

AGENDA

The Planning and Zoning Commission and Board of Adjustment of the City of Sherman will hold a regular meeting Tuesday, January 19, 2016 at 5:00P.M. in the Council Chambers at 220 W. Mulberry to consider the following:

All requests are under Ordinance No. 2280, unless otherwise stated.

1. **CALL TO ORDER**
2. **APPROVE MINUTES OF THE REGULAR NOVEMBER 17, 2015, PLANNING AND ZONING COMMISSION MEETING.**
3. **APPOINT BOARD OF ADJUSTMENTS**
4. **CONSENT AGENDA (ITEMS 6, 7, 8, 10, 12, 13 & 14)**
5. **2005 S. SAM RAYBURN FREEWAY**
The request of William P. Lee (Owner), RV-Max (Tenant) and Tommy Bell, Barnett Signs, Inc. (Representative) concerning the property at 2005 South Sam Rayburn Freeway, being all of Block 32 of the Replat of Blocks 4-6, 15-17, 29-31 and 40-41 of the Southside Addition, as follows;
Board of Adjustments
Variance under Ordinance No. 2280, Section 6.8.2, Subsection (5) to allow a 2' front setback for an electronic message center addition to an existing freestanding sign for a total face area of 224 square foot in lieu of the required 40' front setback in an M-1 (Light Manufacturing) District/O-1.2. (Sam Rayburn) Overlay District.
6. * **3811 N. U.S. HIGHWAY 75, SUITE 200**
The request of Sherman Commons, LP (Owner), Earnest Law, TBI Chicken, LLC (Representative), Cowboy Chicken (Prospective Tenant) and Landry Architects (Architect) concerning the property at 3811 North U.S. Highway 75, Suite 200, being Lot 5, Block A, Sherman Commons Addition, as follows;
Planning and Zoning Commission
Site plan approval for a patio addition to an existing building for Cowboy Chicken

7. * **3500 N U.S. HIGHWAY 75**
The request of MB Sherman Town Center LP (Owner), Chick-fil-A Inc.(Tenant), Burger Engineering (Civil Engineer) and Mayse & Associates (Architect) concerning the property at 3500 North U.S. Highway 75, being Lot 6B, Block 3, Sherman Town Center Addition, as follows;
Planning and Zoning Commission
Site plan approval for a Centerline Kitchen Addition and Multi-lane Order Point for Chick-fil-A Restaurant
8. * **2007 W. TAYLOR STREET**
The request of GF Partners LTD (Owner), Colonial USA Petroleum Marketing Inc, (Owner?), Sherman Passport (Tenant), Duncan Kim, Bear Design-Build, Inc. (Architect), MJR Engineering, Inc. (Engineer) and Helvey & Associates Surveying, Inc. (Surveyor) concerning the property at 2007 West Taylor Street, being a part of Block 3, Western Hills Addition, Section 5 and containing 1.176 acres in the J.B. McAnair Survey, Abstract No. 763 as follows;
Planning and Zoning Commission
Site plan approval for exterior renovations of the Sherman Passport Gas/Convenience Store
9. **1211 BLANTON DRIVE**
The request of Delmar Hill (Owner), Chiniqua Hill (Representative) and Underwood Drafting and Surveying (Surveyor) concerning the property at 1211 Blanton Drive, being Lot 5, Block 8, Western Hills Addition, as follows;
Planning and Zoning Commission
Zone change and site plan approval for a Daycare/Preschool/Educational Development Center under Ordinance No. 2280, Section 12, from an R-1 (One Family Residential) District to a C-1 (Retail Business) District.
10. * **2111 TEXOMA PARKWAY**
The request of Danny Gordon, Jeff Brown and Tommy Altland (Owners) and Tatchio & Associates (Architect), concerning the property at 2111 Texoma Parkway, being part of Lot 6 and all of Lot 7, Block 7, Highland Park 1st Addition, as follows;
Planning and Zoning Commission
Site plan approval for an outdoor dining addition to the Rendezvous Club
11. **4406 W. HOUSTON STREET**
The request of Devin Squeri (Owner) concerning the property at 4406 West Houston Street, being 1.112 acres in the Elizabeth Jones Survey, Abstract No. 625 and Lot 4, Block 1, Aleman Addition, as follows:
Board of Adjustments
Exception under Ordinance No. 2280, Section 6.2, Subsection (6) to allow a 5' concrete and stucco fence in the front yard in lieu of the permitted 3' decorative fence with openings not less than fifty (50) percent in an R-1 (One Family Residential) District.
12. * **747 PLEASANT HOME ROAD**
The request of John & Della Skerkis (Owners) and Underwood Drafting and Surveying (Surveyor) concerning the property located at 747 Pleasant Home Road, being 17.241 acres in the Leonard Reed Survey, Abstract NO. 1029, as follows:
Planning and Zoning Commission
Final Plat approval of Pleasant Home Addition in the City of Sherman's Extra Territorial

13. * **100-400 BLOCKS RIDGEVIEW ROAD**

The request of S&P Texoma Real Estate, LLC (Owners), Teague Nall & Perkins (Engineers) and Underwood Drafting and Surveying (Surveyor) concerning the property located in the 100-400 Blocks Ridgeview Road, being 19.568 acres in the William Thompson Survey, Abstract No. 1210, as follows:

Planning and Zoning Commission

Final Plat approval of Ridgeview Court Estates

14. * **2407 TEXOMA PARKWAY & 1515 BAKER DRIVE**

The request of Alcoholic Services of Texoma Inc. (Owner) and Helvey and Associates, Inc. (Surveyor) concerning the property located at 2407 Texoma Parkway and 1515 Baker Drive, being Lot 2, Block 1, Helen Perkins Addition containing 6.33 acres, as follows:

Planning and Zoning Commission

Replat approval of Lot 2, Block 1, Helen Perkins Addition

15. **1521 BAKER DRIVE**

The request of Alcoholic Services of Texoma Inc. (Owner), David Baca Studio (Architect) and Helvey and Associates, Inc. (Surveyor) concerning the property located at 1521 Baker Drive, being proposed Lot 2R, Block 1, Replat of Lot 2, Block 1, Helen Perkins Addition, containing .575 acres, as follows:

Board of Adjustments

Exception under Ordinance No. 2280, Section 6.5, Subsection (5)(d) to allow architectural ribbed metal siding on the south and west facades in lieu of the required masonry requirements for a medical office building in a C-2 (General Commercial) District.

Planning and Zoning Commission

Site plan approval for Callie Medical Clinic

16. **1918-1934 CREEKSIDE AVENUE**

The request of TCV Apts LLC (Owner) and Joe Gilbert (Representative) concerning the property at 1918, 1922, 1926, 1930 and 1934 Creekside Avenue, being Lots 3-1 thru 3-5, Block 1, Replat Lots 3 & 4, Park Plaza Addition, as follows:

Planning and Zoning Commission

Variance under Ordinance No. 2684, Section 12 (F) to not require sidewalks in an R-1 (One Family Residential).

17. **OTHER BUSINESS**

Review Draft Transportation Plan and consider possible recommendation to the City Council.

18. **OTHER BUSINESS**

Receive update from Subcommittee reviewing the O-1.1 (F.M. Highway 1417) Overlay District and the General Zoning Ordinances.

19. **ADJOURNMENT**

20. **OVERALL LOCATION MAP**

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

Joe Gilbert, Chairman

ATTEST: Scott Shadden, 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 concerns the purchase, exchange, lease or value of real property; or requires consultations with City Attorney.

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 January 14, 2016 at 4:00 p.m. and said time of posting was 72 hours before said meeting was convened or called to order.

Dated this 14th day of January, 2016
City of Sherman, Texas

Patsy Reeves,
Developmental Services Administrative Secretary





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

Agenda Item No. 2.

Meeting Date: 01/19/2016

Prepared By: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director Developmental Services

Issue:

**APPROVE MINUTES OF THE REGULAR NOVEMBER 17, 2015, PLANNING AND ZONING
COMMISSION MEETING.**

List of Agenda Items:

Attachments

Draft Minutes 11/17/15

STATE OF TEXAS §

November 17, 2015

COUNTY OF GRAYSON §

BE IT REMEMBERED THAT A Regular Meeting of the Planning and Zoning Commission and Board of Adjustments of the City of Sherman, was begun and held on November 17, 2015.

MEMBERS PRESENT: CHAIRMAN GILBERT
COMMISSION MEMBERS: DAVIS, ELLIOTT, VANDERVEER,
MAHONE, VELLOTTI AND ADAMS

MEMBERS ABSENT: THORPE AND PATTERSON

CALL TO ORDER

Chairman Gilbert called the meeting to order at 5:00 p.m.

CALL TO ORDER

APPROVE MINUTES

The Planning and Zoning Commission reviewed the minutes of the October 20, 2015 Meeting. Motion by Commission Member Davis to approve the Minutes as written. Second by Commission Member Vanderveer. All present voted AYE.
MOTION CARRIED.

APPROVE MINUTES

APPOINT BOARD OF ADJUSTMENTS

Chairman Gilbert appointed the members of the Board of Adjustments: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI AND DAVIS.

BOARD OF ADJUSTMENTS

CONSENT AGENDA (ITEMS 9, 10, 11, 16, 17 & 18)

Consent Agenda items are considered to be routine and non-controversial items. The Commission reviewed the Consent Agenda. Commission Member Vanderveer moved to approve the Consent Agenda, as presented subject to the Staff Review Letters. Second by Commission Member Elliott. All present voted AYE.

CONSENT AGENDA

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

REPLAT – CONSENT AGENDA ITEM

THE REQUEST OF BARBARA BROWN (OWNER), KYLE BOOTHE, BLUESTONE PARTNERS, LLC (CONTRACTOR/REPRESENTATIVE) AND UNDERWOOD DRAFTING AND SURVEYING (SURVEYOR) CONCERNING THE PROPERTY AT 4009 AND 4015 TEXOMA PARKWAY, BEING LOTS 1 & 2, BLOCK 1, STATE HIGHWAY 91 NORTH ADDITION, CONTAINING 2.431 ACRES, AS FOLLOWS;
PLANNING AND ZONING COMMISSION

REPLAT – LOTS 1 AND 2,
STATE HIGHWAY 91 NORTH
ADDN.
4009 & 4015 TEXOMA
PARKWAY
(BARBARA BROWN, OWNER)

**REPLAT OF LOTS 1 AND 2, STATE HIGHWAY 91
NORTH ADDITION.**

The property is located at 4009 and 4015 Texoma Parkway between Gallagher and Frisco Road; formerly used as a motor sports facility. The owner would like to Replat the property into one lot for commercial 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 BARBARA BROWN (OWNER),
KYLE BOOTHE, BLUESTONE PARTNERS, LLC
(CONTRACTOR/REPRESENTATIVE) AND JWB
DESIGN STUDIO (ARCHITECT) CONCERNING THE
PROPERTY AT 4009 AND 4015 TEXOMA PARKWAY,
BEING LOTS 1 & 2, BLOCK 1, STATE HIGHWAY 91
NORTH ADDITION, AS FOLLOWS;**

PLANNING AND ZONING COMMISSION

**SITE PLAN APPROVAL FOR AN
OFFICE/WAREHOUSE, RETAIL, SHOWROOM
BUILDING**

**SITE PLAN –
OFFICE/WAREHOUSE,
RETAIL, SHOWROOM BLDG.
4009 & 4015 TEXOMA
PARKWAY
(BARBARA BROWN, OWNER)**

The property is located at 4009 and 4015 Texoma Parkway between Gallagher and Frisco Road; formerly used as a motor sports facility. The property is zoned a C-2 (General Commercial) District. The owner would like to construct an office/warehouse, retail, showroom building. The building will be used by an HVAC supply company and will have a shell space available for another tenant. Each side of the building is approximately 10,000 square foot total with about 2,000 square foot being air conditioned office/showroom space and 8,000 square foot being used for warehouse space. The exterior finish will be brick and stucco. 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 RISK FAMILY PARTNERSHIP LTD
(OWNER) AND SARTIN AND ASSOCIATES, INC.
(SURVEYOR) CONCERNING THE PROPERTY
LOCATED AT 2810 TEXOMA PARKWAY, BEING 5.21
ACRES IN THE REUBEN HENDRIX SURVEY,
ABSTRACT NO. 504, AS FOLLOWS:**

PLANNING AND ZONING COMMISSION

FINAL PLAT APPROVAL OF RISK ADDITION

**FINAL PLAT – RISK ADDN.
2810 TEXOMA PARKWAY
(RISK FAMILY PARTNERSHIP
LTD., OWNER)**

The property is located at 2810 Texoma Parkway,

north of U.S. Highway 82. The owner would like to plat the property into two lots for commercial development. He had seen the Staff Review Letter and would abide by the Recommendations.

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

PRELIMINARY & FINAL PLAT – CONSENT AGENDA ITEM

THE REQUEST OF DATAVAULT JOINT VENTURE (OWNER), CRANNELL, CRANNELL & MARTIN ENGINEERING (ENGINEER) AND UNDERWOOD DRAFTING AND SURVEYING (SURVEYOR) CONCERNING THE PROPERTY AT 2945 FALLON DRIVE, BEING 6 ACRES IN THE J.B. SHANNON SURVEY, ABSTRACT NO. 1085 ALSO BEING A PART OF LOT 5, BLOCK 1, MIDWAY INDUSTRIAL PARK ADDITION, AS FOLLOWS;
PLANNING AND ZONING COMMISSION
PRELIMINARY AND FINAL PLAT APPROVAL OF THE REPLAT OF A PART OF LOT 5, BLOCK ONE, MIDWAY INDUSTRIAL PARK ADDITION.

REVISED PRELIMINARY &
FINAL PLAT OF THE REPLAT
OF A PART OF LOT 5, BLOCK
1, MIDWAY INDUSTRIAL
PARK ADDITION
2945 FALLON DR.
(DATAVAULT JOINT
VENTURE, OWNER)

The property is located at 2945 Fallon Drive across from Cooper B-Line in northeast Sherman. The Preliminary and Final Plat was approved by the Planning and Zoning Commission at the October 20, 2015 Meeting; the owner would like to amend the replat of Lot 5 of the Midway Industrial Park Addition for industrial 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 DATAVAULT JOINT VENTURE (OWNER), JOE PASSANISI (REPRESENTATIVE), CRANNELL, CRANNELL & MARTIN ENGINEERING (ENGINEER) AND UNDERWOOD DRAFTING AND SURVEYING (SURVEYOR) CONCERNING THE PROPERTY AT 2945 FALLON DRIVE, BEING 6 ACRES IN THE J.B. SHANNON SURVEY, ABSTRACT NO. 1085 ALSO BEING A PART OF LOT 5, BLOCK 1, MIDWAY INDUSTRIAL PARK ADDITION, AS FOLLOWS;
PLANNING AND ZONING COMMISSION
SITE PLAN APPROVAL FOR MIDWAY INDUSTRIAL PARK WAREHOUSE NO. 2

REVISED SITE PLAN –
FALLON DRIVE
WAREHOUSE
NO 2
2945 FALLON DR.
(DATAVAULT JOINT
VENTURE, OWNER)

The property is located at 2945 Fallon Drive across from Cooper B-Line in northeast Sherman. The property is zoned an M-1 (Light Manufacturing) District. The owner would like to construct a 6,000 square foot, one-story warehouse; the exterior finish

will be metal and sixteen (16) parking spaces will be provided. The Planning and Zoning Commission approved the site plan at the October 20, 2015 Meeting, however the plat has been amended and the owner would like to revise the site plan to fit on the revised plat. They had seen the Staff Review Letter and would abide by the Recommendations.

A letter was received from Danny Fuller, City of Sherman Fire Marshal

"I have met with Joe Passanisi representative for Datavault. The 2945 Marshal project will be required to have a 24' fire lane around the entire exterior of the proposed building.

In my conversations with Mr. Passanisi he stated the building will have a minimum of 24' side walls of engineered metal. This will require a sprinkler system designed for high piled storage.

The 24' wall brings up a concern of the collapse zone of the building in the case of an incident. Safe distance for first responders is one and one-half times the height from the building. So my recommendation is for the building to have a 36' setback from the fire lane on the north, west, and south sides.

I understand this will be a hardship on the developer and would consider alternatives from the developer."

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

VARIANCE

THE REQUEST OF 87TH ST. PARTNERS LLC, AL DENSON (OWNER) AND BILLY HUGHES (REPRESENTATIVE) CONCERNING THE PROPERTY AT 1905 RIDGECREST LANE, BEING LOT 7, BLOCK A, PEBBLEBROOK PHASE 3A, A REPLAT OF PEBBLEBROOK, PHASE III, AS FOLLOWS;

BOARD OF ADJUSTMENTS

VARIANCE UNDER ORDINANCE NO. 2280, SECTION 6.2, SUBSECTION (1) TO ALLOW A 20' REAR SETBACK FOR A RESIDENTIAL DWELLING IN LIEU OF THE REQUIRED 25' IN AN R-1 (ONE FAMILY RESIDENTIAL) DISTRICT.

VARIANCE- REAR SETBACK
1905 RIDGECREST
(87TH ST. PARTNERS, LLC,
OWNER)

Billy Hughes, 2765 Harriet Dr., Sherman, TX

Mr. Hughes appeared to represent the request and answer any questions. The property is located at 1905 Ridgcrest Lane in the Pebblebrook subdivision off South FM 1417 (Heritage Parkway). Mr. Hughes explained "we would like to build seven houses on Ridgcrest Lane, the very last street in the Pebblebrook subdivision. We are trying to keep all the

houses close to the same square footage and unfortunately the lots were not big enough to allow us to build the house we have planned on each lot, so we are requesting a 20' rear setback. The houses will back up to an open field.

No other citizens appeared before the Planning and Zoning Commission to discuss the variance.

ACTION TAKEN.

Motion by Commission Member Vanderveer to approve a 20' rear setback for a residential dwelling in lieu of the required 25' in an R-1 (One Family Residential) District. Second by Commission Member Elliott.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI AND DAVIS.

VOTING NAY: NONE

MOTION CARRIED

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

VARIANCE

THE REQUEST OF 87TH ST PARTNERS LLC, AL DENSON (OWNER) AND BILLY HUGHES (REPRESENTATIVE) CONCERNING THE PROPERTY AT 1921 RIDGECREST LANE, BEING LOT 3, BLOCK A, PEBBLEBROOK PHASE 3A, A REPLAT OF PEBBLEBROOK, PHASE III, AS FOLLOWS;

BOARD OF ADJUSTMENTS

VARIANCE UNDER ORDINANCE NO. 2280, SECTION 6.2, SUBSECTION (1) TO ALLOW A 20' REAR SETBACK FOR A RESIDENTIAL DWELLING IN LIEU OF THE REQUIRED 25' IN AN R-1 (ONE FAMILY RESIDENTIAL) DISTRICT.

VARIANCE- REAR SETBACK

1921 RIDGECREST
(87TH ST. PARTNERS, LLC,
OWNER)

Billy Hughes, 2765 Harriet Dr., Sherman, TX

Mr. Hughes appeared to represent the request and answer any questions. The property is located at 1921 Ridgcrest Lane in the Pebblebrook subdivision off South FM 1417 (Heritage Parkway). The owner would like to construct a new residential dwelling on the lot, 20' from the rear property line.

No other citizens appeared before the Planning and Zoning Commission to discuss the variance.

ACTION TAKEN.

Motion by Commission Member Vanderveer to approve a 20' rear setback for a residential dwelling in lieu of the required 25' in an R-1 (One Family Residential) District. Second by Commission Member Elliott.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER,
VELLOTTI AND DAVIS.
VOTING NAY: NONE
MOTION CARRIED

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

VARIANCE

THE REQUEST OF 87TH ST PARTNERS LLC, AL
DENSON (OWNER) AND BILLY HUGHES
(REPRESENTATIVE) CONCERNING THE PROPERTY
AT 1925 RIDGECREST LANE, BEING LOT 2, BLOCK
A, PEBBLEBROOK PHASE 3A, A REPLAT OF
PEBBLEBROOK, PHASE III, AS FOLLOWS;

BOARD OF ADJUSTMENTS

VARIANCE UNDER ORDINANCE NO. 2280, SECTION
6.2, SUBSECTION (1) TO ALLOW A 20' REAR
SETBACK FOR A RESIDENTIAL DWELLING IN LIEU
OF THE REQUIRED 25' IN AN R-1 (ONE FAMILY
RESIDENTIAL) DISTRICT.

Billy Hughes, 2765 Harriet Dr., Sherman, TX

Mr. Hughes appeared to represent the request and
answer any questions. The property is located at 1925
Ridgecrest Lane in the Pebblebrook subdivision off
South FM 1417 (Heritage Parkway). The owner would
like to construct a new residential dwelling on the lot,
20' from the rear property line.

No other citizens appeared before the Planning and
Zoning Commission to discuss the variance.

ACTION TAKEN.

Motion by Commission Member Vanderveer to
approve a 20' rear setback for a residential dwelling in
lieu of the required 25' in an R-1 (One Family
Residential) District. Second by Commission Member
Elliott.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER,
VELLOTTI AND DAVIS.
VOTING NAY: NONE
MOTION CARRIED

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

VARIANCE

THE REQUEST OF 87TH ST PARTNERS LLC, AL
DENSON (OWNER) AND BILLY HUGHES
(REPRESENTATIVE) CONCERNING THE PROPERTY
AT 1929 RIDGECREST LANE, BEING LOT 1, BLOCK
A, PEBBLEBROOK PHASE 3A, A REPLAT OF
PEBBLEBROOK, PHASE III, AS FOLLOWS;

BOARD OF ADJUSTMENTS

VARIANCE- REAR SETBACK
1925 RIDGECREST
(87TH ST. PARTNERS, LLC,
OWNER)

VARIANCE- REAR SETBACK
1929 RIDGECREST
(87TH ST. PARTNERS, LLC,
OWNER)

VARIANCE UNDER ORDINANCE NO. 2280, SECTION 6.2, SUBSECTION (1) TO ALLOW A 23' REAR SETBACK FOR A RESIDENTIAL DWELLING IN LIEU OF THE REQUIRED 25' IN AN R-1 (ONE FAMILY RESIDENTIAL) DISTRICT.

Billy Hughes, 2765 Harriet Dr., Sherman, TX

Mr. Hughes appeared to represent the request and answer any questions. The property is located at 1929 Ridgecrest Lane in the Pebblebrook subdivision off South FM 1417 (Heritage Parkway). The owner would like to construct a new residential dwelling on the lot, 23' from the rear property line.

No other citizens appeared before the Planning and Zoning Commission to discuss the variance.

ACTION TAKEN.

Motion by Commission Member Vanderveer to approve a 23' rear setback for a residential dwelling in lieu of the required 25' in an R-1 (One Family Residential) District. Second by Commission Member Elliott.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI AND DAVIS.

VOTING NAY: NONE

MOTION CARRIED

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

EXCEPTION, SPECIFIC USE PERMIT & SITE PLAN
THE REQUEST OF RISK FAMILY PARTNERSHIP LTD (OWNER) AND SARTIN AND ASSOCIATES, INC. (SURVEYOR) CONCERNING THE PROPERTY LOCATED AT 2810 TEXOMA PARKWAY, BEING 5.21 ACRES IN THE REUBEN HENDRIX SURVEY, ABSTRACT NO. 504, AS FOLLOWS:

BOARD OF ADJUSTMENTS

EXCEPTION UNDER ORDINANCE NO. 2280, SECTION 6.8, SUBSECTION (4)(B) AND SECTION 6.5, SUBSECTION (5)(D) TO ALLOW A METAL FACADE IN LIEU OF THE REQUIRED MASONRY REQUIREMENTS FOR A 30' X 40' BUILDING IN A C-2 (GENERAL COMMERCIAL) DISTRICT/O-1 (75 & 82) OVERLAY DISTRICT.

PLANNING AND ZONING COMMISSION

SPECIFIC USE PERMIT AND SITE PLAN APPROVAL UNDER SECTION 8, SUBSECTION (5)(A) TO ALLOW AUTOMOBILE REPAIR IN A C-2 (GENERAL COMMERCIAL) DISTRICT/O-1 (75 & 82) OVERLAY DISTRICT.

EXCEPTION – EXTERIOR
FAÇADE
SUP & SITE – AUTOMOBILE
SALES
2810 TEXOMA PARKWAY
(RISK FAMILY PARTNERSHIP
LTD, OWNER)

Marshall Sartin, 109 S. Travis, Sherman, TX and Naif Risk, 102 S. Crockett Sherman, TX

Mr. Sartin and Mr. Risk appeared to represent the request and answer any questions. The property is located at 2810 Texoma Parkway, north of U.S. Highway 82. At the December 18, 2012, Planning & Zoning Commission Meeting, a Specific Use Permit and site plan approval was granted to allow used automobile sales in a C-2 (General Commercial) District/O-1 (75 & 82) Overlay District. An exception was approved to allow existing building finishes in lieu of the required masonry or equivalent on all sides of all buildings visible from the front street right-of-way at the January 22, 2013 Planning and Zoning Commission Meeting.

Mr. Sartin explained “the owner would like to construct a 30' x 40' metal building to be used for automobile repair. The building will be behind the existing structures and will not be visible from Texoma Parkway.”

Mr. Risk explained “Chad Norton would like to use the proposed building for automobile repair; he currently has the automobile sales building located at the front of the lot. That building has hardy-board siding on the front of the building. There are currently three buildings on the lot; this building will sit behind the other buildings and will be pretty far off the road. We will asphalt the parking lot and patch the holes.” He had seen the Staff Review Letter and would abide by the Recommendations.

Commission Member Elliott asked Mr. Risk about the dismantled vehicles that are located in the back of the lot now; will those be removed?

Mr. Risk explained “they will be removed, the building is one thing that is going to help, if we get a bigger building, we can function better.”

Commission Member Mahone asked if the Specific Use Permit is just for the proposed building or is it for the entire lot.

Scott Shadden, Director of Developmental Services explained “it is just for this building; the existing upholstery shop is a permitted use in the zoning district.”

No other citizens appeared before the Planning and Zoning Commission to discuss the exception, Specific Use Permit or site plan.

BOARD OF ADJUSTMENTS

EXCEPTION UNDER ORDINANCE NO. 2280, SECTION 6.8, SUBSECTION (4)(B) AND SECTION 6.5, SUBSECTION (5)(D) TO ALLOW A METAL FACADE IN

LIEU OF THE REQUIRED MASONRY REQUIREMENTS FOR A 30' X 40' BUILDING IN A C-2 (GENERAL COMMERCIAL) DISTRICT/O-1 (75 & 82) OVERLAY DISTRICT.

ACTION TAKEN.

Motion by Commission Member Elliott to approve the exception to allow a metal facade in lieu of the required masonry requirements for a 30' x 40' building in a C-2 (General Commercial) District/O-1 (75 & 82) Overlay District. Second by Commission Member Vanderveer.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI AND DAVIS.

VOTING NAY: NONE

MOTION CARRIED

PLANNING AND ZONING COMMISSION

SPECIFIC USE PERMIT AND SITE PLAN APPROVAL UNDER SECTION 8, SUBSECTION (5)(A) TO ALLOW AUTOMOBILE REPAIR IN A C-2 (GENERAL COMMERCIAL) DISTRICT/O-1 (75 & 82) OVERLAY DISTRICT.

ACTION TAKEN.

Motion by Commission Member Davis to approve the Specific Use Permit and site plan to allow automobile sales in a C-2 (General Commercial) District/O-1 (75 & 82) Overlay District subject to the Staff Review Letter. Second by Commission Member Vanderveer.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI, DAVIS, ADAMS AND MAHONE.

VOTING NAY: NONE

MOTION CARRIED

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

SPECIFIC USE PERMIT

THE REQUEST OF BRYAN LUCKETT (OWNER) AND SARTIN & ASSOCIATES (SURVEYORS) CONCERNING THE PROPERTY LOCATED AT 3111 SOUTH U.S. HIGHWAY 75, BEING LOTS 1 & 2, BLOCK 1, BRYAN LUCKETT ADDITION, AS FOLLOWS:

PLANNING AND ZONING COMMISSION

SPECIFIC USE PERMIT AND SITE PLAN APPROVAL UNDER ORDINANCE NO. 2280, SECTION 8, SUBSECTION (5)(A) TO ALLOW A CONSTRUCTION, EQUIPMENT SALES, SERVICE, RENTAL AND REPAIR SHOP AND YARD (CRANE SERVICE) AND TRUCK REPAIR IN A C-2 (GENERAL COMMERCIAL) DISTRICT, O-1.2 (SAM RAYBURN) OVERLAY DISTRICT AND BLALOCK COMMERCIAL OVERLAY DISTRICT.

SUP – CRANE SERVICE &
TRUCK REPAIR
3111 S HWY 75
(BRYAN LUCKETT, OWNER)

Marshall Sartin, 109 S. Travis, Sherman, TX and Bryan Lockett, 4375 CR 4400, Commerce, TX

Mr. Sartin and Mr. Lockett appeared to represent the request and answer any questions. The property is located at 3111 U.S. Highway 75 South between Travis Street and East FM 1417. A Specific Use Permit to allow a construction, equipment sales, service, rental and repair shop and yard (crane service) in a C-2 (General Commercial) District and O-1.1 (Sam Rayburn) Overlay District was granted at the October 6, 2008, City Council Meeting, however the Specific Use Permit went away once the use ceased for more than sixty days. An exception was approved at the October 21, 2008 Planning and Zoning Commission Meeting to allow metal siding on the rear wall of an existing building in lieu of the requirement for exterior wall finishes to be masonry, masonry veneer, or concrete siding.

Mr. Lockett explained he would like to continue the original use of the property for the crane service and also allow a small trucking company to park six trucks on the east side of the building and use part of the office space in the building. "Occasionally they will pull a truck in the east overhead door to perform routine maintenance." He had seen the Staff Review Letter and would abide by the Recommendations.

Commission Member Vanderveer asked if the truck repair would be inside the existing building.

Mr. Lockett responded "that is correct."

Chairman Gilbert asked if this is an existing business.

Mr. Lockett explained "we have used this property for quite some time, we keep our cranes there; it is our Sherman location. We have a gentleman that has some trucks, we are going to allow him to park on that yard behind the building and he will do some of his maintenance inside the building, entering from the door in the rear of the building."

Chairman Gilbert asked what triggered the need for the Specific Use Permit.

Mr. Shadden explained "the man with the trucks wanted to put utilities in his name, he applied for a Certificate of Occupancy Permit. Also, the building had been leased to DIRECTV; they had the last Certificate of Occupancy Permit on file."

Commission Member Vanderveer asked if he had seen the Staff Review Letter and was aware the gravel would have to become concrete or asphalt.

Mr. Luckett responded “we are prepared for that.”

Chairman Gilbert was concerned with the number of trucks that would be parked on the lot.

Mr. Luckett explained “this gentleman has a small trucking business; he has a total of six trucks.”

Commission Member Vellotti asked about the screening adjacent to the residential property behind the lot.

Mr. Luckett explained “right now there is a row of cedar trees on that property line; the trees are tall and thick and you can’t see the houses from my property.”

Mr. Shadden explained the board has an option of approving a green screen as well; that has been done in the past.

Commission Member Vanderveer stated if they approve a green screen and some of the trees die, then they will have to be replaced with a 6’ tree or fence.

Mr. Shadden responded “that is correct.”

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

A letter was received from:

Lucien & Wanda Hines, 1415 E. FM 1417, Sherman, TX
They wrote: “I have no protest. I think anything that happens out south of town will be an asset to the area.”

ACTION TAKEN.

Motion by Commission Member Vanderveer to approve the Specific Use Permit to allow a construction, equipment sales, service, rental and repair shop and yard (crane service) and truck repair in a C-2 (General Commercial) District, O-1.2 (Sam Rayburn) Overlay District and Blalock Commercial Overlay District subject to the Staff Review Letter, limiting the number of trucks to six (6), and maintaining a six (6) foot green screen or solid fence adjacent to residential. Second by Commission Member Davis.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI, DAVIS, ADAMS AND MAHONE.

VOTING NAY: NONE

MOTION CARRIED

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

ZONE CHANGE

THE REQUEST OF NORTHSTAR BANK OF TEXAS (OWNERS), HOYTE RIDLEHUBER (PROSPECTIVE BUYER), BEN DYE (REPRESENTATIVE) AND UNDERWOOD DRAFTING AND SURVEYING (SURVEYOR) CONCERNING THE PROPERTY AT 2125 LITTLE LANE, BEING 0.852 ACRES IN THE J.B. MCANAIR SURVEY, ABSTRACT NO. 763, AS FOLLOWS;

PLANNING AND ZONING COMMISSION

ZONE CHANGE AND SITE PLAN APPROVAL UNDER ORDINANCE NO. 2280, SECTION 12, FROM A C-1 (RETAIL BUSINESS) DISTRICT TO AN R-1 (ONE FAMILY RESIDENTIAL) DISTRICT.

ZONE CHANGE – C-1 TO R-1
2125 LITTLE LANE
(NORTHSTAR BANK OF TEXAS, OWNER)

Ben Dye, 3409 S. FM 131, Denison, TX

Mr. Dye appeared to represent the request and answer any questions. The property is located at 2125 Little Lane between Taylor Street and Lamberth Road. Mr. Dye explained the prospective buyer would like to rezone the property to an R-1 (One Family Residential) District to construct a new home on the lot. He 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.

ACTION TAKEN.

Motion by Commission Member Elliott to approve the zone change from a C-1 (Retail Business) District to an R-1 (One Family Residential) District. Second by Commission Member Davis.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI, DAVIS, ADAMS AND MAHONE.

VOTING NAY: NONE

MOTION CARRIED

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

EXCEPTION

THE REQUEST OF LOS HERMANOS PARTNERSHIP LLC (OWNER), FIRST UNITED METHODIST CHURCH (TENANT) AND NORTH STAR SIGNS (APPLICANT/CONTRACTOR) CONCERNING THE PROPERTY LOCATED AT 118 WEST PECAN STREET, BEING 0.215 ACRES IN J.B. MCANAIR SURVEY, ABSTRACT NO. 763 AND BEING PART OF LOT 8, BLOCK C OF T.J. SHANNON SUPPLEMENTAL ADDITION, AS FOLLOWS:

BOARD OF ADJUSTMENTS

EXCEPTION – SIGN
118 W PECAN
(LOS HERMANOS PARTNERSHIP LLC, OWNER)

EXCEPTION UNDER ORDINANCE NO. 2280, SECTION 7, SUBSECTION (14)(B)(5) TO ALLOW A WALL SIGN TO PROJECT 24" FROM THE BUILDING OVER THE SIDEWALK IN LIEU OF THE PERMITTED 18" IN A C-1 (RETAIL BUSINESS) DISTRICT/CENTRAL BUSINESS DISTRICT.

Mike Kluss, 115 S. Travis, Sherman, TX

Mr. Kluss appeared to represent the request and answer any questions. The property is located at 118 West Pecan Street between Travis and Crockett Streets in the Central Business District. Mosaic is a modern worshipping community of First United Methodist Church located at 118 W. Pecan Street. They would like to erect a sign on the building projecting off the wall 24". Mr. Kluss explained "the scrolls that are made for the sign are 24", so by filling it up, it looks more portioned on the building. A scroll will also be on the top and bottom, so there will be no wind swing or anything since it is over the sidewalk. The sign will be very secure; it will be lagged into the wall of the building." He 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 exception.

ACTION TAKEN.

Motion by Commission Member Vanderveer to approve the exception to allow a wall sign to project 24" from the building over the sidewalk in lieu of the permitted 18" in a C-1 (Retail Business) District/Central Business District. Second by Commission Member Elliott.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI AND DAVIS.

VOTING NAY: NONE
MOTION CARRIED

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

OTHER BUSINESS

Appoint Subcommittee to review the O-1.1 (F.M. Highway 1417) Overlay District and the General Zoning Ordinance.

At the June 25, 2015 Budget Work Session Meeting, the City Council directed staff to review the O-1.1 (F.M. Highway 1417) Overlay District. The staff has asked Kimley-Horn to review the ordinance. The subcommittee will review the suggested updates and make a recommendation to the Planning and Zoning Board and City Council.

**APPOINT SUBCOMMITTEE
TO REVIEW O-1.1 (F.M.
HIGHWAY 1417) OVERLAY
DISTRICT & GENERAL
ZONING ORDINANCE**

PLANNING & ZONING COMMISSION MINUTES – NOVEMBER 17, 2015

Chairman Gilbert appointed Kyle Patterson, Eric Elliott and himself.

OTHER BUSINESS

Consider Cancellation of the December 22, 2015 Regular Planning and Zoning Commission and Board of Adjustments Meeting.

**CONSIDER CANCELLING
DECEMBER 22, 2015
MEETING**

The regular Planning and Zoning Commission and Board of Adjustments Meeting in December fall during the week of Christmas; the City Council has cancelled their meeting on December 21, 2015.

ACTION TAKEN.

Motion by Commission Member Vanderveer to cancel the December 22, 2015 regular meeting. Second by Commission Member Elliott.

VOTING AYE: GILBERT, ELLIOTT, VANDERVEER, VELLOTTI, DAVIS, ADAMS AND MAHONE.

VOTING NAY: NONE

MOTION CARRIED

ADJOURNMENT

On Motion duly made and carried, the meeting adjourned at 5:31 p.m.

ADJOURNMENT

CHAIRMAN

SECRETARY



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

Agenda Item No. 4.

Meeting Date: 01/19/2016

Prepared By: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director Developmental Services

Issue:

CONSENT AGENDA (ITEMS 6, 7, 8, 10, 12, 13 & 14)

List of Agenda Items:

6. * 3811 N. U.S. HIGHWAY 75, SUITE 200

The request of Sherman Commons, LP (Owner), Earnest Law, TBI Chicken, LLC (Representative), Cowboy Chicken (Prospective Tenant) and Landry Architects (Architect) concerning the property at 3811 North U.S. Highway 75, Suite 200, being Lot 5, Block A, Sherman Commons Addition, as follows;

Planning and Zoning Commission

Site plan approval for a patio addition to an existing building for Cowboy Chicken

7. * 3500 N U.S. HIGHWAY 75

The request of MB Sherman Town Center LP (Owner), Chick-fil-A Inc.(Tenant), Burger Engineering (Civil Engineer) and Mayse & Associates (Architect) concerning the property at 3500 North U.S. Highway 75, being Lot 6B, Block 3, Sherman Town Center Addition, as follows;

Planning and Zoning Commission

Site plan approval for a Centerline Kitchen Addition and Multi-lane Order Point for Chick-fil-A Restaurant

8. * 2007 W. TAYLOR STREET

The request of GF Partners LTD and Colonial USA Petroleum Marketing Inc, (Owners), Sherman Passport (Tenant), Duncan Kim, Bear Design-Build, Inc. (Architect), MJR Engineering, Inc. (Engineer) and Helvey & Associates Surveying, Inc. (Surveyor) concerning the property at 2007 West Taylor Street, being a part of Block 3, Western Hills Addition, Section 5 and containing 1.176 acres in the J.B. McAnair Survey, Abstract No. 763 as follows;

Planning and Zoning Commission

Site plan approval for an exterior renovation of the Sherman Passport Gas/Convenience Store

10. * 2111 TEXOMA PARKWAY

The request of Danny Gordon, Jeff Brown and Tommy Altland (Owners) and Tatchio & Associates (Architect), concerning the property at 2111 Texoma Parkway, being part of Lot 6 and all of Lot 7, Block 7, Highland Park 1st Addition, as follows;

Planning and Zoning Commission

Site plan approval for an outdoor dining addition to the Rendezvous Club

12. * 747 PLEASANT HOME ROAD

The request of John & Della Skerkis (Owners) and Underwood Drafting and Surveying (Surveyor) concerning the property located at 747 Pleasant Home Road, being 17.241 acres in the Leonard Reed Survey, Abstract No. 1029, as follows:

Planning and Zoning Commission

Final Plat approval of Pleasant Home Addition in the City of Sherman's Extra Territorial Jurisdiction (ETJ)

13. * 100-400 BLOCKS RIDGEVIEW ROADThe request of S&P Texoma Real Estate, LLC (Owners), Teague Nall & Perkins (Engineers) and Underwood Drafting and Surveying (Surveyor) concerning the property located in the 100-400 Blocks Ridgeview Road, being 19.568 acres in the William Thompson Survey, Abstract No. 1210, as follows:

Planning and Zoning Commission

Final Plat approval of Ridgeview Court Estates

14. * 2407 TEXOMA PARKWAY & 1515 BAKER DRIVE

The request of Alcoholic Services of Texoma Inc. (Owner) and Helvey and Associates, Inc. (Surveyor) concerning the property located at 2407 Texoma Parkway and 1515 Baker Drive, being Lot 2, Block 1, Helen Perkins Addition containing 6.33 acres, as follows:

Planning and Zoning Commission

Replat approval of Lot 2, Block 1, Helen Perkins Addition



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

Agenda Item No. 5.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

2005 S. SAM RAYBURN FREEWAY

The request of William P. Lee (Owner), RV-Max (Tenant) and Tommy Bell, Barnett Signs, Inc. (Representative) concerning the property at 2005 South Sam Rayburn Freeway, being all of Block 32 of the Replat of Blocks 4-6, 15-17, 29-31 and 40-41 of the Southside Addition, as follows;

Board of Adjustments

Variance under Ordinance No. 2280, Section 6.8.2, Subsection (5) to allow a 2' front setback for an electronic message center addition to an existing freestanding sign for a total face area of 224 square foot in lieu of the required 40' front setback in an M-1 (Light Manufacturing) District/O-1.2. (Sam Rayburn) Overlay District.

Background:

The property is located at 2005 South Sam Rayburn Freeway; RV-Max is the tenant. They would like to add an electronic message center to an existing freestanding sign which is located 2' from the front property line.

Adjacent Zoning:

R-1 (One Family Residential) District

C-1 (Retail Business) District

C-2 (General Commercial) District

M-1 (Light Manufacturing) District

Origination:

William P. Lee (Owner)

RV Max (Tenant)

Tommy Bell, Barnett Signs (Representative)

Master Plan Designation:

Auto Urban Commercial – Require more land for parking than building floor area. Automobiles and parking are the most prominent features. Parking lots reduce building density and prevent any possibility of creating an enclosed space.

