and Site Plan approval under Section 14.06.009 to allow Automobile Sales, New or Used and Automobile repair, body work, or painting with asphalt addition in a C-2 (Retail Business) District and repeal Ordinance No. 6613 located at 2303 Texoma Parkway has been scheduled to be heard by the Planning and Zoning Commission on Tuesday, November 14, 2023, at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request and the following items need to be noted/addressed:

Zoning:

1. Compliance with applicable City ordinances, regulations, standards and rules and other laws, as they exist or may be amended, including but not limited to the City's Zoning Ordinance/Code of Ordinance Chapter 14.
2. Fire access, lanes and codes shall be coordinated with the Fire Marshal (dillons@cityofsherman.com). *(Code of Ordinances Chapter 3.02(c))*
3. The dumpster/trash enclosure shall be screened. The screening shall be constructed of masonry or similar durable material. *(Sec. 14.04.004(4)(c)).*
4. Fence Permits shall be permitted separately from the building permit and must adhere to the City's Zoning Ordinance/Code of Ordinance Chapter 14. *(Sec. 14.04.004)*
5. Sign Permits shall be permitted separately from the building permit and must adhere to the City's Zoning Ordinance/Code of Ordinance Chapter 14. *(Article 14.07)*
6. The use of the property must comply with all Federal and State Laws and regulations and with all the ordinances, rules and regulations of the City of Sherman.
7. No outside parking or storage of dismantled, junk or inoperable vehicles, wrecks, tires, displays or parts are permitted.
8. The property must be properly maintained in a state of good repair and neat appearance.
9. The granting of the Specific Use Permit has no effect on the uses permitted as of right and does not waive the regulations of the underlying zoning district.
10. A Specific Use Permit is an amendment to the district regulations of the Zoning Ordinance that permits the establishment of a specific use within a zoning district in which such specific use may be established unless such use of land or structure is discontinued or abandoned for a period of thirty (30) consecutive days in which event such Specific Use Permit shall be void and such use may not thereafter be resumed unless a new Specific Use Permit is granted in accordance with this section. *(Chapter 14, Sec. 14.06.009(a)(1)(C))*
11. The approval of a Site Plan shall be effective for a period of two (2) years from the date of approval, at the end of which time the Site Plan shall expire unless the applicant demonstrates to the Director of Development Services that progress has been made toward completion of the project for which

the Site Plan was approved.

12. Any changes made to the site plan prior to the final fulfillment of the conditions of the staff review letter must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

Engineering

13. Platting of the property is required. *Code of Ordinances Chapter10.02.002(a)(1); Texas Local Government Code Title 1, Sec. 212.004*
14. Wastewater main may be required to be extended in accordance with City criteria to serve proposed Lot. Wastewater capacity shall be verified for proposed use. *Code of Ordinances Chapter 13, Sec. 13.07.282; 10.03.003(j)(1)*
15. Drive approaches and sidewalks must conform to City of Sherman and TxDOT standards and a permit with drawing showing dimensions is required from City of Sherman Engineering Department for review and approval prior to any work being done within public right of way. *Code of Ordinances Chapter 3, Division 5, Sec. 3.10.154; 10.03.003(f)*

Fire Services

16. [ ] 503.1.1 - The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150' of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
17. [ ] 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400' from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
18. [ ] 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 24', exclusive of shoulders and an unobstructed vertical clearance of not less than 14'. (City Ordinances Amendments 3.01.002)
19. [ ] 503.2.4 - The minimum turning radius shall be at least 25' unless fire lane exceeds minimum requirement of 24'. (City Ordinances Amendments 3.01.002)
20. [ ] 503.2.5 - Dead-end fire apparatus access roads in excess of 150' in length shall be provided with a 100' diameter cul-de-sac or 120' hammerhead at 20' 24' wide fire lane. (City Ordinances Amendments 3.01.002)

It is the policy of the Planning and Zoning Commission and Board of Adjustment not to consider a request unless the applicant or its representative attends the meeting at which the request is considered. You are hereby notified to present your case on the date and time stated above.

If additional information or clarification is needed, contact Development Services by emailing planning@cityofsherman.com prior to the meeting.

Respectfully,

Rob Rae
Acting Secretary, Planning and Zoning Board and Board of Adjustment

cc: Robby Hefton, City Manager
Clint Philpott, Asst. City Manager
Wayne Lee, P.E., Director of Engineering
Tom Pruitt, Utility Engineer
Dillon Stewart, Fire Chief
Amber Doan, Engineering Coordinator
Christopher Armstrong, Asst. City Engineer
The Law Firm of Abernathy, Roeder, Boyd, & Hullett, P.C., City Attorney

Planning & Zoning Commission and Board of Adjustments **16.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

2007-2011 TEXOMA PARKWAY AND 2007 TEXOMA DRIVE (Project No. 23-005150)

TABLED FROM OCTOBER 17, 2023

The request of IKON Group Opportunity Zone Fund, LLC (Owner), Kent Hughlett (Representative) and Helvey-Wagner Surveying (Surveyor) concerning the property located at 2007-2011 Texoma Parkway and 2007 Texoma Drive, consisting of 5.924 acres being a replat of Lots 1 and 2, Block A of First United Bank Addition and a part of Lot 5, Block 2 of Teague Industrial Park Unit No. 2, and currently zoned C-2 (General Commercial) District, as follows:

Planning and Zoning Commission

Public Hearing, Site Plan and Specific Use Permit approval under Section 14.06.009 allow a mini-warehouse (Self Storage) in a C-2 (General Commercial) District.

Background:

The property is located at 2007-2011 Texoma Parkway and 2007 Texoma Drive at the corner of Texoma Parkway and Texoma Drive. The property owner is requesting a Site Plan and Specific Use Permit for a mini-warehouse.

The following has been approved for this location:

- October 17, 2023 - Replat of Texoma Place Storage (APPROVED SUBJECT TO STAFF REVIEW LETTER EXCLUDING NO. 1)

Adjacent Zoning:

M-1 (Light Manufacturing) District
C-2 (General Commercial) District

Origination:

IKON Group Opportunity Zone Fund, LLC (Owner)
Kent Hughlett (Representative)
Helvey-Wagner Surveying (Surveyor)

Master Plan Designation:

Regional Commercial category is intended to promote large-scale commercial development along US-75, while promoting community character through design. US-75 serves as the major gateway to and through the community; therefore, aesthetics and design should be promoted in this corridor. This category should allow large-scale commercial uses that serve the region and the community alike. A mix of uses and inter-connectivity between parcels should be encouraged

Number of notices mailed:

15

Objections Received:

0

Development Review Meeting:

Yes

Staff Recommendation:

Staff does not recommend the approval of this item until either of the following items on the request are amended:

- Remove structures on the proposed site plan that are located within the existing 20' Utility Easement established in Vol. 3, Pg. 14 PRGCT.
- Determine that the easement can be abandoned and have the abandonment be approved by City Council and recorded.

Attachments

Location Map
Zoning Map
Future Land Use Map
Property Notification Sign
Site Plan
Narrative
Survey
Staff Review Letter

Date: 9/8/2023 2:11 PM

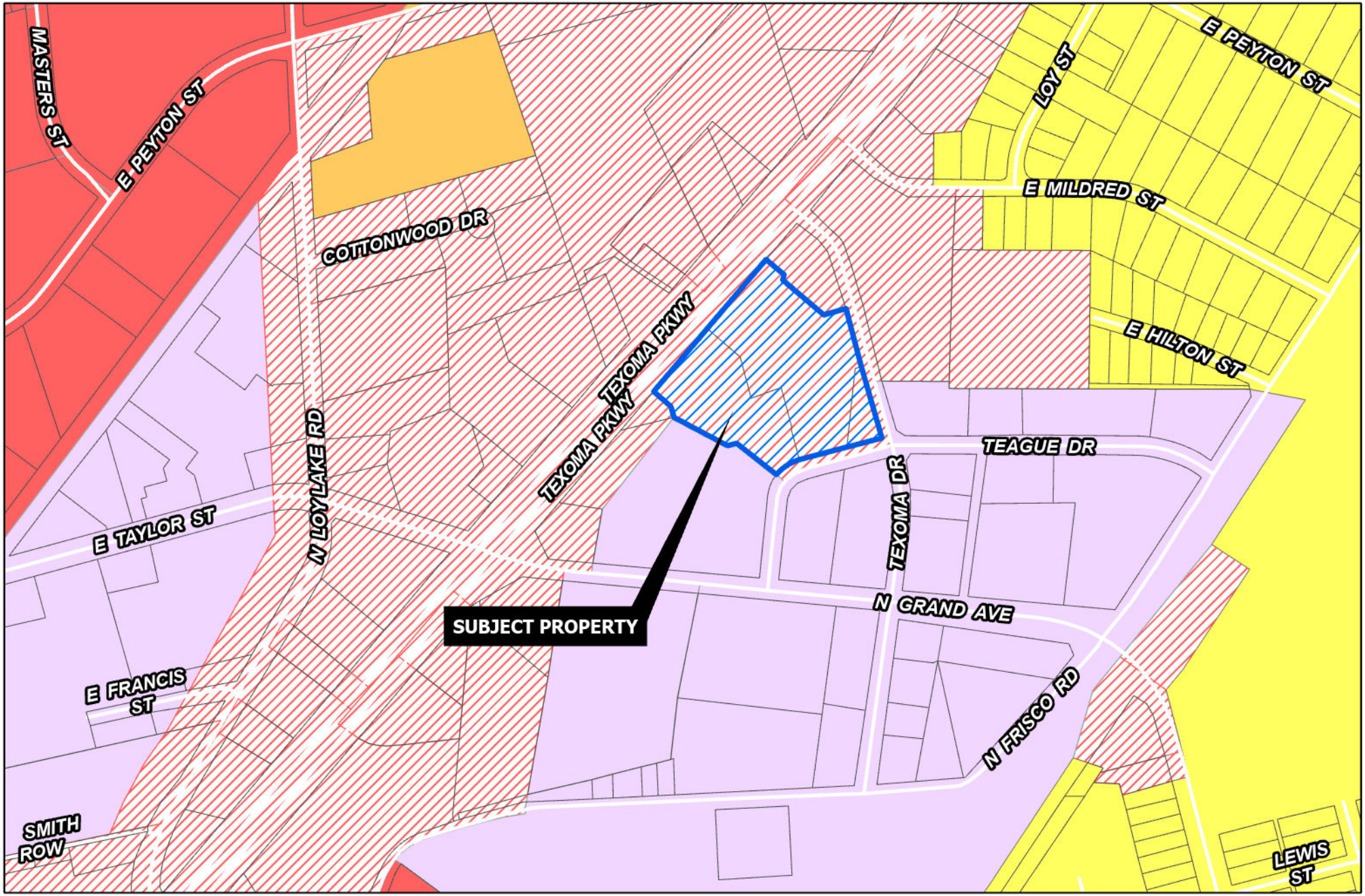
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN

2007-2011 Texoma Parkway
2007 Texoma Dr

NORTH



Date: 9/8/2023 2:11 PM

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development

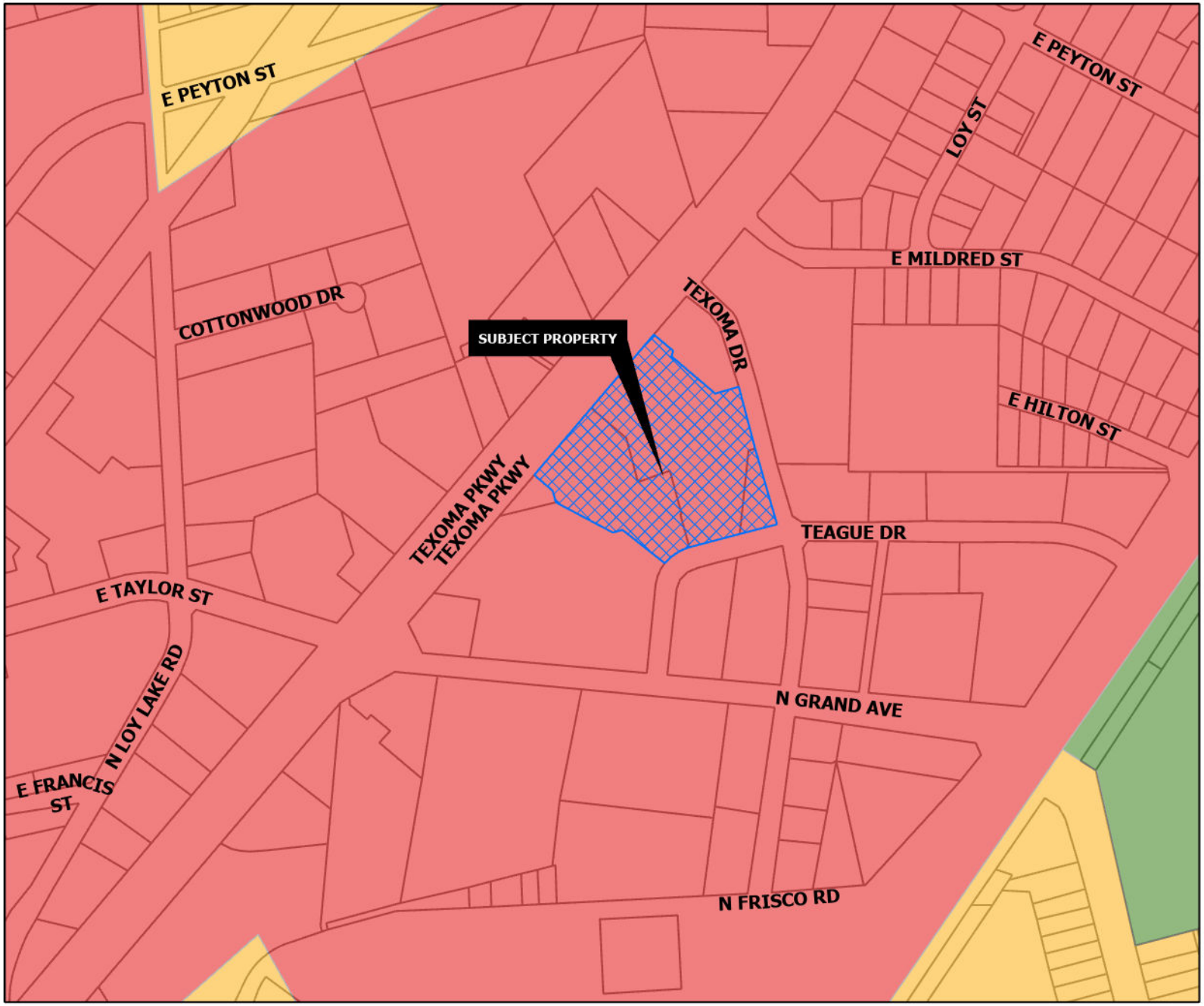
Road Names All

Planning&Zoning

CITY OF SHERMAN

2007-2011 Texoma Parkway
2007 Texoma Dr

NORTH



REGIONAL COMMERCIAL

Intent & Character

The Regional Commercial category is intended to promote large-scale commercial development along US-75, while promoting community character through design. US-75 serves as the major gateway to and through the community; therefore, aesthetics and design should be promoted in this corridor. This category should allow large-scale commercial uses that serve the region and the community alike. A mix of uses and inter-connectivity between parcels should be encouraged.