Number of notices mailed:

9

Objections Received:

0

Attachments

Location Map

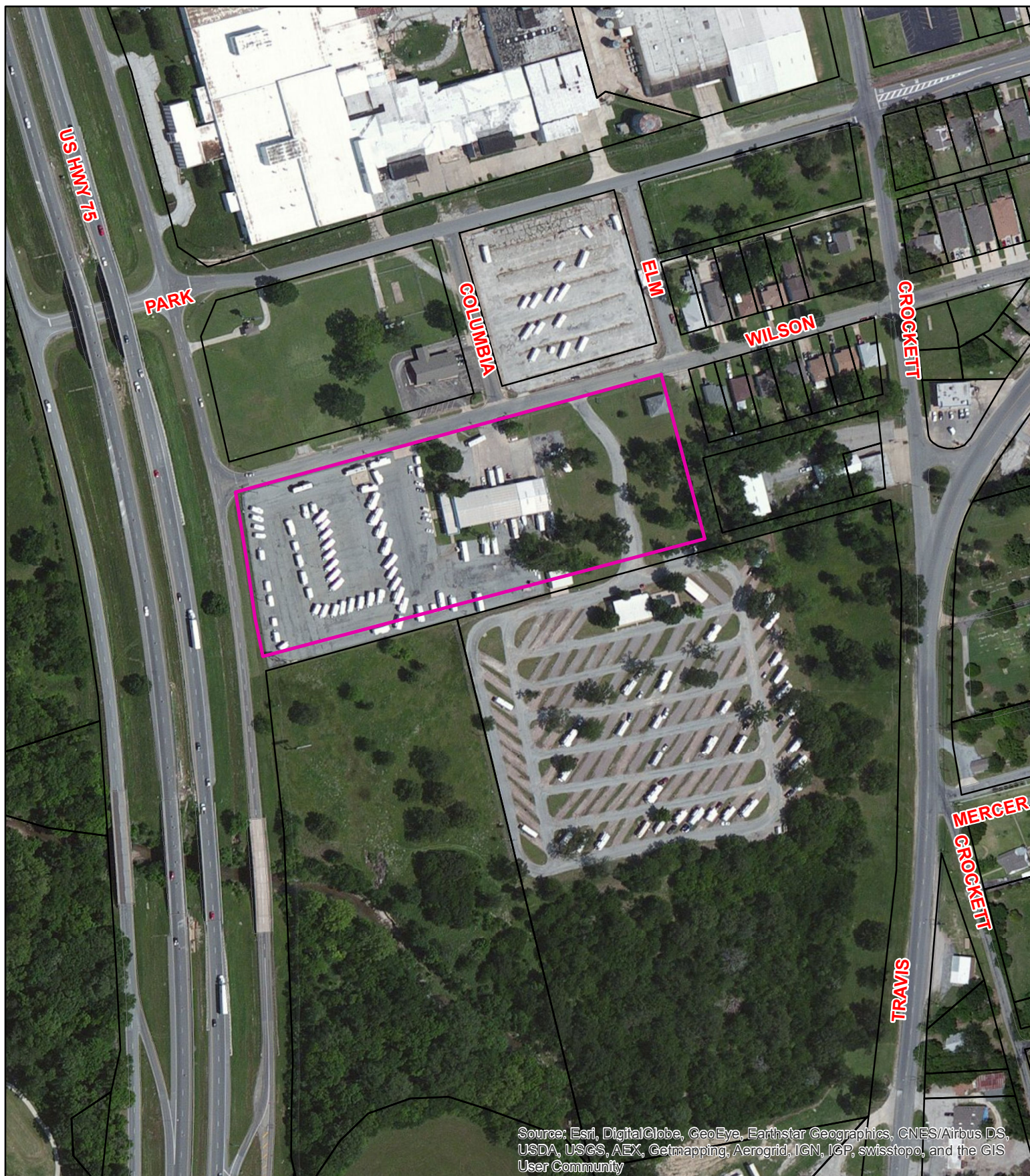
Zoning Map

Site Plan

Elevations

Engineered Plans

Staff Review Letter



2005 S. Sam Rayburn Freeway

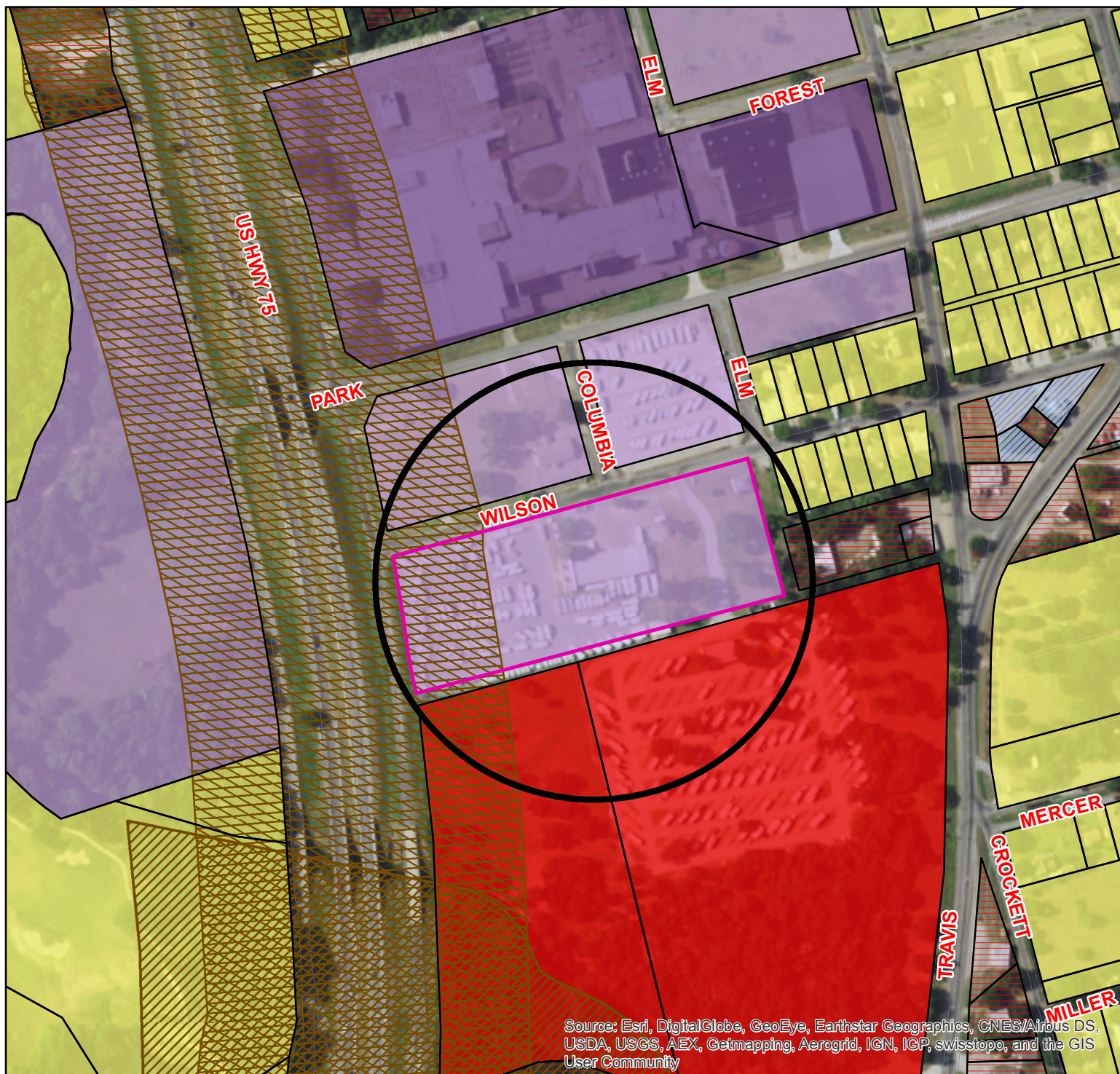
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department

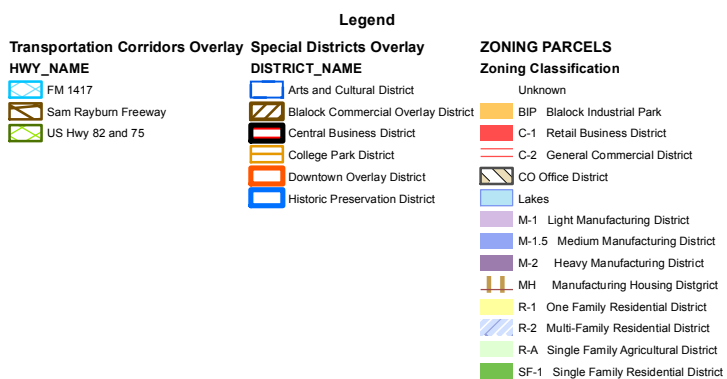


NOT TO SCALE

1 in = 240 ft



Zoning - 2005 S. Sam Rayburn Freeway

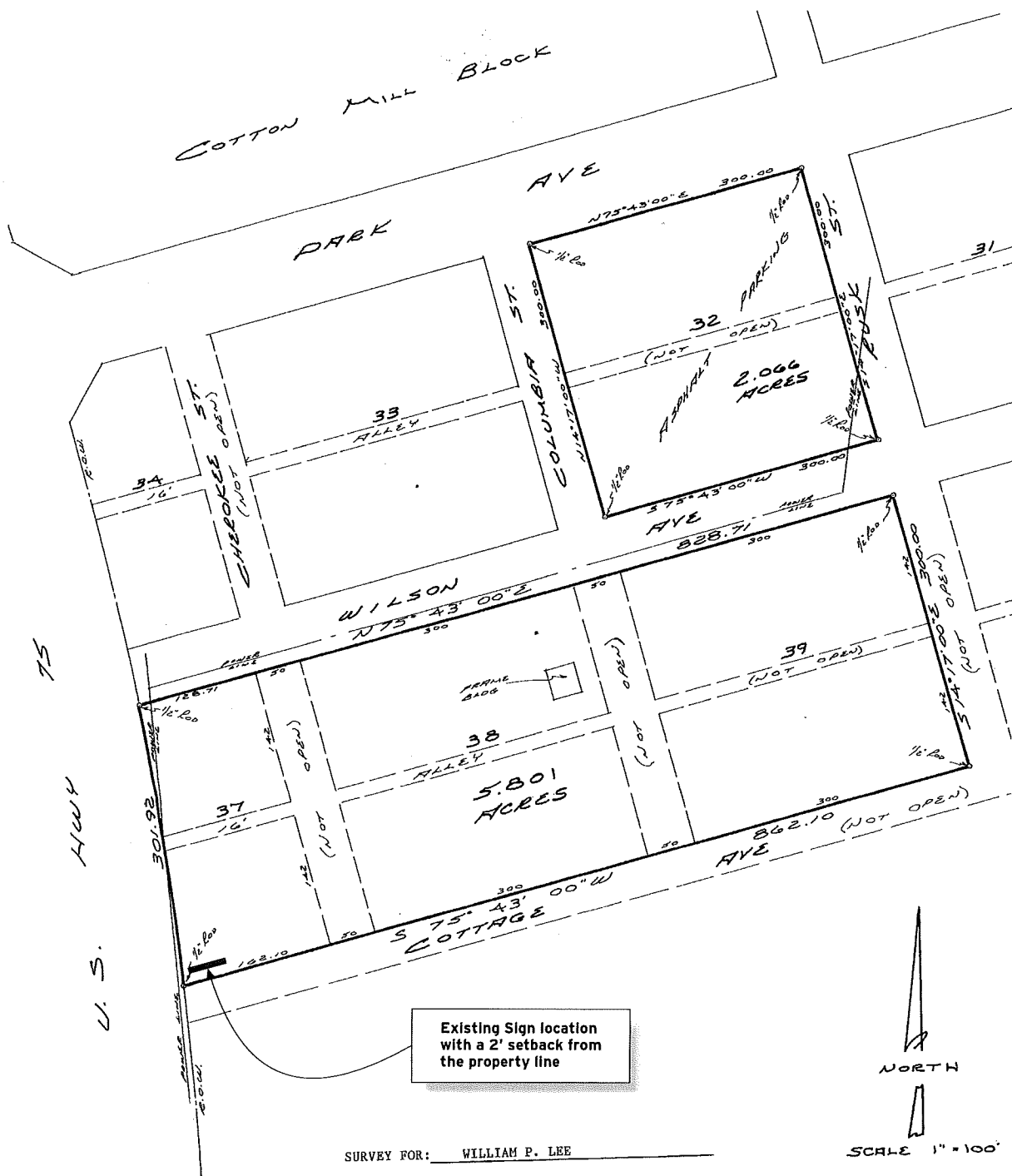


Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



1 in = 313 ft



I, Jerry P. Montgomery, Registered Public Surveyor, hereby certify that the above plat was prepared from a survey made on the ground on the 5 th day of October, 1989 of the following described property:

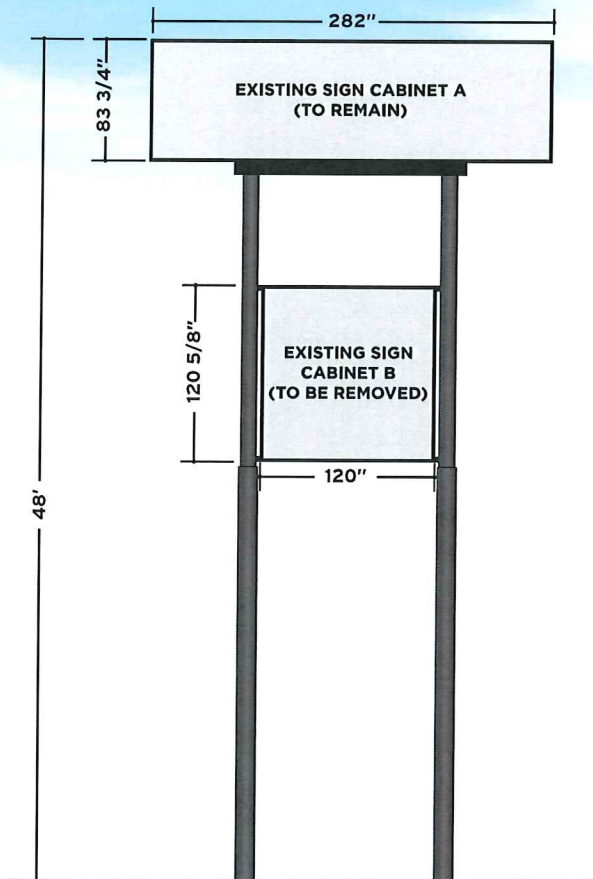
All of Block No. Thirty-Two (32), and as shown on the map entitled "Re-Plat of Block Four, Five, Six, Fifteen, Sixteen, Seventeen, Twenty-Nine, Thirty, Thirty-One, Forty and Forty-One of South Side Addition to the City of Sherman, Texas by the Sherman Manufacturing Co." as recorded in Volume 363, Page 101, Deed Records, Grayson County, Texas, and a tract of land comprised of Blocks Thirty-Nine (39), Thirty-Eight (38) and that portion of Block Thirty-Seven (37) of said Re-Plat lying East of the Right-of-Way of U.S. Highway No. 75, together with the streets and alleys within said tract as described in Field Notes attached herewith. -

That there are no visible discrepancies, shortages in area, boundary line conflicts, encroachments, overlapping of improvements, easements or rights-of-way except as shown on plat hereon.

JERRY P. MONTGOMERY
REGISTERED PUBLIC SURVEYOR
P.O. BOX 1813
SHERMAN, TEXAS 75090
(214) 892-8022



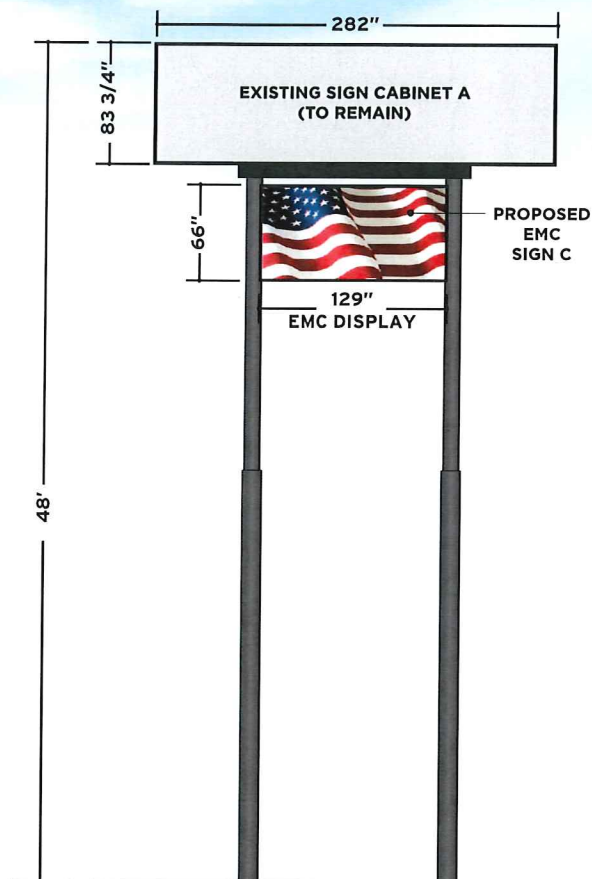
JERRY P. MONTGOMERY, R.P.S. # 2009



EXISTING SIGN STRUCTURE

SIGN CABINET A = 164 SQ. FT.
SIGN CABINET B = 100.52 SQ. FT.

TOTAL SIGN AREA OF EXISTING STRUCTURE = 264.52 SQ. FT.



EXISTING SIGN STRUCTURE NEW PROPOSED CONFIGURATION

> EXISTING SIGN B TO BE REMOVED
> NEW SIGN C TO BE INSTALLED
(PROPOSED SIGN C IS AN ELECTRONIC MESSAGE CENTER)

SIGN CABINET A = 164 SQ. FT.
PROPOSED SIGN C = 59.125 SQ. FT.

TOTAL SIGN AREA OF PROPOSED RECONFIGURATION = 223.125 SQ. FT.
OVERALL SIGN AREA REDUCTION OF 41.395 SQ. FT.



EXISTING SIGN



EXISTING SIGN
PROPOSED
RECONFIGURATION

PROJECT NAME / LOCATION

RV-MAX
2005 S SAM RAYBURN
SHERMAN, TEXAS

DATE

11.06.2015

PROJECT MANAGER

TOMMY BELL

BARNETT SIGNS IS A PROUD MEMBER OF
THE FOLLOWING SIGN ASSOCIATIONS



THIS ORIGINAL DRAWING IS PROVIDED AS
PART OF A PLANNED PROJECT AND IS NOT
TO BE EXHIBITED, COPIED OR REPRODUCED
WITHOUT THE WRITTEN PERMISSION OF
BARNETT SIGNS, INC.

PHOTO CONCEPTS ARE DRAWN TO
SCALE AS ACCURATELY AS
POSSIBLE BUT MAY NOT REFLECT
EXACT SIZE. ALL APPROVALS
TO BE BASED ON EXACT SIGN SIZES.

CLIENT APPROVAL

SIGNATURE

PRINTED NAME

DATE



STATE OF TEXAS
ELECTRICAL SIGN CONTRACTOR
LICENSE #18034

DESIGN NUMBER

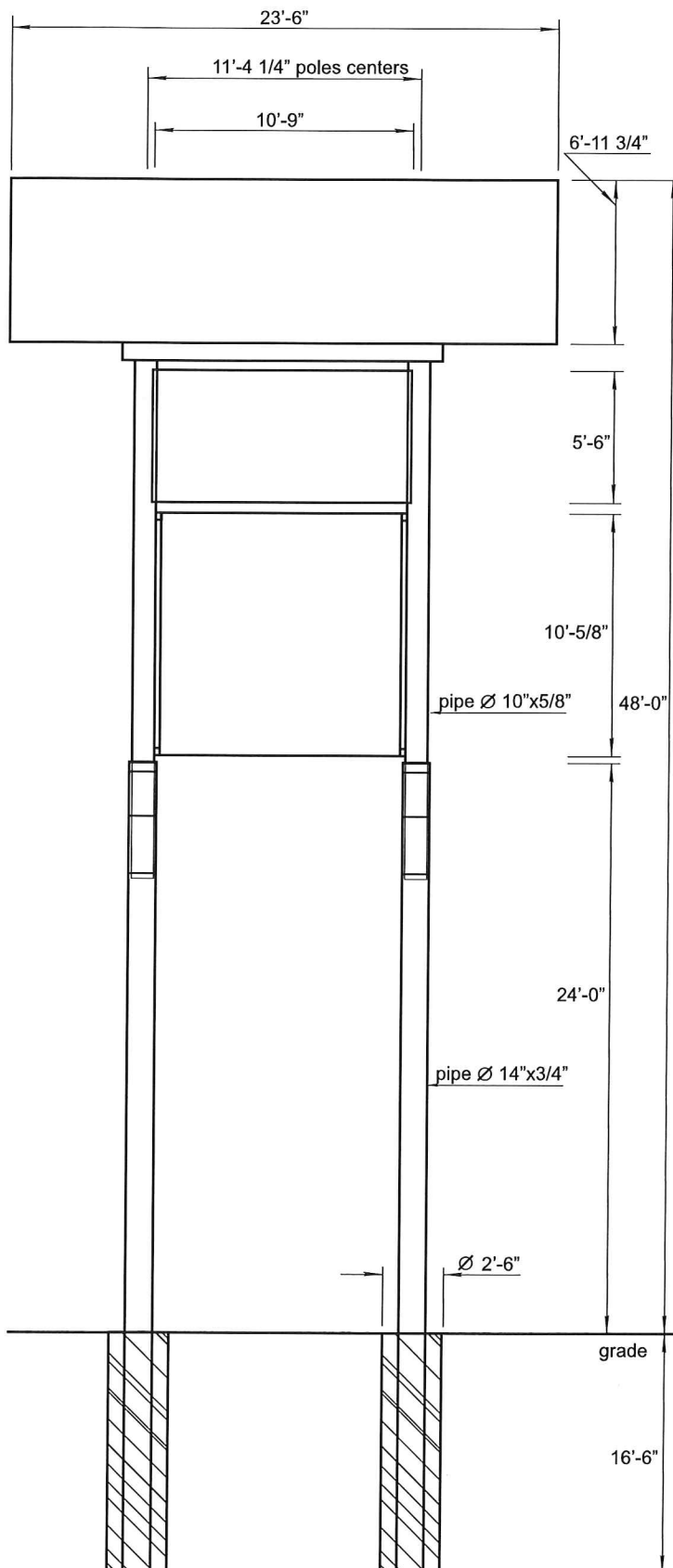
S1

BARNETT
SIGNS

BARNETT SIGNS, INC.
4250 ACTION DRIVE
MESQUITE, TEXAS 75150

972.691.8800 PHONE
972.691.8924 FAX

BARNETTSIGNS.COM



NOTES:

1. SITE CONDITIONS:

DESIGNED WIND STAGNATION
PRESSURE 30 PSF
WIND GUST 3 SEC

LANDSCAPE EXPOSURE C

SOIL: VERTICAL BEARING
PRESSURE 2000 PSF
LATERAL SLIDING RESISTANCE
130 PSF
LATERAL BEARING PRESSURE
300 LP/SQ.FT/FT
SOIL REPORT WAS NOT
FURNISHED

2. SUPPORTING SYSTEM:

STEEL POLE ASTM A500 GRADE B
MINIMUM YIELD STRENGTH OF
35000 PSI FOR PIPE

PLATE, ANGLE, CHANNEL ASTM A36
FASTENERS ASTM A325

ANCHOR BOLTS ASTM F1554

ELECTRODES FOR WELDS E70xx

CONCRETE MIN. COMPRESSIVE
STRENGTH 3000 PSI IN 28 DAYS

3. COLUMN DESIGN:

BASE PIPE:
COMPRESSION STRESS 597 PSI
SHEAR STRESS 388 PSI
BENDING STRESS 28347 PSI
SECTION MODULUS REQUIRED
91 CUB.IN
APPLY: PIPE NOMINAL DIA 14 IN
OUTSIDE DIA 14 IN,
WALL THICKNESS 0.75 IN

SECOND LEVEL PIPE:
COMPRESSION STRESS 485 PSI
SHEAR STRESS 268 PSI
BENDING STRESS 22016 PSI
SECTION MODULUS REQUIRED
40 CUB.IN
APPLY: PIPE NOMINAL DIA 10 IN
OUTSIDE DIA 10.75 IN
WALL THICKNESS 0.625 IN

OPTIMIZATION ANALYSIS:
COMBINED STRESS RATIO 0.9 < 1
SLENDERNESS RATIO 126 < 200, OK

5. PIER FOUNDATION DESIGN:

CRITICAL LOADS:
WIND FORCE 6589 LB
MOMENT 231973 LB-FT
PASSIVE LATERAL SOIL PRESSURE
2000 PSF
WITH FOUNDATION DIA 2.5 FT,
DEPTH REQUIRED 16.5 FT
WITH FOUNDATION DIA 4 FT,
DEPTH REQUIRED 12.5 FT

6. CONFIGURATION DIMENSIONS ARE SHOWN AS MINIMUM REQUIRED PIPES WITH A LARGER DIAMETER OR GREATER WALL THICKNESS MAY BE SELECTED FOUNDATION DEPTH AND WIDTH MAY BE INCREASED



SIGNS STRUCTURES DESIGN & ANALYSIS

3617 FLAMINGO AVE
MCALLEN, TX 78504
P: (956) 687-7389
F: (956) 687-7390
EMAIL: INFO@ALTECOR.US
WEB: WWW.ALTECOR.US

PROJECT TITLE:

RV-MAX

DOUBLE-SUPPORTS PYLON
SIGN, ILLUMINATED

INSEPARABLE ASSEMBLY
OUTLINE DRAWING

THE DRAWING COMPRISES
EVALUATION OF SUPPORTS
AND FOOTING. NO CABINET
ENGINEERING IS INCLUDED

DESIGNED FOR:

BARNETT SIGNS, INC
4250 ACTION DRIVE
MESQUITE, TX 75150
P: (972) 681-8800
F: (972) 681-8824

SITE LOCATION:

SHERMAN, TX

TEXAS FIRM #: F-10807
TDLR MSE #: 95180



THIS SEAL IS AUTHORIZED BY
T. G. ALTECOR, P.E., 10 / 09 / 2015

DRAWING #: 001120
REVISION #: 0
PAGE #: 1 OF 1

CODE: IBC - 2012 / ICC
STANDARD: ASCE / SEI-7
SPECIFICATION: ANSI/ASTM

STAFF REVIEW LETTER

January 13, 2016

William P. Lee
372 Ridgeview Dr.
Sherman, Texas 75090

RV-Max
2005 S. Sam Rayburn Frwy.
Sherman, Texas 75090

Barnett Signs, Inc.
Tommy Bell
4250 Action Dr.
Mesquite, TX 75150

Dear Applicants,

The request for a variance to allow a 2' front setback for an electronic message center addition to an existing freestanding sign for a total face area of 224 square foot in lieu of the required 40' front setback in an M-1 (Light Manufacturing) District/O-1.2. (Sam Rayburn) Overlay District for the property located at 2005 South Sam Rayburn Freeway has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Zoning:

1. All aspects of the M-1 (Light Manufacturing) District, the O-1.2 (Sam Rayburn) Overlay District, the sign ordinance and the Commercial Tree and Landscaping Ordinance must be followed.
2. Digital signs shall have a maximum transition time between messages of two (2) seconds. The minimum duration of the message display shall be eight (8) seconds. Brightness shall be no more than 0.3 foot-candles over ambient light. Automatic dimming is required. The brightness measurement shall be taken utilizing a Foot-candle meter at 200' measured perpendicular to the face of the digital sign.
3. Review the zoning and development ordinance for additional requirements.
4. Site plan approval is valid for a period of one year, if progress has not been made within that time period; resubmission to the Planning & Zoning Commission is required.

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,



Scott Shadden

Secretary, Planning and Zoning Board and Board of Adjustment

CC: Robby Hefton, City Manager
Mark Gibson, Director of Utilities
Clint Philpott, P.E., City Engineer
Steve Ayers, Dir. Of Community and Support Services

Danny Fuller, Fire Marshal
Brandon Shelby, City Attorney
Lisa Whitfield, Engineering & Development Coordinator
Don Keene, Asst. City Manager



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

Agenda Item No. 6.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

*** 3811 N. U.S. HIGHWAY 75, SUITE 200**

The request of Sherman Commons, LP (Owner), Earnest Law, TBI Chicken, LLC (Representative), Cowboy Chicken (Prospective Tenant) and Landry Architects (Architect) concerning the property at 3811 North U.S. Highway 75, Suite 200, being Lot 5, Block A, Sherman Commons Addition, as follows;

Planning and Zoning Commission

Site plan approval for a patio addition to an existing building for Cowboy Chicken

Background:

The property is located in the Sherman Commons Shopping Center, the northeast corner of Highway 75 and Loy Lake Road; formerly occupied by the University of Gymnastics. The property is zoned a C-1 (Retail Business) District and is located in the O-1 (75 & 82) Overlay District.

Cowboy Chicken was founded in 1981 by Phil and Jeanette Sanders focusing on perfecting the taste of chicken cooked on a rotisserie stacked with hickory wood. In 2003, Phil Sanders sold the company and the North Dallas location to Malcolm Menter and Sean Kennedy. The duo continued serving the same delicious chicken and signature dishes. Cowboy Chicken would like to open a restaurant at this location and add a 15' x 15' patio for outside dining on the west side of the existing building.

Adjacent Zoning:

C-1 (Retail Business) District

C-O (Office) District

Origination:

Sherman Commons, LP (Owner)
Earnest Law, TBI Chicken, LLC (Representative)
Cowboy Chicken (Prospective Tenant)
Landry Architects (Architect)

Master Plan Designation:

Auto Urban Commercial – Require more land for parking than building floor area. Automobiles and parking are the most prominent features. Parking lots reduce building density and prevent any possibility of creating an enclosed space.

Number of notices mailed:

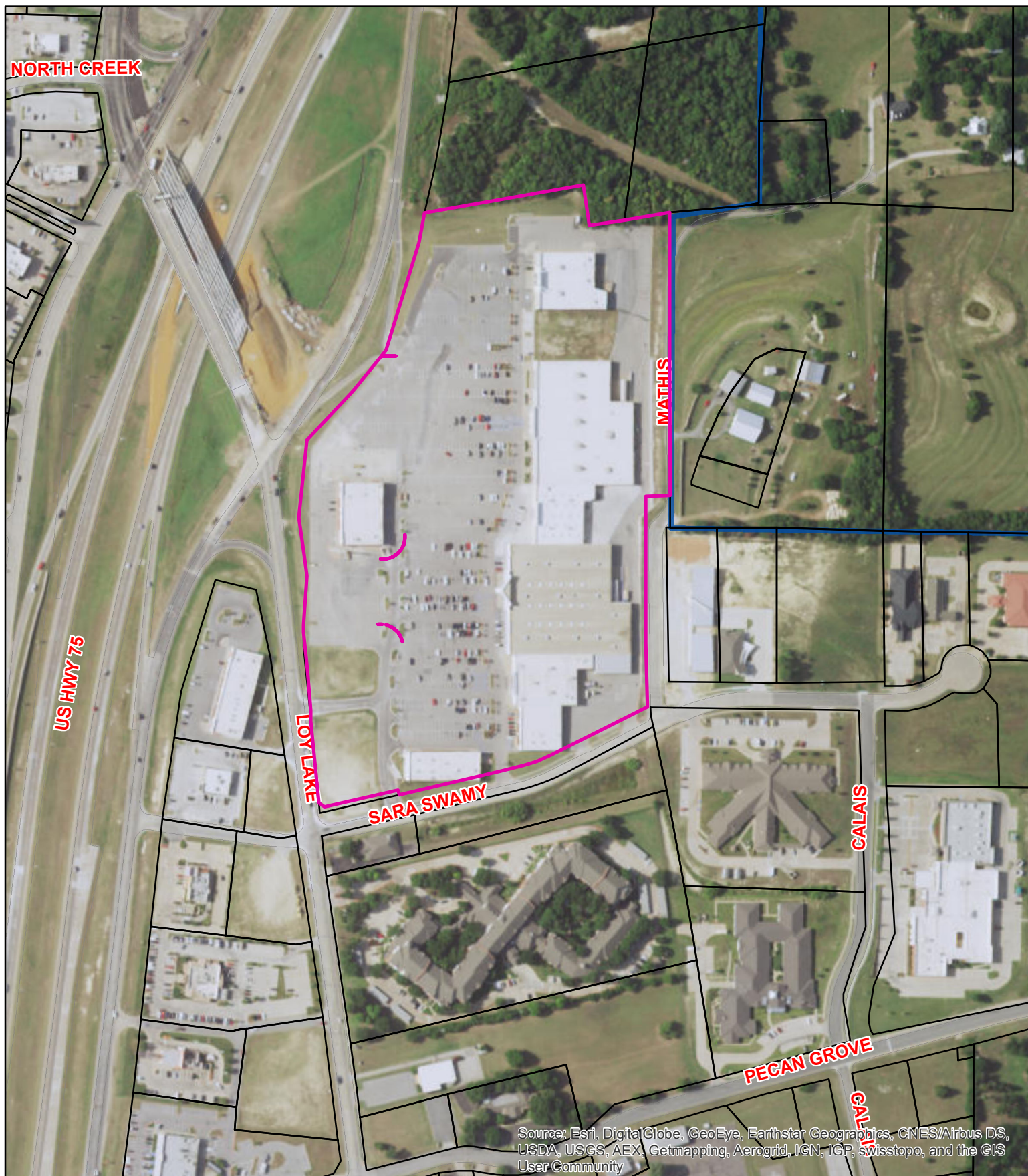
Not required.

Objections Received:

0

Attachments

Location Map
Zoning Map
Narrative
Site Plan
Floor Plan
Elevations
Exterior Elevations
Staff Review Letter



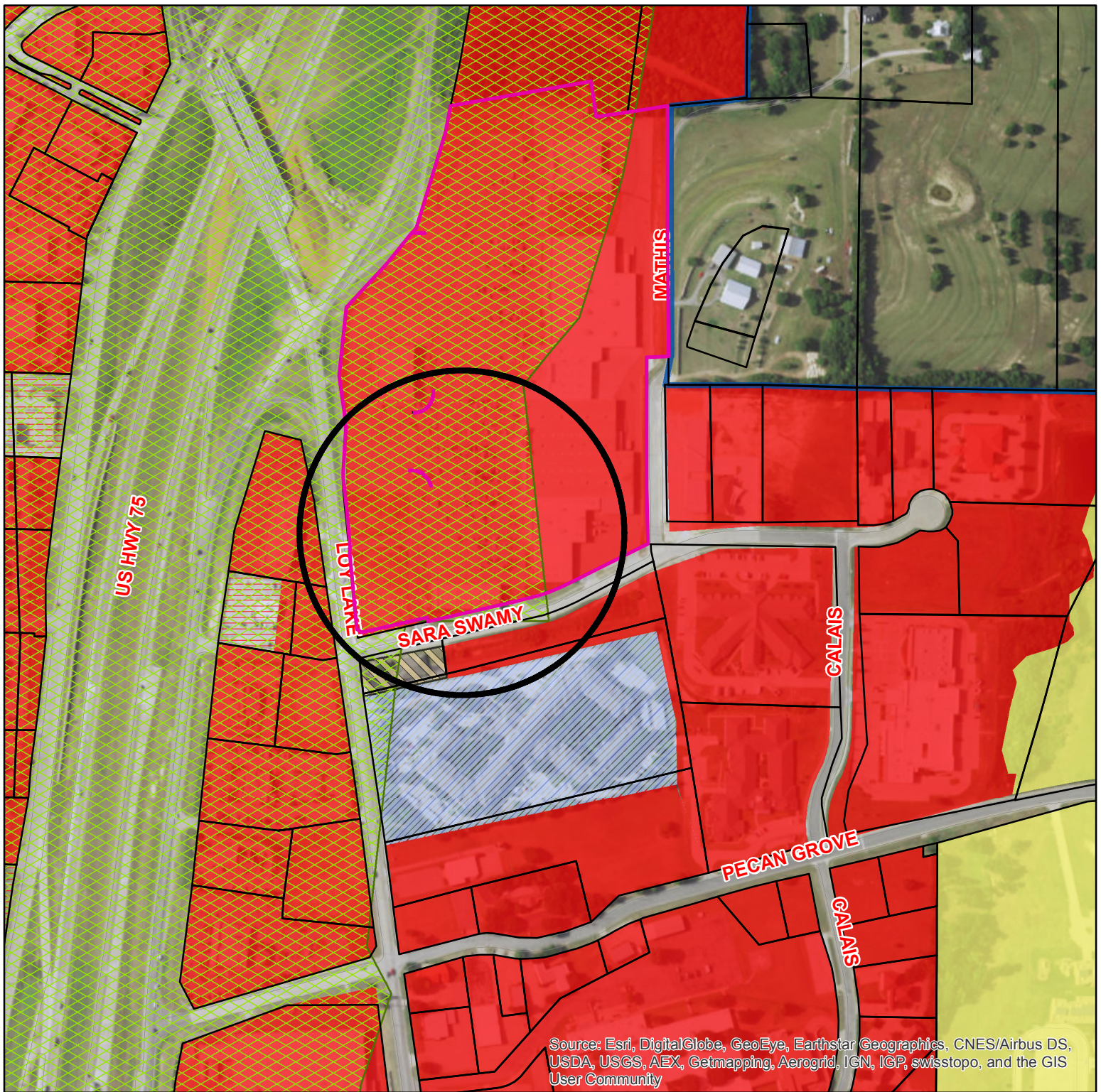
3811 N. US Highway 75, Suite 200



City of Sherman, Texas
Developmental Services Department



1 in = 313 ft



Zoning - 3811 N. US Highway 75, Suite 200

Legend	
Transportation Corridors Overlay	DISTRICT_NAME
HWY_NAME	Arts and Cultural District
FM 1417	Blalock Commercial Overlay District
Sam Rayburn Freeway	Central Business District
US Hwy 82 and 75	College Park District
Special Districts Overlay	Downtown Overlay District
	Historic Preservation District
	ZONING PARCELS
	Zoning Classification
	Unknown
	BIP Blalock Industrial Park
	C-1 Retail Business District
	C-2 General Commercial District
	CO Office District
	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



NOT TO SCALE

1 in = 376 ft

Earnest Law
TBI Chicken, LLC
5601 Ivyridge Ln
McKinney Tx, 75071
214.288.8382
lawernie@yahoo.com

City of Sherman
Developmental Services
230 W. Mulberry
Sherman, Texas 75091

12/01/2015

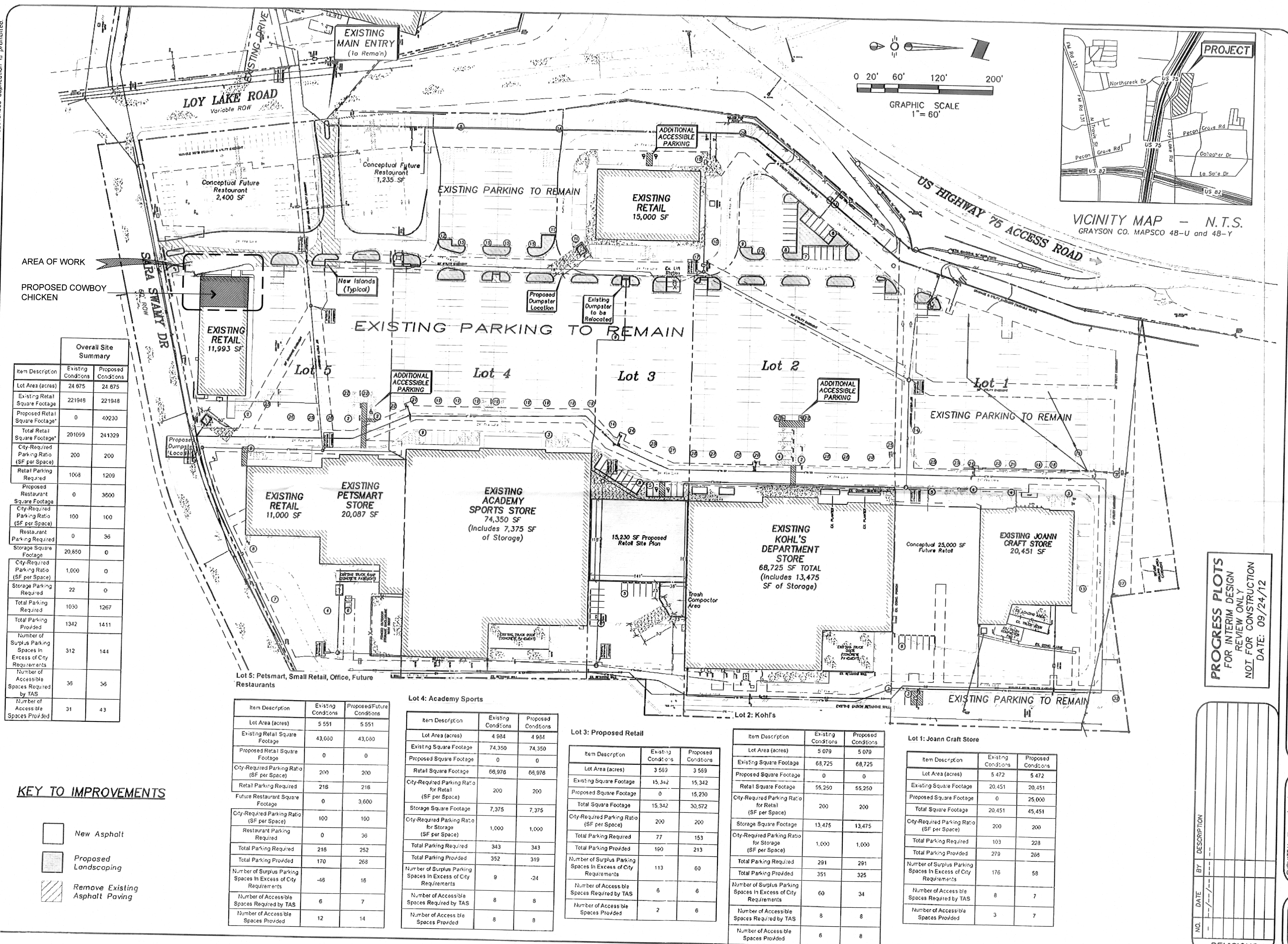
To Whom It May Concern:

My name is Earnest Law and I am the Operating Partner for TBI Chicken, LLC d/b/a Cowboy Chicken Sherman. We are bringing a Cowboy Chicken Franchise to Sherman, Texas and would like to request to add on a patio (15x15) on the west side of Sherman Commons endcap location, located at 3811 N US Hwy 75 Suite #200 Sherman, Texas.

We would be removing no parking spaces and building on existing land on the west side of the building. We would be happy to add any required additional landscaping. This patio would be for our guest to enjoy outdoor dining in our newest location.

I have submitted all required info for your approval. Please let me know if any addition info is needed.

Earnest Law
Operating Partner



VILBIG & ASSOCIATES, PLLC
CONSULTING ENGINEERS & SURVEYORS
10132 MONROE DRIVE DALLAS, TEXAS 75229
(214) 352-7333 www.vilbig.com
TEXAS ENGINEERING FIRM # F-5614

THIS DOCUMENT IS RELEASED
FOR THE PURPOSE OF
BIDDING ONLY UNDER THE
AUTHORITY OF DAVID A.
VILBIG, P.E., 67207 ON
JANUARY 24, 2012. IT IS NOT TO
BE USED FOR CONSTRUCTION
OR PERMIT PURPOSES.

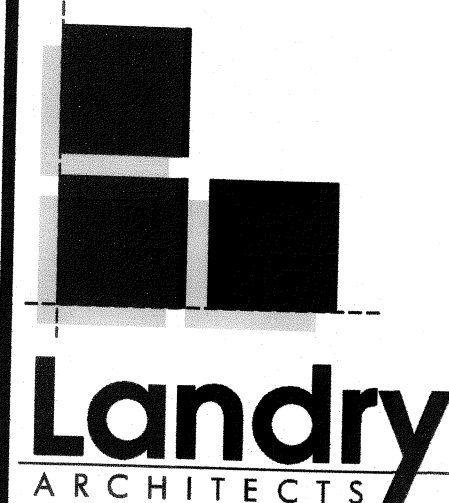
SHERMAN COMMONS
PAVING & LANDSCAPING
IMPROVEMENTS
EAST OF LOY LAKE RD. AND US 75
SHERMAN, TEXAS

REVISED SITE
PLAN
LOTS 1, 2, 3, 4, 5

SUBMITTAL #1: --/--/--
SUBMITTAL #2: --/--/--
SUBMITTAL #3: --/--/--
SUBMITTAL #4: --/--/--
DESIGN: VA DRAWN: ASC
CHECKED: DAY
SCALE: 1" = 30'
VA PROJECT NO: 936-10AA

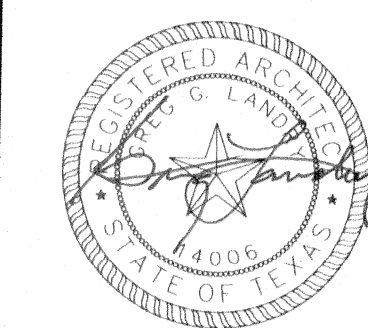
SHEET
C1.1

THIS SITE PLAN WAS PART OF ORIGINAL DEVELOPMENT PLAN AND IS BEING PROVIDED FOR REFERENCE ONLY



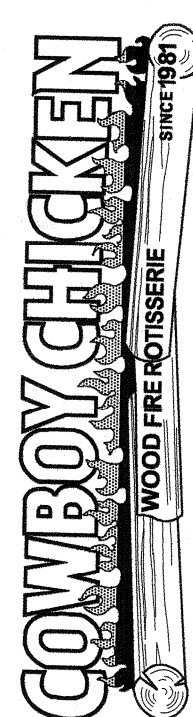
1202 Richardson Dr. #106
Richardson, Texas 75080
Tel: 214.631.6941
Fax: 214.634.1814

ARCHITECTURE PLANNING INTERIOR DESIGN



11/24/15

Project Title



Sherman Commons
3811 N. Loy Lake Rd. - Ste. 200

Sherman, Texas

Copyright Information

This drawing is an instrument of service and the property of Landry Architects and shall remain its property. The use of this drawing shall be restricted to the original site for which it is prepared and publication thereof is expressly limited to such use.

Revisions:

Drawing Title:

SITE PLAN

Date:

11/24/2015

Project No.

Cow15-005

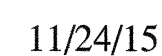
Sheet No.

C1.1



ARCHITECTURE PLANNING INTERIOR DESIGN

Seal



Project Title

Sherman Commons
3811 N. Loy Lake Rd. - Ste. 200

Sherman, Texas

Copyright Information

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Revisions:

Drawing Title:

FIXTURE
PLAN

Date:

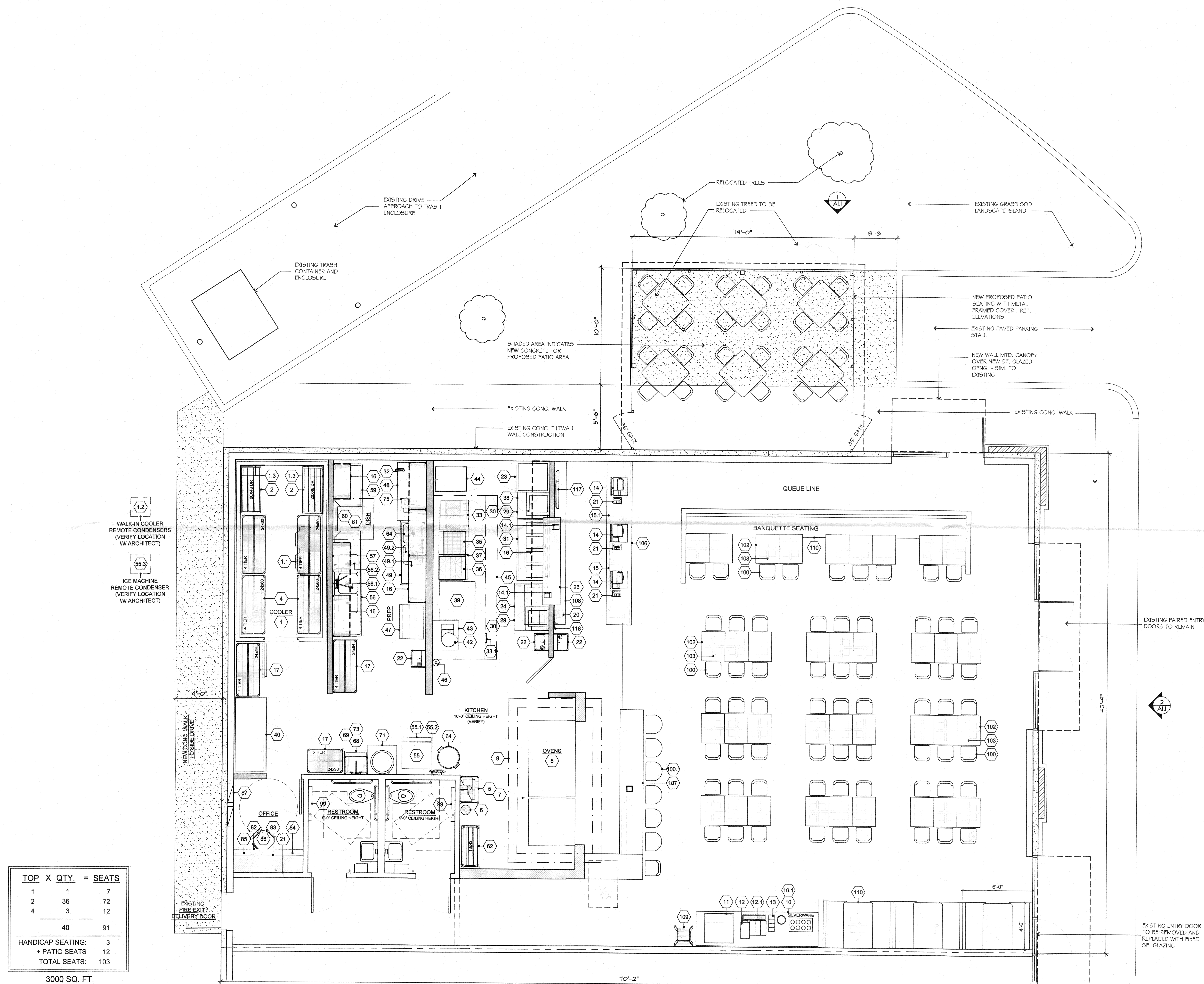
11/24/2015

Project No.

Cow15-005

Sheet No.

A2.0



FIXTURE PLAN / PATIO PLAN
SCALE: 1/4"=1'-0"



COWBOY CHICKEN
SHERMAN COMMONS
3811 N. LOY LAKE ROAD - SUITE 200
SHERMAN, TEXAS





11/24/15

Project Title

COWBOY CHICKEN
WOOD FIRE ROTISSERIE
Sherman Commons
3811 N. Loy Lake Rd. - Ste. 200
Sherman, Texas

Copyright Information
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Revisions:

Drawing Title:

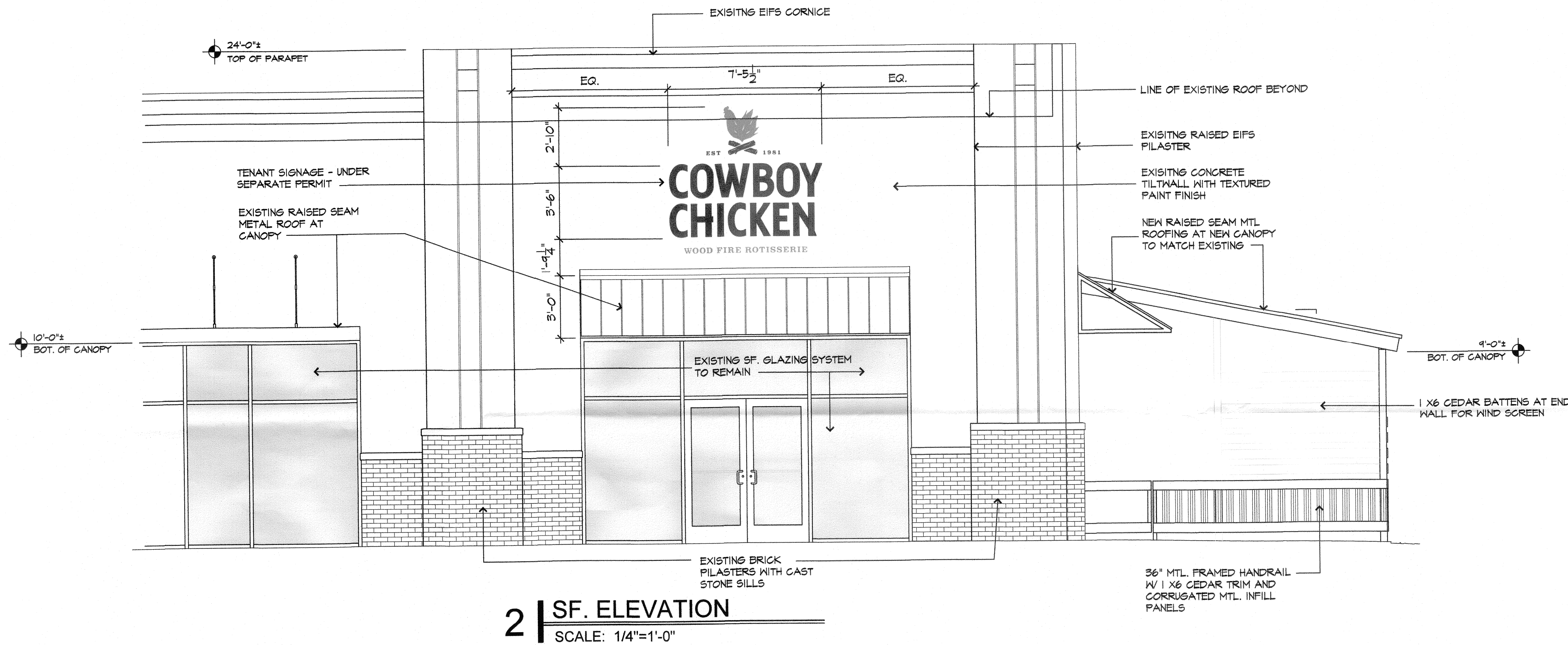
**EXTERIOR
ELEVATIONS**

Date: 11/24/2015

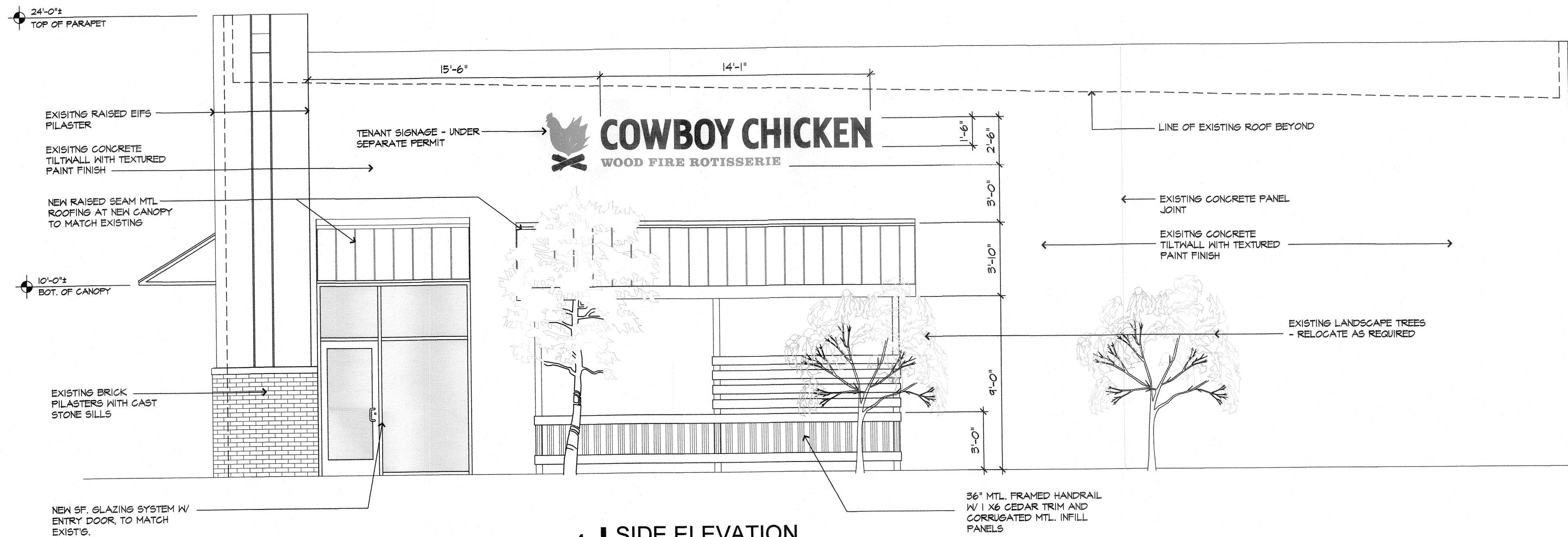
Project No. Cow15-005

Sheet No.

A1.1



2 | SF. ELEVATION
SCALE: 1/4"=1'-0"



1 | SIDE ELEVATION
SCALE: 1/4"=1'-0"

STAFF REVIEW LETTER

January 13, 2016

Sherman Commons LP
C/O CERE
8080 Park Ln. Ste. 800
Dallas, TX 75231

Landry Architects
1202 Richardson Dr. #106
Richardson, TX 75080

Ernie Law
5601 Ivy Ridge Ln.
McKinney, TX 75071

Dear Applicants,

The request for site plan approval for a patio addition to an existing building for Cowboy Chicken for the property located at 3811 N. U.S. Highway 75, Suite 200 has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Zoning:

1. All aspects of the C-1 (Retail Business) District, the O-1 (75 & 82) Overlay District, the sign ordinance and the Commercial Tree and Landscaping Ordinance must be followed.
2. Masonry or equivalent shall be required on the patio addition exterior finish unless an exception is granted.
3. All parking shall be on private property and shall not encroach into the Sara Swamy Drive or Loy Lake Road right-of-way; a parking space is considered to be 9'x20'.
4. Fire lanes and codes shall be coordinated with the Fire Marshal, (903.892.7267).
5. Review the zoning and development ordinance for additional requirements.
6. Site plan approval is valid for a period of one year, if progress has not been made within that time period; resubmission to the Planning & Zoning Commission is required.

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,



Scott Shadden
Secretary, Planning and Zoning Board and Board of Adjustment

CC:	Robby Hefton, City Manager	Danny Fuller, Fire Marshal
	Mark Gibson, Director of Utilities	Brandon Shelby, City Attorney
	Clint Philpott, P.E., City Engineer	Lisa Whitfield, Engineering & Development Coordinator
	Steve Ayers, Dir. Of Community and Support Services	Don Keene, Asst. City Manager



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

Agenda Item No. 7.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

*** 3500 N U.S. HIGHWAY 75**

The request of MB Sherman Town Center LP (Owner), Chick-fil-A Inc.(Tenant), Burger Engineering (Civil Engineer) and Mayse & Associates (Architect) concerning the property at 3500 North U.S. Highway 75, being Lot 6B, Block 3, Sherman Town Center Addition, as follows;

Planning and Zoning Commission

Site plan approval for a Centerline Kitchen Addition and Multi-lane Order Point for Chick-fil-A Restaurant

Background:

The property is located at 3500 North U.S. Highway 75 in the Sherman Town Center Addition between Loy Lake Road and U.S. Highway 82; Chick-Fil-A is the tenant. The property is zoned a C-1 (Retail Business) District and is located in the O-1 (75 & 82) Overlay District.

Chick-fil-A would like to construct a 580 square foot building addition, remove 10 parking spaces to add a multi-lane order point and menu station. The building expansion will be for an addition of a centerline kitchen to increase the speed of service and the multi-lane order point and menu station will provide increased stacking and circulation remediation. The restaurant will have a total of 152 seats and 49 parking spaces will be provided. The exterior finish will match the existing building.

Adjacent Zoning:

C-1 (Retail Business) District

Origination:

MB Sherman Town Center LP (Owner)
Chick Fil-A Inc.(Tenant)
Burger Engineering (Civil Engineer)
Mayse & Associates (Architect)

Master Plan Designation:

Auto Urban Commercial – Require more land for parking than building floor area. Automobiles and parking are the most prominent features. Parking lots reduce building density and prevent any possibility of creating an enclosed space.

Number of notices mailed:

Not required.

Objections Received:

0

Attachments

Location Map
Zoning Map
Narrative
Site Plan
Elevations
Staff Review Letter



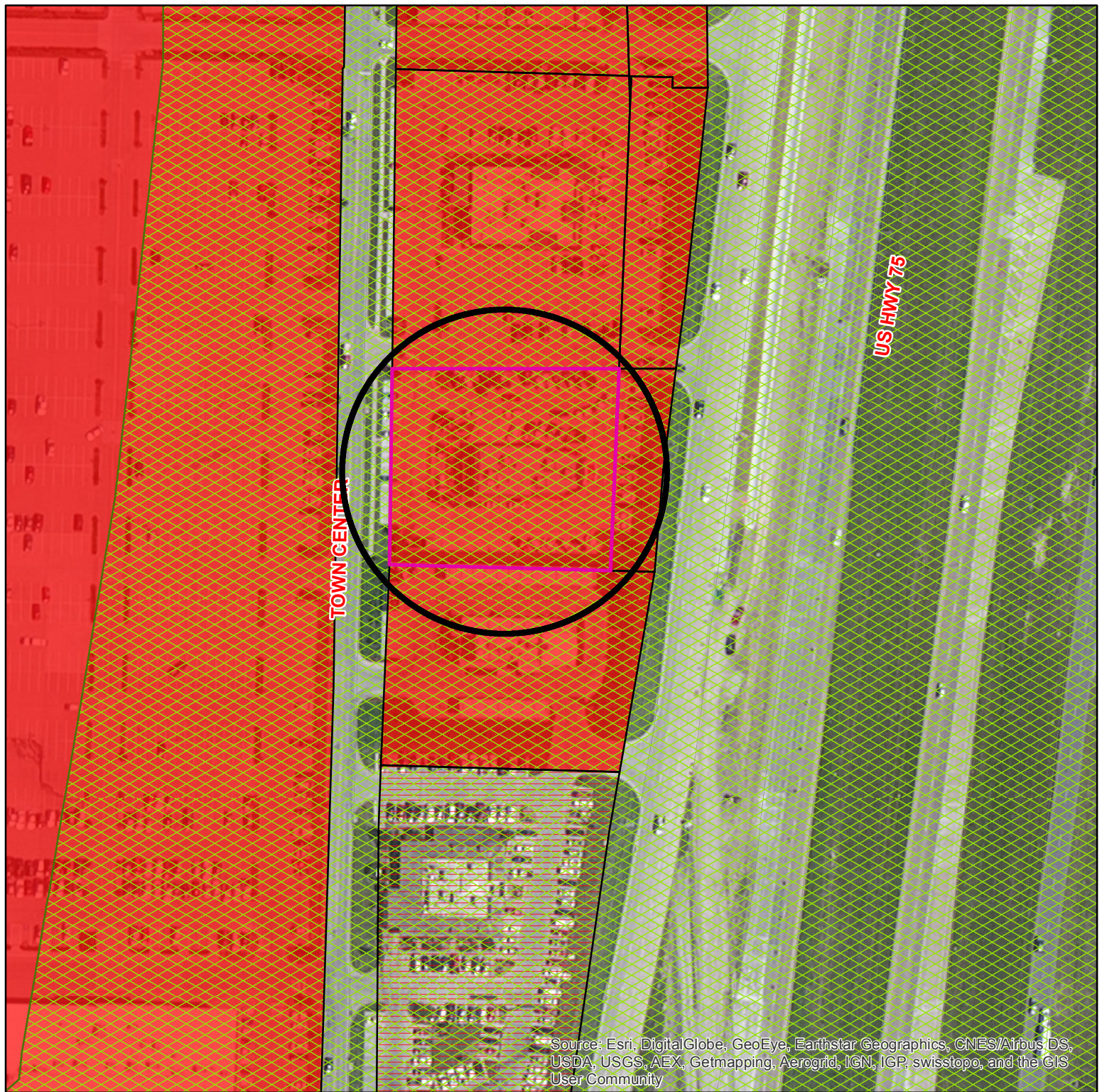
3500 N. U.S. Highway 75



City of Sherman, Texas
Developmental Services Department



1 in = 200 ft



Zoning - 3500 N. US Highway 75

Legend	
Transportation Corridors Overlay	DISTRICT_NAME
HWY_NAME	
FM 1417	Arts and Cultural District
Sam Rayburn Freeway	Blalock Commercial Overlay District
US Hwy 82 and 75	Central Business District
Special Districts Overlay	College Park District
	Downtown Overlay District
	Historic Preservation District
	ZONING PARCELS
	Zoning Classification
	Unknown
	BIP Blalock Industrial Park
	C-1 Retail Business District
	C-2 General Commercial District
	CO Office District
	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



NOT TO SCALE

1 in = 125 ft

B | BURGER
ENGINEERING
Civil Consultants

December 1, 2015

City of Sherman
Development Services
220 W. Mulberry Street
Sherman, Texas 75091

Re: Chick-fil-A
3500 N. U.S. Highway 75
Sherman, Texas
B.E. No. 013-163

Dear Development Services,

Chick-fil-A, Inc. is submitting this site plan request to construct a 580 square foot building expansion and remove 10 parking spaces to add a multi-lane order point and menu station at the above referenced location. The building expansion will be for the addition of a centerline kitchen in order to increase the speed of service and the multi-lane order point and menu station will provide increased stacking and circulation remediation.

Please contact our office if you have any questions or comments.

Sincerely,



Bryan M. Burger, P.E.

BRYAN M. BURGER, P.E.

17103 Preston Road, Suite 180N | Dallas, Texas 75248 | Office: 972.630.3360 | Fax: 972.630.3380

B

LOT 3, BLOCK 4
SHERMAN TOWN CENTER ADDITION
VOL. 17, PG. 11
P.R.G.C.T.

LOT 4
BLOCK 4
SHERMAN TOWN
CENTER ADDITION
VOL. 17, PG. 11
P.R.G.C.T.

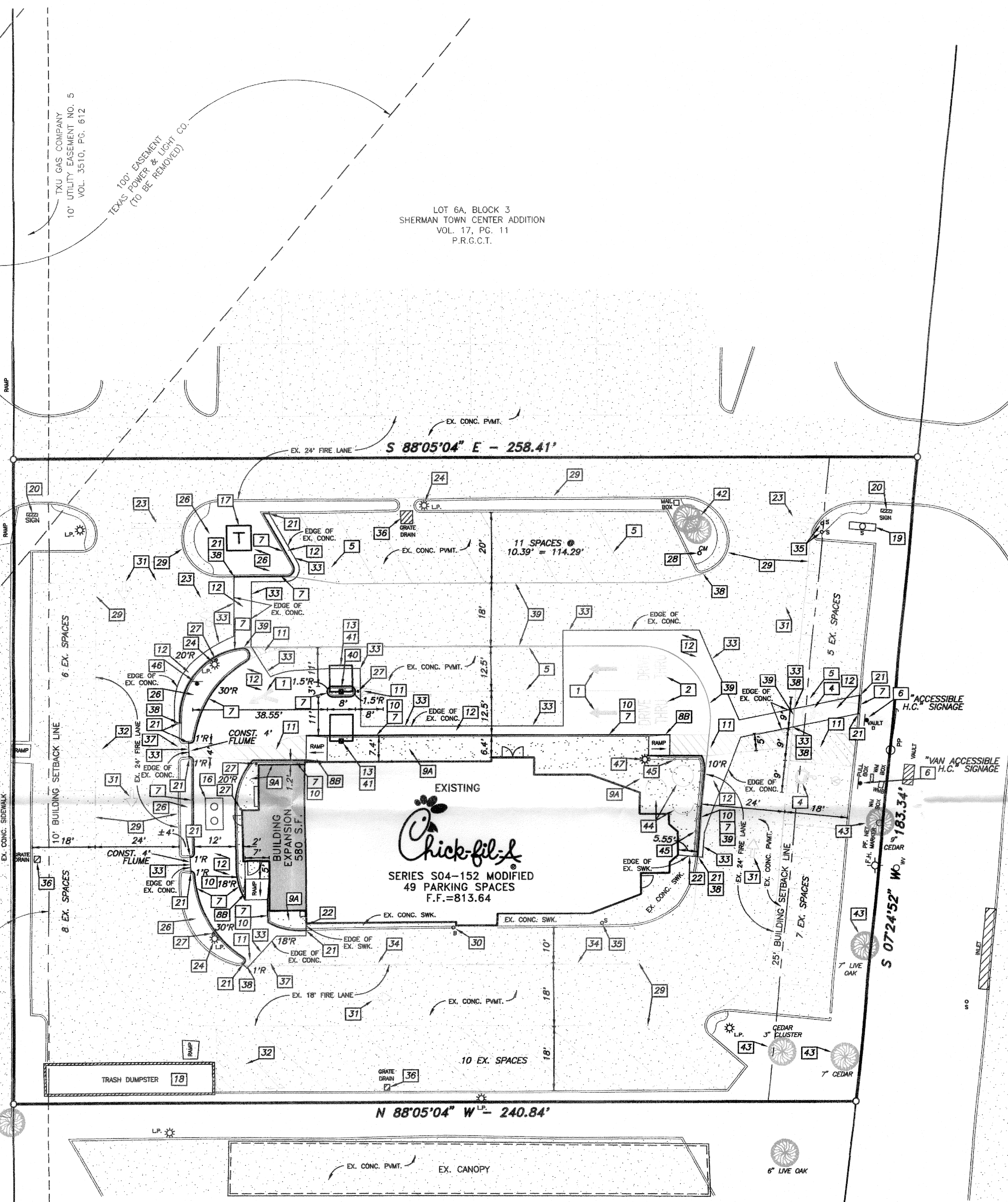
TOWN CENTER
DRIVE
(50' RIGHT-OF-WAY)

TU GAS COMPANY
UTILITY EASEMENT NO. 5
VOL. 3510, PG. 612

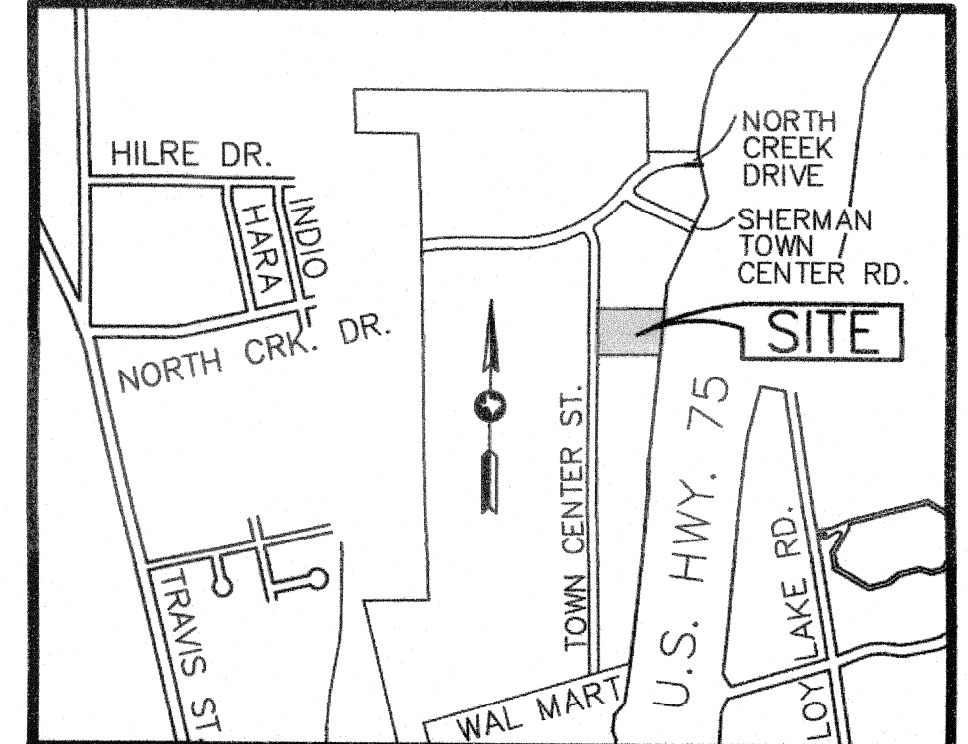
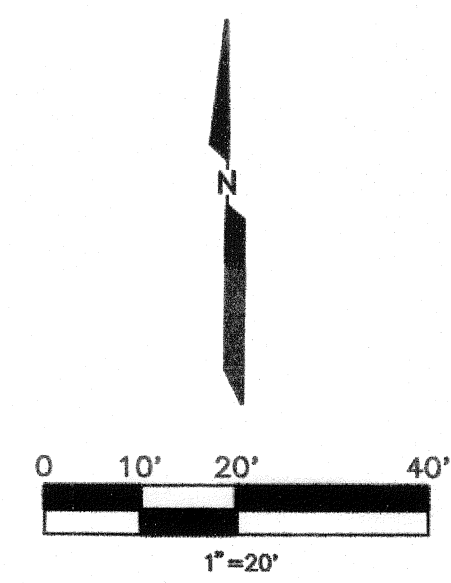
TU GAS COMPANY
UTILITY EASEMENT NO. 5
VOL. 3510, PG. 612

LOT 7, BLOCK 3
SHERMAN TOWN CENTER ADDITION
VOL. 16, PG. 43-44
P.R.G.C.T.

LOT 6A, BLOCK 3
SHERMAN TOWN CENTER ADDITION
VOL. 17, PG. 11
P.R.G.C.T.



U. S. HIGHWAY NO. 75
SOUTH BOUND SERVICE ROAD
(VARIABLE WIDTH RIGHT-OF-WAY)



VICINITY MAP
N.T.S.

LAYOUT NOTES

- PAINTED TRAFFIC ARROW
- DRIVE THRU STRIPING
- STOP BAR (NOT USED)
- PAINTED HANDICAP PARKING SYMBOL
- PARKING STALLS / 4" PAINTED STRIPE (YELLOW - 2 COATS)
- DIRECTIONAL SIGNAGE (OTHER THAN CHICK-FIL-A SIGNS)
- INTEGRAL CONCRETE CURB
- CURBED RAMP "A" FLARED SIDES
"B" SHORT FLARED SIDES
- TYPICAL SIDEWALK DETAIL "A" - PICTURE FRAME PATTERN
"B" - BROOM FINISH
- SIDEWALK ADJACENT TO CURB
- STRIPING
- CONCRETE PAVEMENT
- MENU BOARD / CANOPY ORDERING STATION
- CONTRACTION JOINT (SEE SHEET C-6)
- CONSTRUCTION JOINT (SEE SHEET C-6)
- GREASE TRAP
- RELOCATED PAD MOUNTED TRANSFORMER
- EX. DUMPSTER / STORAGE AREA W/SCREENING
- EX. Pylon SIGN
- EX. CHICK-FIL-A ENTER / EXIT SIGN
- MATCH LOCATION & ELEVATION OF EX. CONCRETE CURB
- MATCH EX. CONCRETE SIDEWALK
- EX. STOP BAR
- EX. LIGHT POLE TO REMAIN
- PROP. GAS METER
- ADJUST EX. LANDSCAPING & IRRIGATION
- PIPE BOLLARD
- RELOCATED FLAG POLE LOCATION
- EX. FIRE LANE STRIPING
- EX. BOLLARD
- EX. TRAFFIC ARROW
- EX. STRIPING
- MATCH EX. CONCRETE PAVEMENT
- EX. PAINTED STRIPE
- EX. DIRECTIONAL SIGNAGE
- EX. INLET
- MATCH EX. STRIPING
- MATCH EX. FIRE LANE STRIPE
- FIRE LANE STRIPING
- DRIVE THRU ORDER POINT ISLAND CURB
- CANOPY LAYOUT DETAIL
- EX. CREPE MYRTLE TO REMAIN
- EX. TREE TO REMAIN
- RELOCATED PATIO TABLES
- ALUMINUM HANDRAIL
- RELOCATED TRAFFIC SIGN
- RELOCATED LIGHT POLE LOCATION

NOTES

- ALL ON-SITE CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT CHICK-FIL-A SPECIFICATIONS AND/OR CITY STANDARD SPECIFICATIONS, WHICH EVER IS MORE RESTRICTIVE.
- ALL CONSTRUCTION IN CITY RIGHT-OF-WAYS AND/OR EASEMENT SHALL BE IN ACCORDANCE WITH THE CITY'S STANDARD SPECIFICATIONS.
- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL MAKE CERTAIN THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS AS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
- THE CONTRACTOR SHALL GIVE THE CITY A MINIMUM OF 48 HOURS NOTICE BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES DURING THE CONSTRUCTION OF THIS PROJECT.
- IF CONTRACTOR FINDS A DISCREPANCY WITH THE TOPOGRAPHIC INFORMATION ON THESE PLANS, HE/SHE SHALL CONTACT THE CONSTRUCTION MANAGER/SUPERVISOR IMMEDIATELY.
- ALL DIMENSIONS SHOWN ARE TO FACE OF CURB, BRICK, OR AS OTHERWISE NOTED.
- REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
- ALL RADII ARE 2' UNLESS OTHERWISE NOTED.

SITE DATA

ZONING:	C-1 (RETAIL BUSINESS)
AREA:	1.0459 ACRES (45,559 S.F.)
BUILDING AREA:	EX. 4,260 S.F. + 580 S.F. EXPANSION = 4,840 S.F.
TOTAL SEATING:	152 SEATS
PARKING REQUIRED:	1 SPACE FOR EVERY 4 SEATS 152/4 = 38 SPACES
PARKING PROVIDED:	49 SPACES (2 H.C.)
BUILDING HEIGHT:	25'-6" (1 STORY)
LANDSCAPING PROVIDED:	5,241 S.F. (11.5X)

APPLICANT:

CHICK-FIL-A, INC.
5200 BUFFINGTON ROAD
ATLANTA, GEORGIA 30349
PHONE: (404) 765-8000
CONTACT: TODD WILLIAMS

ENGINEER:

BURGER ENGINEERING, LLC
17103 PRESTON ROAD, SUITE 180N
TEXAS REGISTERED ENGINEERING FIRM F-12997
DALLAS, TEXAS 75248
PHONE: (972) 630-3360
CONTACT: BRYAN M. BURGER, P.E.

SITE BENCHMARK NO. 1 = CENTER OF SANITARY SEWER MANHOLE LOCATED IN THE TOWN CENTER STREET RIGHT-OF-WAY 77 FEET SOUTHWEST OF THE NORTHWEST PROPERTY CORNER.

ELEVATION = 811.91'

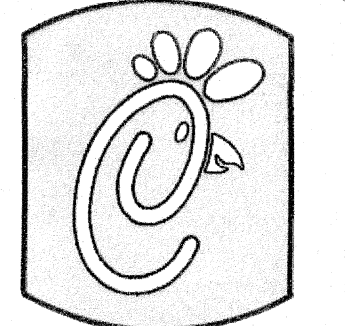
SITE BENCHMARK NO. 2 = "X" CUT FOUND IN CONCRETE FOR THE NORTHEAST PROPERTY CORNER.

ELEVATION = 814.05



BURGER
ENGINEERING
Civil Consultants

17103 Preston Road, Suite 180N
Dallas, Texas 75248
Office: 972.630.3360 Fax: 972.630.3380
TBPE F-12997



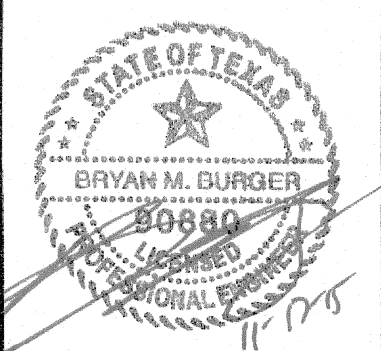
5200 Buffington Rd.
Atlanta Georgia,
30349-2998

Revisions:

Mark Date By

Mark Date By

Mark Date By



3500 N. U.S. HIGHWAY 75
LOT 6B, BLOCK 3
SHERMAN TOWN CENTER
THE CITY OF SHERMAN, TEXAS

STORE
SERIES
S04-152
MODIFIED

SHEET TITLE

SITE
PLAN

☒ For Permit
☐ For Bid
☐ For Construction

Job No. : 013-163

Store : 01092

Date : 5/27/15

Drawn By : JAC

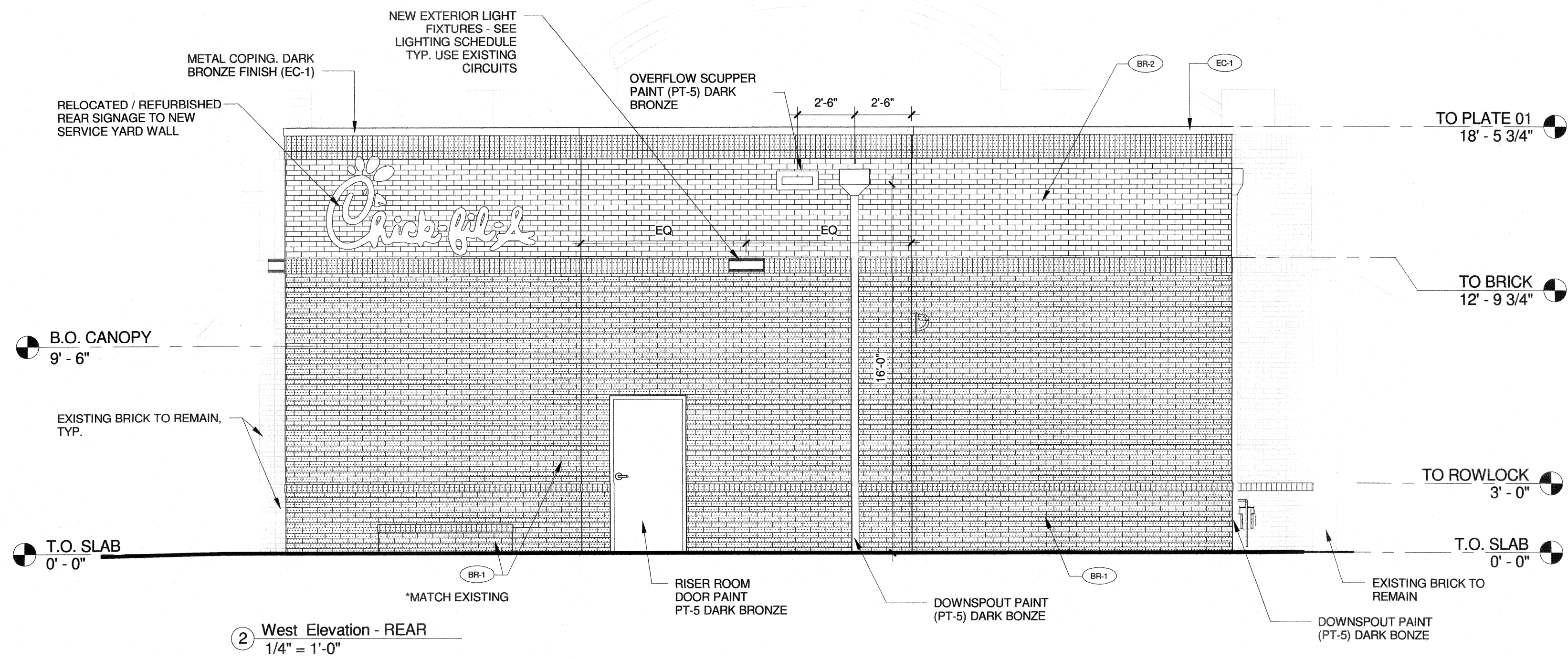
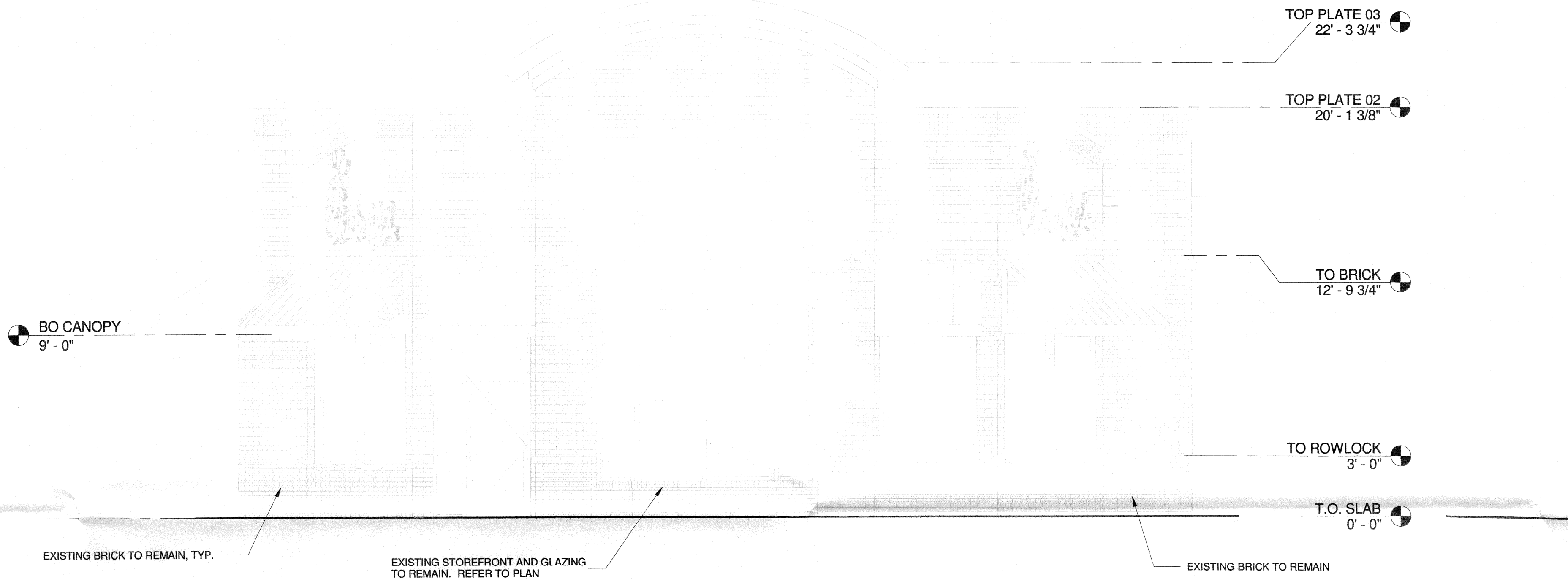
Checked By: BMB

Sheet

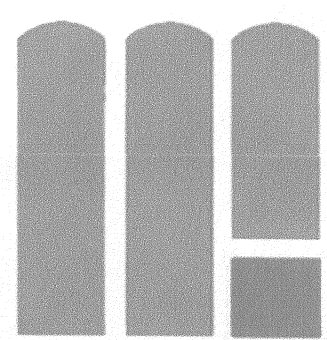
C-3

EXTERIOR FINISHES:

PT-1	PAINT #1 SHERWIN WILLIAMS SW6099/SAND DOLLAR, FINISH: EGGSHELL ON DOORS, FRAMES AND CEILINGS	BRICK #1	CUNNINGHAM BRICK COMPANY - "RED VELOUR" MODULAR SIZE
PT-5	METAL PAINT #5 SHERWIN WILLIAMS DARK BRONZE BRONZETONE #504 - #A89T54 SUPER - PAINT EXTERIOR LATEX SATIN ULTRADEEP BASE	BRICK #2	CUNNINGHAM BRICK COMPANY - "CASCADE WHITE" MODULAR SIZE
EC-1	PARAPET WALL COPING DUROLAST / EXCEPTIONAL METALS COLOR: DARK BRONZE (MATTE)	BRICK #3	CUNNINGHAM BRICK COMPANY - "SMOKE GRAY" MODULAR SIZE



② West Elevation - REAR
1/4" = 1'-0"



STAFF REVIEW LETTER

January 13, 2016

MB Sherman Town Center, LP
2809 Butterfield Rd., Ste. 200
Oak Brook, IL 60523

Chick-fil-A
5200 Buffington Rd.
Atlanta, Georgia 30349-2998

Burger Engineering
Bryan M. Burger, P.E.
17103 Preston Road, Suite 180N
Dallas, TX 75248

Mayse & Associates
14850 Quorum Dr., Ste. 201
Dallas, TX 75254

Dear Applicants,

The request for site plan approval for a Centerline Kitchen Addition and Multi-lane Order Point for Chick-fil-A Restaurant for the property located at 3500 N. U.S. Highway 75, has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Zoning:

1. All aspects of the C-1 (Retail Business) District, the O-1 (75 & 82) Overlay District, the sign ordinance and the Commercial Tree and Landscaping Ordinance must be followed.
2. Masonry or equivalent shall be required on the sides of all commercial buildings visible from the front street right-of-way unless an exception is granted.
3. All parking shall be on private property and shall not encroach into the U.S. Highway 75 access road right-of-way; a parking space is considered to be 9'x20'.
4. Fire lanes and codes shall be coordinated with the Fire Marshal, (903.892.7267).
5. Review the zoning and development ordinance for additional requirements.
6. Site plan approval is valid for a period of one year, if progress has not been made within that time period; resubmission to the Planning & Zoning Commission is required.

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,



Scott Shadden
Secretary, Planning and Zoning Board and Board of Adjustment

CC:	Robby Hefton, City Manager	Danny Fuller, Fire Marshal
	Mark Gibson, Director of Utilities	Brandon Shelby, City Attorney
	Clint Philpott, P.E., City Engineer	Lisa Whitfield, Engineering & Development Coordinator
	Steve Ayers, Dir. Of Community and Support Services	Don Keene, Asst. City Manager



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

Agenda Item No. 8.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

*** 2007 W. TAYLOR STREET**

The request of GF Partners LTD (Owner), Colonial USA Petroleum Marketing Inc, (Owner?), Sherman Passport (Tenant), Duncan Kim, Bear Design-Build, Inc. (Architect), MJR Engineering, Inc. (Engineer) and Helvey & Associates Surveying, Inc. (Surveyor) concerning the property at 2007 West Taylor Street, being a part of Block 3, Western Hills Addition, Section 5 and containing 1.176 acres in the J.B. McAnair Survey, Abstract No. 763 as follows;

Planning and Zoning Commission

Site plan approval for exterior renovations of the Sherman Passport Gas/Convenience Store

Background:

The property is located at 2007 West Taylor Street, the northeast corner of Taylor and North FM 1417 (Heritage Parkway); Sherman Passport is the tenant. The property is zoned a C-2 (General Commercial) District and is located in the O-1.1 (FM Highway 1417) Overlay District.

Sherman Passport is an existing convenience store and fueling station. They would like to demolish the existing convenience store and renovate a 5,054 square foot existing building to be used as the convenience store; the existing gas pumps and canopy will remain. The exterior finish will be EIFS (Exterior Insulation Finishing System), brick and stone veneer with a standing seam metal roof and canopy. A 10' landscaped buffer strip will be provided along FM 1417 (Heritage Parkway) and seventy (70) parking spaces.

Adjacent Zoning:

R-2 (Multi-Family Residential) District

C-1 (Retail Business) District

M-1 (Light Manufacturing) District

Origination:

GF Partners LTD (Owner)
Colonial USA Petroleum Marketing Inc, (Owner?)
Sherman Passport (Tenant)
Duncan Kim, Bear Design-Build, Inc. (Architect)
MJR Engineering, Inc. (Engineer)
Helvey & Associates Surveying, Inc. (Surveyor)

Master Plan Designation:

Auto Urban Commercial – Require more land for parking than building floor area. Automobiles and parking are the most prominent features. Parking lots reduce building density and prevent any possibility of creating an enclosed space.

Number of notices mailed:

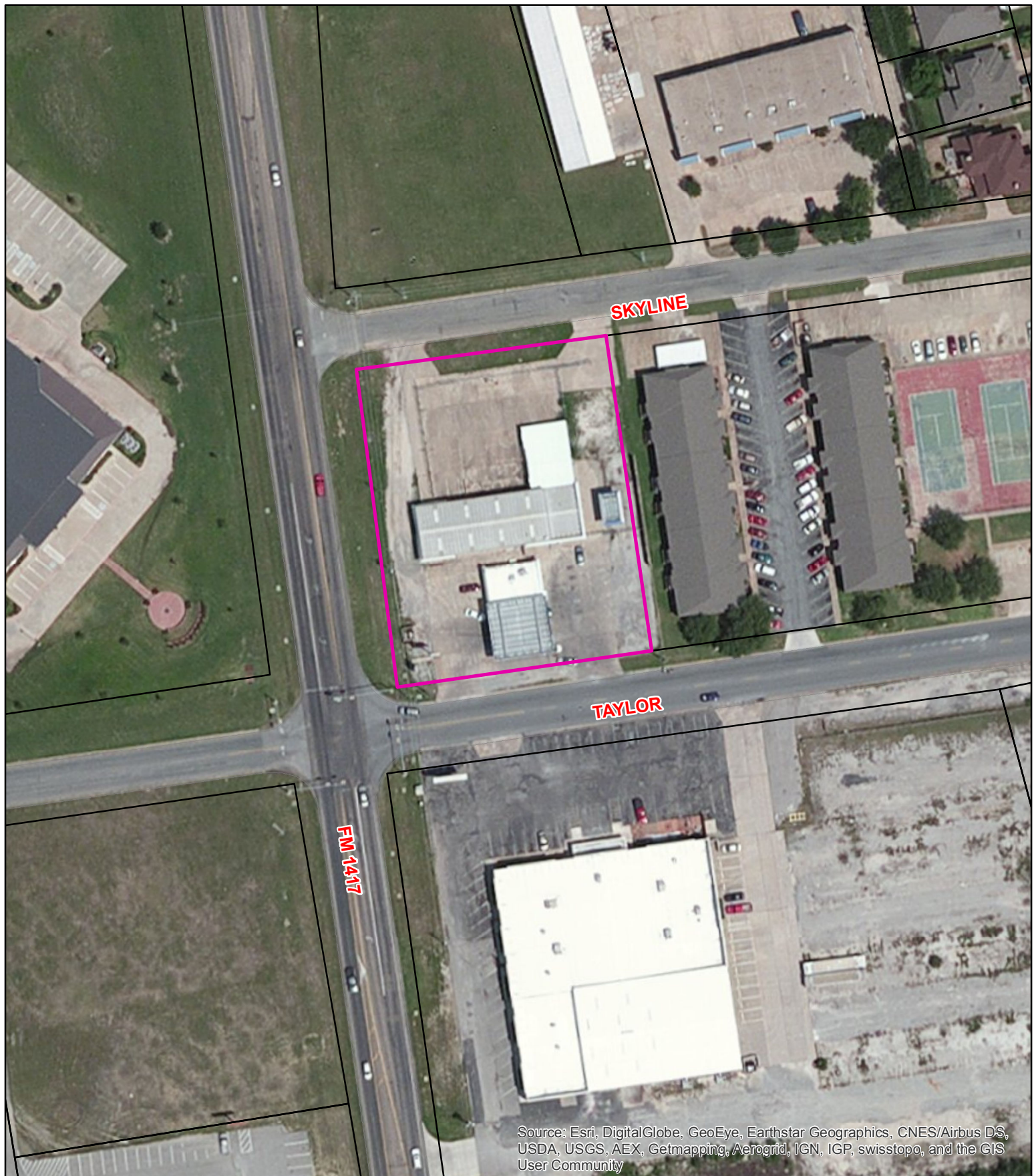
Not required.

Objections Received:

0

Attachments

Location Map
Zoning Map
Narrative
Site Plan
Elevations
Staff Review Letter



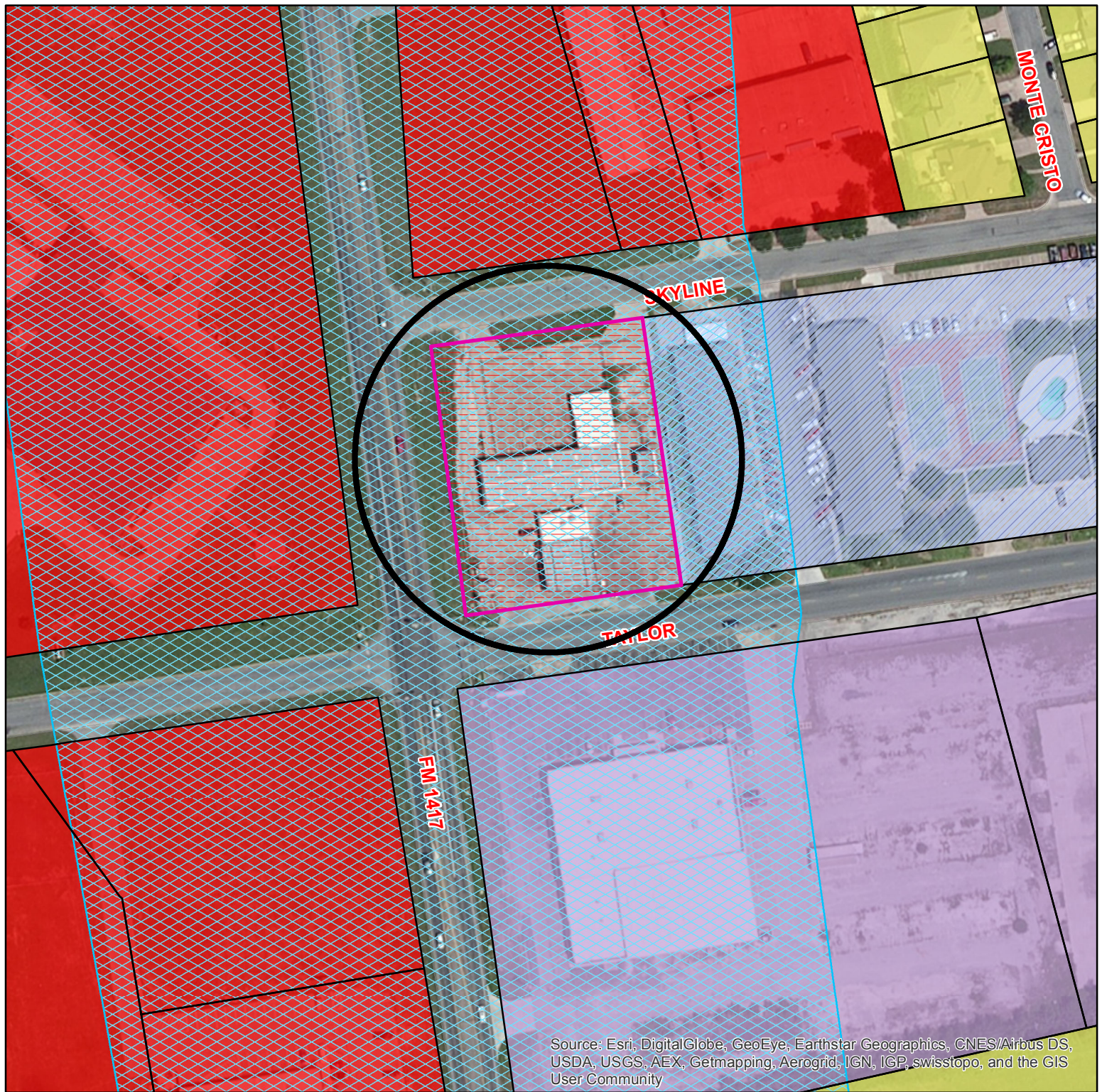
2007 W. Taylor



City of Sherman, Texas
Developmental Services Department



1 in = 100 ft



Zoning - 2007 W. Taylor

Legend	
Transportation Corridors Overlay	DISTRICT_NAME
FM 1417	Arts and Cultural District
Sam Rayburn Freeway	Blalock Commercial Overlay District
US Hwy 82 and 75	Central Business District
Special Districts Overlay	College Park District
	Downtown Overlay District
	Historic Preservation District
	ZONING PARCELS
	Zoning Classification
	Unknown
	BIP Blalock Industrial Park
	C-1 Retail Business District
	C-2 General Commercial District
	CO Office District
	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District



City of Sherman, Texas
Developmental Services Department



1 in = 125 ft



December 29, 2015

Members of City Counsel
City of Sherman
220 W. Mulberry
Irving, Texas 75091

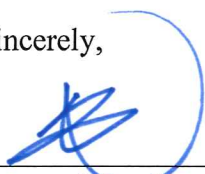
Re: Passport Convenience Store

Thank you for assisting us with our project located at 2007 W, Taylor St. Sherman, TX 75092. We came to write this letter of intent to seek an approval of **“site plan, landscape plan and exterior building elevations”** from the city of Sherman for 5,054 sf (0.116 acres) of one story building.