Appropriate Land Use Types

- Retail and Restaurants
- Multi-Family Living
- Office Complex
- Medical
- Mixed Use
- Indoor Entertainment

Compatible Zoning Districts

- Retail Business
- General Commercial
- Office
- Multi-Family Residential (MF-15 and MF-30)
- Planned Development (for larger tracts)

Considerations

- Site design considerations should be given to parking, landscaping, and building articulation.
- Where possible, parking should be screened from view or well-landscaped with native, drought-tolerant plants.
- All buildings facades fronting a public street or within significant public view should have aesthetically-pleasing horizontal and vertical articulation.
- Signage should be multi-tenant, where possible, and should match the character of the primary structure.
- High density residential should be included in mixed use developments.
- High density residential is appropriate behind commercial areas, with inter-connectivity.
- If high density is stand alone, the surrounding uses and connectivity should be considered to avoid an "island."

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- Agriculture/Rural
- Airport
- City Parkland
- Community Commercial
- Core Neighborhood
- Downtown
- Regional Commercial
- Suburban Neighborhood
- Technology Hub
- Subject Locations
- Planning & Zoning

CITY OF SHERMAN
FUTURE LAND USE MAP
2007-2011 TEXOMA PKWY & 2007 TEXOMA DR

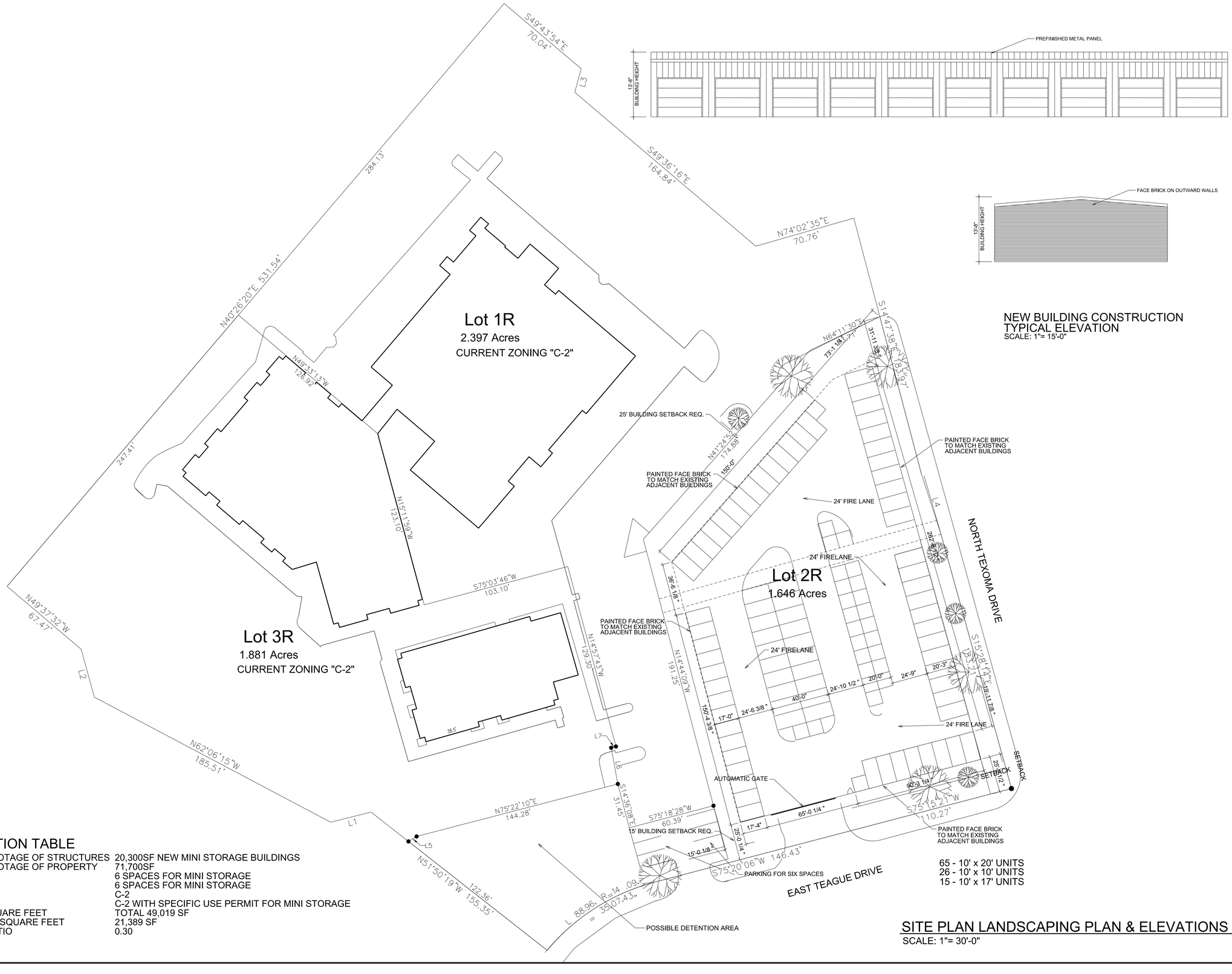
N
W E
S

Date: 10/5/2023 6:45 PM

Marlow, Lauren

From: Planning
To: Kent Hughlett
Subject: RE:

From: Kent Hughlett
Sent: Wednesday, September 6, 2023 3:37 PM
To: Planning
Subject:



NEW BUILDING CONSTRUCTION
TYPICAL ELEVATION
SCALE: 1"= 15'-0"

SITE TABULATION TABLE

GROSS SQUARE FOOTAGE OF STRUCTURES	20,300SF NEW MINI STORAGE BUILDINGS
GROSS SQUARE FOOTAGE OF PROPERTY	71,700SF
REQUIRED PARKING	6 SPACES FOR MINI STORAGE
PARKING PROVIDED	6 SPACES FOR MINI STORAGE
CURRENT ZONING	C-2
PROPOSED ZONING	C-2 WITH SPECIFIC USE PERMIT FOR MINI STORAGE
HARD SURFACE SQUARE FEET	TOTAL 49,019 SF
LANDSCAPED AREA SQUARE FEET	21,389 SF
FLOOR TO AREA RATIO	0.30

65 - 10' x 20' UNITS
26 - 10' x 10' UNITS
15 - 10' x 17' UNITS

SITE PLAN LANDSCAPING PLAN & ELEVATIONS
SCALE: 1"= 30'-0"

NORTH

KENT HUGHLETT, ARCHITECT PLLC
177 TIMBERBROOK CIRCLE
DENISON, TEXAS 75021
RKHUGHLETT@GMAIL.COM
972-743-8398

TEXOMA PLACE STORAGE
2009 TEXOMA PARKWAY
SHERMAN, TEXAS

A-1.0

OCT. 18, 2023

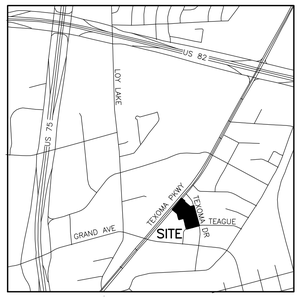
Kent Hughlett, Architect, PLLC design and construction
177 Timberbrook Circle 972-743-8398
Denison, Texas 75021

Project Narrative
2007 Texoma Drive Mini Storage Facility
"Texoma Place Storage"

The current zoning for this site is C-2. We are requesting a Specific Use Permit for Mini Storage Units. There is a motor bank currently located on the site. We are proposing to remove the motor bank structures and construct six mini storage buildings on the property. The outward facing exterior walls of the storage buildings will be constructed using painted face brick to match the renovated office buildings located adjacent to the site. We are requesting a variance for the building setback on the North and West property lines with back up existing parking.