Existing convenience store located at same property will be demolished. Existing gas pumps and canopy will remain.

In determining renovation of site and building, we believe Passport Convenience store will be compatible with this area and will be an excellent support service for this community.

Sincerely,



Duncan Kim, President

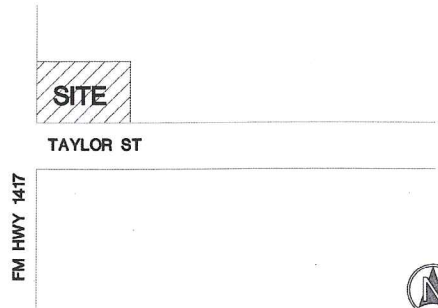
Bear Design-Build, Inc.
2695 Villa Creek Dr. #110
Dallas, Texas 75234
T) 972-247-4477
C) 469-682-7038

PASSPORT

2007 W. TAYLOR ST, SHERMAN, TX 75092



VICINITY MAP



1.176 Acres

SITUATED in the County of Grayson, State of Texas, and being a part of the J. B. McAnair Survey, Abstract No. 763, and being a part of Block 3, Western Hills Addition, Section Five to the City of Sherman, Texas as per plat of record in Volume 3, Page 81, Plat Records, Grayson County, Texas, and being the same 51,260 sq. ft. tract of land conveyed to GF Partners, Ltd. by Omni Real Property, Ltd. by Special Warranty Deed dated June 30, 1999 and recorded in Volume 2811, Page 118, Official Public Records, Grayson County, Texas, and being more particularly described by metes and bounds as follows, to-wit:

BEGINNING at a 1/2 inch rebar found at the intersection of the East right-of-way line of F. M. Highway No. 1417 with the South line of Skyline Drive, a public street, at the Northwest corner of both said Block 3 and said GF Partners 51,260 sq. ft. tract;

THENCE North 82 deg. 51 min. 49 sec. East, with the South line of said Skyline Drive, and the North line of both said Block 3 and said GF Partners 51,260 sq. ft. tract, a distance of 200.09 ft. to a 1/2 inch rebar found at the Northwest corner of the 4.085 ac. tract of land conveyed to Gene Dixon, Jr. and Victoria Dixon in Volume 4324, Page 720, said Official Public Records, at the Northeast corner of said GF Partners 51,260 sq. ft. tract;

THENCE South 07 deg. 01 min. 25 sec. East, over and across said Block 3, with the West line of said Dixon 4.085 ac. and the East line of said GF Partners 51,260 sq. ft. tract, a distance of 256.10 ft. to a concrete nail found in the North line of Taylor Street, in the South line of said Block 3, at the Southwest corner of said Dixon 4.085 ac., at the Southeast corner of said GF Partners 51,260 sq. ft. tract;

THENCE South 82 deg. 47 min. 09 sec. West, with the North line of said Taylor Street and with the South line of both said Block 3 and said GF Partners 51,260 sq. ft. tract, a distance of 199.67 ft. to a 1/2 inch rebar found at the intersection of the North line of said Taylor Street with the East right-of-way line of said F. M. Highway No. 1417, at the Southwest corner of both said Block 3 and said GF Partners 51,260 sq. ft. tract;

THENCE North 07 deg. 07 min. 09 sec. West, with the East right-of-way line of said F. M. Highway No. 1417 and the West line of both said Block 3 and said GF Partners 51,260 sq. ft. tract, a distance of 256.38 ft. to the **PLACE OF BEGINNING** and containing 1.176 ACRES of land.

Billy F. Helvey, R.P.L.S. No. 4488
September 12, 2012



SITE ANALYSIS
SITE= 51,260 SF (1.176 ACRE)
BUILDING= 5,054 SF (9.86 % SITE COVERAGE)
IMPERVIOUS AREA= 46,206
PAVING AREA= 38,072
LANDSCAPE AREA= 8,136 SF (2137
70 PARKING STALLS PROVIDED.
4 H.C. PARKING & 2 VAN ACCESSIBLE PROVIDED

LANDSCAPE REQUIREMENT
1. MIN. 10' LANDSCAPE BUFFER ZONE REQ'D
ALONG THE HIGHWAY RIGHT-OF-WAY.
% OF PARKING AREA (38,072 SF)
SHALL BE LANDSCAPE AREA
- MIN. 3,808 SF REQ'D
- 8,136 SF OF LANDSCAPE AREA PROVD.
40% (1524 SF) OF REQUIRED LANDSCAPE SHALL BE USED AS ISLAND



MJR Engineering
New Construction • Engineering • Environmental Services

ARCHITECT SEAL

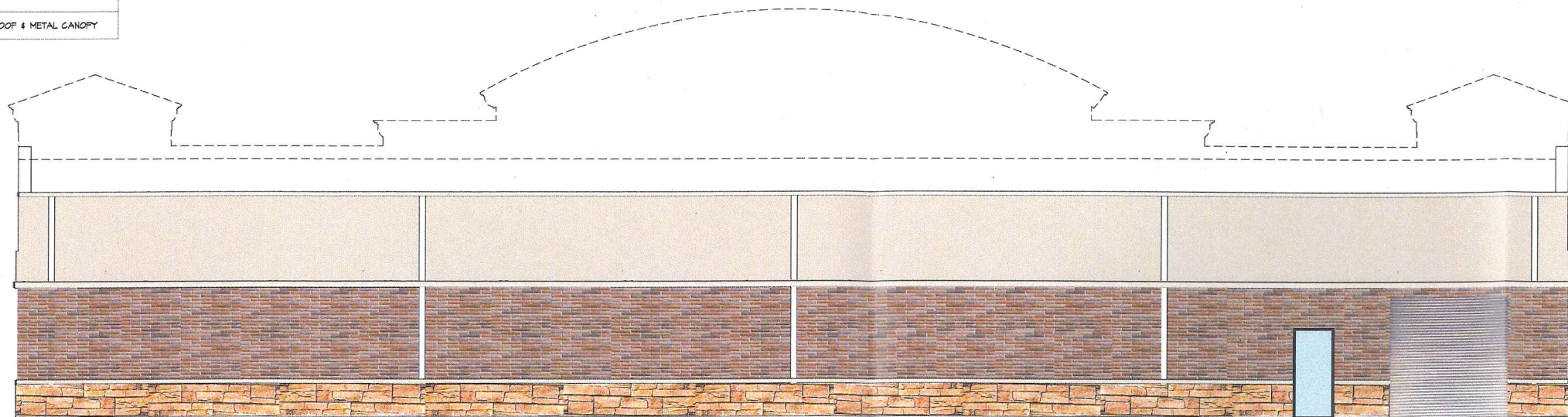
ENGINEER SEAL

DATE	SUBMISSION
12/21/15	SITE PLAN

PASSPORT
SHERMAN, TX

SITE PLAN

LEGEND	
	EIFS
	BRICK VENEER
	STONE VENEER
	STANDING SEAM METAL ROOF & METAL CANOPY



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION



FRONT ELEVATION



ARCHITECT SEAL

ENGINEER SEAL

#	DATE	SUBMISSION
1	12/21/15	SITE PLAN
2		
3		
4		
5		

PASSPORT
SHERMAN, TX

ELEVATIONS

STAFF REVIEW LETTER

January 13, 2016

GF Partners LTD
8350 N. Central Expressway M 1015
Dallas, TX 75206

MJR Engineering, Inc.
7953 Pinkerton Ct.
Plano, TX 75025

Colonial USA Petroleum Marketing Inc.
2007 W. Taylor
Sherman, Texas 75092

Helvey & Associates Surveying Inc.
222 W. Main St.
Denison, TX 75020

Bear Design-Build, Inc.
Duncan Kim
2695 Villa Creek Dr. #110
Dallas, TX 75234

Dear Applicants,

The request for site plan approval for an exterior renovation of the Sherman Passport Gas/Convenience Store for the property located at 2007 West Taylor Street, has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Zoning:

1. All aspects of the C-2 (General Commercial) District, the O-1.1 (F.M. Highway 1417) Overlay District, the sign ordinance and the Commercial Tree and Landscaping Ordinance must be followed.
2. Masonry or equivalent shall be required on the sides of all commercial buildings visible from the front street right-of-way unless an exception is granted.
3. The operation of illegal gambling machines is prohibited.
4. Parking and service driveways are permitted on paved surfaces only; concrete or asphalt
5. All parking shall be on private property and shall not encroach into the Taylor Street or FM 1417 right-of-way; a parking space is considered to be 9'x20'.
6. Fire lanes and codes shall be coordinated with the Fire Marshal, (903.892.7267).
7. Shall comply with all EPA, City, Federal and State regulations for this use.
8. Review the zoning and development ordinance for additional requirements.
9. Site plan approval is valid for a period of one year, if progress has not been made within that time period; resubmission to the Planning & Zoning Commission is required.

Engineering:

10. Drive approaches and sidewalks shall conform to City of Sherman standards.
11. Engineering plans for grading and storm drain design in accordance with City ordinances shall be submitted to the City Engineer for approval.
12. The location of trash receptors must be approved by the Director of Public Works.

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,



Scott Shadden

Secretary, Planning and Zoning Board and Board of Adjustment

CC: Robby Hefton, City Manager
Mark Gibson, Director of Utilities
Clint Philpott, P.E., City Engineer
Steve Ayers, Dir. Of Community and Support Services

Danny Fuller, Fire Marshal
Brandon Shelby, City Attorney
Lisa Whitfield, Engineering & Development Coordinator
Don Keene, Asst. City Manager



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

Agenda Item No. 9.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

1211 BLANTON DRIVE

The request of Delmar Hill (Owner), Chiniqua Hill (Representative) and Underwood Drafting and Surveying (Surveyor) concerning the property at 1211 Blanton Drive, being Lot 5, Block 8, Western Hills Addition, as follows;

Planning and Zoning Commission

Zone change and site plan approval for a Daycare/Preschool/Educational Development Center under Ordinance No. 2280, Section 12, from an R-1 (One Family Residential) District to a C-1 (Retail Business) District.

Background:

The property is located at 1211 Blanton Drive between Hunt and Belden Streets. The owner recently purchased the property at this location to open a licensed child care facility that would be used for the care and educational development of young children from birth to five years of age.

Adjacent Zoning:

R-1 (One Family Residential) District

Origination:

Delmar Hill (Owner)

Chiniqua Hill (Representative)

Underwood Drafting and Surveying (Surveyor)

Master Plan Designation:

Auto-Urban Single Family Residential – This character type is the single-family residential category with the greatest density and the shortest building setbacks. Most driveways will face the street as well as the garage. Sidewalks are available for pedestrians. Less lot area is devoted to open space and greenery.

Number of notices mailed:

22

Objections Received:

1

Attachments

Location Map

Zoning Map

Zoning Photo

Narrative

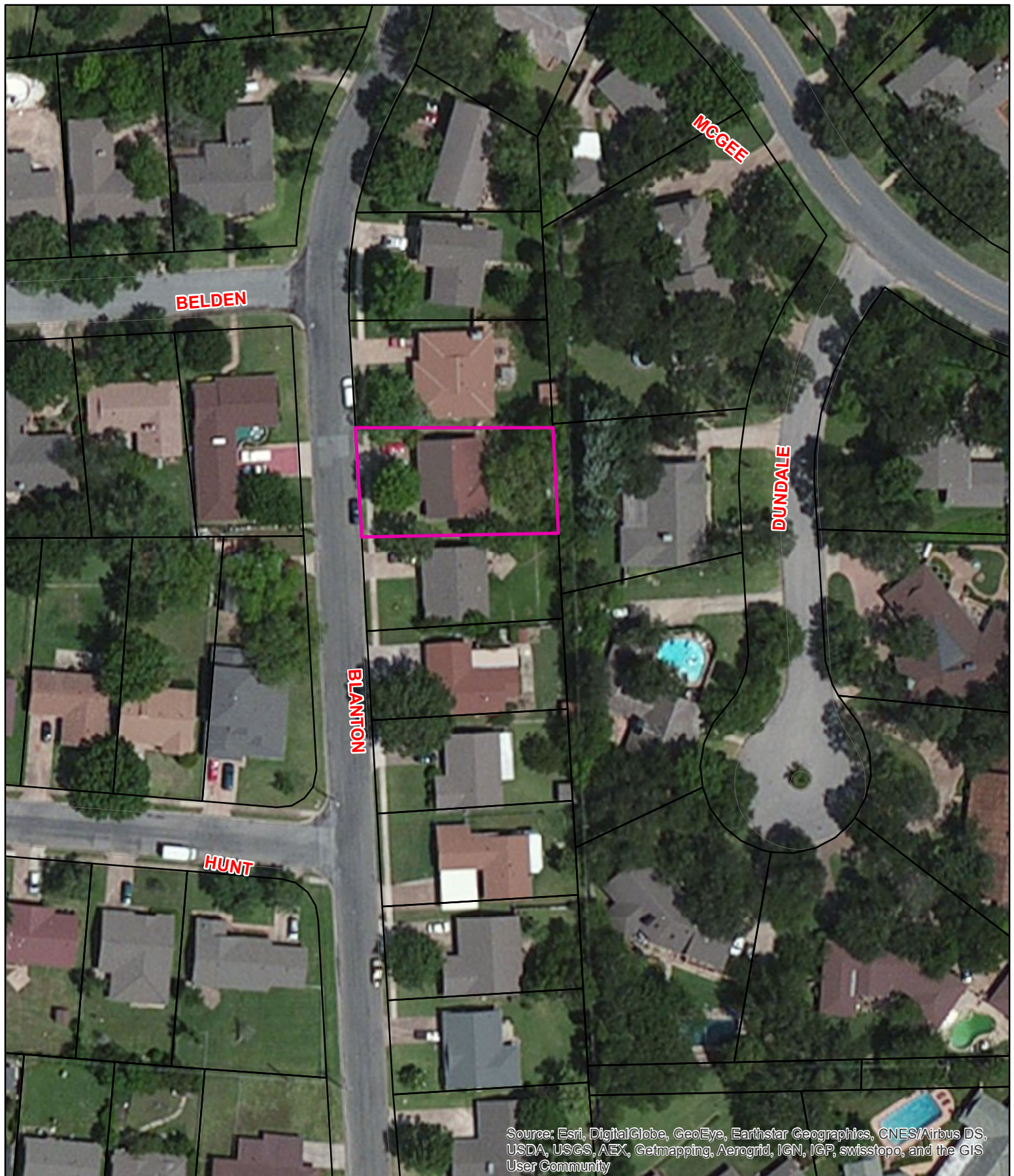
Site Plan

Elevations

Staff Review Letter

Letter from Morris Family Trust

Letter from Charles & Maxine Carey



City of Sherman, Texas
Developmental Services Department

1211 Blanton Drive



1 in = 84 ft



Zoning - 1211 Blanton Drive

Legend	
Transportation Corridors Overlay	DISTRICT_NAME
HWY_NAME	
FM 1417	Arts and Cultural District
Sam Rayburn Freeway	Blalock Commercial Overlay District
US Hwy 82 and 75	Central Business District
Special Districts Overlay	College Park District
	Downtown Overlay District
	Historic Preservation District
	ZONING PARCELS
	Zoning Classification
	Unknown
	BIP Blalock Industrial Park
	C-1 Retail Business District
	C-2 General Commercial District
	CO Office District
	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



NOT TO SCALE

1 in = 75 ft

1211 Blanton Dr.



Preschool for Little Zebras

This site will be a licensed child care facility that will be used for the care and educational development of young children; from birth to 5 years of age. My primary goals are for each child to feel good about themselves, to feel safe and loved, and to have lots of fun learning! Preschool for Little Zebras provides a safe learning experience for our children in a Christian atmosphere to prepare them to enter Kindergarten.

SCALE
1" = 30'~ BASIS OF BEARINGS ~
GPS OBSERVATION
TEXAS COORDINATE SYSTEM
NORTH CENTRAL ZONE
NAD 83

THE SUBJECT PROPERTY IS NOT AFFECTED BY EASEMENT AGREEMENT WITH TEXAS POWER & LIGHT COMPANY RECORDED IN VOLUME 886, PAGE 441, D.R.G.C.T.

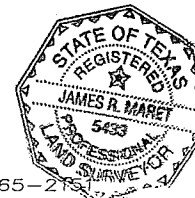
THE SUBJECT PROPERTY IS THAT AFFECTED BY PARTIAL RELEASE OF EASEMENT RECORDED IN VOLUME 893, PAGES 252 AND 254, D.R.G.C.T. AS SHOWN.

LOCATION OF EASEMENT TO TEXAS POWER & LIGHT COMPANY RECORDED IN VOLUME 823, PAGE 455, D.R.G.C.T. IS UNDETERMINED.
THE SUBJECT PROPERTY IS AFFECTED BY EASEMENT TO THE CITY OF SHERMAN RECORDED IN VOLUME 888, PAGE 202, D.R.G.C.T.

I, James R. Maret, Registered Professional Land Surveyor, do hereby certify that on the 30th day of June, 2015, a survey was made on the ground of the property shown hereon, described as Lot 5 in Block 8 of Western Hills Addition Section Two to the City of Sherman, Texas, as shown by plat of record in Volume 1, Page 87, Plat Records, Grayson County, Texas, and is correct, and that there are no conflicts, overlapping of improvements, easements or rights of way, except as shown on the plat herewith, and that the plat herewith is a correct representation of the property legally described hereinabove;

The building on said lot is known as 1211 Blanton Drive, Sherman, Texas, and is wholly located on said lot; there are no encroachments or protrusions from buildings on adjoining lots or tracts of land except as shown.

James R. Maret
James R. Maret
Registered Professional
Land Surveyor No. 5433



UNDERWOOD
DRAFTING & SURVEYING

3404 INTERURBAN ROAD DENISON, TEXAS 75021 (903)465-2125

This survey contains information that is proprietary to Underwood Drafting & Surveying, Inc. Its use or disclosure in whole or part without the express written permission of Underwood Drafting & Surveying, Inc. is prohibited.

This survey is also unpublished work protected under the copyright laws of the United States of America. If this work becomes published, the following notice shall apply:

Copyright © 2015
Underwood Drafting & Surveying, Inc.
All rights reserved.
FIRM #10006300

13
PUBLISHED
REPLACEMENT

BLANTON DRIVE

25' BUILDING LINE

N 02°42'07" W 72.00'

CONCRETE DRIVE

ONE STORY BRICK RESIDENCE

PARTIAL RELEASE OF EASEMENT VOL. 893, PAGES 252 & 254 D.R.G.C.T.

1/2" STEEL ROD FOUND

S 89°32'57" W 130.12'

6' UTILITY EASEMENT

CLF COR POST

6' UTILITY EASEMENT

EAST BASE CLF COR POST



STAFF REVIEW LETTER

January 13, 2016

Delmar Hill
1215 Blanton Dr.
Sherman, Texas 75092

Chiniqua Hill
1215 Blanton Dr.
Sherman, Texas 75092

Dear Applicants,

The request for a zone change and site plan approval for a Daycare/Preschool/Educational Development Center, from an R-1 (One Family Residential) District to a C-1 (Retail Business) District for the property located at 1211 Blanton Drive, has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Zoning:

1. All aspects of the C-1 (Retail Business) District, the sign ordinance and the Commercial Tree and Landscaping Ordinance must be followed.
2. Masonry or equivalent shall be required on the sides of all commercial buildings visible from the front street right-of-way unless an exception is granted.
3. Fire lanes and codes shall be coordinated with the Fire Marshal, (903.892.7267).
4. Off-street parking is permitted on paved surfaces only (concrete or asphalt).
5. Employee parking must be provided on site.
6. All parking shall be on private property and shall not encroach into Blanton Drive right-of-way; a parking space is considered to be 9'x20'. Additional drop off and pick areas should be provided to eliminate stacking of vehicles in the street.
7. Screening shall be provided abutting any residentially zoning property.
8. Review the zoning and development ordinance for additional requirements.
9. Site plan approval is valid for a period of one year, if progress has not been made within that time period; resubmission to the Planning & Zoning Commission is required.

Engineering:

10. The location of trash receptors must be approved by the Director of Public Works.

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,



Scott Shadden

Secretary, Planning and Zoning Board and Board of Adjustment

CC: Robby Hefton, City Manager
Mark Gibson, Director of Utilities
Clint Philpott, P.E., City Engineer
Steve Ayers, Dir. Of Community and Support Services

Danny Fuller, Fire Marshal
Brandon Shelby, City Attorney
Lisa Whitfield, Engineering & Development Coordinator
Don Keene, Asst. City Manager

**PLANNING AND ZONING BOARD
BUILDING INSPECTION DEPARTMENT**

Telephone: (903) 892-7229

FAX: (903) 892-7274

RECEIVED

JAN 07 2016

December 31, 2015

Morris Family Trust of 2000
1428 W. McGee
Sherman, Texas 75092

The Planning and Zoning Commission of the City of Sherman will hold a public hearing on the day of Tuesday, January 19, 2016 at 5:00 P.M. in the City Council Chambers, at 220 W. Mulberry, to hear the request of:

Delmar Hill (Owner), Chiniqua Hill (Representative) and Underwood Drafting and Surveying (Surveyor) concerning the property at 1211 Blanton Drive, being Lot 5, Block 8, Western Hills Addition

The request is as follows:

Zone change and site plan approval for a Daycare/Preschool/Educational Development Center under Ordinance No. 2280, Section 12, from an R-1 (One Family Residential) District to a C-1 (Retail Business) 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 can not attend the public hearing, but wish to have your views presented to the Board, you may do so in the space provided below or by a separate letter and mailed to:

Scott Shadden
Secretary, Planning and Zoning Board
P.O. Box 1106
Sherman, Texas 75091-1106


Secretary, Planning & Zoning Board

I would like to keep this area strictly
Residential & not zoned for any
Business Purposes. Thank you
Louise Tucker
for Morris Family Trust of 2000.

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.

PLANNING AND ZONING BOARD
BUILDING INSPECTION DEPARTMENT

Telephone: (903) 892-7229

FAX: (903) 892-7274

RECEIVED

JAN 12 2016

December 31, 2015

Charles Carey
1700 W. Belden
Sherman, Texas 75092

The Planning and Zoning Commission of the City of Sherman will hold a public hearing on the day of Tuesday, January 19, 2016 at 5:00 P.M. in the City Council Chambers, at 220 W. Mulberry, to hear the request of:

Delmar Hill (Owner), Chiniqua Hill (Representative) and Underwood Drafting and Surveying (Surveyor) concerning the property at 1211 Blanton Drive, being Lot 5, Block 8, Western Hills Addition

The request is as follows:

Zone change and site plan approval for a Daycare/Preschool/Educational Development Center under Ordinance No. 2280, Section 12, from an R-1 (One Family Residential) District to a C-1 (Retail Business) 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 can not attend the public hearing, but wish to have your views presented to the Board, you may do so in the space provided below or by a separate letter and mailed to:

Scott Shadden
Secretary, Planning and Zoning Board
P.O. Box 1106
Sherman, Texas 75091-1106


Secretary, Planning & Zoning Board

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.

Planning and Zoning Board
Building Inspection Department
Scott Shablen

RECEIVED

JAN 12 2016

The request from Delmar and Chiniqua Hill for Zone
change at 1211 Blanton

We have lived across the street from Delmar and
Chiniqua Hill almost 20 years and find they
are very nice People. We think what they
are doing is a good thing. They have completely
remodeled the home to help a lot of children
see what a nice environment they will be in
and guided by a good woman that can help them
with her experience and knowledge she has had
for the past 22 years.

We agree with what they are doing for the
community.

Charles Carey

Margie Rae Carey



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

Agenda Item No. 10.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

*** 2111 TEXOMA PARKWAY**

The request of Danny Gordon, Jeff Brown and Tommy Altland (Owners) and Tatchio & Associates (Architect), concerning the property at 2111 Texoma Parkway, being part of Lot 6 and all of Lot 7, Block 7, Highland Park 1st Addition, as follows;

Planning and Zoning Commission

Site plan approval for an outdoor dining addition to the Rendezvous Club

Background:

The property is located at 2111 Texoma Parkway between Mildred and Peyton Streets; The Rendezvous Club is the tenant. The property is zoned a C-2 (General Commercial) District.

The owner would like to add approximately 550 square foot outdoor dining area over an existing concrete patio. The addition will have brick columns and an "R" panel metal roof; parking will remain the same.

Adjacent Zoning:

C-2 (General Commercial) District

R-1 (One Family Residential) District

Origination:

Danny Gordon, Jeff Brown and Tommy Altland (Owners)

Tatchio & Associates (Architect)

Master Plan Designation:

Auto Urban Commercial – Require more land for parking than building floor area. Automobiles and parking are the most prominent features. Parking lots reduce building density and prevent any possibility of creating an enclosed space.

Number of notices mailed:

Not required.

Objections Received:

0

Attachments

Location Map

Zoning Map

Site Plan

Elevations

Staff Review Letter



City of Sherman, Texas
Developmental Services Department

2111 Texoma Parkway



1 in = 100 ft



Zoning - 2111 Texoma Parkway

Legend	
Transportation Corridors Overlay	DISTRICT_NAME
HWY_NAME	
FM 1417	Arts and Cultural District
Sam Rayburn Freeway	Blaock Commercial Overlay District
US Hwy 82 and 75	Central Business District
Special Districts Overlay	College Park District
	Downtown Overlay District
	Historic Preservation District
	ZONING PARCELS
	Zoning Classification
	Unknown
	BIP Blalock Industrial Park
	C-1 Retail Business District
	C-2 General Commercial District
	CO Office District
	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District

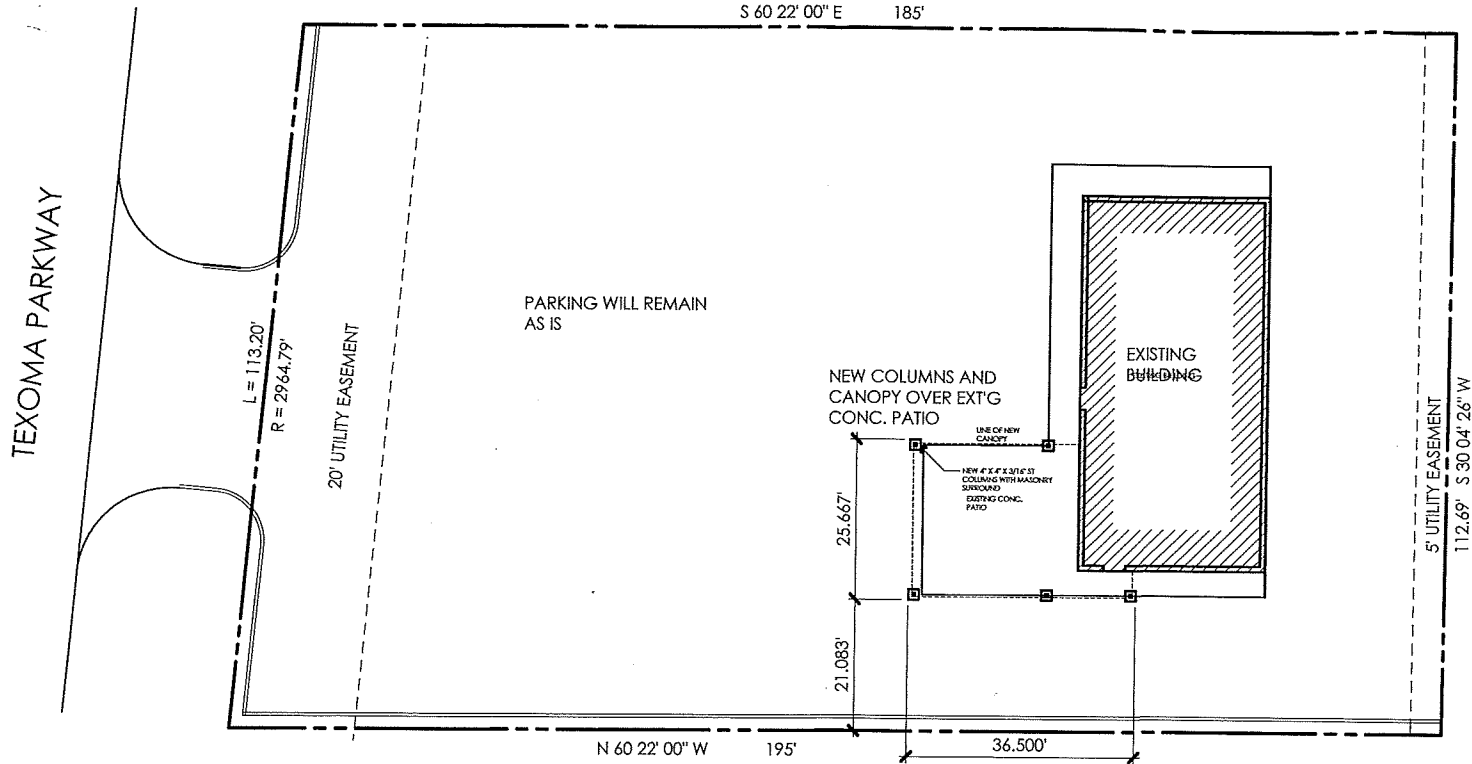
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



NOT TO SCALE

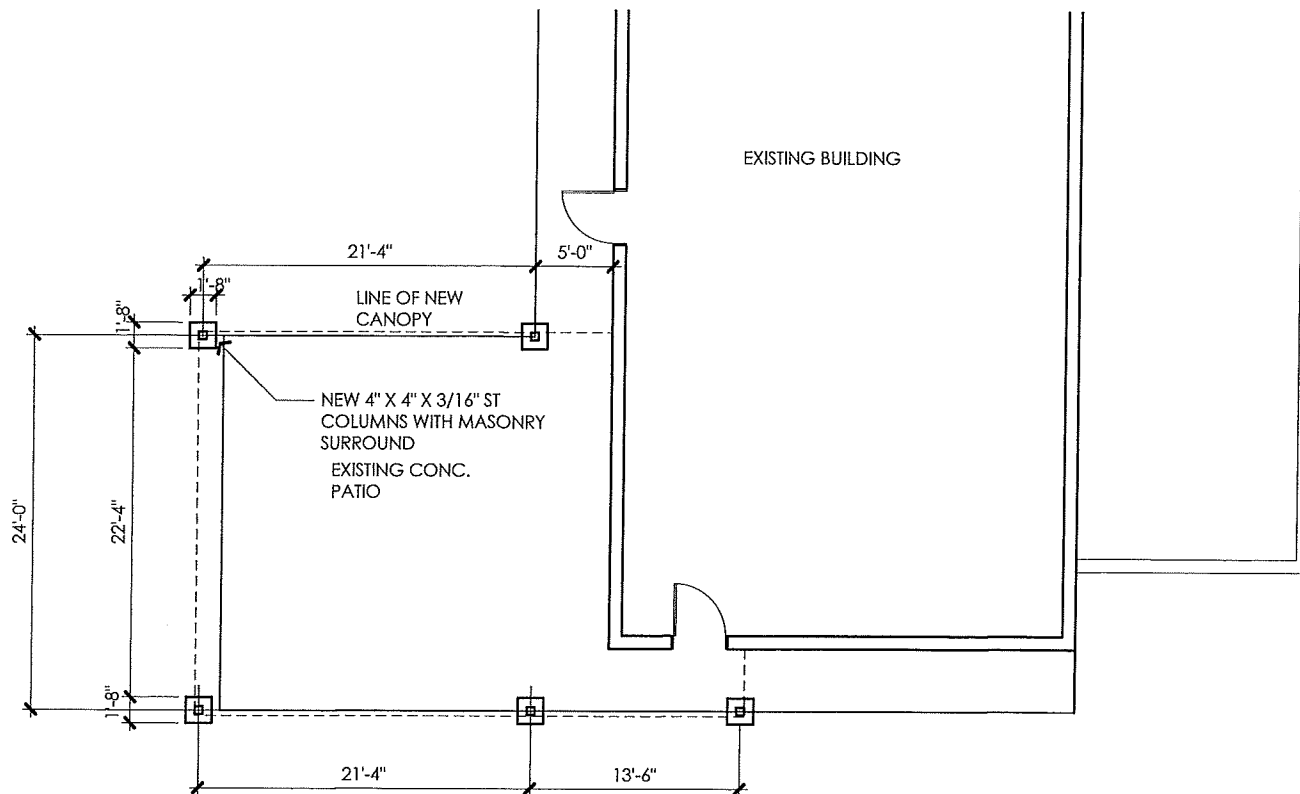
1 in = 125 ft



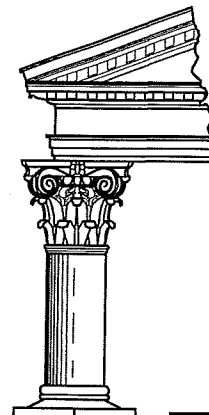
SITE PLAN FOR 2111 TEXOMA PARKWAY, SHERMAN, TX

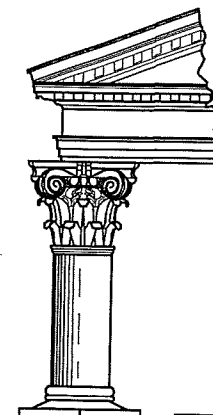
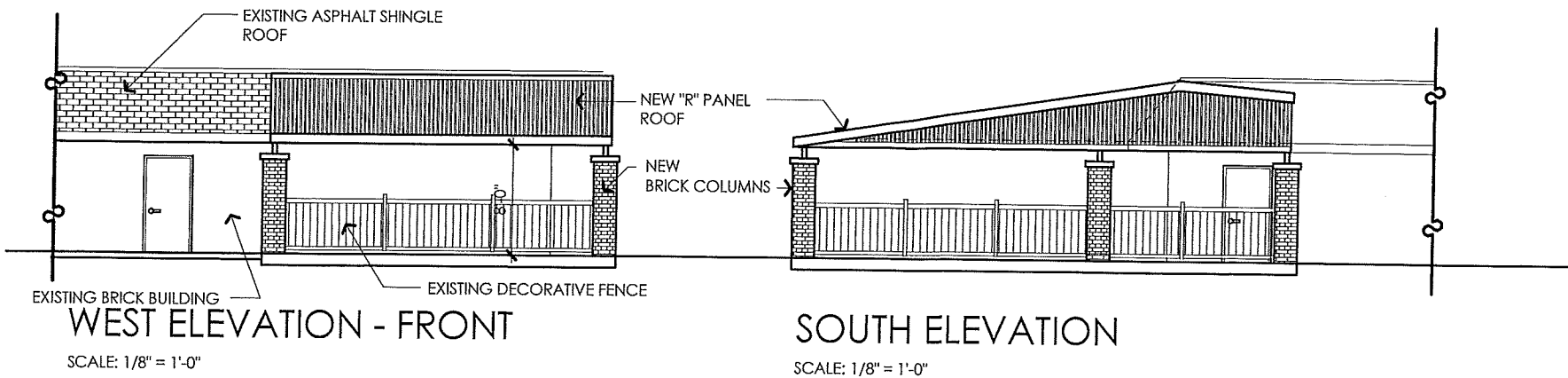
SCALE: 1" = 20'-0"





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





STAFF REVIEW LETTER

January 13, 2016

Jeff Brown, Danny Gordon
Tommy Altland
2111 Texoma Parkway
Sherman, Texas 75090

Tatchio & Associates
PO Box 2062
Sherman, Texas 75091

Dear Applicants,

The request for site plan approval for an outdoor dining addition to the Rendezvous Club for the property located at 2111 Texoma Parkway has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Zoning:

1. All aspects of the C-2 (General Commercial) District, the sign ordinance and the Commercial Tree and Landscaping Ordinance must be followed.
2. Masonry or equivalent shall be required on the outdoor dining addition exterior finish unless an exception is granted.
3. Fire lanes and codes shall be coordinated with the Fire Marshal, (903.892.7267).
4. Review the zoning and development ordinance for additional requirements.
5. Site plan approval is valid for a period of one year, if progress has not been made within that time period; resubmission to the Planning & Zoning Commission is required.

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,

Scott Shadden
Secretary, Planning and Zoning Board and Board of Adjustment

CC: Robby Hefton, City Manager
Mark Gibson, Director of Utilities
Clint Philpott, P.E., City Engineer
Steve Aycox, Dir. of Community and Support Services
Danny Fuller, Fire Marshal
Brandon Shelby, City Attorney
Lisa Whitfield, Engineering & Development Coordinator
Don Keene, Asst. City Manager
903-892-7229 | www.ci.sherman.tx.us



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

Agenda Item No. 11.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

4406 W. HOUSTON STREET

The request of Devin Squeri (Owner) concerning the property at 4406 West Houston Street, being 1.112 acres in the Elizabeth Jones Survey, Abstract No. 625 and Lot 4, Block 1, Aleman Addition, as follows:

Board of Adjustments

Exception under Ordinance No. 2280, Section 6.2, Subsection (6) to allow a 5' concrete and stucco fence in the front yard in lieu of the permitted 3' decorative fence with openings not less than fifty (50) percent in an R-1 (One Family Residential) District.

Background:

The property is located at 4406 West Houston Street between Swan Ridge Drive and Seasons West Avenue. The owner would like to erect a five foot high concrete and stucco fence, twenty-five foot from the front property line to block the noise and view of the bar and salvage yard across the street.

Adjacent Zoning:

R-1 (One Family Residential) District

C-2 (General Commercial) District

Origination:

Devin Squeri (Owner)

Master Plan Designation:

Suburban Residential – Increased density and closer building setbacks separate Suburban Residential from Countryside and Estate, but more landscaping and open space distinguish Suburban Residential from Urban and Auto-Urban categories. New suburban subdivisions typically have curvilinear streets and sidewalks, as well as curb and gutter.

Number of notices mailed:

6

Objections Received:

0

Attachments

Location Map

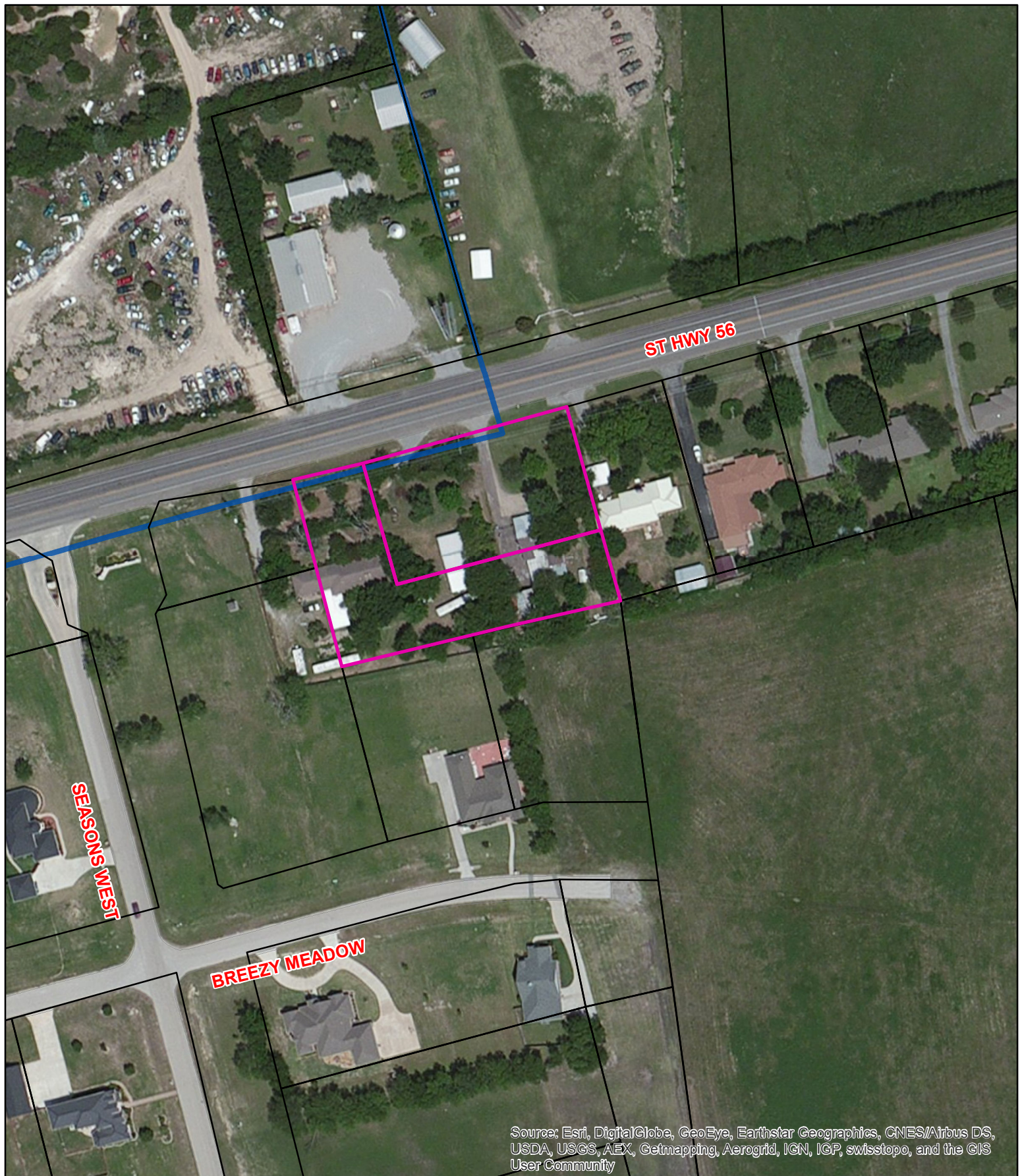
Zoning Map

Narrative

Site Plan

Elevations

Staff Review Letter





Zoning - 4406 W. Houston

Transportation Corridors Overlay		Legend	
HWY_NAME		DISTRICT_NAME	
	FM 1417		Arts and Cultural District
	Sam Rayburn Freeway		Blalock Commercial Overlay District
	US Hwy 82 and 75		Central Business District
Special Districts Overlay			College Park District
			Downtown Overlay District
			Historic Preservation District
		ZONING PARCELS	
		Zoning Classification	
		Unknown	
			BIP Blalock Industrial Park
			C-1 Retail Business District
			C-2 General Commercial District
			CO Office District
			Lakes
			M-1 Light Manufacturing District
			M-1.5 Medium Manufacturing District
			M-2 Heavy Manufacturing District
			MH Manufacturing Housing District
			R-1 One Family Residential District
			R-2 Multi-Family Residential District
			R-A Single Family Agricultural District
			SF-1 Single Family Residential District

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



NOT TO SCALE

1 in = 130 ft

Request for an Exception for Fencing
4406 West Houston St.

Contact: Devin Squeri
469-547-3672

Across the street from my property at 4406 West Houston St. is a salvage yard and, more importantly, a bar. The bar creates a very noisy environment with a Wednesday night Karaoke event as well as loud music on Friday and Saturday nights. Beyond this, patrons can easily be seen and heard exiting the bar during late hours. I feel that this would not be an ideal situation for children to be raised in. To solve this problem, I request to be allowed to build a fence facing the bar. The fence would be concrete and stucco and would be visually appealing from the road while blocking the noise and view of the inebriated patrons entering and exiting the building. The fence would be at least 25 feet back from the road and away from the easements. The dimensions of the fence will be 160' long by 5' high.

Job No. AGS111115



Scale:
1"=60'

Bearing Base: Grid North, NAD83 Texas
State Plane Coordinate System, North
Central Zone, as derived by survey-grade
Global Positioning System.

Legend:
crf = 1/2" capped rebar
found "RPLS 3694"

The location of easements to
Texas Power & Light Co. in Vol.
504, Pg. 405; Vol. 1070, Pg. 454;
Vol. 1077, Pg. 482, D.R.G.C.T.
cannot be determined with
available information.

Season's West Addition
Phase One to the
City of Sherman, Texas
V. 16, Pg. 75
P.R.G.C.T.

Block Three V. 17, Pgs. 75 & 76
P.R.G.C.T.

Owner: Charles Dennis Imbert, Jr.
& Martha Mathis Imbert
Buyer: Devin Squeri
Address: 4406 W. Houston Street
Sherman, Texas

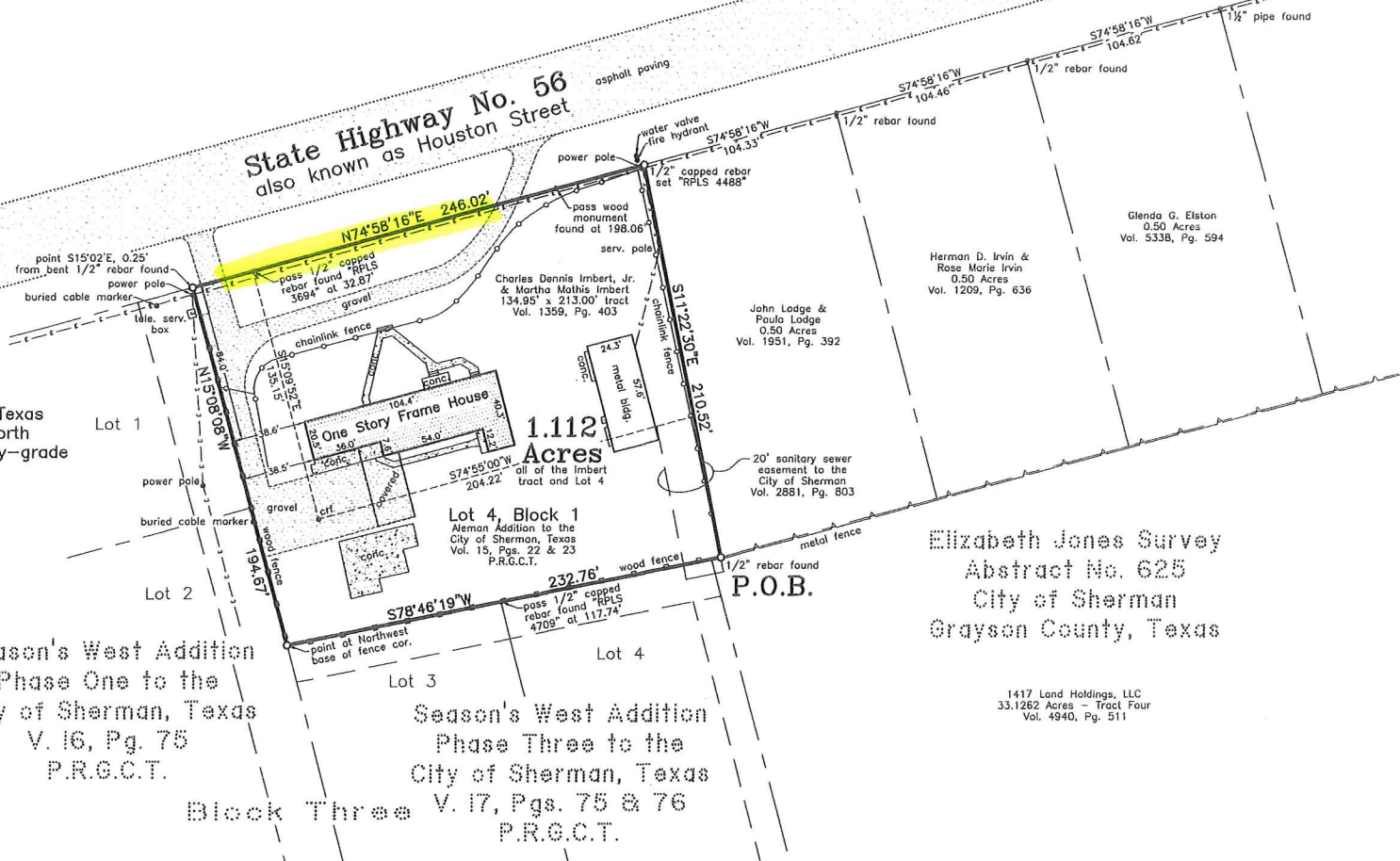
I, Billy F. Helvey, Registered Professional Land Surveyor, do hereby certify that a survey was performed on the ground of the property shown hereinabove under my personal and direct supervision, that visible and observable evidence of easements or rights-of-way that were detected during the course of this survey are shown hereon, that the plat substantially complies with the Current Minimum Standards for Professional Land Surveyors, as adopted by the Texas Board of Professional Land Surveying and is a true and correct representation of the property shown hereon.

The subject property shown hereon does not lie within the limits of any designated 100-year Flood Hazard Areas, as shown on the "FEMA" Flood Insurance Rate Map for Grayson County, Texas, Map Nos. 48181C0270 F & 48181C0400 F, Revised Date: September 29, 2010.

Helvey & Associates Surveying, Inc.
222 W. Main St.
Denison, Texas 75020
Ph (903) 463-6191 Fax (903) 463-4088
Firm Registration No.: 10088100
Texas Board of Professional Land Surveying

C:\Land Projects\R2\4406-W-Houston-Street-Sherman\4406-W-Houston-Street-Sherman--2000.dwg 11/18/2015 11:34:21 PM CST

State Highway No. 56
also known as Houston Street



Elizabeth Jones Survey
Abstract No. 625
City of Sherman
Grayson County, Texas

1417 Land Holdings, LLC
33.1262 Acres - Tract Four
Vol. 4940, Pg. 511

This survey is for the sole benefit of the transaction by and between: the owner and buyer stated at left, SFMC, LP and Red River Title Co. and is null and void for any other transaction. Any unauthorized use of this survey without the sole consent of the undersigned surveyor will infringe upon state and federal copyright statutes. Any violation of said statutes will be aggressively pursued.

Billy F. Helvey, R. P. L. S. No. 4488
Copyright Date: November 19, 2015



STAFF REVIEW LETTER

January 13, 2016

Devin Squeri
2026 Spindletop Tr.
Frisco, TX 75035

Dear Applicants,

The request for an exception to allow a 5' concrete and stucco fence in the front yard in lieu of the permitted 3' decorative fence with openings not less than fifty (50) percent in an R-1 (One Family Residential) District for the property located at 4406 West Houston Street has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Zoning:

1. All aspects of the R-1 (One Family Residential) District and the Residential Tree and Landscaping Ordinance must be followed.
2. Fire lanes and codes shall be coordinated with the Fire Marshal, (903.892.7267).
3. Review the zoning and development ordinance for additional requirements.
4. Site plan approval is valid for a period of one year, if progress has not been made within that time period; resubmission to the Planning & Zoning Commission is required.

Engineering:

5. Easements shall be verified. No permanent structures shall be placed within the utility easements without the approval of an encroachment easement.

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,

Scott Shadden
Secretary, Planning and Zoning Board and Board of Adjustment

CC: Robby Hefton, City Manager
Mark Gibson, Director of Utilities
Clint Philpott, P.E., City Engineer
Steve Ayers, Director of Community and Support Services
Danny Fuller, Fire Marshal
Brandon Shelby, City Attorney
Lisa Whitfield, Engineering & Development Coordinator
Scott Shadden, Assistant City Manager
903-892-7229 (ext. 303) | www.ci.sherman.tx.us



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

Agenda Item No. 12.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

*** 747 PLEASANT HOME ROAD**

The request of John & Della Skerkis (Owners) and Underwood Drafting and Surveying (Surveyor) concerning the property located at 747 Pleasant Home Road, being 17.241 acres in the Leonard Reed Survey, Abstract NO. 1029, as follows:

Planning and Zoning Commission

Final Plat approval of Pleasant Home Addition in the City of Sherman's Extra Territorial Jurisdiction (ETJ)

Background:

The property is located at 747 Pleasant Home Road in west Sherman off South Friendship Road, in the City of Sherman Extra Territorial Jurisdiction (ETJ). The owner would like to plat the property into two lots.

Adjacent Zoning:

Outside City

Origination:

John & Della Skerkis (Owners)

Underwood Drafting and Surveying (Surveyor)

Master Plan Designation:

Outside City

Number of notices mailed:

Not required.

Objections Received:

0

Attachments

Location Map

Zoning Map

Plat

Staff Review Letter



Sherman
CLASSIC TOWN. BROAD HORIZON.

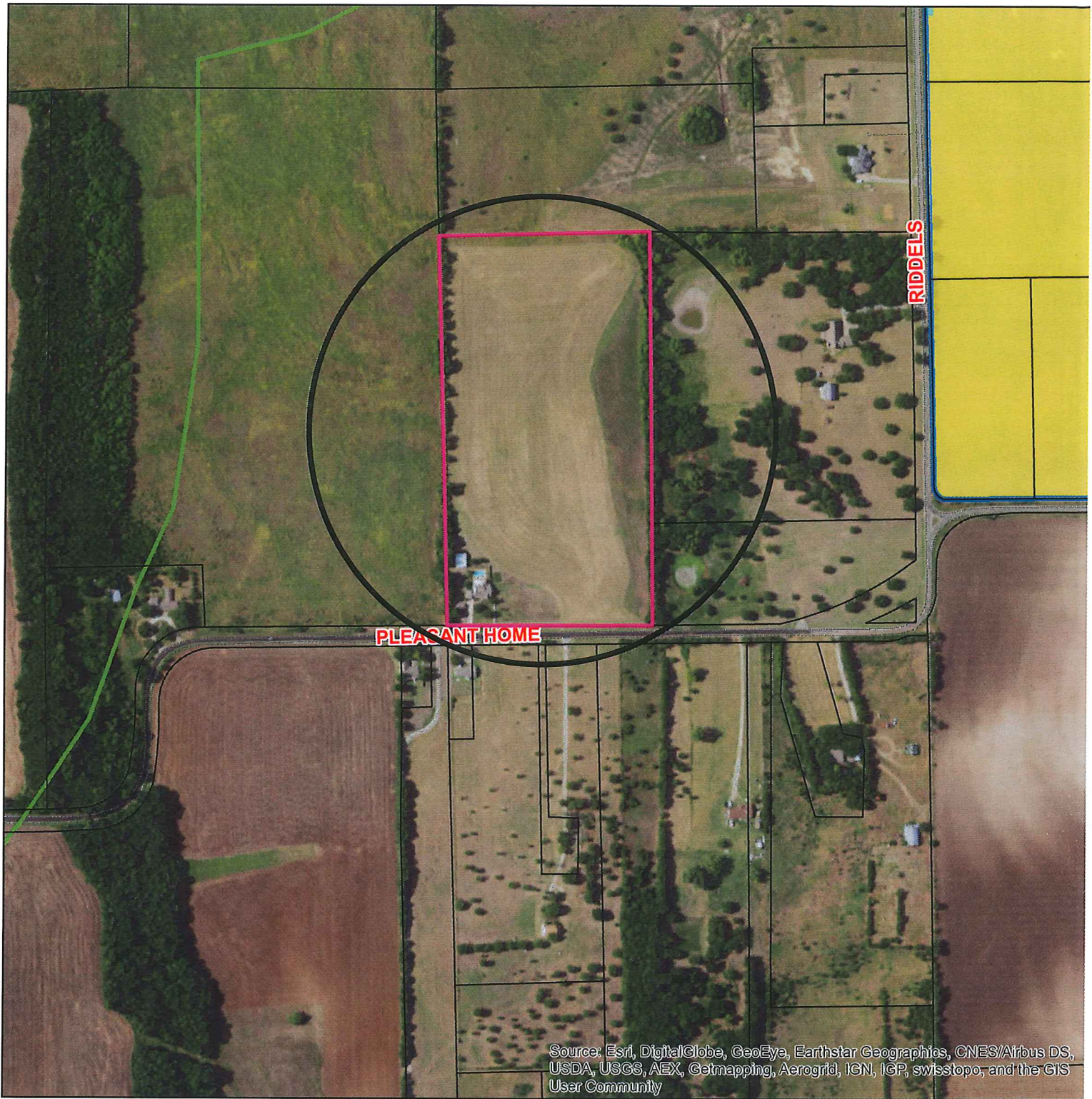
City of Sherman, Texas
Developmental Services Department

747 Pleasant Home Road (ETJ)



NOT TO SCALE

1 in = 418 ft



Zoning - 747 Pleasant Home Road (ETJ)

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department

Legend	
Transportation Corridors Overlay	DISTRICT_NAME
HWY_NAME	
FM 1417	Arts and Cultural District
Sam Rayburn Freeway	Blalock Commercial Overlay District
US Hwy 82 and 75	Central Business District
Special Districts Overlay	College Park District
	Downtown Overlay District
	Historic Preservation District
	ZONING PARCELS
	Zoning Classification
	Unknown
	BIP Blalock Industrial Park
	C-1 Retail Business District
	C-2 General Commercial District
	CO Office District
	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District



1 in = 418 ft

LEGAL DESCRIPTION

Shelved in the County of Grayson, State of Texas, being a part of the Leonard Reed Survey, Abstract No. 1029, and being the same 17.22 acre tract of land conveyed by David E. Burns and Mary J. Burns to John C. Skeris and Delta L. Skeris by deed dated October 1, 1928, recorded in Volume 2708, Page 65, Official Public Records, Grayson County, Texas, and being more particularly described by metes and bounds as follows:

Beginning at a spike not found in the center of Pleasant Home Road (a public road) sold not maintaining the southwest corner of a 68.33 acre tract of land conveyed to the Risk Family Partnership by deed of record in Volume 4383, Page 810, of said Official Public Records, and maintaining the southwest corner of said Skeris Tract;

Thence North 01°41'45" West, along the east line of said 68.33 acre tract, passing a 1/2" steel rod found at a distance of 23.00 feet and continuing for a total distance of 1185.37 feet to a 1/2" steel rod found maintaining the southeast corner of a 40.18 acre tract of land conveyed to James Wiley Langford by deed of record in Volume 2728, Page 370, of said Official Public Records, said rod also maintaining the northeast corner of said Skeris Tract;

Thence North 89°07'48" East, along the south line of said 40.18 acre tract, a distance of 636.04 feet to a 1/2" steel rod found maintaining the northeast corner of a remainder of a 22.87 acre tract of land conveyed to Ben Johnson and Juana Johnson by deed of record in Volume 2825, Page 285, of said Official Public Records, said rod also maintaining the northeast corner of said Skeris Tract;

Thence South 01°23'33" East, along the west line of said Johnson Tract passing a 1/2" steel rod found at a distance of 685.53 feet maintaining the northeast corner of Lot 1 of said Johnson Addition, an addition to the City of Sherman as recorded by deed of record in Volume 22, Page 171, Plat Records, Grayson County, Texas, and continuing along the west line of said Lot 1 passing a 1/2" steel rod found at a distance of 1185.53 feet and continuing for a total distance of 1185.53 feet to a spike not found in the center of said Pleasant Home Road maintaining the southeast corner of said Skeris Tract;

Thence South 88°49'29" West, along the center of said road and south line of said Skeris Tract, a distance of 822.72 feet to the Point-of-Beginning and containing 17.241 acres of land.

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 were properly placed, under my personal supervision, in accordance with the subdivision regulations of the City of Sherman, Texas.

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

Date

Approved this _____ day of _____, 2018, by the
City Planning Commission to the City of Sherman, Texas.

Chairman

Secretary

Accepted by the City Council of the City of Sherman

Mayor, City of Sherman, Texas

Date

GENERAL NOTES

- Water supply to be provided by the Distributor Water System.
- Sanitary sewage disposal to be provided by individual on-site sewage treatment systems (SSTS), provided and approved by Grayson County. SSTS systems must be installed and maintained in accordance with the City of Sherman Sanitary Sewage Ordinance and the City of Sherman Sanitary Sewage Ordinance. The City of Sherman reserves the right to require the City system by sewer connection or other alternative based on law and availability.
- Electric service to be provided by GEC.
- Showing the location of all existing and proposed improvements in drainage easements, and right of easement of the roadway is prohibited.
- Any existing easements or proposed easements, including along or across the addition, will be shown and maintained by the individual owner of the lot or lots that are benefited by or adjacent to the easement shown or across said lot.
- The City of Sherman will not be responsible for the maintenance and operation of said drainage system or for the control of erosion.
- Neither the City of Sherman nor the undersigned surveyor will be responsible for any complete, partial failure or loss of life or property occasioned by flooding or flooding.
- The owner and builder must comply with all other local, state and federal regulations regarding developments of the tract.
- Boundary lines are based on the City of Sherman Central Monument Station.
- The City of Sherman reserves the right to require acquisition of easement plat based on proposed use of each lot.

OWNERS/DEVELOPER
DELLA SKERIS
747 PLEASANT HOME ROAD
SHERMAN, TEXAS 75092

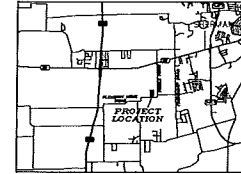
SURVEYOR
DOUGLAS W. UNDERWOOD
R.P.L.S. NO. 4709
3404 INTERURBAN ROAD
DENISON, TEXAS

BASE OF GRAVITY
TEXAS STATE PLUMBING & SURVEYING SYSTEM
NORTH CENTRAL ZONE

UNDERWOOD
PLUMBING & SURVEYING

3404 INTERURBAN ROAD DENISON, TEXAS 75021 (903)465-2151

LOCATION MAP



(NOT TO SCALE)

NOW THEREFORE KNOWN ALL MEN BY THESE PRESENTS:

THAT WE, DELLA L. SKERIS, do hereby submit this plat designating the heretofore property as the PLEASANT HOME ADDITION, an addition to the City of Sherman, and do hereby dedicate to the public use for the streets and easements shown on this plat for the multiple use and accommodation of all public and private utilities designed to be used upon some of the public or private utility and gas and water lines, and for the use of the public or private buildings, fences, trees, shrubs or other improvements or growths which in some manner interfere with the construction, maintenance or efficiency of the respective systems on any of these easements and any public or private utility which, at all times, have a right of ingress and egress to and from and upon the said easements for the purpose of constructing, reconstructing, inspecting, maintaining and coding to or removing, at or part of the 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 _____, 2018.

DELLA L. SKERIS

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 DELLA L. SKERIS, 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 _____, 2018.

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

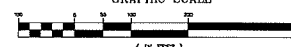
The undersigned, the City Clerk of the City of Sherman, hereby certifies that the foregoing, PLEASANT HOME ADDITION, an addition to the City of Sherman, Texas, was submitted to the City Council on the _____ day of _____, 2018, and the City Council, by formal action then and there, accepted the dedication of streets, drains, easements and public grounds, 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 _____, 2018.

Clerk, City of Sherman, Texas

FINAL PLAT
PLEASANT HOME ADDITION
BEING 17.241 ACRES IN THE
LEONARD REED SURVEY, ABSTRACT NO. 1029
AN ADDITION TO THE CITY OF SHERMAN
GRAYSON COUNTY, TEXAS
12-22-18

GRAPHIC SCALE



(IN FEET)

1 inch = 100 ft.

**STAFF REVIEW LETTER**

January 13, 2016

Della Skerkis
747 Pleasant Home Rd.
Sherman, Texas 75092

Dear Applicants,

The request for approval of the Final Plat of Pleasant Home Addition in the City of Sherman's Extra Territorial Jurisdiction (ETJ) has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 p.m., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

1. Letters from the various utility providers are required verifying availability of service and when service will be available.
2. Original tax certificates shall be furnished for the purpose of recording the plat.
3. Privately owned and maintained detention in accordance with City criteria is required.
4. The utility easements on the east and west sides of the property shall total 10 feet.
5. Grayson County septic requirements are to be met.
6. Grayson County shall review plat for additional changes and fees.
7. Any other changes made to the plat prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

The Board will not consider a request unless it has representation. You are hereby notified to be present, either in person or by a legally authorized representative to present your case on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Lisa Whitfield, Engineering and Development Coordinator at 903-892-7212 prior to the meeting.

Respectfully,

Clint A. Philpott,
City Engineer

cc:	Robby Hefton, City Manager	Scott Shadden, Director of Development Services
	Brandon Shelby, City Attorney	Mark Gibson, Director of Utilities
	Danny Fuller, Fire Marshal	Don Keene, Asst. City Manager
	Steve Ayers, Dir. Of Community and Support Services	Clay Barnett, Director of Public Works and Engineering
	Lisa Whitfield, Engineering & Development Coordinator	
	Underwood Drafting & Surveying, 3404 Interurban Rd., Denison, Texas 75020	



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

Agenda Item No. 13.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

*** 100-400 BLOCKS RIDGEVIEW ROAD**

The request of S&P Texoma Real Estate, LLC (Owners), Teague Nall & Perkins (Engineers) and Underwood Drafting and Surveying (Surveyor) concerning the property located in the 100-400 Blocks Ridgeview Road, being 19.568 acres in the William Thompson Survey, Abstract No. 1210, as follows:

Planning and Zoning Commission

Final Plat approval of Ridgeview Court Estates

Background:

The property is located in the 100-400 Blocks of Ridgeview Road; the northeast corner of Ridgeview Road and West Houston Street. The owner would like to plat the property into sixteen lots for residential development.

Adjacent Zoning:

C-1 (Retail Business) District

R-1 (One Family Residential) District

Origination:

S&P Texoma Real Estate, LLC (Owners)

Teague Nall & Perkins (Engineers)

Underwood Drafting and Surveying (Surveyor)

Master Plan Designation:

Natural – Natural areas are wooded or vegetated lands which are essentially untouched by development and still retain significant resources.

Number of notices mailed:

Not required

Objections Received:

0

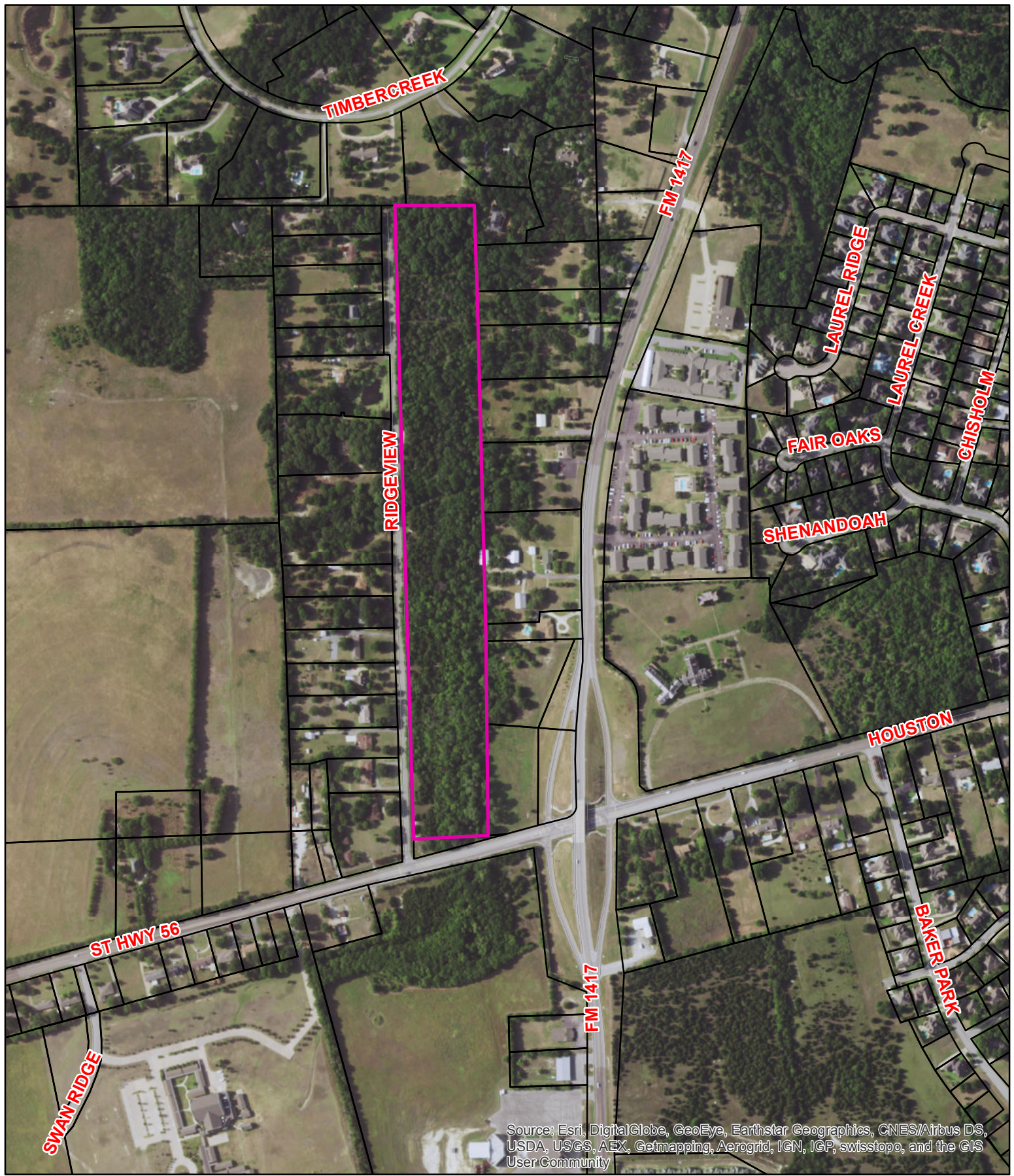
Attachments

Location Map

Zoning Map

Plat

Staff Review Letter



City of Sherman, Texas
Developmental Services Department

100-400 Blocks Ridgeview Rd



1 in = 522 ft

LEGAL DESCRIPTION

Situated in the County of Grayson, State of Texas, being a part of the William Thompson Survey, Abstract No. 1210, and the Fielding Bacon Survey, Abstract No. 119, and being the same 19.568 acre tract of land conveyed by the Estate of John T. Griffin to S & P Texoma Real Estate, LLC by deed dated April 27, 2015, recorded in Volume 5616, Page 420, Official Public Records, Grayson County, Texas, and being more particularly described by metes and bounds as follows:

Beginning at a 1/2" steel rod set marking the Southeast corner of the said 19.9 acre tract in the North right-of-way line of State Highway No. 56, said rod also marking the Southwest corner of the same tract of land described as 3.45 acres conveyed by J. A. "Hot" Alexander, Inc. to J. T. Griffin by deed recorded in Volume 1030, Page 142, said Deed Records;

Thence South 74°53'48" West with said North right-of-way line a distance of 324.99 feet to a spike nail set marking the Southwest corner of the said 19.9 acre tract at the intersection of said North right-of-way line of Highway No. 56 with the centerline of a public road to the North locally known as Ridgeview Road, said nail also marking the Southeast corner of Timber View Estates addition to said Grayson County as shown by plat of record in Volume 5, Page 11, Plat Records, Grayson County, Texas;

Thence North 01°31'14" West with said centerline of road, passing the Northeast corner of said Timber View Estates and continuing with the East line a 4.16 acre tract of land conveyed to Michael L. Atnip et ux by deed recorded in Volume 3430, Page 339 of the Official Public Records, Grayson County, Texas, the East line of the 2.809 acre tract of land conveyed to said Michael L. Atnip et ux by deed recorded in Volume 3237, Pages 332 and 336, said Official Public Records, and the East line of the 2.689 acre tract of land conveyed to Peter C. Schulze et ux by deed recorded in Volume 2375, Page 163, Real Property Records, Grayson County, Texas, and continuing, passing the Northeast corner of the said Schulze tract and the Southeast corner of Timber View Estates Section Two as shown by plat of record in Volume 5, Page 21, said Plat Records and continuing, passing a 1/2" steel rod at 2704.93 feet and continuing for a total distance of 2708.26 feet to a point for the Northwest corner of the herein described tract in the South line of both Lot 11 of Timber Creek Addition to the City of Sherman as shown by plat of record in Volume 5, Page 13, said Plat Records and the 2.50 acre tract of land conveyed by Cynthia Sofey-Andrews, Trustee to Jimmie L. Schneider by deed dated December 14, 2007, recorded in Volume 4374, Page 569, said Official Public Records;

Thence North 88°55'03" East, at a distance of 70.79 feet passing a 1/2" steel rod found maintaining the Southeast corner of both said Lot 4 and Schneider tract and the most Westerly Southwest corner of both Lot 4 of said Timber Creek Addition and the same tract of land described as 2.89 acres conveyed by Steven R. Newman and Virginia E. Smith to Darrel Ross Ramey et ux by deed dated May 20, 2005, recorded in Volume 3864, Page 220, said Official Public Records and continuing for a total distance of 325.16 feet to a 1/2" steel rod found maintaining the Northeast corner of the said 19.9 acre tract and an inside "L" corner to said Lot 4 and the Ramey tract;

Thence South 01°02'45" East a distance of 169.75 feet to a 1" pipe found maintaining the Southwest corner of both said Lot 4 and Ramey tract and the Northwest corner of the same tract of land described as 3.0 acres conveyed by Felix H. McClemore et ux to William Leonard Morris et ux by deed dated February 7, 1989, recorded in Volume 1126, Page 729, said Deed Records;

Thence South 01°14'58" East a distance of 190.32 feet to a 1/2" steel rod found maintaining the Southwest corner of the said Morris tract and the Northwest corner of the same tract of land described as 2.0 acres conveyed by Bonnie Jean Hill to Russell Bradley Hill by deed dated November 5, 2010, recorded in Volume 4880, Page 217, said Official Public Records;

Thence South 01°27'22" East, passing the Southwest corner of the said Hill tract and the Northwest corner of the same tract of land described as 3.00 acres conveyed by Sapphire Group, LLC to Rebekah S. Bond by deed dated January 20, 2012, recorded in Volume 5072, Page 617, said Official Public Records, and continuing for a total distance of 372.24 feet to a 1/2" steel rod found maintaining the Southwest corner of the said Bond tract and the Northwest corner of the same tract of land described as 3.010 acres conveyed by Dwayne E. Shields, Trustee to Jackie Lee Bobb by deed dated December 7, 2012, recorded in Volume 5220, Page 619, said Official Public Records;

Thence South 00°48'00" East a distance of 265.03 feet to a 1/2" steel rod found maintaining the Southwest corner of the said Bobb tract and the Northwest corner of the same tract of land described as 2.98 acres conveyed by Julia Rosa McCrow by Felix H. Trost, Trustee by deed dated October 21, 2010, recorded in Volume 4875, Page 584, said Official Public Records;

Thence South 01°41'58" East a distance of 296.31 feet to a 1/2" steel rod found maintaining the Southwest corner of the said Trost tract and the Northwest corner of the same tract of land described as 2.98 acres conveyed in 1/2 interest by Lana Jean Fagan to Tommy Russell Bateman et ux by deed dated July 16, 2007, recorded in Volume 4288, Page 67, said Official Public Records;

Thence South 01°09'00" East passing the Southwest corner of the said Bateman tract and the most Westerly Northwest corner of the same tract of land described as 1.000 acre conveyed by Barbara Simmons to Jose M. Saltero et ux by deed dated May 15, 1995, recorded in Volume 2387, Page 190, said Real Property Records, and continuing for a total distance of 538.87 feet to a 1/2" steel rod found maintaining the Southwest corner of the said Saltero tract and the Northwest corner of the same tract of land described as 3.0 acres conveyed by said J. A. Alexander et ux to said J. T. Griffin et ux by deed dated April 27, 1970, recorded in Volume 1160, Page 292, said Deed Records;

Thence South 01°28'29" East, passing the Southwest corner of the said Griffin 3.0 acre tract and the Northwest corner of the said Griffin 3.45 acre tract and continuing for a total distance of 796.98 feet to the Point-of-Beginning and containing 19.568 acres of land.

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
Registered Professional
Land Surveyor, No. 4709

NOW THEREFORE KNOWN ALL MEN BY THESE PRESENTS:

THAT WE, S & P TEXOMA REAL ESTATE, LLC, do hereby adopt this plat designating the heretofore property as the RIDGEVIEW COURT ESTATES, 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 of 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 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 _____, 2015.

JASON SOFEY
PARTNER

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 JASON SOFEY 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 _____, 2015.

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

The Undersigned, the City Clerk of the City of Sherman, hereby certifies that the foregoing, RIDGEVIEW COURT ESTATES, an addition to the City of Sherman, Texas, was submitted to the City Council on the _____ day of _____, 2015, 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 _____, 2015.

Clerk, City of Sherman, Texas

Approved this _____ day of _____, 2015, by the
City Planning Commission to the City of Sherman, Texas.

Chairman Secretary

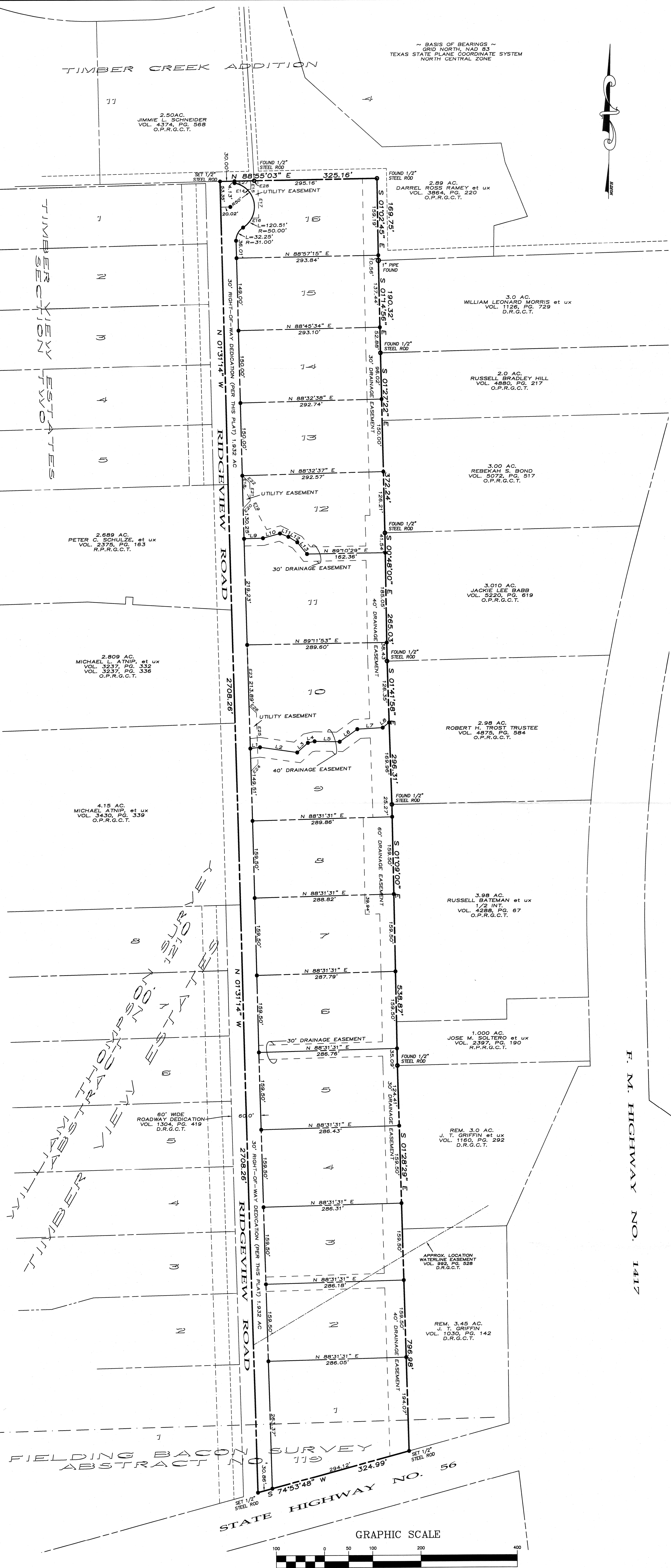
Accepted by the City Council of the City Sherman

Mayor, City of Sherman, Texas Date

~ 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 roadway 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.

FINAL PLAT
RIDGEVIEW COURT ESTATES
BEING 19.568 ACRES IN THE
WILLIAM THOMPSON SURVEY, ABSTRACT NO. 1210
AN ADDITION TO THE CITY OF SHERMAN
GRAYSON COUNTY, TEXAS



OWNERS/DEVELOPER
S & P TEXOMA REAL ESTATE, LLC
2805 W. WASHINGTON
SHERMAN, TEXAS 75092

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

(IN FEET)
1 inch = 100 ft.

UNDERWOOD
DRAFTING & SURVEYING

**STAFF REVIEW LETTER**

January 13, 2016

S&P Texoma Real Estate, LLC
2805 W. Washington
Sherman, Texas 75092

Dear Applicants,

The request for approval of the Final Plat of Ridgeview Court Estates has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 p.m., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

1. Letters from the various utility providers are required verifying availability of service and when service will be available.
2. Original tax certificates shall be furnished for the purpose of recording the plat.
3. Drive approaches shall conform to the City of Sherman standards.
4. Grayson County septic requirements are to be met.
5. The width of the pavement for Ridgeview Road shall be shown on the plat.
6. Verify location of the Waterline Easement Dedication and place in the correct location.
7. Drainage Easements shall be included in Note 6.
8. Line Table shall be shown on the plat.
9. A 10' Utility Easement shall be shown along Ridgeview Road.
10. The year on the signature blocks shall be updated to 2016.
11. Any other changes made to the final plat prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

The Board will not consider a request unless it has representation. You are hereby notified to be present, either in person or by a legally authorized representative to present your case on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Lisa Whitfield, Engineering and Development Coordinator at 903-892-7212 prior to the meeting.

Respectfully,



Clint A. Philpott,
City Engineer

cc: Robby Hefton, City Manager Scott Shadden, Director of Development Services
 Brandon Shelby, City Attorney Mark Gibson, Director of Utilities
 Danny Fuller, Fire Marshal Don Keene, Asst. City Manager
 Steve Ayers, Dir. Of Community and Support Services Clay Barnett, Director of Public Works and Engineering
 Lisa Whitfield, Engineering & Development Coordinator
 Teague, Nall & Perkins, Justin Walton, P.E., 17304 Preston Road, Ste. 1340, Dallas, TX 75252
 Underwood Drafting & Surveying, 3404 Interurban Rd., Denison, Texas 75020



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

Agenda Item No. 14.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

*** 2407 TEXOMA PARKWAY & 1515 BAKER DRIVE**

The request of Alcoholic Services of Texoma Inc. (Owner) and Helvey and Associates, Inc. (Surveyor) concerning the property located at 2407 Texoma Parkway and 1515 Baker Drive, being Lot 2, Block 1, Helen Perkins Addition containing 6.33 acres, as follows:

Planning and Zoning Commission

Replat approval of Lot 2, Block 1, Helen Perkins Addition

Background:

The property is located at 2407 Texoma Parkway and 1515 Baker Drive; the northeast corner of Texoma Parkway and Baker Drive. The owner would like to replat the property into three lots for commercial development.

Adjacent Zoning:

C-2 (General Commercial) District

Origination:

Alcoholic Services of Texoma Inc. (Owner)

Helvey and Associates, Inc. (Surveyor)

Master Plan Designation:

Auto Urban Commercial – Require more land for parking than building floor area. Automobiles and parking are the most prominent features. Parking lots reduce building density and prevent any possibility of creating an enclosed space.

Number of notices mailed:

Not required

Objections Received:

0

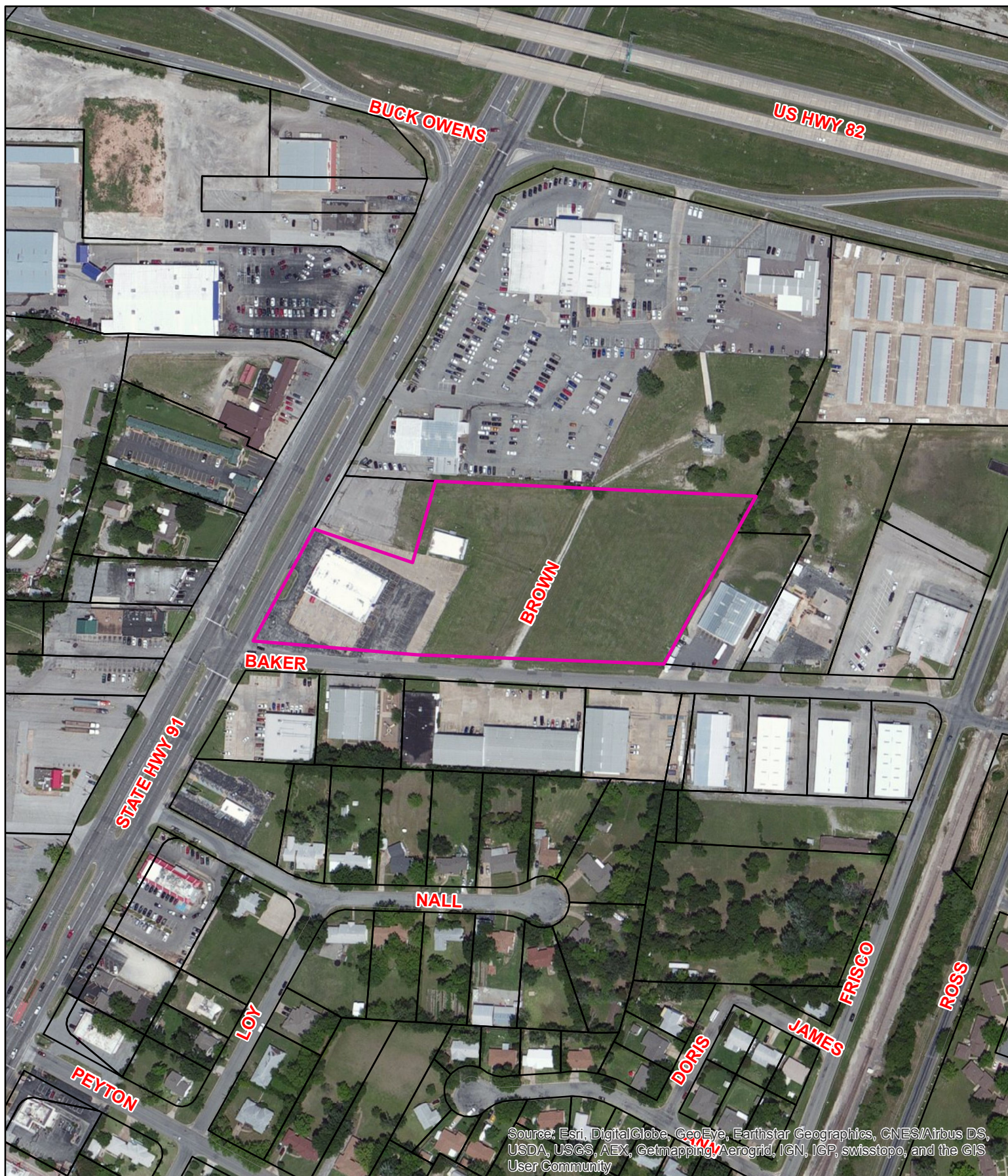
Attachments

Location Map

Zoning Map

Replat

Staff Review Letter



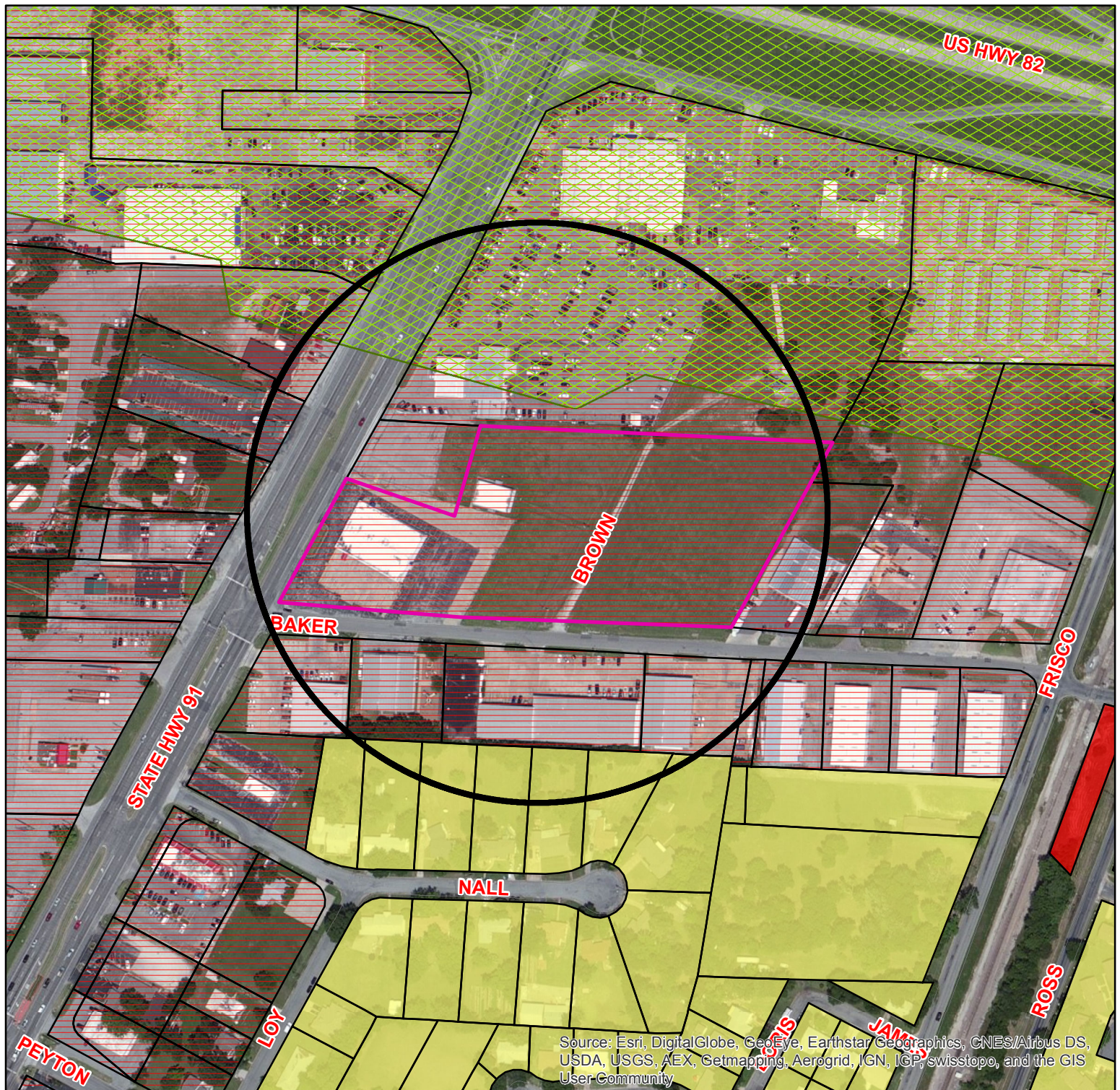
Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department

2407 Texoma Parkway & 1515 Baker Drive



1 in = 251 ft



Zoning - 2407 Texoma Parkway & 1515 Baker Drive

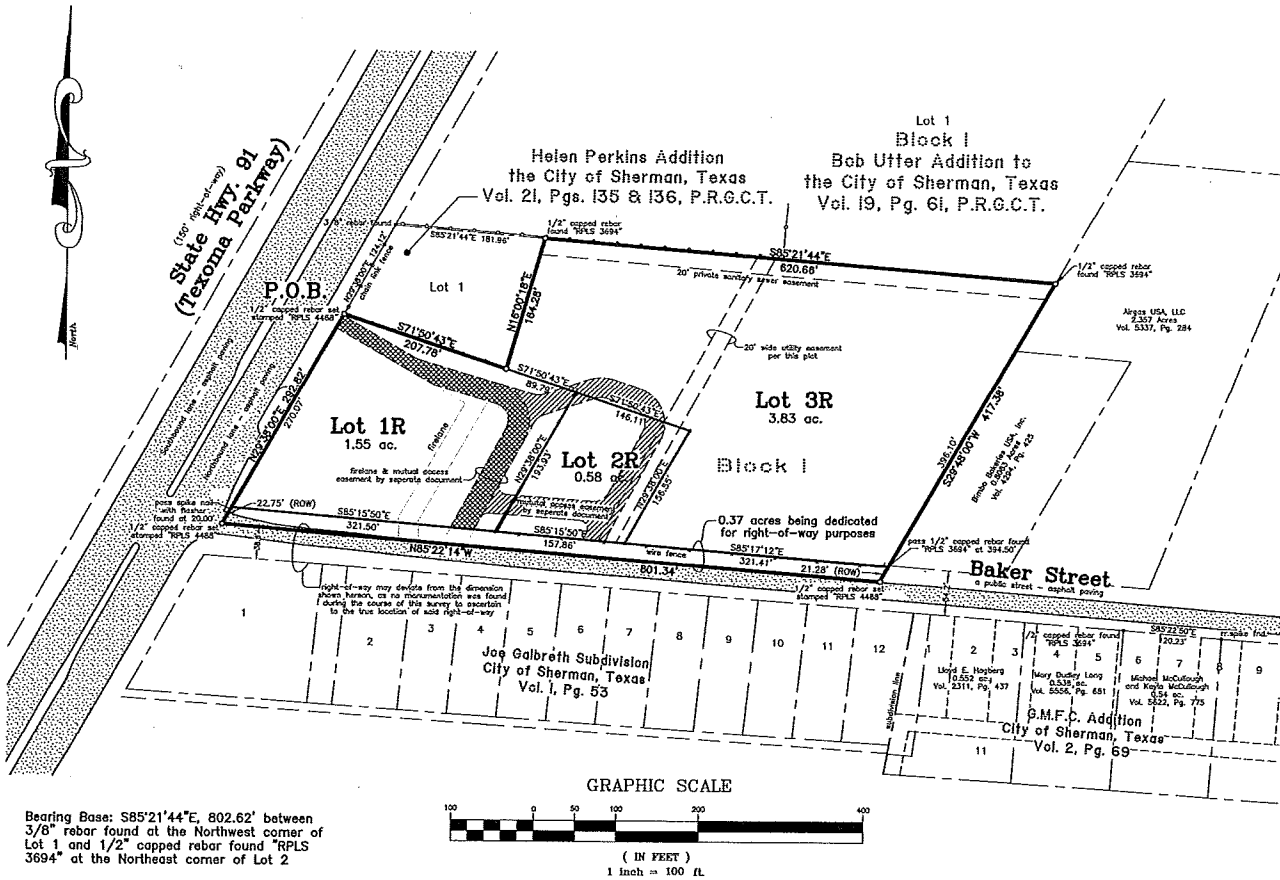
Legend	
Transportation Corridors Overlay	
HWY_NAME	DISTRICT_NAME
FM 1417	Arts and Cultural District
Sam Rayburn Freeway	Blalock Commercial Overlay District
US Hwy 82 and 75	Central Business District
Special Districts Overlay	
	College Park District
	Downtown Overlay District
	Historic Preservation District
ZONING PARCELS	
Zoning Classification	
Unknown	C-2 General Commercial District
BIP Blalock Industrial Park	CO Office District
C-1 Retail Business District	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



1 in = 251 ft



Replat of Lot 2, Block 1, Helen Perkins Addition to the City of Sherman, Texas 6.33 Acres

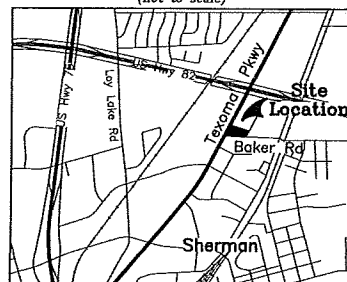
in the
Rueben Hendrix Survey
Abstract No. 504

Alcoholic Services of Texoma, Inc.