Vicinity Map

(not to scale)

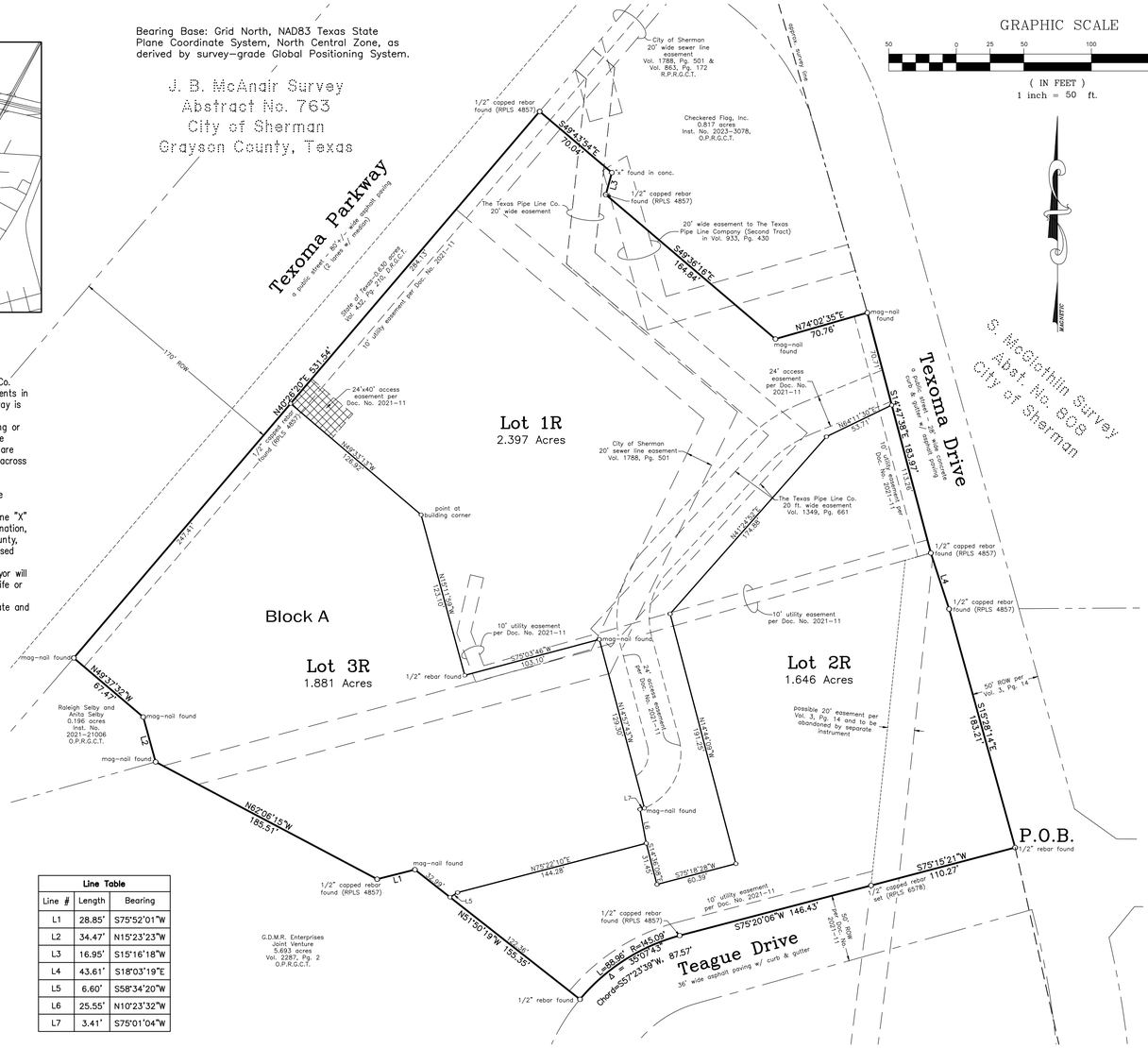


General Notes:

1. Water Supply to be provided by City of Sherman.
2. Sewer service to be provided by City of Sherman.
3. Electrical service is provided by Oncor Electric Delivery Co.
4. Blocking the flow of water or construction of improvements in drainage easements, and filling or obstruction of the floodway is prohibited.
5. Any existing creeks or drainage channels traversing along or across the addition will remain as open channels and will be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the drainage courses along or across said lots.
6. The City of Sherman will not be responsible for the maintenance and operation of said drainage ways or for the control of erosion.
7. The property shown on the plat hereon lies within a Zone "X" (areas determined to be outside 500–year floodplain) Designation, as shown on the Flood Insurance Rate Map for Grayson County, Texas and Incorporated Areas, Map No. 48181C0290 G, Revised Date: September 1, 2022.
8. Neither The City of Sherman nor the undersigned surveyor will be responsible for any damage, personal injury, or loss of life or property occasioned by flooding or flooding conditions.
9. The owners and builders must comply with all other state and federal regulations regarding developments of this type.

Bearing Base: Grid North, NAD83 Texas State Plane Coordinate System, North Central Zone, as derived by survey–grade Global Positioning System.

J. B. McAnair Survey
Abstract No. 763
City of Sherman
Grayson County, Texas



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Line Table		
Line #	Length	Bearing
L1	28.85'	S75°52'01"W
L2	34.47'	N15°23'23"W
L3	16.95'	S15°16'18"W
L4	43.61'	S18°03'19"E
L5	6.60'	S58°34'20"W
L6	25.55'	N10°23'32"W
L7	3.41'	S75°01'04"W

KNOW ALL MEN BY THESE PRESENTS:

THAT I, Kate A. Wagner, Registered Professional Land Surveyor, do hereby certify that I prepared this plat from an actual and accurate survey of the land and that the corner monuments shown thereon were properly placed under my personal supervision, in accordance with the subdivision regulations of the City of Sherman, Texas.

STATE OF TEXAS · KATE A. WAGNER · 6578 · REGISTERED PROFESSIONAL LAND SURVEYOR

_____
Kate A. Wagner, R. P. L. S. No. 6578 Date:

I, IKON Group Opportunity Zone Fund, LLC, sole owner of Texoma Place Storage to City of Sherman, Texas do hereby dedicate the streets, easements, alleys, rights–of–way, parks, school sites and other public places shown hereon to the public use forever.

_____
Ravi Kumar Akkineni, Authorized Agent for IKON Group Opportunity Zone Fund, LLC

AVIGATION RELEASE

WHEREAS, IKON Group Opportunity Zone Fund, LLC hereinafter called OWNER (whether one or more), is the owner of a certain parcel of land situated in the City of Sherman, Grayson County, Texas, being more particularly described as Texoma Place Storage to the City of Sherman, Texas. OWNER does hereby waive, release, remise, quit claim and forever hold harmless the City of Sherman, Texas, a municipal corporation, hereinafter called CITY, and Sherman Municipal Airport, hereinafter called AIRPORT, from any and all claims for damages of any kind that OWNER may now have or may hereinafter have in the future by reason of the passage of all aircraft (aircraft being defined for the purposes of this instrument as any contrivance now known or hereinafter invented, used or designed or navigation of or flight in the air) by whomsoever owned and operated, in the airspace above OWNER'S property. Such release shall include, but not be limited to, any damages to the OWNER's described property, such as noise, vibration, fumes, dust, fuel and lubricant particles, and all other effects that may be caused by the operation of aircraft landing at or taking off from or operating at or on the Sherman Municipal Airport, whether such claim be for injury or death to person or persons damages to or taking off of property; and OWNER does hereby fully remiss and release any right or cause of action which it may now have or which it may in the future have against the CITY or AIRPORT, whether such claims be for injury or death to persons or damage to property due to noises, vibration, fumes, dust, fuel and lubricant particles, and all the other effects that may be caused or may have been caused by the operation and/or maintenance of aircraft or aircraft engines at or on said Sherman Municipal Airport.

It is agreed that this Release shall be binding upon OWNER, his successors, heirs, executors, administrators and assigns, in interest with regard to said property located at Texoma Place Storage, an addition to the City of Sherman, Texas, and it is further agreed that this instrument shall be a covenant running with the land, and shall be recorded in the Deed Records of Grayson County, Texas.

Executed this _____ day of _____, 2023.

By:_____
Ravi Kumar Akkineni
Authorized Agent for IKON Group Opportunity Zone Fund, LLC

Before me the undersigned, a notary public in and for said County and State, on this day personally appeared Ravi Kumar Akkineni, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and consideration therein expressed and in the capacity therein stated.

Given under my hand and seal of office this _____ day of _____, 2023.

_____
Notary Public, Grayson County, Texas

Sherman
CLASSIC TOWN. BROAD HORIZON.

This, the final plat of Texoma Place Storage to the City of Sherman, Texas, is hereby approved this _____ day of _____, 2023, by the Planning and Zoning Commission of the City of Sherman, Texas.

_____ _____
Chairman Secretary

This, the final plat of Texoma Place Storage to the City of Sherman, Texas, is hereby approved this _____ day of _____, 2023, by the City Council of the City of Sherman, Texas.

ACCEPTED BY THE CITY COUNCIL OF SHERMAN, TEXAS: _____
MAYOR, CITY OF SHERMAN, TEXAS DATE

The undersigned, the City Clerk of the City of Sherman, Texas, does hereby certify that the foregoing final plat of Texoma Place Storage to the City of Sherman, Texas was submitted to the City Council of Sherman, Texas, on the _____ day of _____, 2023, and the City Council by formal action then and there accepted the dedication of streets, alleys, easements and public places, as shown and set forth in and upon said map or plat, and said City Council further authorized the Mayor to note the acceptance thereof by signing his name as hereinabove subscribed.

WITNESS MY HAND THIS _____ DAY OF _____, 2023, BY _____
CITY CLERK, CITY OF SHERMAN, TEXAS

LEGAL DESCRIPTION

SITUATED in the City of Sherman, County of Grayson, State of Texas, being all of Lots 1 and 2, Block A of First United Bank Addition to the City of Sherman, Texas as per plat of record in Doc. No. 2021–11, Plat Records, Grayson County, Texas and a part of Lot 5, Block 2 of Teague Industrial Park Unit No. 2, an addition to the City of Sherman, Texas as per plat of record in Volume 3, Page 14, said Plat Records, said part of Lot 5 being the same 0.341 acre tract of land (Tract Two) conveyed by Special Warranty Deed with Vendor's Lien from American Bank of Texas, N.A. to IKON Group Opportunity Zone Fund, LLC on February 10, 2023 and recorded in Inst. No. 2023–3487, Official Public Records and being more particularly described by metes and bounds as follows to–wit:

BEGINNING at a ½ inch rebar found at the intersection of the West right–of–way line of Texoma Drive, a public street, with the North line of Teague Drive, a public street, lying in the East line of said Lot 5, Block 2, Teague Industrial Park Unit No. 2, at the Southeast corner of both said IKON Group Opportunity Zone Fund 0.341 ac. and the herein described tract;

THENCE South 75 deg. 15 min. 21 sec. West, with the North line of said Teague Drive and the South line of said IKON Group Opportunity Zone Fund 0.341 ac., a distance of 110.27 ft. to a ½ inch capped rebar set, stamped "RPLS 6578" lying in the West line of said Lot 5, Block 2, Teague Industrial Park Unit No. 2, at the Southwest corner of said IKON Group Opportunity Zone Fund 0.341 ac. and the most Southerly Southeast corner of said Lot 2, Block A, First United Bank Addition;

THENCE South 75 deg. 20 min. 06 sec. West, continuing with the North line of said Teague Drive and with the South line of said Lot 2, Block A, a distance of 146.43 ft. to a ½ inch capped rebar found (RPLS 4857) at the beginning of a curve;

THENCE Southwesterly, continuing with the North line of said Teague Drive and with the South lines of both said Lot 2 and Lot 1, Block A, First United Bank Addition, with a curve to the left, having a radius of 145.09 ft., a central angle of 35 deg. 07 min. 43 sec. (chord bears South 57 deg. 23 min. 39 sec. West, 87.57 ft.) and an arc length of 88.96 ft. to a ½ inch rebar found at the most Easterly corner of the 5.693 acre tract of land conveyed to G.D.M.R. Enterprises Joint Venture in Volume 2287, Page 2, said Official Public Records and the most Southerly Southwest corner of both said Lot 1, Block A, First United Bank Addition and the herein described tract;

THENCE in a general Northerly direction, with the Northerly lines of said G.D.M.R. Enterprises Joint Venture 5.693 ac., the most Easterly lines of the 0.196 acre tract of land conveyed to Raleigh Selby and Anita Selby in Inst. No. 2021–21006, said Official Public Records and the Westerly lines of said Lot 1, Block A, the following calls and distances:

1. North 51 deg. 50 min. 19 sec. West, a distance of 155.35 ft. to a mag–nail found at an angle point;
2. South 75 deg. 52 min. 01 sec. West, a distance of 28.85 ft. to a ½ inch capped rebar found (RPLS 4857) at an angle point;
3. North 62 deg. 06 min. 15 sec. West, a distance of 185.51 ft. to a mag–nail found at the Southeast corner of said Selby 0.196 ac.;
4. North 15 deg. 23 min. 23 sec. West, a distance of 34.47 ft. to a mag–nail found at an angle point;
5. North 49 deg. 37 min. 32 sec. West, a distance of 67.47 ft. to a mag–nail found at the most Northeast corner of said Selby 0.196 and the Northwest corner of both said Lot 1, Block A and the herein described tract, lying in the East right–of–way line of Texoma Parkway;

THENCE North 40 deg. 26 min. 20 sec. East, with the East right–of–way line of said Texoma Parkway and the Northwesterly line of said Lot 1, Block A, First United Bank Addition, passing a ½ inch capped rebar found (RPLS 4857) at 247.41 ft. at the most Northerly Northeast corner of said Lot 1 and the Northwest corner of said Lot 2, Block A, First United Bank Addition, continuing now with said Lot 2 for a TOTAL distance of 531.54 ft. to a ½ inch capped rebar found (RPLS 4857) at the most Westerly Northwest corner of the 0.817 acre tract of land conveyed to Checkered Flag, Inc. in Inst. No. 2023–3078, said Official Public Records and the most Northerly corner of both said Lot 2 and the herein described tract;

THENCE Southerly and Easterly, with the West and South lines of said Checkered Flag, Inc. 0.817 ac. and the Northeasterly lines of said Lot 2, the following calls and distances:

1. South 49 deg. 43 min. 54 sec. East, a distance of 70.04 ft. to an "x" found in conc.;
2. South 15 deg. 16 min. 18 sec. West, a distance of 16.95 ft. to a ½ inch capped rebar found (RPLS 4857);
3. South 49 deg. 36 min. 16 sec. East, a distance of 164.84 ft. to a mag–nail found at the Southwest corner of said Checkered Flag, Inc. 0.817 ac. and an Ell corner of both said Lot 2 and the herein described tract;
4. North 74 deg. 02 min. 35 sec. East, a distance of 70.76 ft. to a mag–nail found in the West right–of–way line of said Texoma Drive, at the Southeast corner of said Checkered Flag, Inc. 0.817 ac. and the most Easterly Northeast corner of both said Lot 2 and the herein described tract;

THENCE Southeasterly, with the West right–of–way line of said Texoma Drive and the East lines of both said Lot 2, Block A, First United Bank Addition and said Lot 5, Block 2, Teague Industrial Park Addition, Unit No. 2 and IKON Group Opportunity Zone Fund 0.341 ac., the following calls and distances:

1. South 14 deg. 47 min. 38 sec. East, a distance of 183.97 ft. to a ½ inch capped rebar found (RPLS 4857) at the most Easterly Southeast corner of said Lot 2 and the Northeast corner of both said Lot 5, Block 2, Teague Industrial Park Addition, Unit No. 2 and IKON Group Opportunity Zone Fund 0.341 ac.;
2. South 18 deg. 03 min. 19 sec. East, a distance of 43.61 ft. to a ½ inch capped rebar found (RPLS 4857) at an angle point;
3. South 15 deg. 28 min. 14 sec. East, a distance of 183.21 ft. to the **PLACE OF BEGINNING** and containing **5.294 ACRES** of land.