Owner
1515 Baker Drive
Sherman, Texas 75090
Ph: 903-868-2123

Vicinity Map

(not to scale)



Helvey-Wagner Surveying, Inc.
222 W. Main St.
Denison, Texas 75020
Ph (903) 463-6191 Fax (903) 463-4088
Firm Registration No.: 10088100
Texas Board of Professional Land Surveying

**STAFF REVIEW LETTER**

January 13, 2016

Alcoholic Services of Texoma Inc.
Bob Stoolfire
1515 Baker Dr.
Sherman, Texas 75090

Dear Applicants,

The request for approval of the Replat of Lot 2, Block 1, Helen Perkins Addition has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 p.m., in the City Council Chambers, City Hall at 220 W. Mulberry.

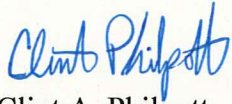
City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

1. Letters from the various utility providers are required verifying availability of service and when service will be available.
2. Original tax certificates shall be furnished for the purpose of recording the plat.
3. Drive approaches and sidewalks shall conform to the City of Sherman standards.
4. Privately owned and maintained detention in accordance with City criteria is required.
5. Engineering plans for grading and storm drain design in accordance with City ordinances shall be submitted to the City Engineer for approval.
6. An Operation and Maintenance Manual and Landscaping Plan for the detention pond shall be provided to the Engineering Department prior to issuance of Occupancy Permits.
7. The utility notations shall be removed from the plat.
8. Any other changes made to the replat prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

The Board will not consider a request unless it has representation. You are hereby notified to be present, either in person or by a legally authorized representative to present your case on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Lisa Whitfield, Engineering and Development Coordinator at 903-892-7212 prior to the meeting.

Respectfully,



Clint A. Philpott,
City Engineer

cc: Robby Hefton, City Manager
Brandon Shelby, City Attorney
Danny Fuller, Fire Marshal
Steve Ayers, Dir. Of Community and Support Services
Lisa Whitfield, Engineering & Development Coordinator
Helvey & Associates, 222 W. Main, Denison, Texas 75020

Scott Shadden, Director of Development Services
Mark Gibson, Director of Utilities
Don Keene, Asst. City Manager
Clay Barnett, Director of Public Works and Engineering



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

Agenda Item No. 15.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

1521 BAKER DRIVE

The request of Alcoholic Services of Texoma Inc. (Owner), David Baca Studio (Architect) and Helvey and Associates, Inc. (Surveyor) concerning the property located at 1521 Baker Drive, being proposed Lot 2R, Block 1, Replat of Lot 2, Block 1, Helen Perkins Addition, containing .575 acres, as follows:

Board of Adjustments

Exception under Ordinance No. 2280, Section 6.5, Subsection (5)(d) to allow architectural ribbed metal siding on the south and west facades in lieu of the required masonry requirements for a medical office building in a C-2 (General Commercial) District.

Planning and Zoning Commission

Site plan approval for Callie Medical Clinic

Background:

The property is located at 1521 Baker Drive between Texoma Parkway and Frisco Road. The owner would like to construct a 4,248 square foot, one story medical office (Callie Clinic) at this location. They are requesting an exception to allow architectural ribbed metal siding on the south and west facades of the building; the remaining sides will be brick veneer. Parking for the site shall be provided by existing parking on the Famingo Bingo Lot for one year from the date of the Certificate of Occupancy.

Adjacent Zoning:

C-2 (General Commercial) District

Origination:

Alcoholic Services of Texoma Inc. (Owner)

David Baca Studio (Architect)

Helvey and Associates, Inc. (Surveyor)

Master Plan Designation:

Auto Urban Commercial – Require more land for parking than building floor area. Automobiles and parking are the most prominent features. Parking lots reduce building density and prevent any possibility of creating an enclosed space.

Number of notices mailed:

17

Objections Received:

0

Attachments

Location Map

Zoning Map

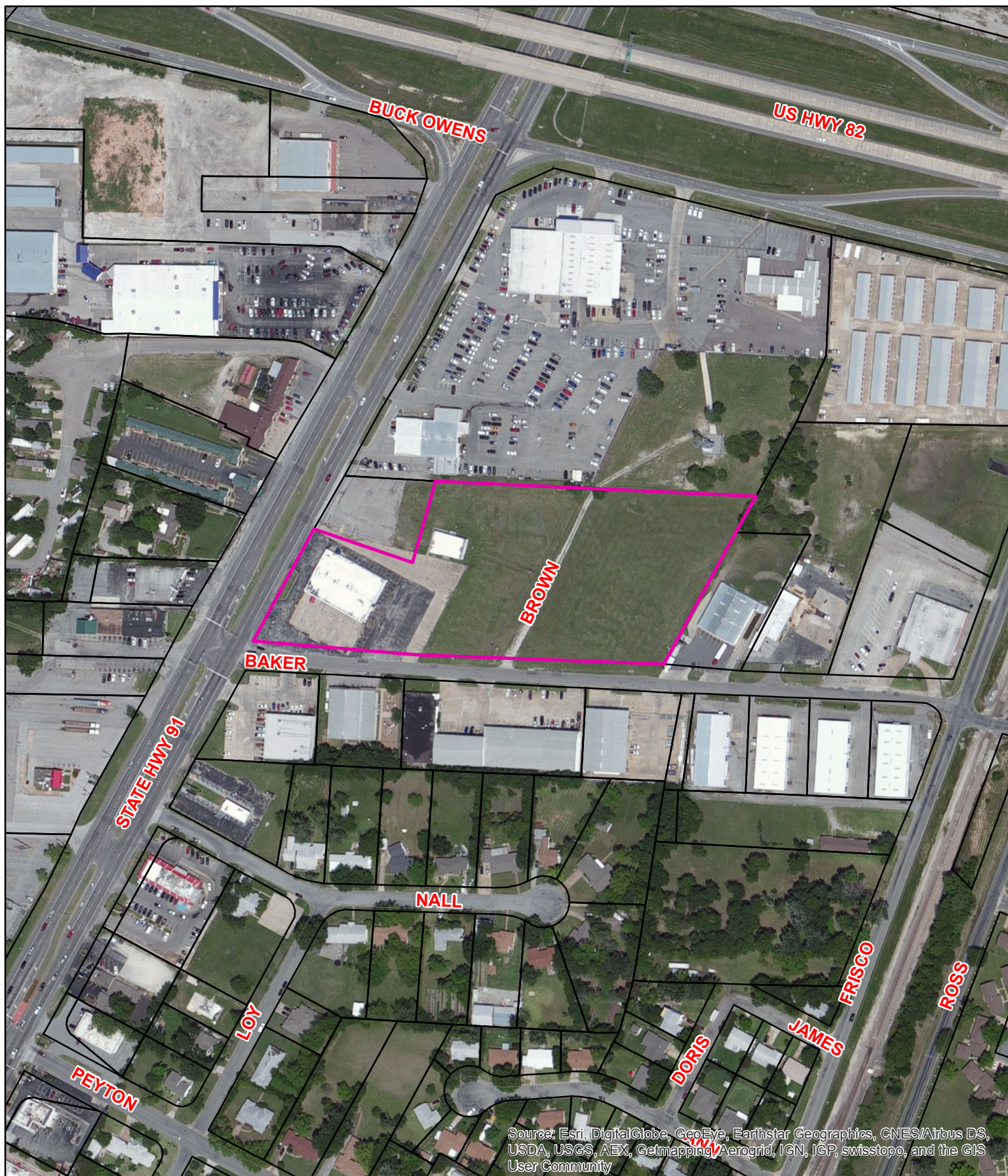
Zoning Photo

Site Plan

Color Elevations

Elevations

Staff Review Letter



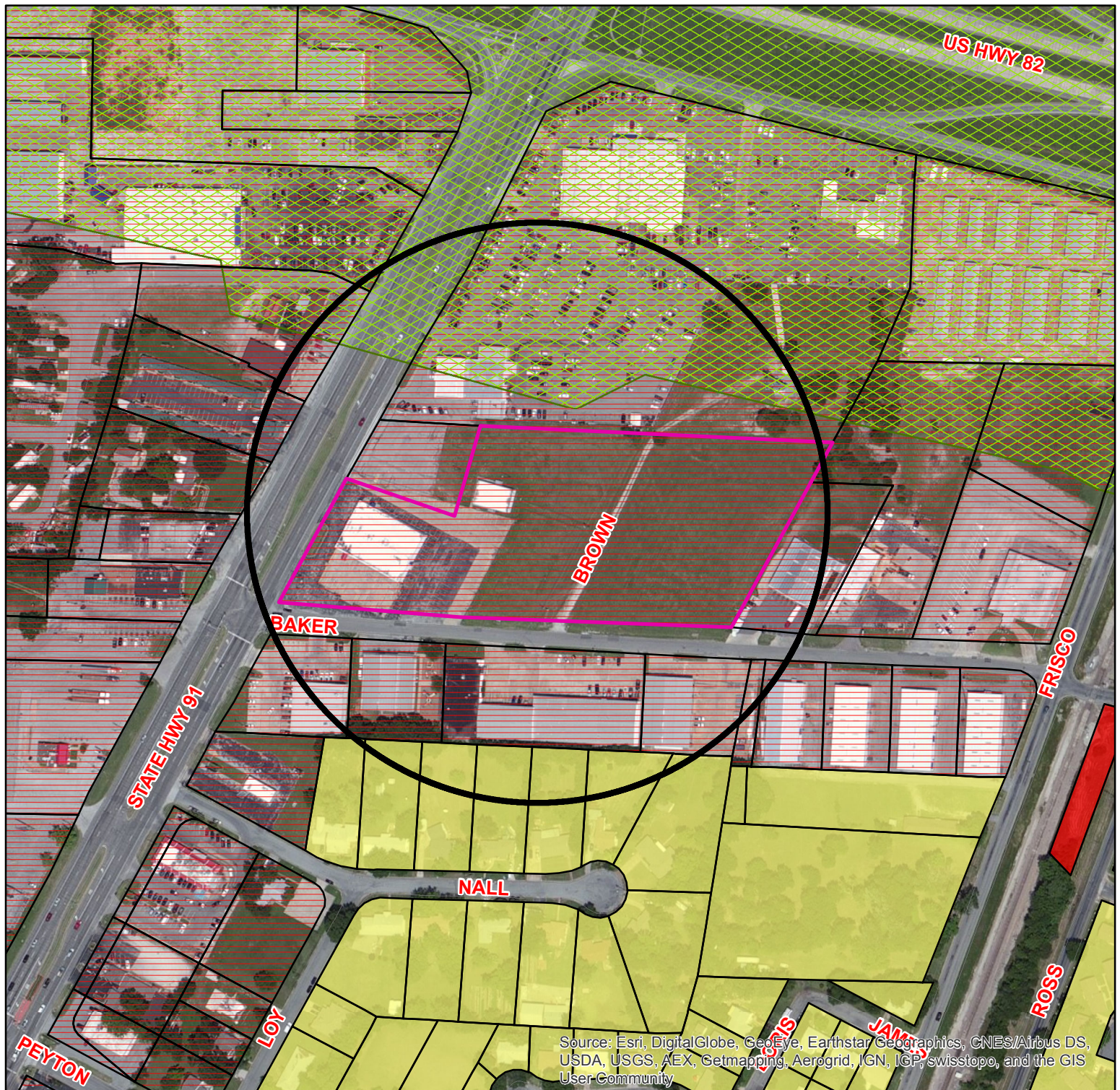
1521 Baker Drive



NOT TO SCALE

City of Sherman, Texas
Developmental Services Department

1 in = 251 ft



Zoning - 1521 Baker Drive

Legend	
Transportation Corridors Overlay	DISTRICT_NAME
HWY_NAME	
FM 1417	Arts and Cultural District
Sam Rayburn Freeway	Blalock Commercial Overlay District
US Hwy 82 and 75	Central Business District
Special Districts Overlay	College Park District
	Downtown Overlay District
	Historic Preservation District
	ZONING PARCELS
	Zoning Classification
	Unknown
	BIP Blalock Industrial Park
	C-1 Retail Business District
	C-2 General Commercial District
	CO Office District
	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



1 in = 251 ft

1521 Baker Dr.



**LOT 2R - BLOCK 1
HELEN PERKINS ADDITION**

SITE PLAN STATISTICS:

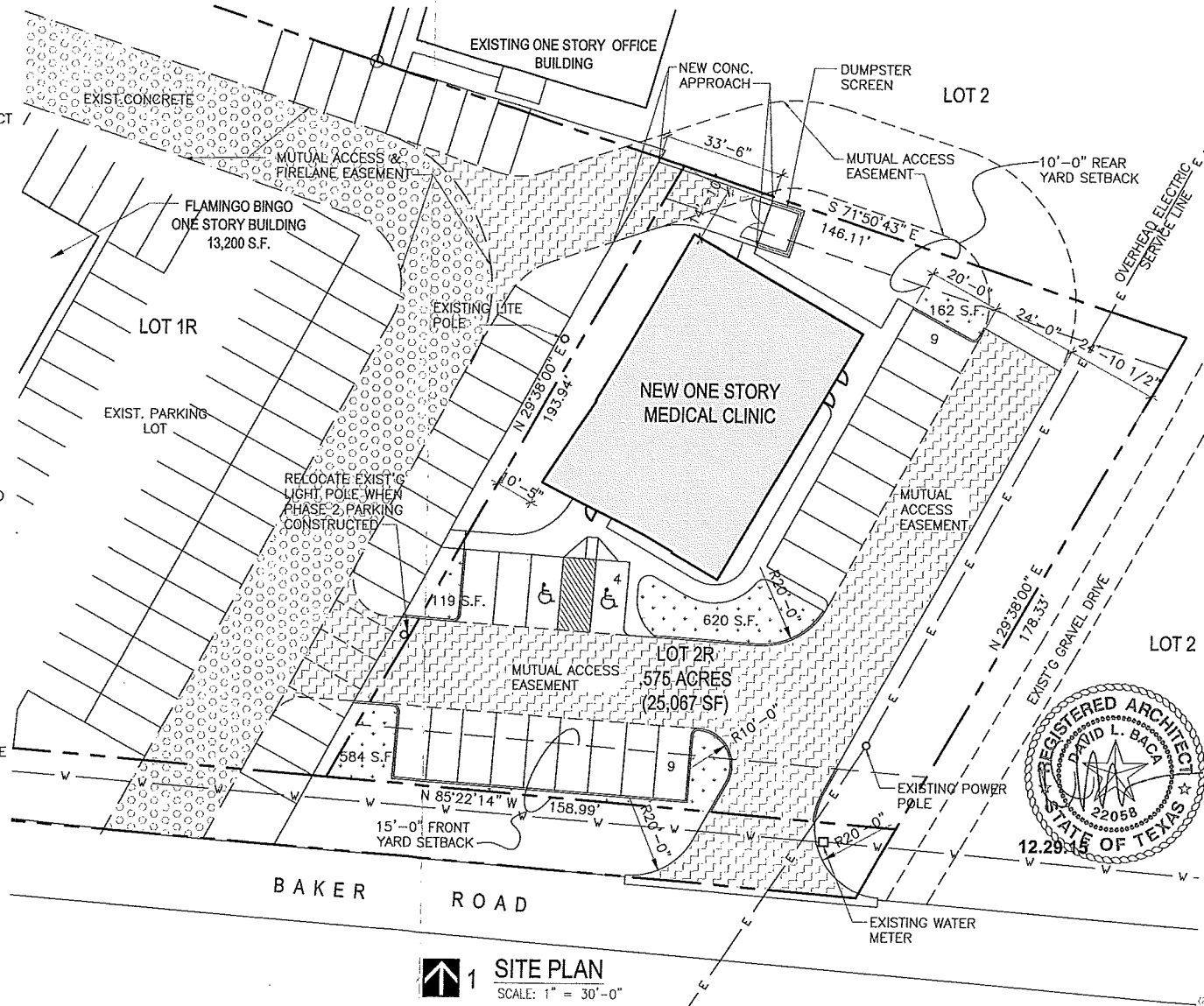
ZONING:	C-2, GENERAL COMMERCIAL DISTRICT
GROSS AREA:	.575 ACRES (25,067 S.F.)
BUILDING AREA:	4,248 S.F.
HARD SURFACE AREA (PHASE 2):	12,228 S.F.
LANDSCAPED AREA (PHASE 2):	1,485 S.F.
PARKING REQUIRED: 1 SPACE/200 S.F.=	21 SPACES (1 H.C. SPACE)
PARKING PROVIDED (PHASE 2):	25 SPACES (2 H.C. SPACES)

GENERAL SITE PLAN NOTES:

1. SITE SURVEY PREPARED BY HELVEY & ASSOCIATES INC.
2. EXISTING FIRE LANES SHOWN HATCHED, TYPICAL.
3. LANDSCAPING IN REQUIRED BUFFERS SHALL BE INSTALLED TO COMPLY WITH THE CITY OF SHERMAN LANDSCAPING ORDINANCE.
4. DUMPSTER PAD, SCREEN, AND CONCRETE APPROACH SHALL BE CONSTRUCTED PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY.
5. ALL SIDEWALKS FROM EXISTING PARKING TO BUILDING ENTRANCES AND TO DUMPSTER PAD SHALL BE CONSTRUCTED PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY.

GENERAL PARKING NOTES:

1. PARKING FOR THIS SITE SHALL BE PROVIDED BY EXISTING PARKING ON FLAMINGO BINGO LOT (ALCOHOLIC SERVICES OF TEXOMA), PER EXECUTED PARKING USE AGREEMENT, FOR ONE YEAR FROM THE DATE OF CERTIFICATE OF OCCUPANCY FOR CALLIE CLINIC.
2. FLAMINGO BINGO IS REQUIRED TO PROVIDE 66 PARKING SPACES BASED UPON A 13,200 S.F. BLDG. FLAMINGO BINGO CURRENTLY PROVIDES 128 SPACES.
3. ALL PARKING FOR THE CALLIE CLINIC SITE SHALL BE CONSTRUCTED WITHIN ONE YEAR FROM DATE OF CERTIFICATE OF OCCUPANCY, PER EXECUTED PARKING USE AGREEMENT, AND AS SHOWN IN THIS PLAN.
4. LANDSCAPING IN PARKING ISLANDS SHALL BE INSTALLED TO COMPLY WITH THE CITY OF SHERMAN LANDSCAPING ORDINANCE.
5. ALL RADII NOT DIMENSIONED ARE 2'-0", TYPICAL.
6. PROVIDE 6" THICK CONCRETE AT ALL DRIVES AND 5" THICK CONCRETE IN PARKING SPACES. PROVIDE A 6" CONCRETE CURB WHERE SHOWN ON THE SITE PLAN. ALL OTHER AREAS SHALL HAVE NO CURB FOR FUTURE EXPANSION.



1 SITE PLAN
SCALE: 1" = 30'-0"

david
STUDIO

Callie Clinic
Baker Road, Sherman 75090

100 NORTH TRAVIS STREET, NO. 500A, SHERMAN, TEXAS 75090 903 893 5800 903 893 5868 david@davidbocastudio.com

PROJECT NUMBER
1522
DATE
12.29.15
SHEET NUMBER
SP-1

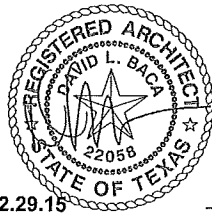


david**baca**
ARCHITECTS PLLC

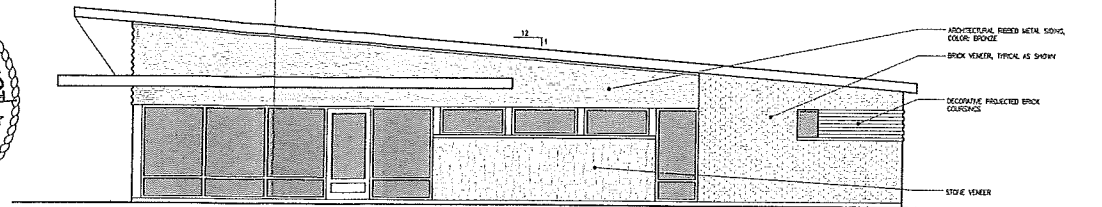


EXTERIOR FACADE VARIANCE REQUEST

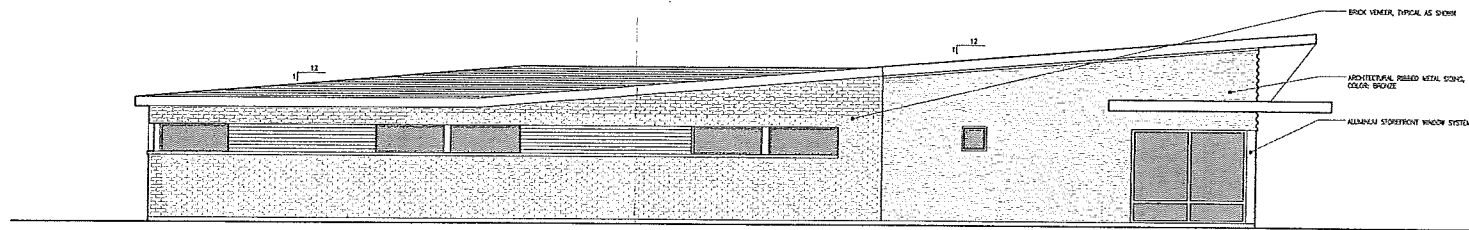
CALLIE CLINIC
SP-2



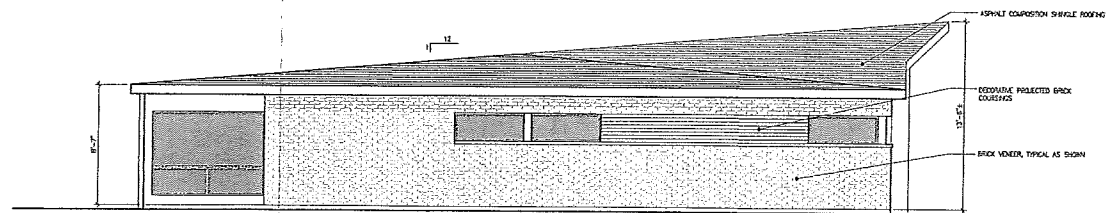
12.29.15



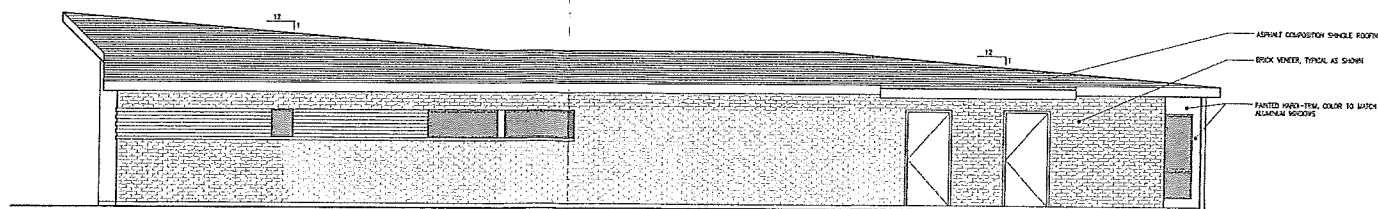
1 SOUTH ELEVATION (FRONT)
SCALE: 1/4" = 1'-0"



2 WEST ELEVATION
SCALE: 1/4" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



4 EAST ELEVATION
SCALE: 1/4" = 1'-0"

david baca
STUDIO

Callie Clinic

Baker Road, Sherman 75090

100 NORTH TRAVIS STREET, NO. 500A, SHERMAN, TEXAS 75090 (903) 893 5800 (903) 893 5866 david@davidbacastudio.com



PROJECT NUMBER
1522
DATE
12.29.15
SHEET NUMBER
SP-3

exterior elevations

STAFF REVIEW LETTER

January 13, 2016

Alcoholic Services of Texoma Inc.
Bob Stoolfire
1515 Baker Dr.
Sherman, Texas 75090

Helvey & Associates
222 W. Main
Denison, Texas 75020

David Baca Studio
100 N. Travis, Ste. 500A
Sherman, Texas 75090

Young Enterprises LP
PO Box 517
Sherman, TX 75091

Dear Applicants,

The request for site plan approval for Callie Medical Clinic for the property located at 1521 Baker Drive has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Zoning:

1. All aspects of the C-2 (General Commercial) District, the sign ordinance and the Commercial Tree and Landscaping Ordinance must be followed.
2. Masonry or equivalent shall be required on the sides of all commercial buildings visible from the front street right-of-way unless an exception is granted.
3. Fire lanes and codes shall be coordinated with the Fire Marshal, (903.892.7267).
4. Off-street parking is permitted on paved surfaces only (concrete or asphalt).
5. All parking shall be on private property and shall not encroach into Baker Drive right-of-way; a parking space is considered to be 9'x20'.
6. The mutual access agreement shall be filed at the Grayson County Courthouse by separate instrument before a building permit will be issued.
7. An exception will need to be granted if the parking ratio cannot be met for the proposed use on the lot before a Certificate of Occupancy Permit will be issued.
8. Review the zoning and development ordinance for additional requirements.
9. Site plan approval is valid for a period of one year, if progress has not been made within that time period; resubmission to the Planning & Zoning Commission is required.

Engineering:

10. Platting of the property is required.
11. The drive approaches and sidewalks shall conform to the City of Sherman standards.
12. The location of trash receptors must be approved by the Director of Public Works.
13. Pro-Rata will be due at the time of development.

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,



Scott Shadden
Secretary, Planning and Zoning Board and Board of Adjustment

CC: Robby Hefton, City Manager
Mark Gibson, Director of Utilities
Clint Philpott, P.E., City Engineer
Steve Ayers, Dir. Of Community and Support Services

Danny Fuller, Fire Marshal
Brandon Shelby, City Attorney
Lisa Whitfield, Engineering & Development Coordinator
Don Keene, Asst. City Manager



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

Agenda Item No. 16.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

1918-1934 CREEKSIDE AVENUE

The request of TCV Apts LLC (Owner) and Joe Gilbert (Representative) concerning the property at 1918, 1922, 1926, 1930 and 1934 Creekside Avenue, being Lots 3-1 thru 3-5, Block 1, Replat Lots 3 & 4, Park Plaza Addition, as follows:

Planning and Zoning Commission

Variance under Ordinance No. 2684, Section 12 (F) to not require sidewalks in an R-1 (One Family Residential).

Background:

The property is located 1918, 1922, 1926, 1930 and 1934 Creekside Avenue; the northwest corner of Park and Creekside Avenues in the Pebblebrook Subdivision. There are currently five houses being built on the lots and the owner is requesting a variance to not require sidewalks along the front of the lots.

Adjacent Zoning:

R-1 (One Family Residential) District

R-2 (Multi-Family Residential) District

C-1 (Retail Business) District

Origination:

TCV Apts LLC (Owner)

Joe Gilbert (Representative)

Master Plan Designation:

Auto Urban Commercial – Require more land for parking than building floor area. Automobiles and parking are the most prominent features. Parking lots reduce building density and prevent any possibility of creating an enclosed space.

Number of notices mailed:

3

Objections Received:

0

Attachments

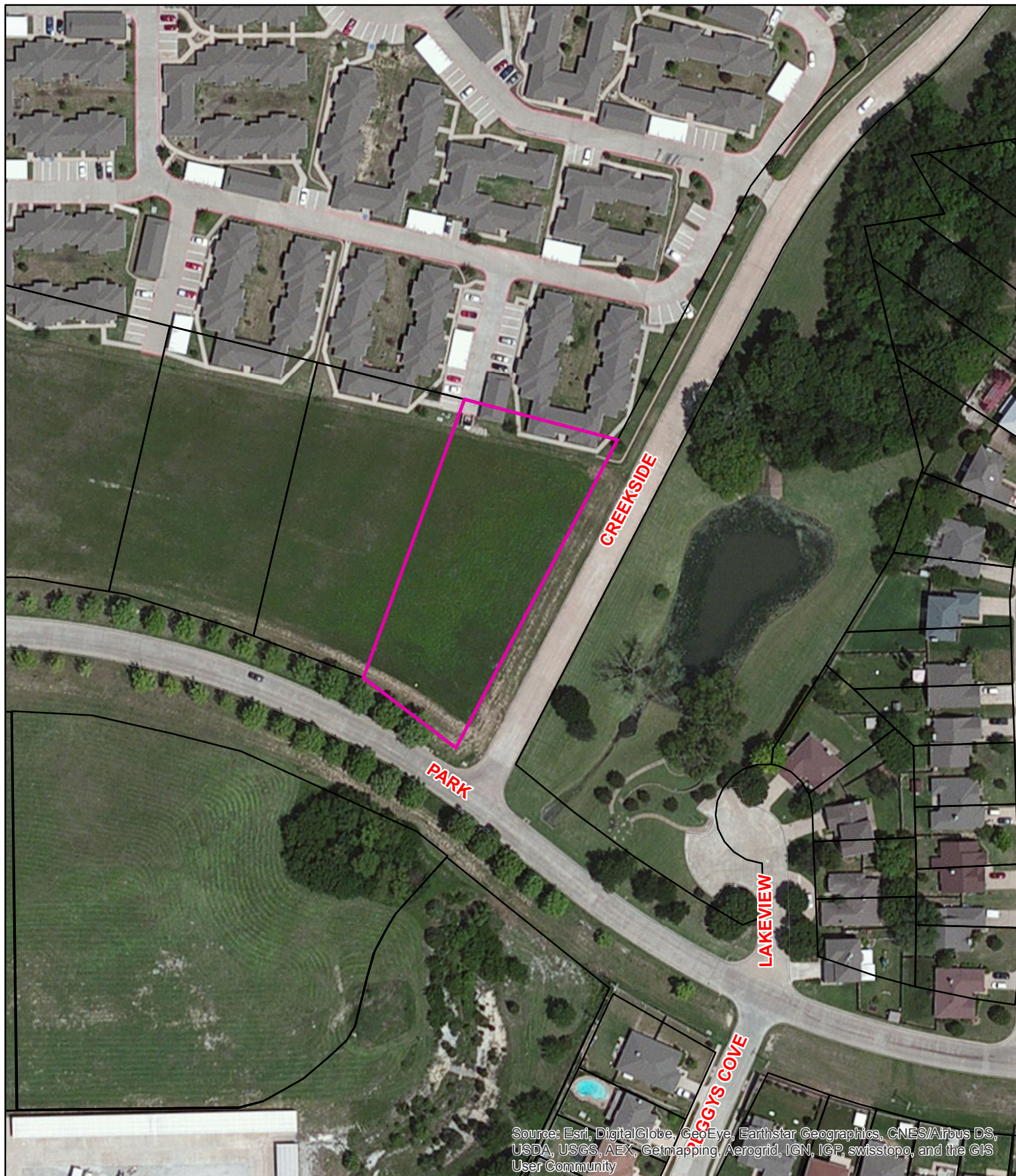
Location Map

Zoning Map

Zoning Photo

Plat

Staff Review Letter



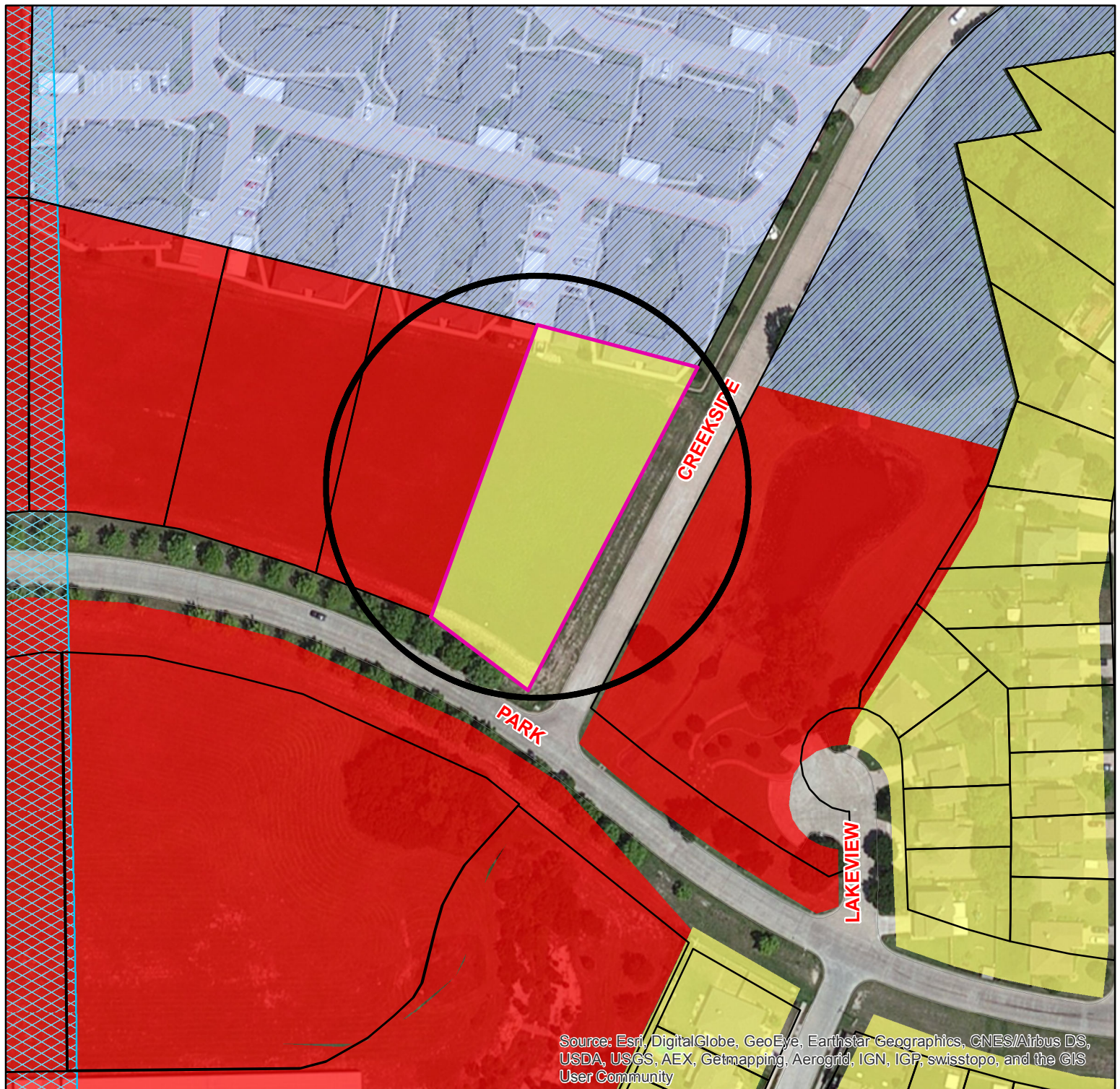
City of Sherman, Texas
Developmental Services Department

1918 - 1934 Creekside Avenue



NOT TO SCALE

1 in = 125 ft



Zoning - 1918-1934 Creekside Avenue

Legend	
Transportation Corridors Overlay	DISTRICT_NAME
HWY_NAME	
FM 1417	Arts and Cultural District
Sam Rayburn Freeway	Blalock Commercial Overlay District
US Hwy 82 and 75	Central Business District
Special Districts Overlay	College Park District
	Downtown Overlay District
	Historic Preservation District
	ZONING PARCELS
	Zoning Classification
	Unknown
	BIP Blalock Industrial Park
	C-1 Retail Business District
	C-2 General Commercial District
	CO Office District
	Lakes
	M-1 Light Manufacturing District
	M-1.5 Medium Manufacturing District
	M-2 Heavy Manufacturing District
	MH Manufacturing Housing District
	R-1 One Family Residential District
	R-2 Multi-Family Residential District
	R-A Single Family Agricultural District
	SF-1 Single Family Residential District

Sherman
CLASSIC TOWN. BROAD HORIZON.

City of Sherman, Texas
Developmental Services Department



1 in = 130 ft

1918 Creekside Dr.



1922 Creekside Dr.



1926 Creekside Dr.



1930 Creekside Dr.



1934 Creekside Dr.



OHC Park Manor LTD
c/o Outranch Housing Corporation
25 August 2005 (18,265 Ac.)
Vol. 3816 Pg. 162

Elizabeth Jones Survey Abst.No.625

Re-Plat of Lot 1 & Lot 2
Park Plaza Addition
Vol. 18 Pg. 10 P.R.

Re-Plat of Lots 3 & 4 **Park Plaza Addition**

City of Sherman County of Grayson State of Texas

OWNERS DEDICATION

As the certain tract of land situated by the Elizabeth Jones Survey, Abstract Number 625, City of Sherman, County of Grayson, State of Texas, said tract being part of a tract as described in Deed to Walter H. Doran, dated 01 March 1904, and recorded in Volume 18, Page 10 of the Public Records of the County of Grayson, State of Texas, said tract also being as of Lots 3 and 4 of the Park Plaza Addition, and recorded in Volume 18 Page 10 of the Public Records of the County of Grayson, State of Texas, and being more fully described as follows:

Beginning for the northeast corner of the said being described herein as a Round 1/2 inch Steel Rod, said rod being the northeast corner of said Lot 3, and the southeast corner of Lot 2 of the Plat of Park Plaza Addition, and recorded in Volume 18, Page 10 of the Public Records of Grayson County, Texas, said rod also being on the west ROW line of Creekside Avenue (50' ROW);

Thence South 28 degrees 11 minutes 49 seconds West, with the west line of Lot 3, and the east ROW line of Creekside Avenue, a distance of 333.46 feet to a found 1/2 inch Steel Rod for the southeast corner of said Lot 3;

Thence South 76 degrees 43 minutes 22 seconds West, a distance of 8.22 feet to a found 1/2 inch Steel Rod for a corner of this tract and on the south line of Lot 3, and on the north ROW line of Park Avenue (80' ROW) and the start of a curve to the left whose radius is 880.00 feet, chord bearing of north 61 degrees 41 minutes 07 seconds west, a distance of 276.54 feet;

Thence West said curve to the left, an Arc Length of 218.14 feet, central angle of 14 degrees 55 minutes 20 seconds to a found 1/2 inch Steel Rod for the southwest corner of Lot 4 and the southeast corner of Lot 3;

Thence North 13 degrees 16 minutes 31 seconds East, with the west line of Lot 4, a distance of 207.61 feet to a found 1/2 inch Steel Rod for the northeast corner of Lot 4 and the northeast corner of Lot 5;

Thence South 76 degrees 43 minutes 22 seconds East, with the north line of Lot 3 & 4, a distance of 311.93 feet to the POINT OF BEGINNING and containing 1.850 acres of land.

State of Texas
County of Grayson

HON. THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

Walter H. Doran does hereby certify that the plat depicting the herein described property as Re-Plat of Lots 3 & 4, Park Plaza Addition, City of Sherman, County of Grayson, Texas, and does hereby declare to the public use for the streets and easements for the same purpose and containing correct bearings.

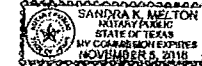
Walter H. Doran
Walter H. Doran

STATE OF TEXAS

Know all men, that I, Walter H. Doran, do hereby certify that the plat depicting the herein described property as Re-Plat of Lots 3 & 4, Park Plaza Addition, City of Sherman, County of Grayson, Texas, and does hereby declare to the public use for the streets and easements for the same purpose and containing correct bearings.

Given under my hand and seal of office this 14th day of February, 2015.

Walter H. Doran
Walter H. Doran



SURVEYORS CERTIFICATION

NOTICE: I, Don E. Cox, Registered Professional Land Surveyor, No. 14476, do hereby certify that this plat was prepared from a correct survey of the land described herein, and that the same conforms to the laws of the State of Texas and the rules and regulations of the State Board of Survey, and that the same is correct and true.

14 May 2015



Don E. Cox
Don E. Cox, Registered Professional Land Surveyor
No. 14476

CERTIFICATE OF APPROVAL

Approved this 14 day of February, 2015, by the City Planning and Zoning Commission of the City of Sherman, Texas.

John L. Lohr
Chairman

John L. Lohr
Secretary

ACCEPTED BY THE CITY COUNCIL OF THE CITY OF SHERMAN:

Charles S. Shelton
Mayor, City of Sherman, Texas

John L. Lohr
Date

The undersigned, the City Clerk of the City of Sherman, hereby certifies that the foregoing re-plat of Lot 3, Park Plaza Addition, an Addition to the City of Sherman, was submitted to the City Council on the 14 day of February, 2015, and the City Council by formal action then and there accepted the dedication of street, alley, easements and public places on shown and set forth in and upon said plat, and said City Council further authorized the signer to note the acceptance thereof by signing his name as hereinafter subscribed.

Witness my hand this 14th day of May, A.D. 2015.

Sandra K. Melton
City Clerk, City of Sherman, Texas



CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	880.00'	228.19'	228.54'	N 61°44'07" W	14°55'20"
C2	880.00'	113.48'	113.40'	N 58°01'14" W	07°33'20"
C3	880.00'	115.69'	115.61'	N 63°22'44" W	07°31'59"



COX SURVEYING CO.

P.O. BOX 597 106 N. MAIN ST. COLLINSVILLE, TEXAS 76533
COLLINSVILLE 803-429-6125 FAX 803-429-6371 E-mail: COXSURV@comcast.net
Gainesville 940-612-LAND Denton 940-351-2070 McKinney 469-852-5070

Re-Plat of Lots 3 & 4 of the
Park Plaza Addition
E. Jones Survey Abst.No.625
City of Sherman
County of Grayson
State of Texas

Drawn by: DKC
Check by: DKC

Job No.
15-9568-2F

LOT 1R

LOT 2

LOT 5

Park Plaza Addition

Vol. 18 Pg. 183 P.R.

Walter H. Doran
03 March 2004
Vol. 3639 Pg. 133 D.R.

42700.250 Sq. Feet
0.980 Acres
LOT 4R

Walter H. Doran
03 March 2004
Vol. 3639 Pg. 133 D.R.

LOT 3-1

LOT 3-2

LOT 3-3

LOT 3-4

LOT 3-5

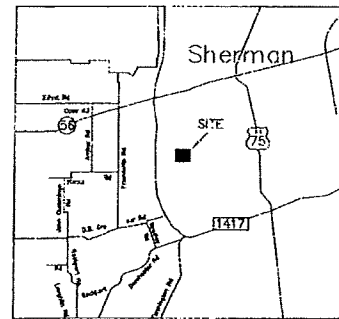
3705
Park Avenue

Creekside Avenue

FILED FOR RECORD

Recorded in Vol. 18, Page 10
WILMA BLACKSHEAR BLUSH
County Clerk, Grayson Co., Texas
Deputy

OWNER:
Walter H. Doran
03 March 2004
Vol. 3639 Pg. 133 D.R.
1600 Study Oaks Place
Caddo, Texas 76205



Location Map

LEGEND

- 3/4" = Set 3/4" Rod
- 1/2" = Found Rod
- 1/4" = Set 1/4" Rod
- 1/8" = Set 1/8" Rod
- 1/16" = Set 1/16" Rod
- 1/32" = Set 1/32" Rod
- 1/64" = Set 1/64" Rod
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STAFF REVIEW LETTER

January 13, 2016

TCV Apts LLC
3114 Rex Cruse
Sherman, Texas 75092

Joe Gilbert
801 E. Taylor St.
Sherman, Texas 75090

Dear Applicants,

The request for a variance to not require sidewalks in an R-1 (One Family Residential) for the properties located at 1918, 1922, 1926, 1930 and 1934 Creekside Avenue has been scheduled to be heard by the Planning and Zoning Board on the day of Tuesday, January 19, 2016 at 5:00 P.M., in the City Council Chambers, City Hall at 220 W. Mulberry.

City staff has reviewed your request with regards to engineering and development guidelines and finds the following items need to be addressed:

Engineering:

1. The staff recommends that the following code of ordinance be followed in reference to sidewalks:

EXHIBIT A, SUBDIVISION ORDINANCE, ORDINANCE NO. 2684

Sec. 12 Design Criteria

(F) Sidewalks:

"sidewalks shall be installed on all street frontages of residential and commercial subdivisions and where deemed necessary by the commission or city council to provide circulation or access to schools, playgrounds, shopping centers, and transportation and other community facilities, or to provide pedestrian circulation within the subdivision"

Any other changes made to the site plan prior to the final fulfillment of the conditions of the staff review, must be considered minor by the staff, as to not require resubmission to the Planning & Zoning Commission.

You are hereby notified to be present, either in person or by your authorized representative to present your request on the date and time stated above.

If additional information or clarification is needed, do not hesitate to contact Scott Shadden at 903-892-7229 prior to the meeting.

Respectfully,

Scott Shadden
Secretary, Planning and Zoning Board and Board of Adjustment

CC: Robby Hefton, City Manager
Mark Gibson, Director of Utilities
Clint Philpott, P.E., City Engineer
Steve Ayers, Dir. Of Community and Support Services
Danny Fuller, Fire Marshal
Brandon Shelby, City Attorney
Lisa Whitfield, Engineering & Development Coordinator
Don Keene, Asst. City Manager



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

Agenda Item No. 17.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

OTHER BUSINESS

Review Draft Transportation Plan and consider possible recommendation to the City Council.