Owner:
IKON Group Opportunity Zone Fund, LLC
901 O'Connor Road, Ste. 109
Irving, TX 75061

Job No. CGS430823

Helvey–Wagner Surveying, Inc.
222 W. Main St., Denison, Texas 75020
Phone (903) 463–6191
Email: kate@helveywagnersurvey.net
TBPELS Firm Registration No. 10088100

Texoma Place Storage

Being a Replat of a Part of Lot 5, Block 2, Teague Industrial Park Unit No. 2 and all of Lots 1 & 2, Block A, First United Bank Addition to City of Sherman Grayson County, Texas

5.924 Acres

in the

J.B. McAnair Survey Abstract No. 763

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

STAFF REVIEW LETTER

November 7, 2023 Sent via email

Helvey-Wagner Surveying, Inc
222 W. Main St.
Denison, TX 75020

IKON Group Opportunity Zone Fund, LLC
901 N. O'Conner Road, #109
Irving, TX 75061

Kent Hughlett
177 Timbercreek Circle
Denison, TX 75021

Dear Applicants,

The request of a Public Hearing, Site Plan and Specific Use Permit approval under Section 14.06.009 allow a mini-warehouse (Self Storage) in a C-2 (General Commercial) District located at 2007-2011 Texoma Parkway and 2007 Texoma Drive has been scheduled to be heard by the Planning and Zoning Commission on Tuesday, November 14, 2023, at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request, and the following items need to be noted/addressed:

Zoning:

1. Compliance with applicable City ordinances, regulations, standards and rules and other laws, as they exist or may be amended, including but not limited to the City's Zoning Ordinance/Code of Ordinance Chapter 14.
2. Fire access, lanes and codes shall be coordinated with the Fire Marshal (dillons@cityofsherman.com). *(Code of Ordinances Chapter 3.02(c))*
3. Final Plat shall be filed before issuance of Building Permit.
4. Fence Permits shall be permitted separately from the building permit and must adhere to the City's Zoning Ordinance/Code of Ordinance Chapter 14. *(Sec. 14.04.004)*
5. Sign Permits shall be permitted separately from the building permit and must adhere to the City's Zoning Ordinance/Code of Ordinance Chapter 14. *(Article 14.07)*
6. Front and Rear setbacks shall be no less than 25' and the Side setbacks shall be no less than 15' *(14.02.0217(1))*.
7. Impact fees will be required at the time of building permit application. *(Chapter 13, Article. 13.11)*
8. The property must be properly maintained in a state of good repair and neat appearance.
9. The use of the property must comply with all Federal and State Laws and regulations and with all the ordinances, rules and regulations of the City of Sherman.
10. The granting of a Specific Use Permit has no effect on the uses permitted as of right and does not waive the regulations of the underlying zoning district.
11. A Specific Use Permit is an amendment to the district regulations of the Zoning Ordinance that permits the establishment of a specific use within a zoning district in which such specific use may

be established unless such use of land or structure is discontinued or abandoned for a period of thirty (30) consecutive days in which event such Specific Use Permit shall be void and such use may not thereafter be resumed unless a new Specific Use Permit is granted in accordance with this section. (*Chapter 14, Sec. 14.06.009 (a)(1)(C)*)

12. The approval of a Site Plan shall be effective for a period of two (2) years from the date of approval, at the end of which time the Site Plan shall expire unless the applicant demonstrates to the Director of Development Services that progress has been made toward completion of the project for which the Site Plan was approved.
13. Any changes made to the site plan prior to the final fulfillment of the conditions of the Staff Review Letter must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

Engineering

14. Recommend Denial due to:
    a. Proposed site plan indicates new structures located within existing 20' Utility Easement established in Vol. 3, Pg. 14 PRGCT. *Code of Ordinances Chapter 14.04.002(b)(6)*
15. Accessory buildings or structures shall not be located within the Utility Easement. *Code of Ordinances, Chapter 14, Section 14.04.002(b)(6)*
16. Abandonment of 20' Easement established in Vol. 3, Pg. 14, PRGCT to be approved by City Council with abandonment information shown on plat. Coordinate with Engineering Department by emailing engineering@cityofsherman.com for abandonment requirements.
17. Drive approaches and sidewalks must conform to City of Sherman standards and a permit with drawing showing dimensions is required from City of Sherman Engineering Department for review and approval prior to any work being done within public right of way. *Code of Ordinances Chapter 3, Division 5, Sec. 3.10.154; 10.03.003.(f)*
18. Permanent structures will not be permitted to encroach into any easements. *Code of Ordinances, Chapter 14, Article 14.04*
19. Privately owned and maintained detention in accordance with City criteria may be required. Engineering documentation shall be provided to the City of Sherman Engineering Department for review and approval. If detention is required, Ownership and Maintenance information to be shown on plat. *Code of Ordinances Chapter 10.03.003(i)*
20. Civil Engineering plans shall be provided to the Engineering Department for review and approval. Plat to reflect changes upon Engineering review. Civil Plan submittal requirements can be found in the Development Guide on the City of Sherman website. *Code of Ordinances Chapter 10.03.006(b)*

Fire Services

21. [ ] Knox key switched on gates.
22. [ ] 903.2.9 - An automatic sprinkler system shall be installed throughout all self-service storage facilities.
23. Exception: One-story self-service storage facilities that have no interior corridors, with a one-hour fire barrier separation wall installed between every storage compartment. (City Ordinances Amendments 3.02.002)
24. [ ] 507.5.1.1 - Buildings equipped with a FDC installed in accordance shall have a fire hydrant within 100' of the fire department connections.
25. [ ] 503.2.4 - The minimum turning radius shall be at least 25' unless fire lane exceeds minimum requirement of 24'. (City Ordinances Amendments 3.01.002)

It is the policy of Planning and Zoning Commission and Board of Adjustment not to consider a request unless the applicant or its representative attends the meeting at which the request is considered. You are hereby notified to present your case on the date and time stated above.

If additional information or clarification is needed, contact Development Services by emailing planning@cityofsherman.com prior to the meeting.

Respectfully,

Rob Rae
Acting Secretary, Planning and Zoning Board and Board of Adjustment

cc: Robby Hefton, City Manager
Clint Philpott, Asst. City Manager
Wayne Lee, P.E., Director of Engineering
Tom Pruitt, Utility Engineer
Dillon Stewart, Fire Chief
Amber Doan, Engineering Coordinator
Christopher Armstrong, Asst. City Engineer
The Law Firm of Abernathy, Roeder, Boyd, & Hullett, P.C., City Attorney

Planning & Zoning Commission and Board of Adjustments **17.**

Meeting Date: 11/14/2023

Prepared by: Lauren Marlow, Development Services Coordinator

Requested Action/Proposed Use:

125 NORTH TRAVIS STREET (Project No. 23-006125)

The request of Los Hermanos Partnership (Owner) and Laura Ayers, Still Charming/House of Eli (Representative) concerning the property located at 125 North Travis Street being in the J.B. McAnair Survey, Abstract No. 763, and currently zoned C-1 (Retail Business) District/Central Business District Overlay, as follows:

Planning and Zoning Commission

Public Hearing, Site Plan and Specific Use Permit approval under Section 14.06.009 to allow a Secondhand store or rummage shop in a C-1 (Retail Business) District/Central Business District Overlay.

Background:

The property is located at 125 North Travis Street between West Laurel Street and East Houston Street. The owner is requesting a Site Plan and Specific Use Permit for a Secondhand store in a C-1 (Retail Business) District/Central Business District Overlay.

Adjacent Zoning:

C-1 (Retail Business) District
C-2 (General Commercial) District
Central Business District Overlay

Origination:

Los Hermanos Partnership (Owner)
Laura Ayers, Still Charming/House of Eli (Representative)

Master Plan Designation:

Downtown category is intended to promote the redevelopment of Downtown Sherman. This area has many aspects to consider like mix of uses, historic and cultural elements, aging buildings and infrastructure, and the pedestrian experience. This area should be guided by a Downtown Master Plan that provides uniquely tailored action steps for the area.

Number of notices mailed:

25

Objections Received:

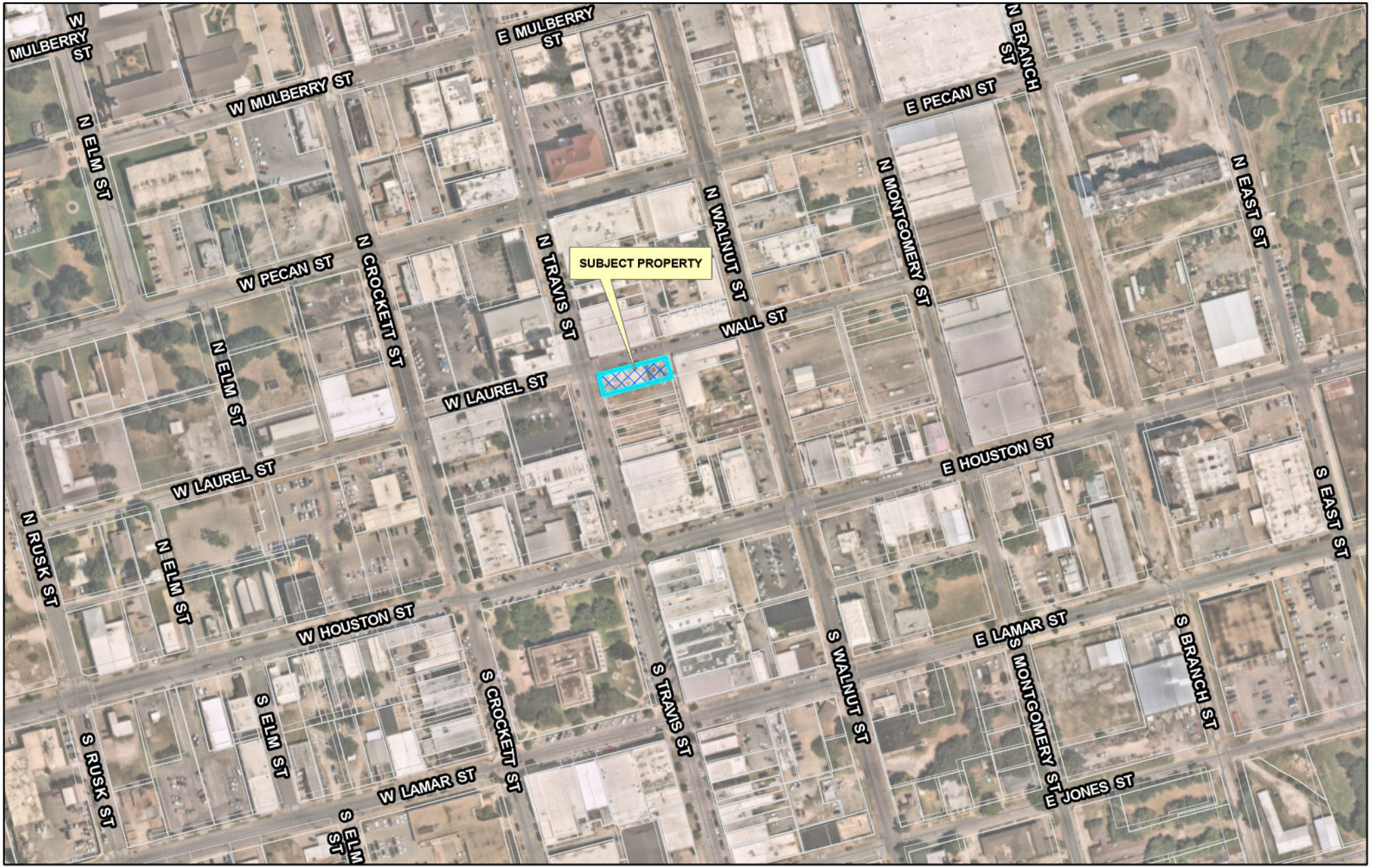
0

Development Review Meeting:
No

Staff Recommendation:
Staff recommends that the P&Z Commission approve this item subject to the Staff Review Letter.

Attachments

Location Map
Zoning Map
Future Land Use Map
Property Notification Sign
Narrative
Elevations
Staff Review Letter



dlagrone H:\PLANNING\Public Notification KT.aprx

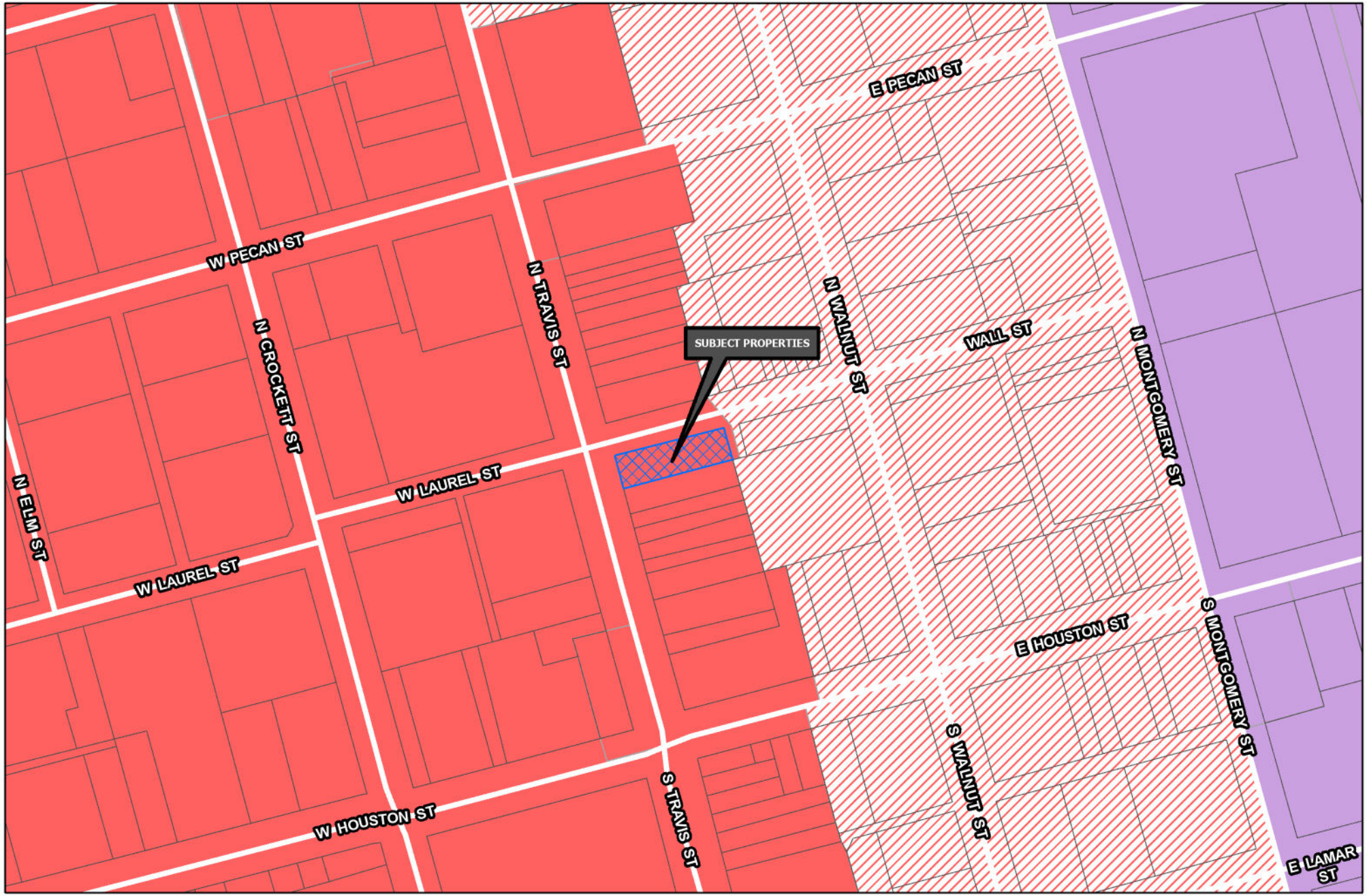
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Development Services Department