Background:

At the 2015 Budget Planning Meeting, the City Council identified the development and management of the FM 1417 Corridor as priority. In May 2015, a contract was approved with Kimley-Horn and Associates, Inc. for transportation and planning services.

Thoroughfare planning is a legislative act that cities can do to preserve right-of-way, determine alignment, and to set design standards for City streets. The plan is typically updated every 5 to 10 years, mainly because of growth. The current plan is an update to the Thoroughfare Plan that was included in the Comprehensive Master Plan that was approved in 2009. Changes included in the new plan are an updated thoroughfare plan map, new standard cross sections, technical analysis for the sizing of roads in undeveloped areas, changes to the northwest sector, and the Taylor Street realignment.

Adjacent Zoning:

Various

Origination:

City of Sherman Public Works and Engineering Department

Master Plan Designation:

Various

Number of notices mailed:

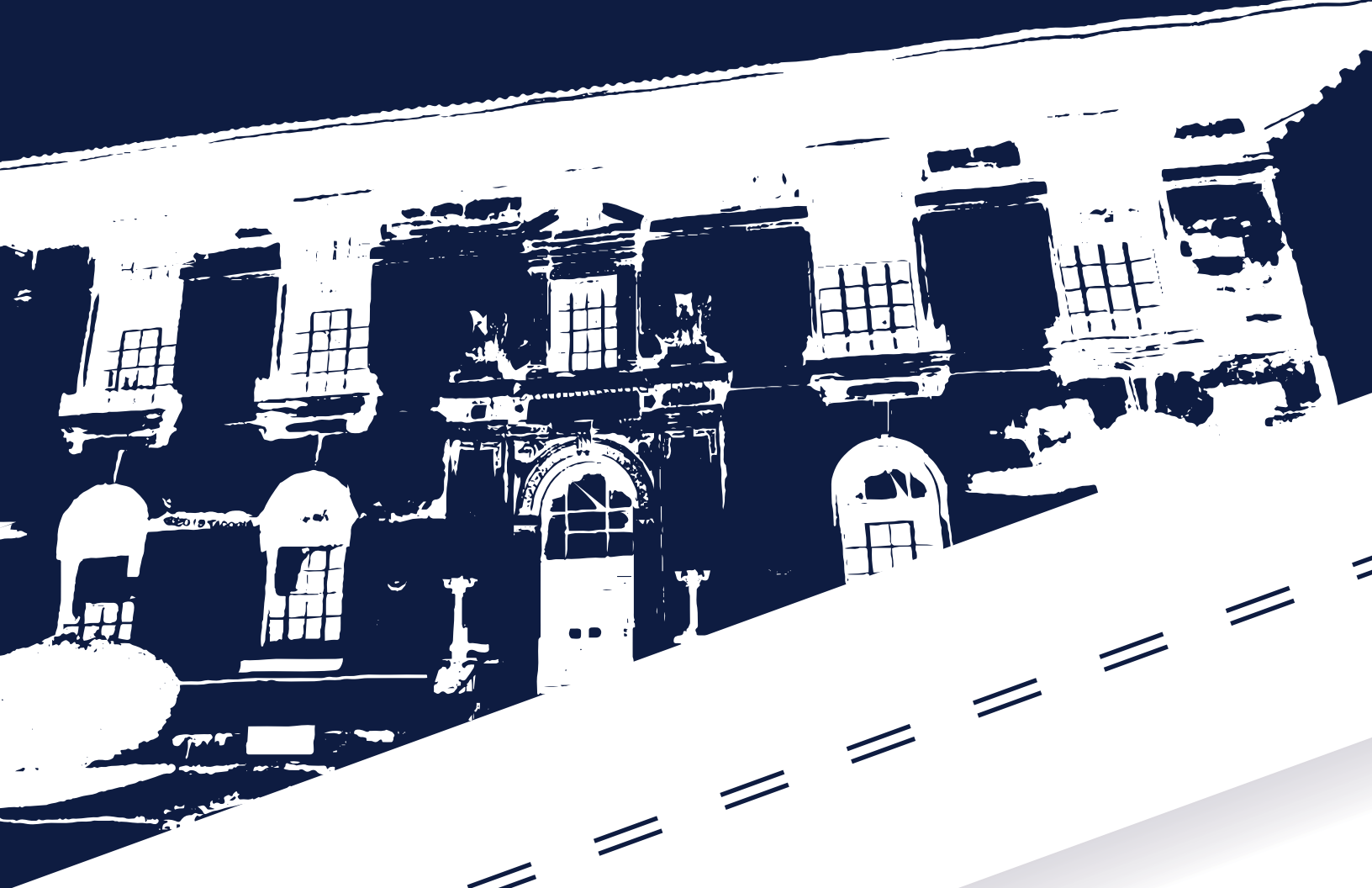
Not required

Objections Received:

0

Attachments

Transportation Plan



THOROUGHFARE PLAN

Sherman
CLASSIC TOWN. BROAD HORIZON.

THOROUGHFARE PLAN



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THOROUGHFARE PLAN



Introduction

Whether discussing over coffee or outside the sanctuary at church, transportation concerns are one element common to residents' everyday lives. Traffic congestion, street maintenance, and safety along roadways are often the most talked about issues when considering current and future community needs. Increased congestion brought about by new commercial development, confusing downtown intersections, lack of connectivity, and the need for more sidewalks and trails are all issues that were expressed by the citizens of Sherman during the public involvement process of the 2009 Comprehensive Plan.

The Sherman Thoroughfare Plan places emphasis on the roadway system as it connects the entire region and is the most predominant form of mobility in Sherman. While traveling by car is the most common mode of travel, this Plan recognizes that building and widening roadways will not adequately address future transportation needs in the community. With continued growth, high costs of developing infrastructure, escalating fuel costs, and impacts to air quality and the environment, planning for all future travel needs in the City will involve looking at transportation as an interconnected system of roadways, paths, trails, and sidewalks, with multiple options for getting around, including by transit and bike.

An integrated and connected system with multiple alternatives for traveling within the community will help keep traffic flowing and alleviate congestion on roadways. Options should apply not only in terms of offering different modes of transportation, but also in offering multiple travel routes and choices on the roadway system. Providing such options and enhancing mobility will also require promotion of development patterns that encourage alternative land uses and shorter trips (i.e., mixed use developments and compatible commercial uses within close proximity to neighborhoods). The transportation system has a strong influence on the type and quality of growth and should, therefore, be closely coordinated with the community's overall land use goals and policies.

THOROUGHFARE PLAN



Purpose

The purpose of Sherman Thoroughfare Plan is to identify and address key transportation issues in the community and make recommendations to help improve mobility in the area and accommodate anticipated growth. Additionally, included in this Thoroughfare Plan is a map that can be used by City staff, the Planning & Zoning Commission, and City Council to address necessary thoroughfare connections and extensions as new development occurs.

Issues and Opportunities

Ensuring a Well Connected and Safe Mobility Network

A well-managed and maintained transportation system is important in ensuring a safe system that is enjoyed by all users. While building new roadways or widening existing ones is often important in addressing existing and future traffic needs, maintenance of what is already there is equally important and should require the continued attention of City government. With limited financial resources, roadway and other transportation improvements should be carefully balanced with basic maintenance of the existing systems of travel.

Additionally, corridors in the older parts of town have deteriorated over time and are in need of repair. Some of this deterioration is inherent to the aging streets and is simply indicative of the need for continued maintenance. In other situations, infrastructure (sidewalks, intersection controls, crosswalks, etc.) was never installed along City streets, and need to be constructed.



THOROUGHFARE PLAN

Accommodating Greater Walking and Biking Opportunities

Bicycle and pedestrian facilities add to the quality of life of the community and help create a cohesive environment that is interconnected through roadways and through a system of bike lanes, trails, and sidewalks. In addition to their practical function of getting people to their destinations; pedestrian and bicycle facilities can help meet some of the recreational needs in the community. Currently, the private automobile is the primary form of transportation for most individuals in the Sherman area. However, with an aging population and the presence of Austin College, opportunities exist for providing and accommodating alternative modes of transportation including bike and pedestrian facilities.

In 2014, the Sherman-Denison Metropolitan Planning Organization (SDMPO) adopted a regional Bike and Pedestrian Plan to help improve multi-modal connections within and between the cities of Sherman and Denison. Specific corridors were identified within Sherman to implement a further study of bike infrastructure throughout Sherman.



Expanding the Road Network While Maintaining Small Town Character

In order to maintain a high quality of life for residents and remain competitive, local and regional transportation improvements will be necessary. Mobility system expansion is inherent

to population growth. This growth, however, does not need to come solely at the expense of the City budget and loss of neighborhood character. Efforts can be made to ensure that new roads are properly planned and executed. Future linkages can largely fail or succeed before the initial construction begins since so much of the thoroughfare network potential is derived from long-term, right-of-way planning and acquisition.

Another major issue in street expansion is the physical design of the corridor and the infrastructure elements present in the right-of-way. The majority of the City's older residential



THOROUGHFARE PLAN



areas are on a grid system providing good connectivity within and through neighborhoods. However, newer neighborhoods to the north and northwest have been designed with a curvilinear street pattern, cul-de-sacs, and, often, one point of entry/exit. While this pattern is desirable by residents for reasons of safety and aesthetics, concerns are typically raised regarding connectivity. As new subdivisions are developed, plans should be made for adequate connectivity within and between neighborhoods. Likewise, new subdivisions and commercial centers should be developed in a manner that allows multiple transportation options. It is not sufficient to simply designate where new corridors will expand. A well-designed, multi-modal corridor can be a boost to a neighborhood, while a poorly designed street can act as a deterrent to community growth and character.

Expanding and Enhancing Public Transportation Services

For many, the car will remain the only viable form of transportation, but resources for transit service must also be prioritized to serve the current transportation needs of the region's diverse population, as well as to respond to shifting demographics and generational priorities. There are many people who cannot, or who desire not to, use a car every day. The younger segment of the population are increasingly seeking safe and efficient alternatives to driving, while the growing retired and elderly population may need to rely on transportation alternatives.

Allowing residents to use additional public transportation options from their homes to employment and shopping centers, schools, and places of leisure in an efficient and safe manner is essential to local quality of life in Sherman. As the population ages and gasoline prices increase, ensuring availability of alternative transportation options will be important in enhancing local mobility. Likewise, given limited resources and constraints to solely funding routes through the City, maximizing partnerships will be important as an implementation strategy in the long term for any transit service.



THOROUGHFARE PLAN



How it Should be Used

The Thoroughfare Plan should be used by City Staff, the Planning & Zoning Commission, and City Council in securing needed rights-of-way as development occurs in the community. Displayed in **Map 1, Thoroughfare Plan**, are proposed general alignments for the extension of existing collector and arterial roadways and planned new roadways.

It is important to note that the actual alignments of these roadways will likely vary somewhat from this plan and will be determined through the subdivision development process and the preliminary engineering phase of construction. Slight modifications to facility locations, such as a shift of an alignment several hundred feet one way or another or changes in roadway curvature are warranted and accepted as long as the intent of the Thoroughfare Plan to provide system connectivity and appropriate types of facilities is not compromised. As development occurs alignment studies will probably be needed to determine the exact location of roadways, keeping in mind the overall purpose and intent of the Thoroughfare Plan and the alignments shown on it.

The plan does not show future local streets because they function principally to provide access to individual sites and parcels and these future alignments will, therefore, vary depending upon individual land development plans. Local street alignment should be determined by the City in conjunction with land owners as part of the subdivision development process. Likewise, collectors are required with new development, but are not shown in all places on the Thoroughfare Plan – particularly in the far outlying areas of the ETJ - since their alignments will depend on the surrounding street system and the layout and density of development. They are, nevertheless, vital to an efficient and viable transportation network and must not be overlooked during the subdivision development review process. Collectors should be aligned to connect arterial streets with other collectors and local streets.

THOROUGHFARE PLAN



City of Sherman 2040 Thoroughfare Plan

The Thoroughfare Plan is a long range plan that identifies the location and type of roadway facilities that are needed to meet projected long term growth within the area. The Thoroughfare Plan is not a list of construction projects but rather serves as a tool to facilitate the preservation of future corridors for transportation system development, as the need arises. Many of the proposed arterial and collector streets identified on the thoroughfare plan, especially in the ETJ, will likely not be needed or constructed within the next 20 or 30 years. However, one of the purposes of the thoroughfare plan is to preserve needed roadway alignments (even if they will not be needed in the immediate future) so that as development occurs in the future, the City will have the ability to develop appropriately sized transportation facilities to serve the needs of the community at that time.

The City's Thoroughfare Plan is designed to provide for future travel needs by ensuring orderly development of the street system, including the extension and improvement of existing streets, as well as planned future roadways. The purpose and importance of the Thoroughfare Plan is to ensure that adequate rights-of-way are preserved with a general alignment and sufficient width to allow for efficient expansion and improvement of the street system. In addition, it is designed to provide opportunities for other transportation modes so as not to place a fiscal burden on the community to fund extensive road improvements, which, in turn, require long term maintenance.

Displayed in **Map 1, Thoroughfare Plan**, are the proposed general alignments for the extension of existing collector and arterial roadways and planned new roadways.

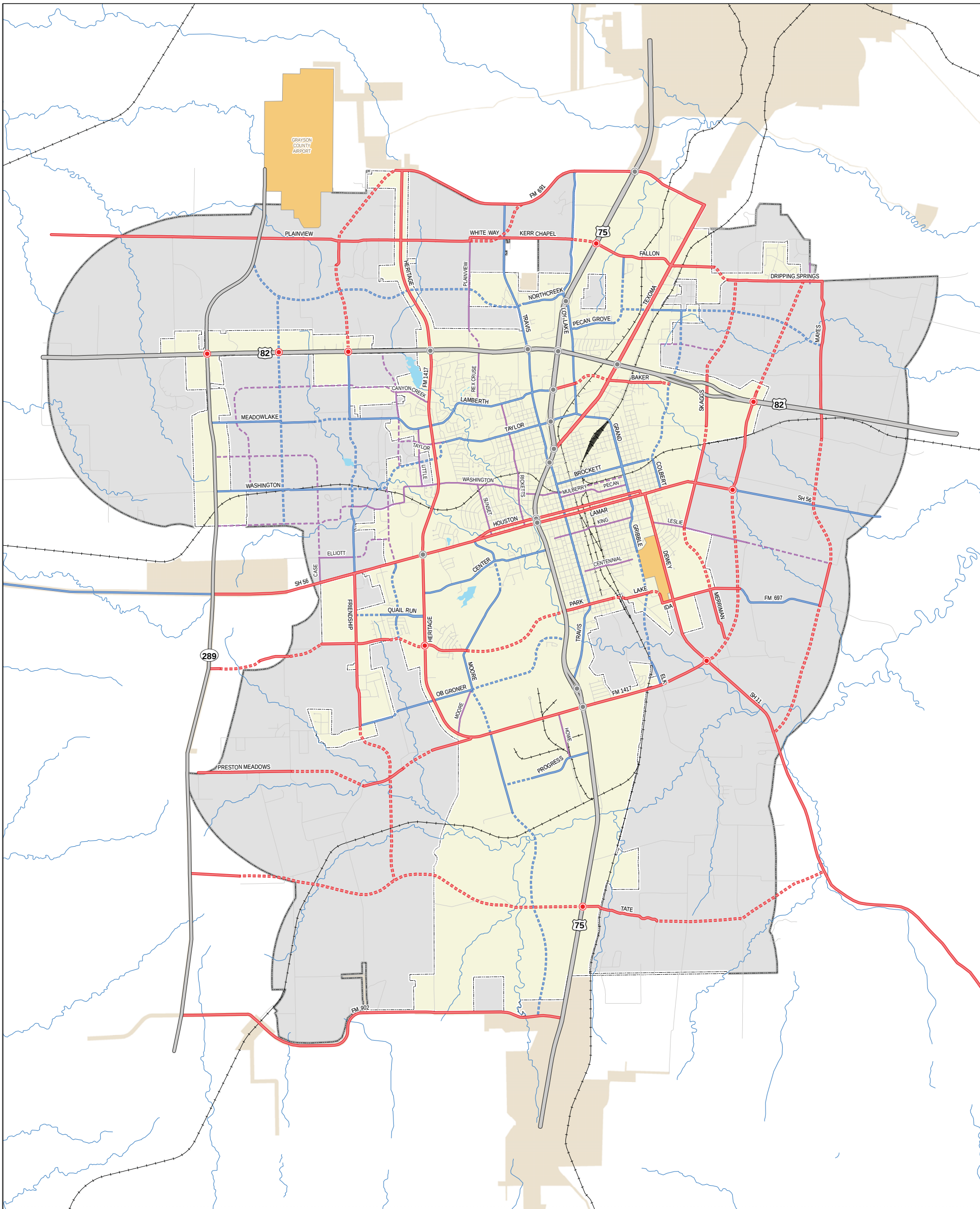
Legal Authority

Under the provisions of Article XI, Section 5 of the Texas Constitution and Title 7, Chapter 212 of the Texas Local Government Code, the City of Sherman can require that development plans and subdivision plats conform to "...the general plan of the municipality and its current and future streets..." and "...the general plan for extension of the municipality and its roads, streets, and public highways within the municipality and its extraterritorial jurisdiction."

Requirements for right-of-way dedication and construction of street improvements apply to all subdivision of land within the City's incorporated area and its extra-territorial jurisdiction. In accordance with the Texas Local Government Code, the City has adopted rules governing plats and subdivision of land within the municipality's jurisdiction, and, by ordinance, those rules have also been extended to the City's ETJ.

THOROUGHFARE PLAN

NOVEMBER 2015



Legend

- | | | | |
|------------------|-------------------------|---------------------|---------------------|
| Regional Freeway | Major Arterial Proposed | Interchanges | Airport |
| Major Arterial | Minor Arterial Proposed | Existing | Lakes |
| Minor Arterial | Collector Proposed | Proposed | Sherman City Limits |
| Collector | Local Street | Railroad | Sherman ETJ |
| | | Water | Other Cities |



0 0.5 1 2 3 4 Miles

Sherman
CLASSIC TOWN. BROAD HORIZON.

Functional Classification

An effective transportation system is comprised of a network of roadways each with its own designation, function and capacity within the overall system. Each street segment contributes to the interconnectivity of the network. Therefore, for a network to operate efficiently, it is essential for there to be a complete network of roadways designed in a hierarchy from highways, to arterial and collector streets, to the local street network. Each link is intended to function according to its design capacity, in effect, distributing traffic from the lowest design classification – local streets – to the highest functional classification—highway or expressway. Connectivity is a key to providing an efficient, safe, and convenient roadway network for vehicular traffic. Characteristics of the City's functional classification system as shown on the Thoroughfare Plan map are summarized in the **Table 1**.

Criterion	Regional	Arterials	Collectors	Local Streets
<i>Functional Role</i>	Entirely through traffic movement with no direct access to property.	Mobility is primary, access is secondary. Connects Freeways and other Arterials	Collects traffic destined for the Arterial network. Connects Arterials to Local Streets.	Access is primary. Little through movement.
<i>Roadway Continuity</i>	Inter-city, regional, and interstate.	Connects Freeways to lower class roadways. Connects major activity centers.	Continuous between Arterials. May extend across Arterials	Discontinuous. Connects to Collectors.
<i>Roadway Length</i>	Usually more than 5 miles	Usually more than 5 miles	Varies from roughly one-half mile to 2 miles	Generally less than 1 mile
<i>Traffic Volumes</i>	40,000+ VPD	15,000 to 45,000 VPD	1,000 to 15,000 VPD	100 to 5,000 VPD
<i>Desirable Spacing</i>	5 miles or more	2 miles or more	Generally one-quarter to one-half mile	Varies with block length (at least 125 feet between)
<i>Posted Speed</i>	55 to 75 mph	40 to 55 mph	30 to 35 mph	20 to 30 mph
<i>Access</i>	Controlled access. Grade separated interchanges and frontage/service roads.	Intersects with all roadways. Restricted driveway access.	Intersects with Arterials and Local Streets. Driveways limited.	Intersects with Collectors and Arterials. Driveways permitted.
<i>On-Street Parking</i>	Prohibited	Restricted	Normally permitted	Permitted
<i>Community Relationship</i>	Defines neighborhood boundaries	Defines neighborhood boundaries	Internal and traverses neighborhood boundaries	Internal
<i>Through Truck Routes</i>	Yes	Yes	No	No
<i>Bikeways</i>	No	Limited	Yes	Yes
<i>Sidewalks</i>	No	Yes	Yes	Yes

Table 1, Functional Classification Criteria

THOROUGHFARE PLAN



A functional roadway system facilitates a progressive transition in handling traffic from the provision of access to the provision of movement. Freeway and arterial facilities are at one end of the spectrum, primarily providing the function of moving vehicles. Collector and local streets are at the opposite end of the spectrum, providing access to property. To enable streets and highways to accomplish their intended function, the planning and design of the facilities should consider those elements that support their functional role.

Roadway Design Standards

This section describes existing and proposed roadway design standards associated with each of the functional classifications as shown on the Thoroughfare Plan map. Roadway design standards are located in the City of Sherman's Subdivision Ordinance and include roadway design criteria and cross sectional elements for Major Thoroughfares (arterial) and Collector and Local streets. While street classification reflects the functions that roadways serve as part of the street network, roadway design standards are related to traffic volume, design capacity, and level of service. The City's existing requirements are shown in **Table 2, Existing Roadway Design Standards**.

<i>Category*</i>	Right-of-Way	Number of Lanes	Minimum Pavement Width	Median (ft)
<i>Regional Freeway</i>	TBD	TBD	TBD	TBD
<i>Major Arterial</i>	110'	6	72'	17 raised
<i>Minor Arterial</i>	86'	4	48'	17 raised
<i>Commercial/Industrial Collector</i>	65'	2	44'	Center turn lane
<i>Residential Collector</i>	60'	2	36'	None
<i>Urban Street</i>	50'	2	30'	None
<i>Rural Street</i>	70'	2	24'	None
<i>Alleys</i>	16'	-	12'	None
*Functional Classification Categories need to be updated in the City's Subdivision Regulations.				

Table 2, Existing Roadway Design Standards

THOROUGHFARE PLAN



In the administration and enforcement of the Thoroughfare Plan, unique situations will occasionally arise where physical conditions in certain areas conflict with the need for widening of designated thoroughfares to the planned right-of-way width and roadway cross section. Such special circumstances require a degree of flexibility and adaptability in the implementation of the plan. Acceptable minimum design criteria and special roadway cross sections may have to be applied in constrained areas where existing conditions limit the ability to meet desirable standards. Special roadway cross sections should be determined on a case-by-case basis when a unique design is necessary, and these exceptions should be subject to approval by the City Engineer. Otherwise, standard roadway cross sections should be used in all newly developing areas and, whenever possible, in existing developed areas.

Arterial Streets

Arterial streets form an interconnecting network for broad movement of traffic. Although they usually represent only five to 10 percent of the total roadway network, arterials typically accommodate between 30 and 40 percent of an area's travel volume. Since traffic movement, not land access, is the primary function of arterial, access management is essential to avoid traffic congestion and delays caused by turning movements for vehicles entering and exiting driveways. Likewise, intersections of arterials with other public streets and private access drives should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 miles per hour.



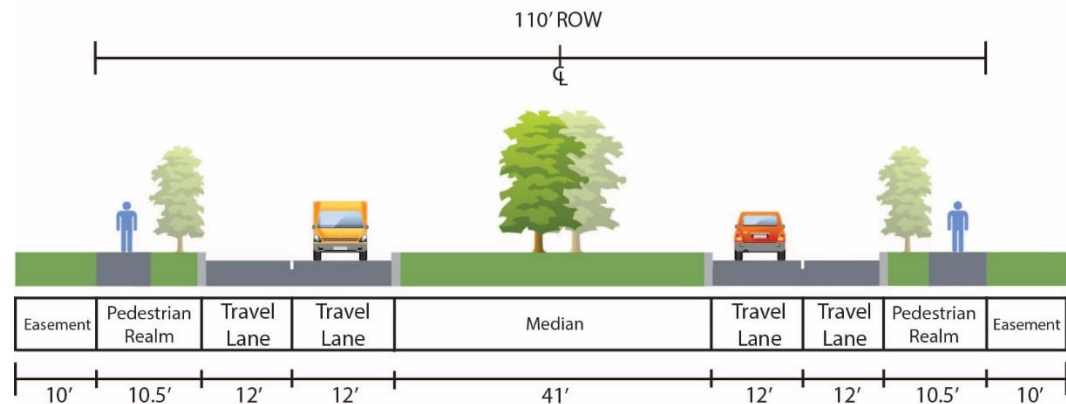
There are two different types of arterial streets identified in the Sherman Thoroughfare Plan, Major Arterials and Minor Arterials. Although the purpose of each of these facilities does not vary, the right-of-way required and the number of lanes proposed does differ.

THOROUGHFARE PLAN

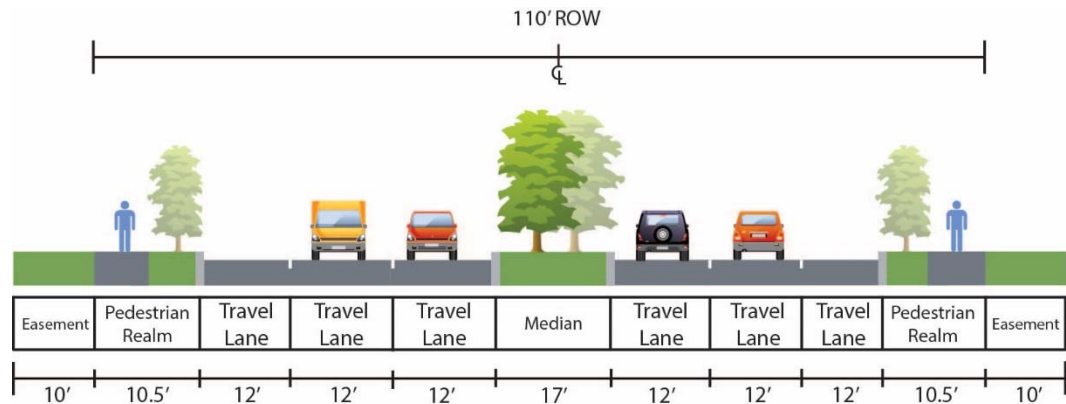
Major Arterials

Major Arterials focus on moving regional traffic. These types of thoroughfares typically carry the highest amounts of traffic and also have the highest speeds depending on the context environment. The number of lanes range from four (4) to six (6) depending on the current and future demands and the potential development.

For thoroughfares only requiring four (4) lanes of travel, additional space is preserved in the median to provide the expansion to six (6) lanes if needed. The typical cross section for this street type is shown below.



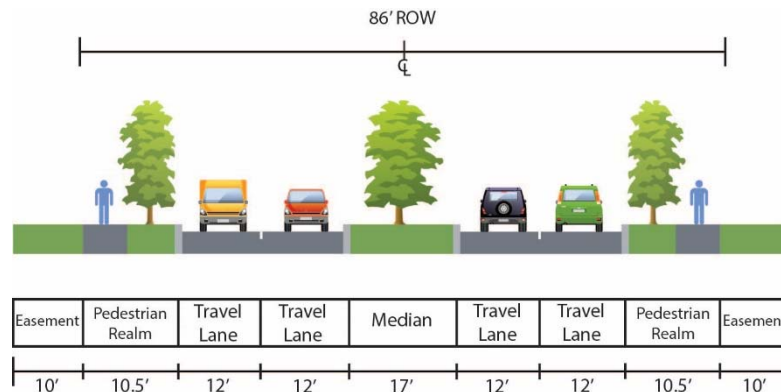
Major Arterial – 4 Lanes



Major Arterial – 6 Lanes

Minor Arterials

Minor Arterials focus on moving intra-regional traffic. These types of thoroughfares carry high volumes of traffic and also have relatively high speeds as well. The number of lanes for a Minor Arterial are four (4) based on either the current or the future demands and the potential development. Center turn lanes may be incorporated in areas that access is required, but raised medians are preferred. The typical cross section for this street type is shown below.



Minor Arterial – 4 Lanes

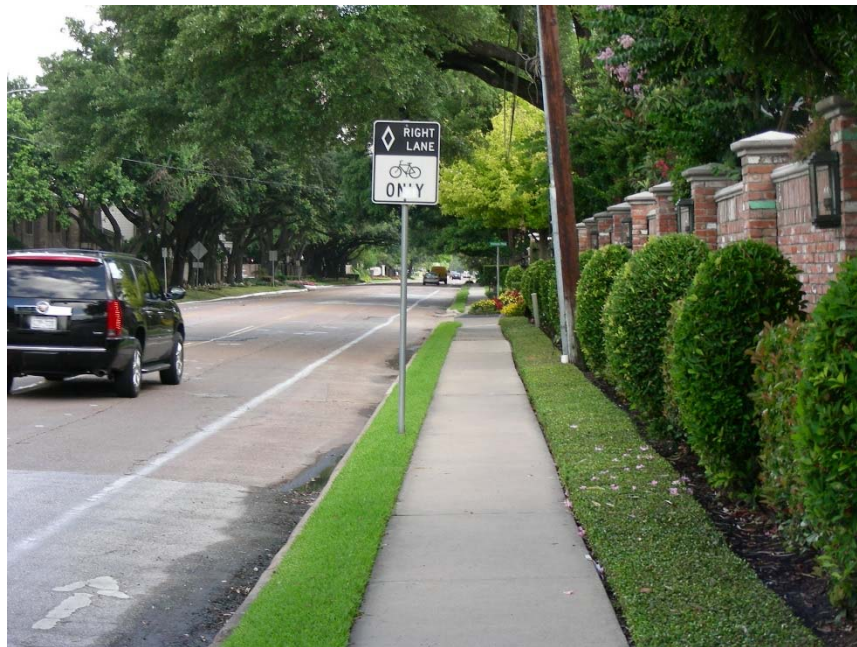


THOROUGHFARE PLAN



Collector Streets

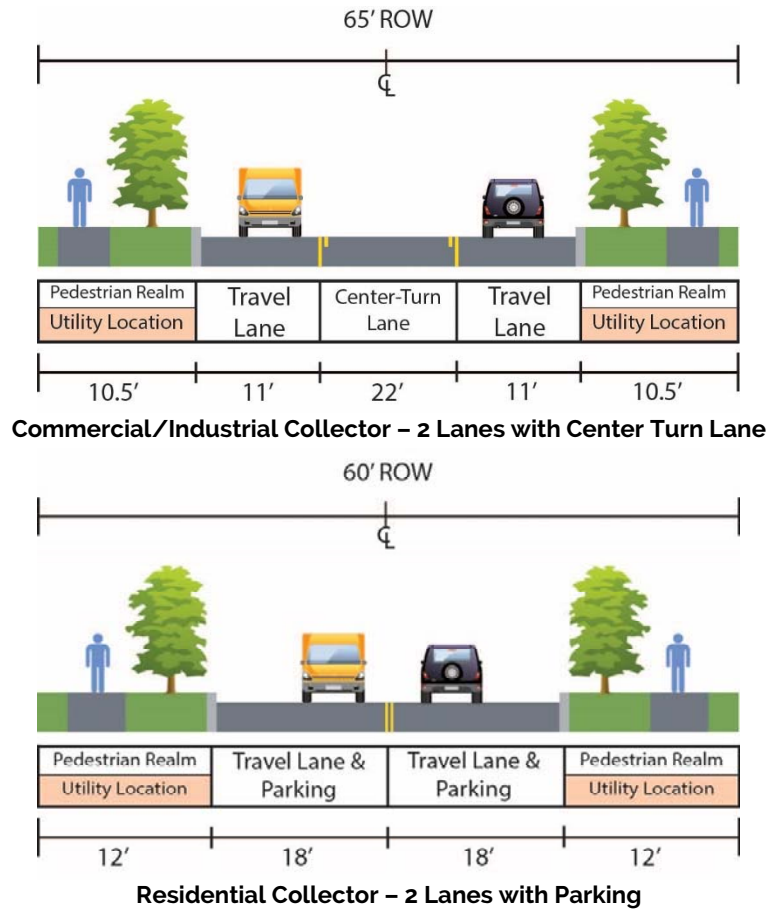
Subdivision street layout plans, commercial and industrial districts must include collector streets in order to provide efficient traffic ingress/egress and circulation. Since collectors generally carry higher traffic volumes than local streets, they require a wider roadway cross section and added lanes at intersections with arterial streets to provide adequate capacity for both through traffic and turning movements. However, since speeds are slower and more turn movements are expected on collectors versus arterials, a higher speed differential and much closer intersection/access spacing can be used than on arterials. Collectors typically make up about five to 10 percent of the total street system.



There are two types of collectors in the City of Sherman to accommodate the needs of the surrounding land uses. Residential collectors serve the transportation needs of surrounding neighborhoods. These neighborhoods can vary in housing types, but have limited commercial activity including retail or office uses. In contrast, the commercial/industrial collector serves uses related to industrial and commercial traffic. The introduction of the center turn lane provides opportunities to improve traffic flow in areas that have multiple driveway locations and high levels of turning traffic.

The typical cross sections for this street type are shown below.

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Local Streets

Local streets allow direct property access within residential, commercial and rural areas. Through traffic and excessive speeds should be discouraged by using appropriate geometric designs, traffic control devices, and traffic calming techniques. Local streets typically comprise about 65 to 80 percent of the total street system.

Urban Streets

The current Sherman standard for an urban street is a right-of-way width of 50 feet and a pavement width of 30 feet. However, these standards do not account for situations where less lane width may be acceptable due to lower density and fewer trips generated. As a result, there is more pavement width than necessary in some cases, which adds to development costs, occupies additional space (thereby reducing development efficiency), often encourages speeding, and results in increased impervious surface and, hence, storm water runoff.

Therefore, this plan proposes alternative street cross sections be developed where the standard pavement width is not warranted (based upon such performance characteristics as type of access, number of dwelling units served, and the units' average frontage dimensions).

THOROUGHFARE PLAN



Narrower streets encourage reduced travel speeds, an increased distance between the street and sidewalk, and a wider streetscape. Where appropriate, allowing for a reduced pavement width would make providing sidewalks and/or trails more attractive and cost effective to a developer. However, a local street with a narrower lane width would be limited to developments with fewer, larger lots taking access onto the local street. Onstreet parking would not be allowed on the narrower street width, but would be allowed on one side of the typical 30-foot street section. Such parking restrictions necessitate review of lot sizes, setbacks, and on-lot parking provisions. These pavement widths are designed to carry immediate local traffic effectively, still be sufficient to accommodate fire apparatus, and yet be an appropriate width to accomplish neighborhood traffic calming.



Rural Streets

Another option for estate and rural development is consideration of roads without sidewalks or curb and gutter. This permits the development to maintain the look and feel of a rural area, and would not provide the drainage system offered with roads that utilize curbs and gutters. In this type of development, significant green space and an interior trail system would be necessary to compensate for the loss of sidewalks. Pavement width could be reduced to 24 feet, while the right-of-way requirement would remain at 70 feet to account for the space required for open or covered ditches.

THOROUGHFARE PLAN



Requirements and Standards

This section outlines criteria for certain characteristics of street and land development. These criteria supplement or expand upon the design standards of the City's subdivision regulations, providing further policy support for such provisions. These policies should be applied through ordinance provisions to ensure proper implementation.

- **Location and alignment of thoroughfares.** The general location and alignment of thoroughfares must be in conformance with the Thoroughfare Plan, as currently expressed in the City's subdivision regulations. Subdivision plats should provide for dedication of needed rights-of-way for thoroughfares within or bordering the subdivision. Any major changes in thoroughfare alignment that are inconsistent with the plan should require the approval of the City's Planning & Zoning Commission through a public hearing process. A major change would include any proposal that involves the addition or deletion of established thoroughfare designations or changes in the planned general alignment of thoroughfares that would affect parcels of land beyond the specific tract in question.
- **Location and alignment of collectors.** Generally, to adequately serve their role to collect traffic from local streets and distribute it to the arterial street system, collectors should be placed between arterial streets, with a spacing of approximately one - quarter to one - half mile. Collectors must be shown on all proposed subdivisions of land consistent with the Thoroughfare Plan. In cases where a collector is not shown on the plan, but is warranted due to development density and projected traffic volumes, it is also required and must be shown on the proposed plat.
- **Roadway continuity.** To maximize mobility, it is essential that collector streets traverse adjacent neighborhoods to provide access and circulation not only within, but also between neighborhoods. Collector streets should generally connect bounding arterials, rather than allowing developments to design a street system with limited or no points of ingress/egress other than the primary entrance(s) to the development. Rather than allowing waivers of this requirement, the subdivision regulations should identify warrants and criteria for exemption.
- **Right-of-way and pavement width.** The pavement and right-of-way width for thoroughfares must conform to minimum standards unless a waiver is granted using formalized criteria. Properties proposed for subdivisions that include or are bordered by an existing thoroughfare with insufficient right-of-way width should be required to dedicate land to compensate for any right-of-way deficiency. When a new thoroughfare extension is proposed to connect with an existing thoroughfare that has a narrower right-of-way, a transitional area must be provided. Sherman's current practice is that of a street escrow program

THOROUGHFARE PLAN



whereby funds for street construction are held in escrow until such time as widening of the complete street section is warranted due to development.

- **Continuation and projection of streets.** In accordance with the policies and recommendations of this plan, existing streets in adjacent developed areas should be continued. When an adjacent area is undeveloped, the street layout must provide for future projection and continuation of streets into the undeveloped area. In particular, the arrangement of streets in a new subdivision must provide for continuation of right - of - way for the principal existing streets in adjoining areas - or where new public streets will eventually be necessary on adjacent properties that have not yet been subdivided. Where adjacent land is undeveloped, stub streets must include a temporary turnaround to accommodate fire apparatus.
- **Location of street intersections.** New intersections of subdivision streets with existing thoroughfares within or bordering the subdivision should be planned to align with existing intersections to avoid creation of off-set or “jogged” intersections and to provide for continuity of existing streets, especially collector and arterial streets.
- **Angle of intersection.** The angle of intersection for street intersections should be as nearly at a right angle as possible. Corner cutbacks or radii should be required at the acute corner of the right-of-way line to provide adequate sight distance at intersections.
- **Offset intersections.** The standard for offset or “jogged” street intersections should be a minimum of 150 feet (200 feet for collectors) between the centerlines of the intersecting streets.
- **Cul-de-sacs.** Through streets and tee-intersections are preferable to cul-de-sacs. Care should be taken so as not to over utilize cul-de-sacs, which limits through access, restricts pedestrian circulation, increases emergency response times, and confuses motorists. When cul-de-sacs are used, they should have a maximum length of not more than 500 feet measured from the connecting street centerline to the center point of the cul-de-sac bulb. Pavement diameter of the cul-de-sac bulb in a residential area should be 100 feet with a back of curb radius of 31 feet. A commercial or industrial cul-de-sac bulb, preferably with an island, should have a diameter of not less 200 feet.
- **Residential lots fronting on arterials.** Subdivision layout must avoid the creation of residential lots fronting on arterials with direct driveway access to the arterial street. Lots should be accessed from local streets within or bordering the subdivision or an auxiliary street designed to accommodate driveway traffic. Current City practices already discourage this frontage design since subdivisions are required to pay for the street improvements. Thus, there is a fiscal incentive for developers not to allow individual residences to take access from an arterial street.

THOROUGHFARE PLAN



- **Residential lots fronting on collectors.** Subdivision layout must avoid the arrangement of lots to access major collector streets and, to the maximum practicable extent, minimize access to minor collector streets, particularly within 150 feet of an intersection.
- **Geometric design standards and guidelines.** Other requirements and guidelines for the geometric design of thoroughfares and public streets should be provided in the City's subdivision regulations and standard specifications. This includes special provisions for lot width and building setbacks on corner lots to preserve sight distances at adjacent intersections. It is in the best interest of the applicant and the City that these street standards are spelled out in the subdivision ordinance or reference another available resource. Appropriately designed streets will shorten the length of time necessary for review, thus allowing the Planning & Zoning Commission and the applicant to spend less time redrafting and reviewing.

Bicycle and Pedestrian System

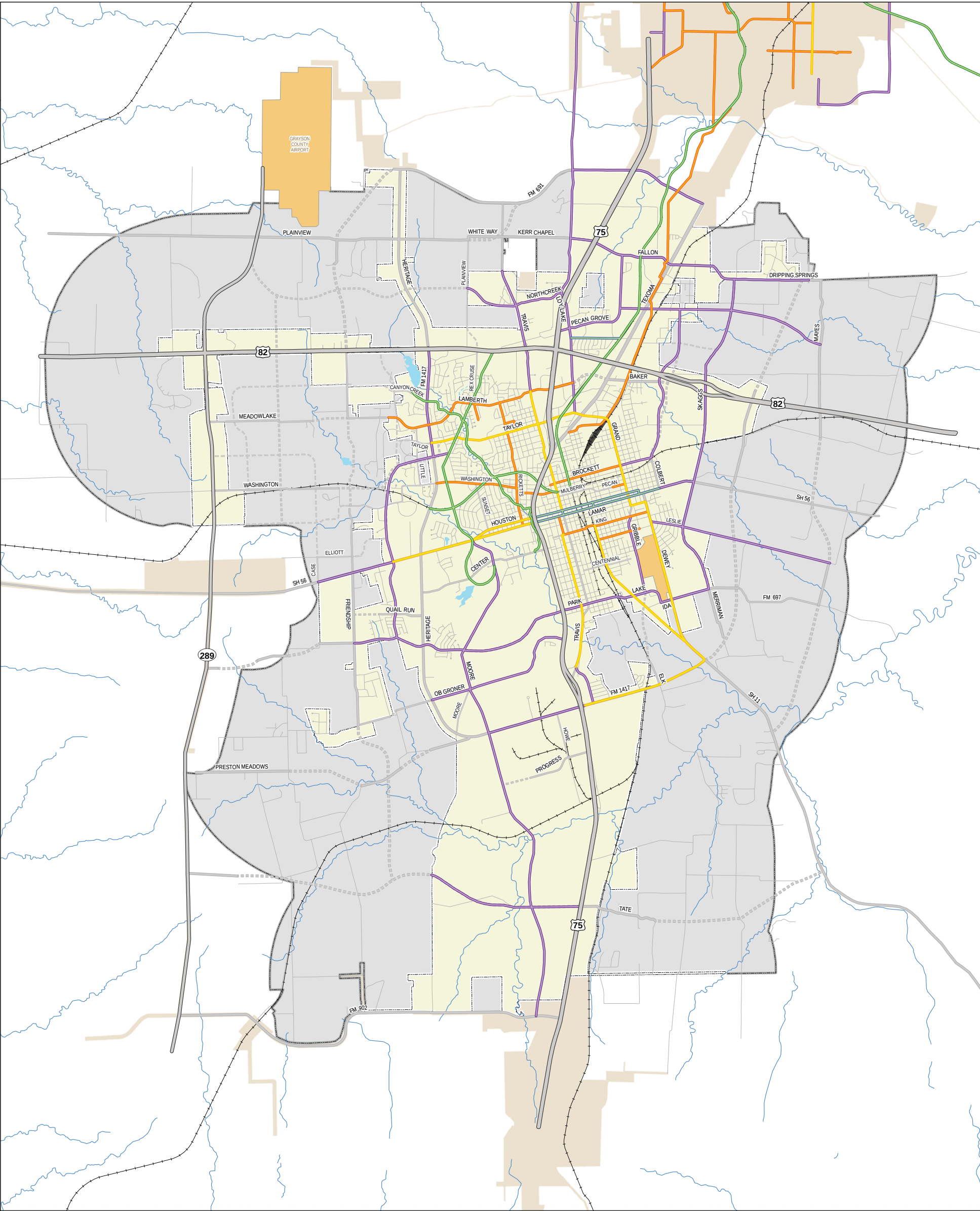
Bicycling and walking are increasingly popular alternatives to driving automobiles for trips under 3 miles where dedicated facilities have been implemented. These short trips make up a majority of travel distances for most in-town dwellers. The City of Sherman consists of both traditional established neighborhoods as well as more recently developed communities within and out to the fringes of their city limits.

Sherman has local destinations that could easily be accessed by bicycle and pedestrian facilities – considered "active transportation." These destinations include but are not limited to work places, shopping centers, school campuses, libraries, entertainment, parks and recreation facilities. Evidence exists that more recent developments have better incorporated these alternative modes; but, so far, most are disconnected from any citywide system, and not yet fully functional as active transportation corridors.

In 2014, the SDMPO adopted the regional Bicycle and Pedestrian Plan (BPP) which considers non-motorized alternative transportation connections throughout Sherman. The BPP Plan identifies corridors that would be suitable for different types of bicycle facilities including bike lanes, bike routes and corridors that need further study. **Map 2 – Priority Transportation Alternative Candidates** identifies the potential bike corridors in the City of Sherman.

As thoroughfares are built or reconstructed in the City of Sherman, the potential bike corridors map should be considered in the accommodation of multi-modal trips along the thoroughfare.

SDMPO BIKE & PEDESTRIAN PLAN



Legend

Bikeway Candidates

On-Street

- Bike Lane
- Bike Route
- Consider Further Study

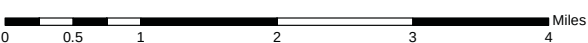
Bikeway Candidates

Off-Street

- Shared Use Trail
- Shared Use Sidepath

- Railroad
- Water
- Airport
- Lakes

- Sherman City Limits
- Sherman ETJ
- Other Cities



THOROUGHFARE PLAN



Plan Implementation

Implementation of thoroughfare system improvements will occur in stages over time as Sherman grows and, over many years, builds toward the ultimate thoroughfare network shown by the Thoroughfare Plan. The fact that a future thoroughfare is shown on the plan does not represent a commitment to a specific timeframe for construction or that the City— or other jurisdiction—will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies, including the City, Grayson County, and/or the Texas Department of Transportation (TxDOT), as well as private developers and land owners for sections of roadways located within or adjacent to their property. Road construction can be implemented by individual entities or in partnership.



The City, County, and TxDOT, as well as residents, land owners, and subdividers, can utilize the Thoroughfare Plan in making decisions relating to planning, coordination, and programming of future land development and transportation improvements. Review of preliminary and final plats for proposed subdivisions in accordance with the City's subdivision regulations should include consideration of compliance with the Thoroughfare Plan. This will ensure the consistency and availability of sufficient rights-of-way for the general roadway alignments shown on the plan. It is particularly important to provide for continuous roadways and through connections between developments to ensure mobility and emergency access. By identifying thoroughfare locations where rights-of-way are needed, land owners and subdividers can consider the roadways in their subdivision planning, dedication of public rights-of-way, and provision of setbacks for new buildings, utility lines, and other improvements located along the right-of-way for existing or planned thoroughfares.



Goals, Objectives, and Action Recommendations

The following goals, objectives, and recommended actions were formulated to specifically address the issues and needs outlined above. The goals reflect the overall vision of the community, which may be achieved through the objectives and by acting on the recommendations. It is important to note that these are also general statements of policy that may be cited when reviewing development proposals and used in making important community investment decisions regarding the provision and timing of facilities and services.