CITY OF SHERMAN
LOCATION MAP
125 N TRAVIS ST

N
W E
S

Date: 11/2/2023 5:00 PM



Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- R-A Residential Agricultural
- R-E Estate Residential
- R-12 Single Family Residential
- R-6 Single Family Residential
- R-5 Single Family Residential
- R-4 Patio Home Residential
- R-2F Duplex Residential
- R-TH Townhome Residential
- MF-15 Multi-Family Residential
- MF-30 Multi-Family Residential
- MH Manufactured Housing
- C-N Neighborhood Commercial
- C-O Office
- C-1 Retail Business
- C-2 General Commercial
- M-1 Light Manufacturing
- M-1.5 Medium Manufacturing
- M-2 Heavy Manufacturing
- PD Planned Development

Road Names All

- Planning & Zoning

CITY OF SHERMAN ZONING MAP 125 N TRAVIS ST

N
W E
S

Date: 11/2/2023 5:00 PM

DOWNTOWN

Intent & Character

The Downtown category is intended to promote the redevelopment of Downtown Sherman. This area has many aspects to consider like mix of uses, historic and cultural elements, aging buildings and infrastructure, and the pedestrian experience. This area should be guided by a Downtown Master Plan that provides uniquely tailored action steps for the area.

Appropriate Land Use Types

- Residential (upper-story, multi-family)
- Retail and Restaurants
- Entertainment
- Office (preferably on the second floor and above)

Compatible Zoning Districts

- Multi-Family Residential (MF-15 and MF-30)
- Office
- Retail Business
- Neighborhood Commercial

Considerations

- Land uses in downtown should be balanced to promote activity during business and evening hours.
- Residential should be encouraged to support non-residential uses.
- Public facility uses should not be expanded and should be relocated if located in a part of downtown that would be better served by a more dynamic use.

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services Department

- Agriculture/Rural
- Airport
- City Parkland
- Community Commercial
- Core Neighborhood
- Downtown
- Regional Commercial
- Suburban Neighborhood
- Technology Hub
- Planning & Zoning

CITY OF SHERMAN
FUTURE LAND USE MAP
125 N TRAVIS ST

N
W E
S

Date: 11/2/2023 5:00 PM

Marlow, Lauren

From: laurenm@cityofsherman.com
To: House of Eli
Subject: RE: Property Notification Sign

From: House of Eli
Sent: Tuesday, October 31, 2023 10:41 AM
To: Marlow, Lauren
Subject: Re: Property Notification Sign

Good morning,

Please let me know if these pictures will work as proof with date and time stamp.

HOUSE OF ELI
WHERE LIVES ARE MADE NEW

October 19, 2023

House of Eli's proposed project, located at 125 N. Travis, Sherman, Texas, 75090, is an upscale clothing, furniture, and home décor consignment store named Still Charming. Our store has been remodeled to reflect the character of the original building, uncovering the original ceiling, pillars, and tile flooring. We are not accepting yard sale type clothing, furniture, or other items. Still Charming's intent is to provide a beautiful, boutique feel for those wishing to consign and for our customers. We are asking for a special use permit for a resale boutique and consignment at this location.

Sincerely,

Laura Ayers

Laura Ayers
House of Eli, Co-Director
903-771-4339
Stillcharming.consigment@gmail.com

GRAND OPENING OCTOBER 26

MEN & WOMEN'S APPAREL | SHOES • ACCESSORIES

FURNITURE • ART | DECOR • LIGHTING • RUGS

Area
Clear

115 E. WALL
TENANT
PARKING
ONLY
Sherman

STILL CHARMING

CONSIGNMENT • CLOTHING • HOME FURNISHINGS

Sherman
CLASSIC TOWN. BROAD HORIZON.

Development Services

STAFF REVIEW LETTER

November 7, 2023

Sent via email

Los Hermanos Partnership
427 South Rusk, Suite B
Sherman, TX 75090

House of Eli
125 North Travis Street
Sherman, TX 75090

Dear Applicants,

The request of a Public Hearing, Site Plan and Specific Use Permit approval under Section 14.06.009 allow a Secondhand store or rummage shop in a C-1 (Retail Business) District/Central Business District Overlay located at 125 North Travis Street has been scheduled to be heard by the Planning and Zoning Commission on Tuesday, November 14, 2023, at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request, and the following items need to be noted/addressed:

Zoning:

1. Compliance with applicable City ordinances, regulations, standards and rules and other laws, as they exist or may be amended, including but not limited to the City's Zoning Ordinance/Code of Ordinance Chapter 14/Central Business District.
2. Fire access, lanes and codes shall be coordinated with the Fire Marshal (903.892.7267). *(Code of Ordinances Chapter 3.02(c))*
3. The property must be properly maintained in a state of good repair and neat appearance.
4. Merchandise for sale shall be kept within the building and not for display outside.
5. The use of the property must comply with all Federal and State Laws and regulations and with all the ordinances, rules and regulations of the City of Sherman.
6. The granting of a Specific Use Permit has no effect on the uses permitted as of right and does not waive the regulations of the underlying zoning district.
7. A Specific Use Permit is an amendment to the district regulations of the Zoning Ordinance that permits the establishment of a specific use within a zoning district in which such specific use may be established unless such use of land or structure is discontinued or abandoned for a period of thirty (30) consecutive days in which event such Specific Use Permit shall be void and such use may not thereafter be resumed unless a new Specific Use Permit is granted in accordance with this section. (*Chapter 14, Sec. 14.06.009 (a)(1)(C)*)
8. The approval of a Site Plan shall be effective for a period of two (2) years from the date of approval, at the end of which time the Site Plan shall expire unless the applicant demonstrates to the Director of Development Services that progress has been made toward completion of the project for which the Site Plan was approved.
9. Any changes made to the site plan prior to the final fulfillment of the conditions of the staff review letter must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

It is the policy of Planning and Zoning Commission and Board of Adjustment not to consider a request unless the applicant or its representative attends the meeting at which the request is considered. You are hereby notified to present your case on the date and time stated above.

If additional information or clarification is needed, contact Development Services by emailing planning@cityofsherman.com prior to the meeting.

Respectfully,

Rob Rae
Acting Secretary, Planning and Zoning Board and Board of Adjustment

cc: Robby Hefton, City Manager
Clint Philpott, Asst. City Manager
Wayne Lee, P.E., Director of Engineering
Tom Pruitt, Utility Engineer
Dillon Stewart, Fire Chief
Amber Doan, Engineering Coordinator
Christopher Armstrong, Asst. City Engineer
The Law Firm of Abernathy, Roeder, Boyd, & Hullett, P.C., City Attorney