GOAL 4.1: A safe and wellmaintained roadway system in Sherman.

Improve existing roadway conditions through local infrastructure maintenance and retrofitting.

1. Stripe roadways, seal-coat or overlay those needing surface improvement, and install and/or improve underground or ditch drainage systems.
2. In conjunction with road rehabilitation or other public improvement projects, construct or reconstruct sidewalks where they do not exist or are in poor condition (particularly adjacent to schools, parks, public buildings, and the college).
3. Provide regular maintenance on pedestrian amenities including crosswalks and signals, replacing obsolete traffic signs and synchronizing traffic signals.
4. Rehabilitate streets where railroad tracks have been removed.
5. Seek future funding sources for local transportation improvements, such as the current Enhanced Thoroughfare Network initiative.

Pursue multimodal safety improvements in existing and planned corridors.

6. Ensure connectivity of the road network for effective police and emergency response.
7. Provide more locations for cyclists and pedestrians to cross the major corridors.
8. Focus particularly on the safety of school children on bike and on foot.
9. Take appropriate steps to enhance safety in school vicinities given traffic and vehicle queuing related to parent pick-up and drop-off.
10. Separate or buffer cyclists and pedestrians from vehicular traffic whenever possible.
11. Implement neighborhood traffic calming measures, as appropriate, to reduce speeding and cut-through traffic (e.g., in the high school vicinity).
12. Pursue access management policies and regulations to reduce conflict points and enhance traffic flow and safety on major roads.
13. Make physical improvements, where appropriate, to enhance safety (e.g., intersection redesign, new or upgraded signalization, new/improved street lighting).

THOROUGHFARE PLAN



14. Study and regulate on-street parking in locations where it reduces visibility for motorists (e.g., certain locations along Grand Avenue).
15. Monitor the visibility of traffic control and directional signage.
16. Target traffic enforcement efforts to areas of particular concern for safety.
17. Take appropriate steps, in coordination with railroad companies, to improve safety at busy railroad crossings. Install railroad crossing arms at all road intersections with the railroad. To enhance safety, applicable pavement markings and signage should also be installed. Long-term safety and congestion solutions may include the possibility of additional railroad under/overpasses at the most significant locations.

GOAL 4.2: Expanded opportunities for walking and bicycling.

Fund necessary infrastructure and facilities to promote alternative transportation modes.

1. Determine appropriate requirements for sidewalk installation with new development and street construction/rehabilitation.
2. Install bicycle racks at key locations and buildings throughout the community.
3. Consider using abandoned railroad right-of-way for trail development.
4. Clarify the City's role relative to private property owners for sidewalk maintenance and repair and the potential need for maintenance standards to ensure consistency.
5. Complete a community-wide sidewalk inventory to highlight gaps in the existing sidewalk system, areas with no sidewalks at all, areas where sidewalks are in need of repair or replacement, and areas with the most substantial pedestrian activity where sidewalks are most needed. The City along with SISD should also submit a grant proposal to the Texas Safe Routes to School (SR2S) program to secure external funding support.
6. Continue to enhance wheelchair mobility as streets, intersections, and sidewalks are reconstructed.
7. Consider identifying possible roadways appropriate for bike lanes. Many of the City's roadways are currently wide enough to accommodate bike lanes without the need for additional right-of-way acquisition or street widening.

Increase multi-modal options at the sitespecific level by making Downtown and large commercial developments more accessible for pedestrians and cyclists.

8. Prioritize intersections in the community that are heavily used by pedestrians and implement safety improvements at these intersections. Intersections should be prioritized based on use and pedestrian risk. Improvements could include walk overs; installing accessible ramps for persons with disabilities; marked, signed, and/or signaled pedestrian crossings; and pedestrian-actuated signal detectors. Examples of intersections that are in need of pedestrian

THOROUGHFARE PLAN



improvements include Lamar/Travis, Lamar/Crockett, Houston/Crockett, Travis/Brockett, and Travis/Mulberry.

9. Target pedestrian/bicycle improvements at key locations within the community including around the Downtown area and around schools, parks, and other public places.
10. Coordinate with Austin College to address the particular parking, mobility and safety needs of College students, faculty, staff, and campus visitors.
11. Add specific pedestrian and bicycle criteria to the site plan review process when large commercial sites are proposed. These criteria may include designation of pedestrian connections to surrounding developments, internal pedestrian and bicycle circulation, bike parking locations, and parking lot safety.

Promote land use patterns that result in a more walkable community.

12. Create walkable neighborhoods as future development and redevelopment continues. Availability of nearby services and frequent destinations (school, church, restaurants, grocery store, convenience store, dry cleaners, parks, etc.) allow residents to make shorter trips on foot or by bike rather than getting in their cars and driving for every errand.
13. Allow a mix of uses in specific zoning districts so that multiple destinations can be located in close proximity to one another.

GOAL 4.3: Respect for community character with ongoing transportation system expansion.

Anticipate potential traffic congestion and safety issues with ongoing growth and development, and make or require corresponding and timely improvements, especially in locations where intensive and/or concentrated development is proposed.

1. Provide alternate travel routes within the overall road network to relieve the traffic burden on major arterials.
2. Address parking needs Downtown to support the area's accessibility and role as the commercial and civic center of a vital community.
3. Consider incorporating provisions into the City's land development regulations authorizing it to require a traffic impact analysis (TIA) study if projected traffic from a particular development site would exceed a certain established traffic generation threshold or specified development conditions (e.g., square feet of nonresidential development, number of residential units, or other site-specific factors that could trigger the need for mitigation measures along adjacent public streets or at nearby intersections).

Develop and implement street design standards that are context sensitive.

THOROUGHFARE PLAN



4. Promote neighborhood integrity through appropriate street, sidewalk, and crosswalk design, including protection of mature trees in all road construction and rehabilitation.
5. Ensure consideration of community image and aesthetics in all transportation infrastructure design.
6. Specify street cross section requirements and design standards in the subdivision ordinance. While the required right-of-way and pavement widths are currently listed, there are few details regarding the dimensions of the individual elements of the cross section (sidewalks, bike lanes, medians, landscaped easements, etc.).

Support intergovernmental efforts that result in significant regional roadway projects.

7. Advocate for U.S. 75 reconstruction to upgrade various on and off ramps to contemporary design standards that improve traffic flow and safety. Also, ensure that any improvement of U.S. 75 to interstate standards maintains the same level of accessibility to the heart of Downtown. Entrances and exits to U.S. 75 are the lifeblood of Sherman's economic engine, so any loss of accessibility could have detrimental effects upon local mobility and business operations.
8. Continue work with other agencies in the spirit of intergovernmental cooperation. For example, the State Highway 289 improvements being coordinated between the County and the State are indicative of a multi-jurisdictional venture. Similar projects involving the City and other governmental entities should be evaluated as a means for achieving transportation projects that are regional in scale.

GOAL 4.4: Enhanced and expanded public transportation options.

Investigate other public transportation initiatives that will connect Sherman with nearby communities and allow for increased economic development opportunity.

1. Explore ways the City can support expanded local transit services, especially to benefit the area's senior population and households without automobiles.
2. Consider potential transit service options to Blalock Industrial Park and Grayson Community College given their relatively remote locations. Given limited resources and the high cost of providing transit/shuttle service, the City should consider forming a partnership with the County and/or Austin College or local employers to provide a service that would be mutually beneficial to all.
3. Pursue regional commuter rail possibilities with Dallas Area Rapid Transit (DART) and other area jurisdictions as this scenario becomes more feasible for outer counties like Grayson.
4. Invest in shorter-term mobility enhancements prior to rail implementation, such as potential park-and-ride services to Collin County and other commuting destinations for Sherman and Grayson County residents.



Appendix A: Technical Analysis

The Sherman Thoroughfare Plan was developed using several tools, including the SDMP's Travel Demand Model (Model) created by TxDOT's Transportation Planning and Programming Division (TP&P). The SDMP Model utilizes TransCAD 6.0 and runs the 4-step modeling process. The travel demand model forecasts trips in the region based on a number of factors. The primary method that trips are forecasted in the region is based on future projections of population and employment. These demographic projections helped to determine how many trips are going to be produced on a daily basis and where these trips are going.

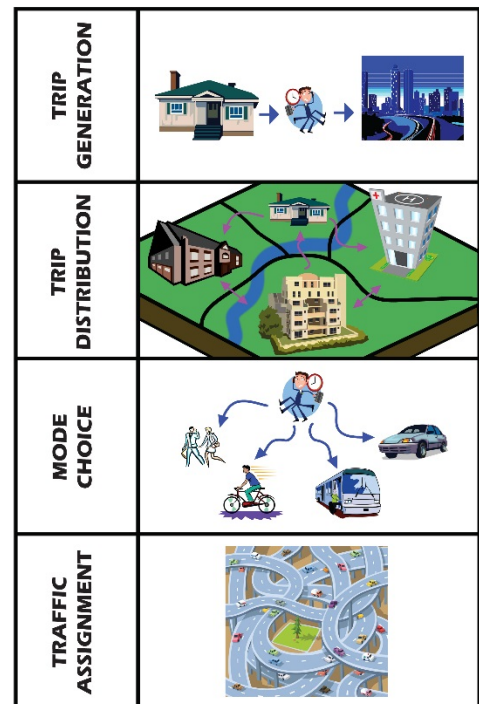
The model was used to forecast trips that people take on a daily basis within and between the cities within Grayson County. This tool is a way of forecasting future trips, not predicting them. Therefore, the data provided by the model, along with expert technical judgment, was used in tandem to develop the Thoroughfare Plan.

This Model-based analysis was used to assist in making the capacity decision-making for the thoroughfares needed to the year 2040. This includes determination of the functional class of the roadways and the number of lanes. Below is a more detailed description of how the Model functions to produce outputs to be used in the thoroughfare planning process.

Modeling Process

The Model is comprised of a series of mathematical models that simulate travel on the transportation system. The model divides the region into Traffic Analysis Zones (TAZs) which have specific demographic and land use data associated with them and are used to determine trip demand and travel patterns. The modeling process encompasses the following four primary steps:

- *Trip Generation* – the number of trips produced and attracted to a destination or zone.
- *Trip Distribution* – the estimation of the number of trips between each TAZ, i.e., where the trips are going.
- *Modal Split* – the prediction of the number of trips made by each mode of transportation between each TAZ.





- *Traffic Assignment* – the amount of travel (number of trips) that is loaded onto the transportation network through path-building and is used to determine network performance.

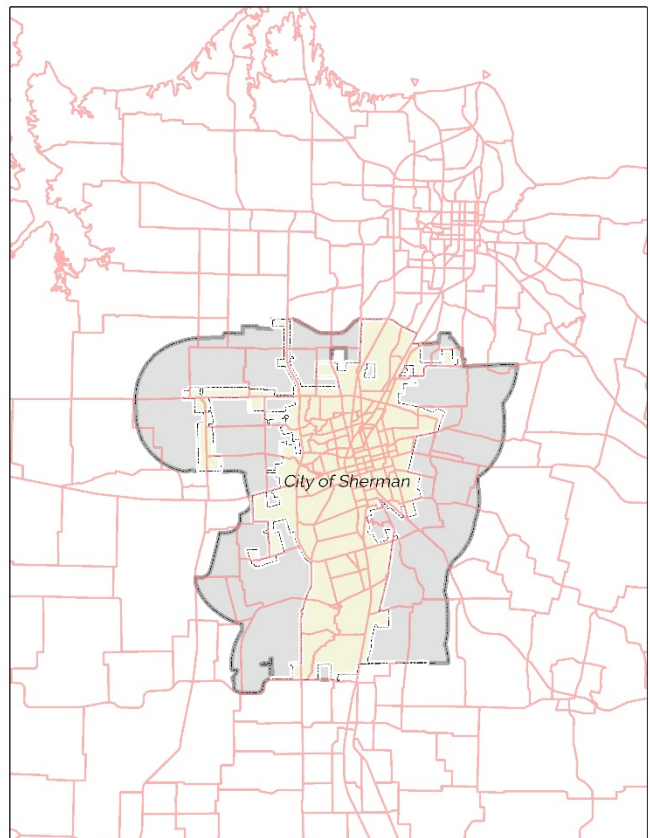
The model provides the City with an accurate tool to predict what the thoroughfare system will need to look like to accommodate future transportation needs.

Demographic Update

The foundation of all travel demand models is part demographic and part network database. It is essential that demographic data be as accurate as possible to achieve the best results. The number and type of trips are a product of demographic inputs. Population and employment data from the SDMP's 2040 Metropolitan Transportation Plan (2040 MTP) was reviewed and updated with the coordination of the City staff.

Traffic Analysis Zones

The geographic area that the SDMP model covers consists of Grayson County which is larger than the actual City of Sherman boundary. Within the county, traffic analysis zones (TAZ) are the geographic units that demographic data is assigned. The TAZ units are typically consistent with the existing roadway network. The units typically get smaller as the network grid reduces in size. There are currently 477 TAZs in the SDMP model with 24 external stations. Of those 150 of those are within the Sherman city limits and the ETJ. External stations represent the trips that are going through the region, coming into the region or leaving the region. The 501 TAZ zone structure is consistent with the base year and all future year demographic projections.





Population

The previous model base year, 2003 was updated to reflect the 2010 base year data. U.S. Census data was used for 2010 and aggregated to the TAZ geographies in the model. For the forecast years, population control totals were developed for the 2040 forecast year using Woods and Poole data. The new growth in population was distributed across the region based on local assumptions and known developments planned throughout the county.

Summary of 2010 & 2040 Demographic Data (Sherman)

Population	43,714	51,665
Households	18,514	21,892
Household Size	2.36	2.36
Median HH Income	\$35,000	\$35,000
Total Employment	25,828	34,704

Employment

Employment data is used as a means to determine where trips are ending. The base year employment data is based on information acquired from InfoUSA. The data contained address locations, NAICS information and number of employees at the location. The data was then aggregated to the TAZ and distributed based on the type of employment, basic, service, and retail.

The control totals for the forecast year of 2040 were based on a total population/employment ratio. The ratio used was based on national trends in comparing population to employment. 0.48 was used to develop the forecast year employment projections.

Future Traffic Volumes

The SDMPPO travel demand model runs a 24-hour traffic assignment, which means that the forecasted model volumes are based on daily volume projections only. Traffic volumes show the "demand" on the thoroughfare network that is produced as a result of future growth and assigned trips. The more desirable a thoroughfare is based on capacity and speeds, the higher daily volume will be produced on the road. There is a clear connection between traffic volumes and travel time in most regional travel demand models. The faster the path, the more trips it will attract. This is evident when looking at higher functional classification roadways such as Interstates, or principal arterials, which have higher speeds.



Roadway Capacity

Each individual roadway or model network link in the travel demand model has an associated capacity assigned to it. The roadway capacity is based on the functional classification, the area type (urban, suburban or rural) and the number of lanes. The roadway capacity is the "supply" of the thoroughfare network, or the amount of available daily trips that could occur along any particular segment.

Traffic Congestion

Traffic congestion is a measure or an indicator that is analyzed as part of each model run or alternative analysis. It is also known as level-of-service (LOS) or Volume-to-Capacity ratio (V/C). LOS or V/C is a tool that is used to quantify traffic congestion along specific roadways and within the entire transportation network. LOS is calculated by dividing the traffic volume by the roadway capacity (V/C). Roadways are designated as LOS A - F. LOS A represents a roadway where traffic volumes are much lower than the capacity for that roadway and LOS F represents a roadway where traffic volumes are greater than the capacity of the roadway. LOS A roadways are free flowing while LOS F roadways are extremely congested. This indicator or measure helps to balance where the demand exceeds the supply to determine if additional capacity is needed, or if the demand is much lower than the supply and the capacity can possibly be reduced.



Appendix B: Northwest Sherman Sub-Area Analysis

In 2015, the City completed a study to examine the thoroughfare connectivity in the northwest portion of the City. The study area was bounded by US 82 on the north, Travis Street on the east, Houston Street on the south and Highway 289 on the west. The SDMPO model was used to help determine future traffic conditions in this portion of the city based on different demographic scenarios. Proposed development as well as the City of Sherman future land use plan was used to help determine the demographic scenarios in the northwest.

Demographic Alternatives

For thoroughfare planning purposes, the demographic inputs typically use the City's Future Land Use Plan as the build out demographics for the model. This is different from the model analysis that the MPO conducts every 5 years. The SDMPO is required to provide analysis on a forecast year, and in this case it is 2040. The MPO uses demographic projection data from the Texas State Demographer and applies those forecast demographics across the County.

For this analysis, 5 demographic scenarios were used to help understand the traffic conditions that may occur as development expands in this portion of the City. These demographic scenarios were used as inputs into the travel demand model and each scenario was applied to the updated Sherman Thoroughfare Plan network.

Scenario 1

Scenario 1 is the base model demographic set that was used in the 2040 SDMPO model update. Minimal population and employment was projected to increase in the study area. This scenario would conclude that traffic conditions would not change substantially from the present conditions.

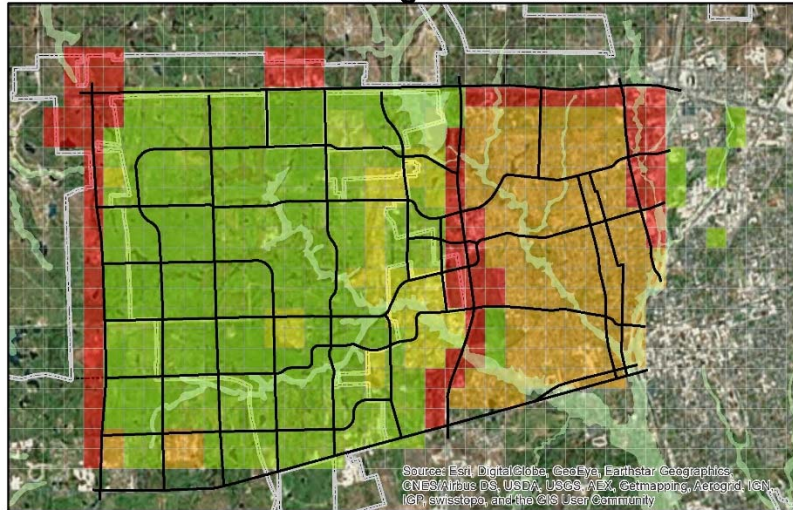
Scenario 2

Scenario 2 assumes the same demographic allocation west of FM 1417 as is found in the 2009 adopted Future Land Use Plan. The majority of the open areas in the study area would remain as agriculture land and would have minimal residential development. For this analysis, agriculture area demographics are assumed to have one household for every 10 acres.

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Scenario 2: Ag Land Use

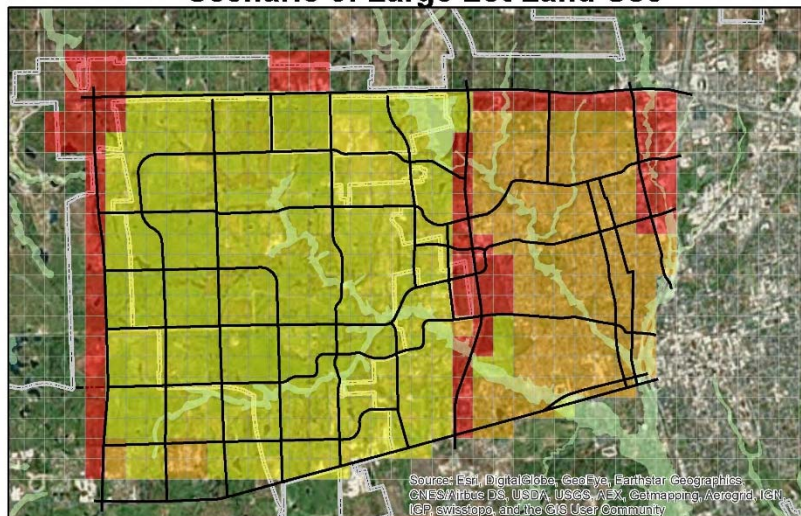


- Legend**
- Place Types**
- Agriculture
 - Commercial
 - Large-Lot
 - Small-Lot
 - Thoroughfares
 - Floodplain
 - SHERMAN, TX
 - SHERMAN, TX - ETJ

Scenario 3

For scenario 3, current development patterns of large-lot residential was extended throughout all of the undeveloped portions of the study area. This includes the area between US 82 and Hwy 56 all of the way to Hwy 289. Applying these demographic assumptions added an additional 1,600 homes in this portion of City that results in approximately 16,000 new trips being generated.

Scenario 3: Large Lot Land Use

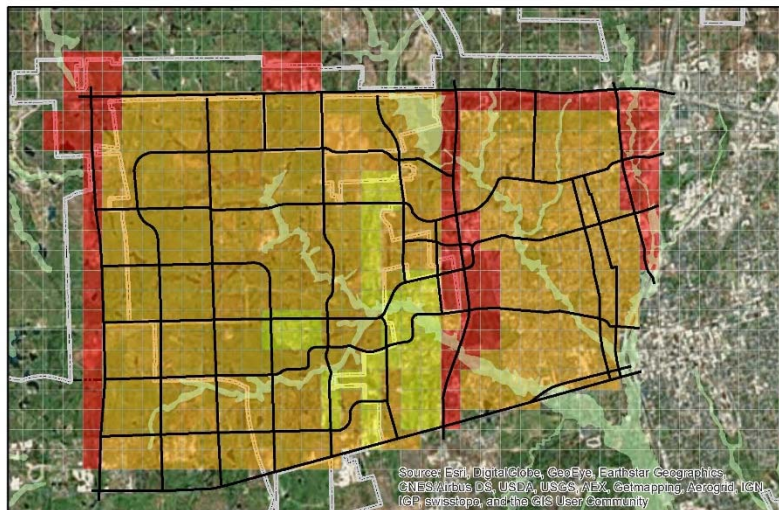


- Legend**
- Place Types**
- Agriculture
 - Commercial
 - Large-Lot
 - Small-Lot
 - Thoroughfares
 - Floodplain
 - SHERMAN, TX
 - SHERMAN, TX - ETJ

Scenario 4

The most intense development scenario that was tested, scenario 4 assumes small-lot development for the majority of the area still undeveloped within the study area. This single-family type development would be extended all of the way to highway 289. The increase in households would be significant with just less than 10,000 households; that is half of the existing households currently within the City and ETJ.

Scenario 4: Small Lot Land Use



Legend

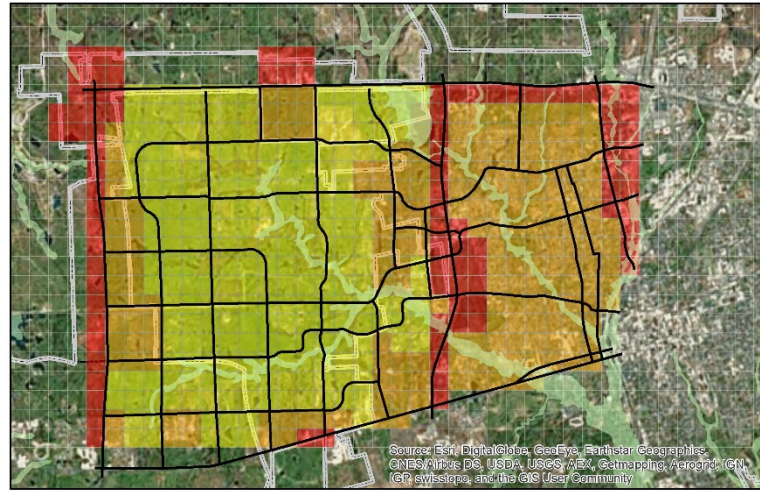
Place Types

- Agriculture
- Commercial
- Large-Lot
- Small-Lot
- Thoroughfares
- Floodplain
- SHERMAN, TX
- SHERMAN, TX - ETJ

Scenario 5

Scenario 5 mixes up the large-lot and small-lot development potential defined in scenario's 3 and 4 and places that type of development in the undeveloped portions of the study area. Small-lot development is focused around key transportation connections with large-lot development further away. While all scenarios have potential to happen in Sherman's future, this scenario appears to be the most probable due to its balanced development allocation.

Scenario 5: Mixed Large & Small Lot Land Use



Increase in Population and Employment from the 2040 SDMPO Model

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
<i>Households</i>	Current	+ 864	+ 1,614	+ 9,731	+ 3,807
<i>Population</i>	SDMPO Plan	+ 2,160	+ 4,036	+ 24,327	+ 9,517
<i>Employment</i>	Demographics	+ 1,888	+ 1,888	+ 1,888	+ 1,888

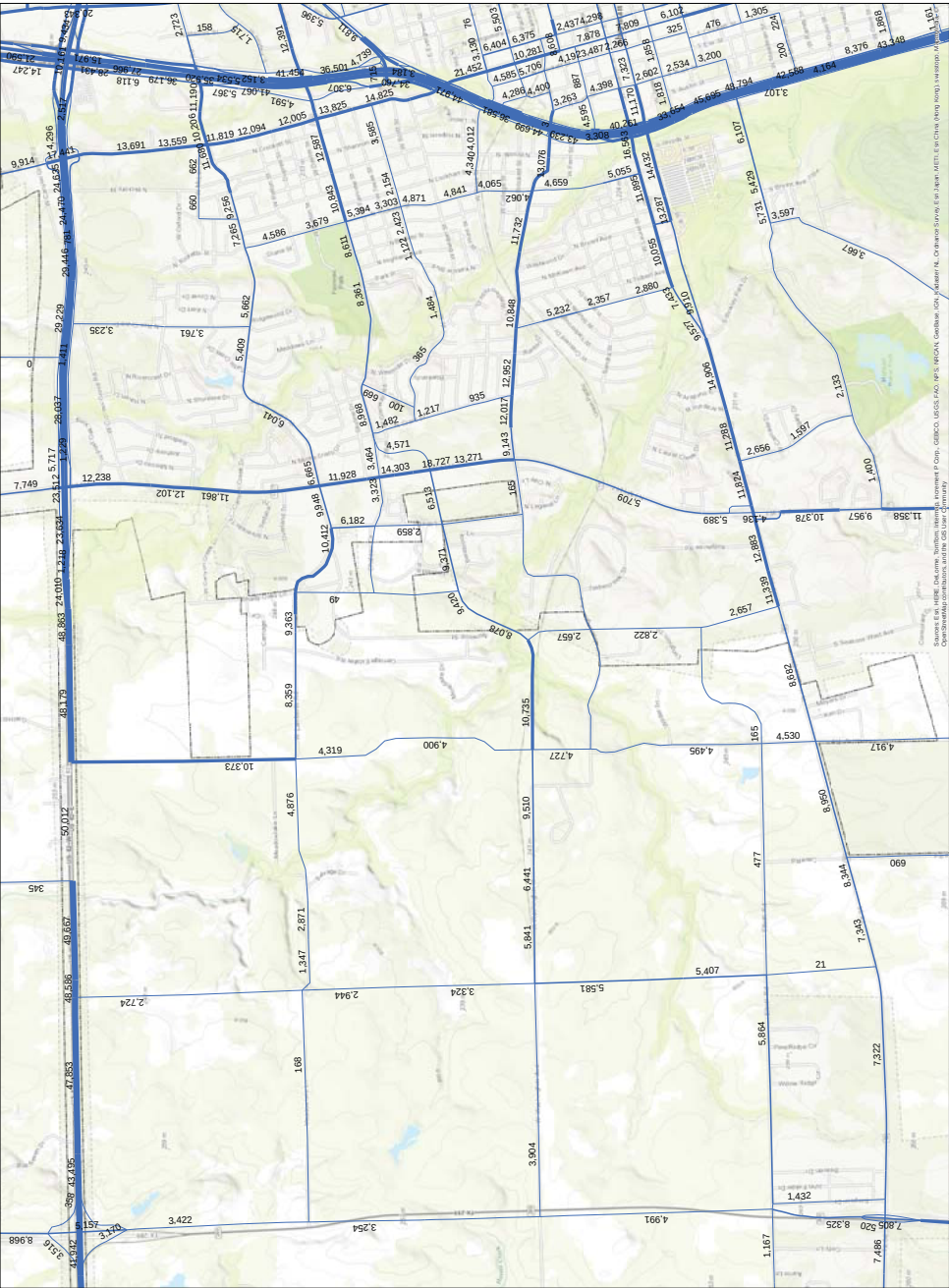
Model Results

Following the update to the TAZs with the demographics from scenarios 2 through 5, the four-step model process was run to determine network performance for each scenario. The proposed thoroughfare network identified in Map 1 on page 8 was used to compare thoroughfare performance and to evaluate capacity needs as development occurs.

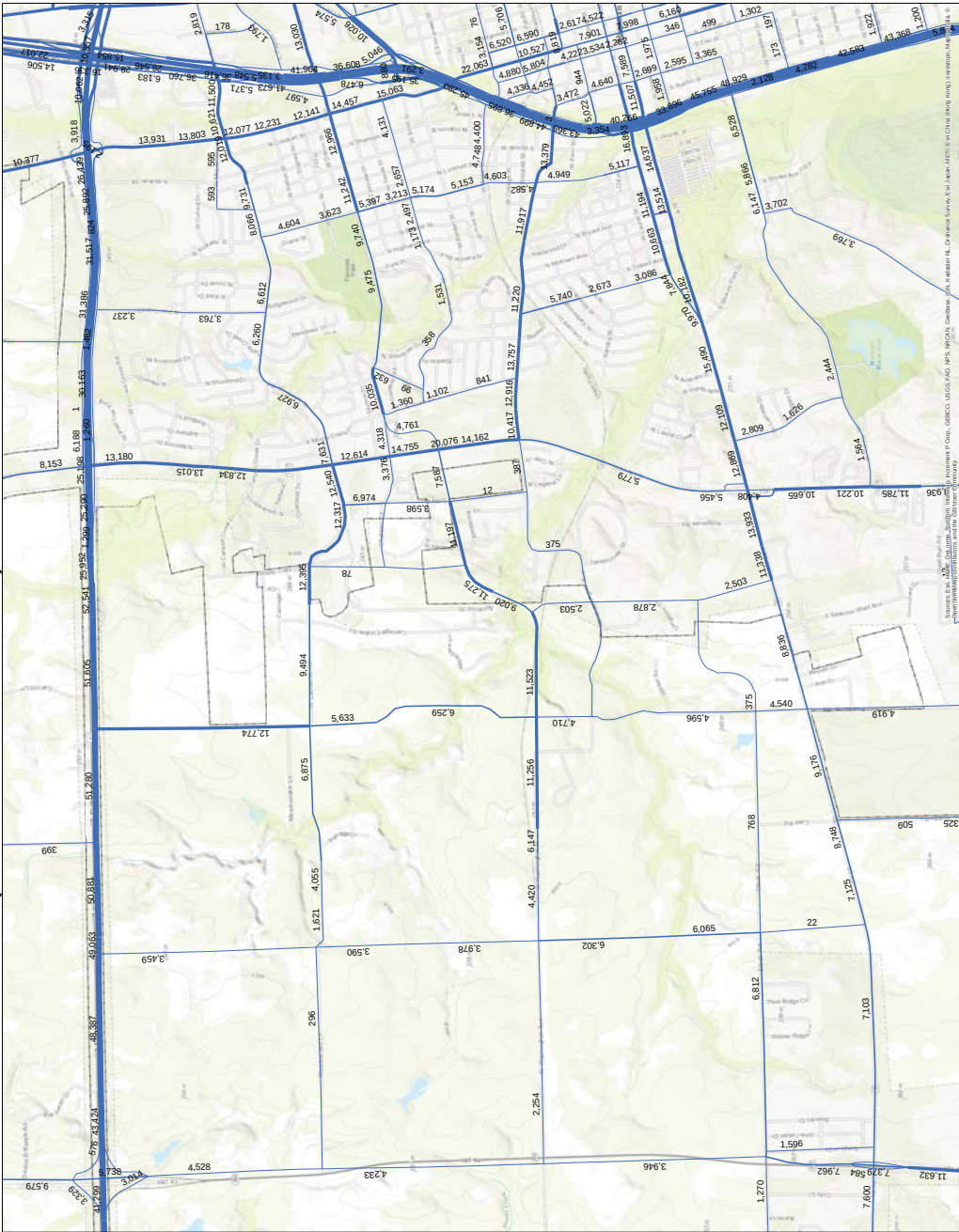
The roughly 1 – 2 mile arterial grid that is proposed west of FM 1417 increases the capacity in this portion of the City and adds a much more connected network than is currently planned. This network configuration relies heavily on access to the surrounding highways.

Although the trips are quite evenly distributed across the network, the highest arterial volumes are on Lamberth west of FM 1417 and also on the newly aligned Taylor Street west of FM 1417. No roadways within the northwest study area need to have 6 lanes of traffic based on the demographic scenarios that were tested with the exception of the surrounding highway facilities such as US 82, SH 56, SH 289 and FM 1417. The map on the following page demonstrates the model volumes generated for scenarios 2 through 5.

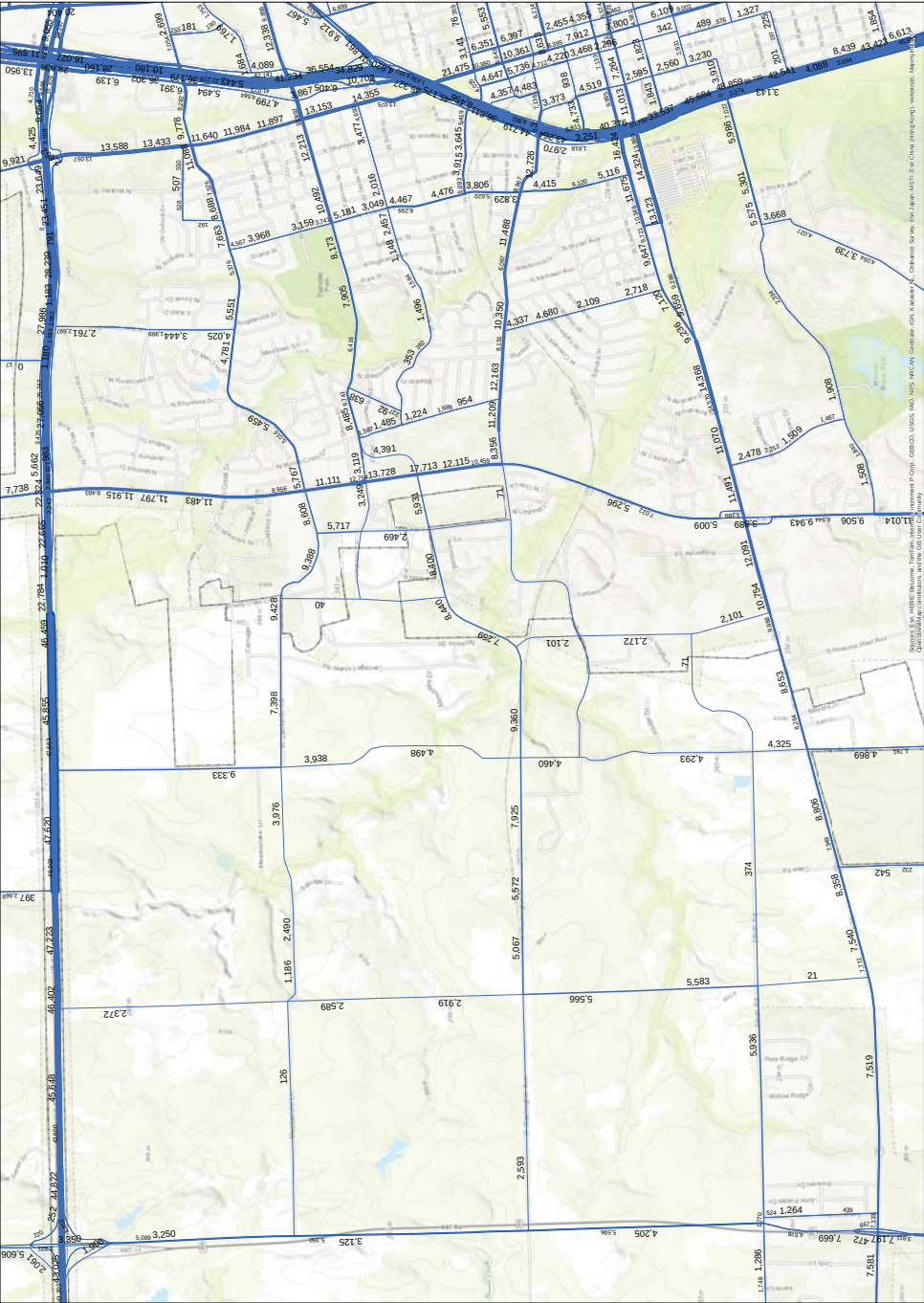
SCENARIO 3 - LARGE LOT LAND USE



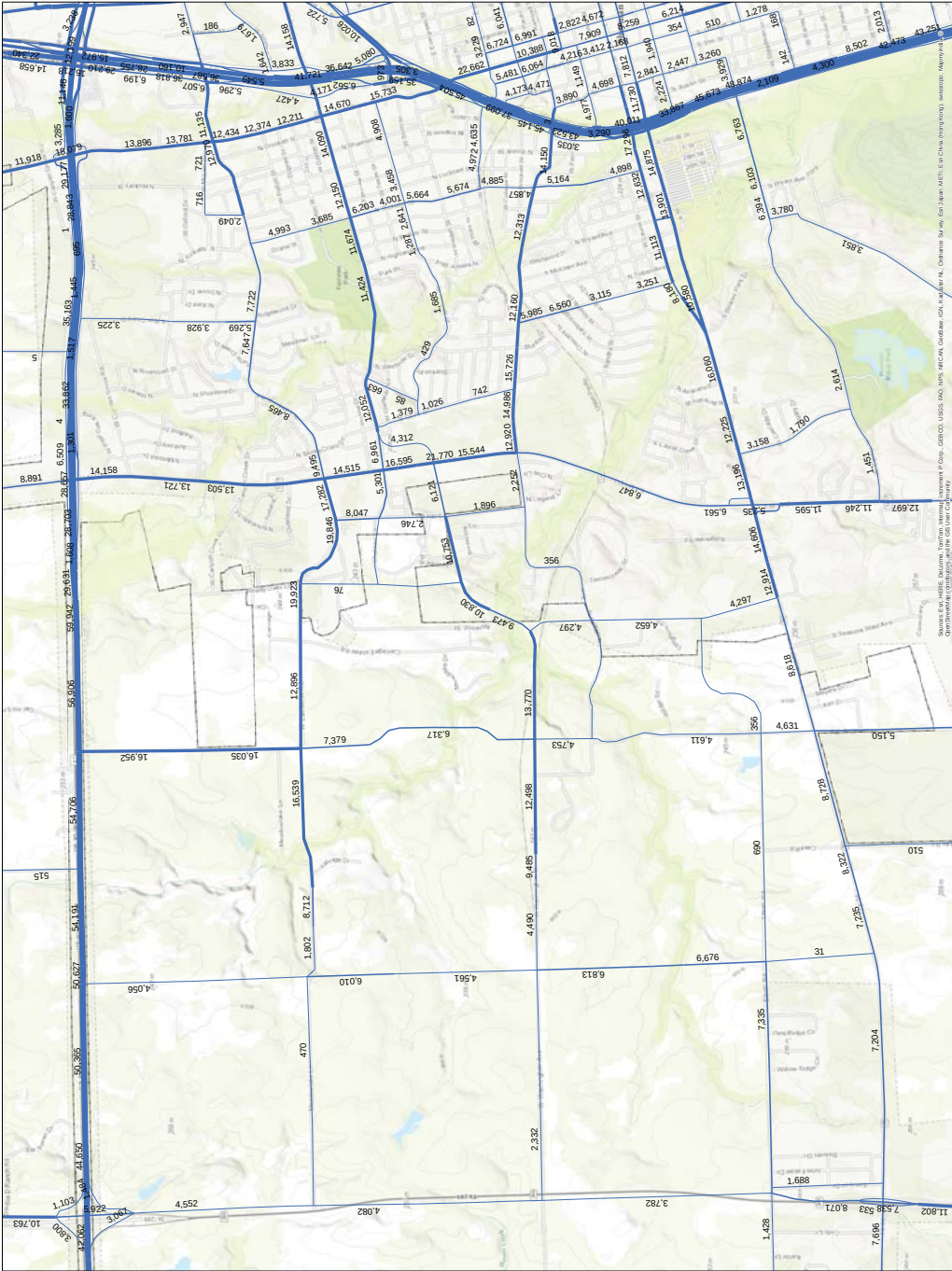
SCENARIO 5 - MIXED (LARGE & SMALL LOT) LAND USE



SCENARIO 2 - AG LAND USE



SCENARIO 4 - SMALL LOT LAND USE





Appendix C: Taylor Street Realignment

In 2015, the City completed a study to examine the connection of Taylor Street to FM 1417 and further west past FM 1417. The purpose of the study was to evaluate the benefits to development and traffic patterns to create a new intersection of Taylor Street at FM 1417 south of the current Taylor/FM 1417 intersection. There were two primary questions that needed to be examined:

- What is the best alignment for Taylor Street at FM 1417?
- What is the best way to improve thoroughfare connectivity west of FM 1417?

Taylor Street at FM 1417

The current alignment of Taylor Street at FM 1417 is located approximately ¼ mile south of the intersection of Lamberth Road and both intersections are signal controlled. Taylor Street has limited potential to be extended further to the west because of existing development at Carriage Estates. Improving thoroughfare connectivity to the west of FM 1417 is important along with providing more opportunities for development along FM 1417.

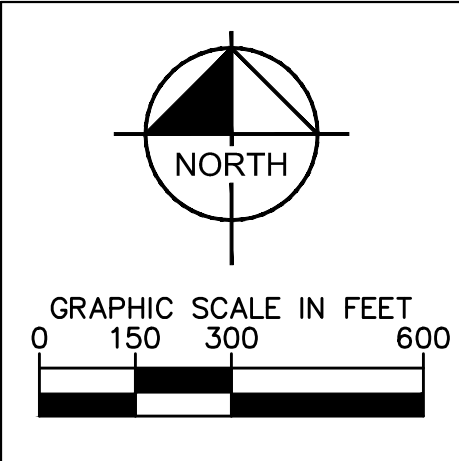
The map on the following page displays the preferred alignment for Taylor Street to FM 1417.

Thoroughfare Connectivity

The alignment of Taylor Street is important as it considers thoroughfare connectivity in Sherman west of FM 1417. Existing development patterns and topography have limited the ability to better connect the areas west into the City. Currently, Lamberth Road and Washington Street are the only connecting east-west arterials in this portion of the City. The realignment of Taylor Street at FM 1417 helps achieve the goal of better connectivity.

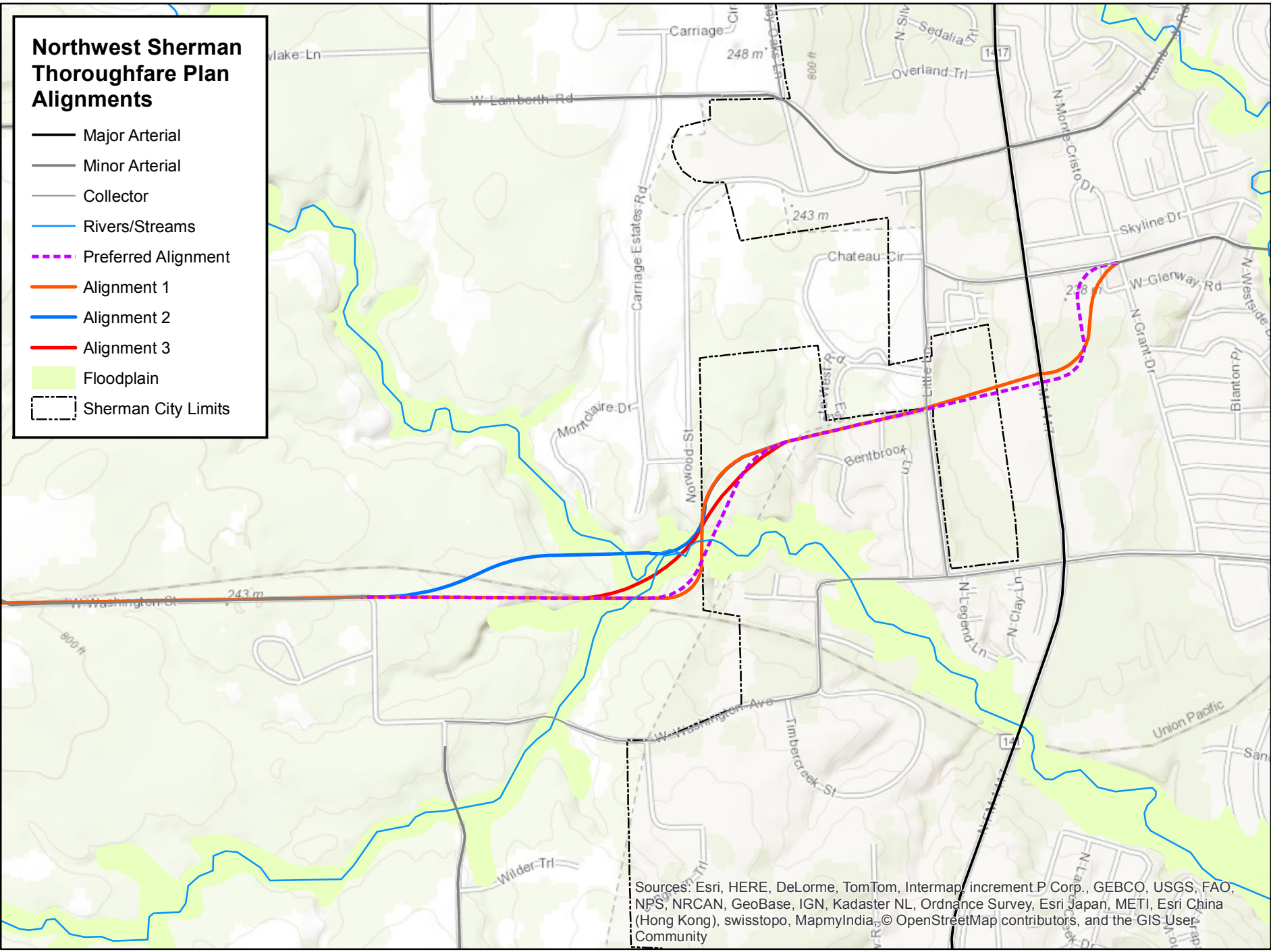
Alternative alignments west of FM 1417 were tested and analyzed to evaluate the potential improvements in connectivity. The preferred alignment that is included in the updated thoroughfare plan map on page 8. It was evaluated based on connectivity to the west from FM 1417 while maintaining a design speed found on minor arterials. The crossing of Sand Creek includes two bridge structures but provide opportunities to connect to the north and the south without have to build a separate structure. Three initial alternatives were looked at with varying speed considerations and costs based on bridge lengths needed to cross Sand Creek.

The map on page 38 displays the three initial alignments that were tested and the preferred alignment.



Northwest Sherman Thoroughfare Plan Alignments

- Major Arterial
- Minor Arterial
- Collector
- Rivers/Streams
- Preferred Alignment
- Alignment 1
- Alignment 2
- Alignment 3
- Floodplain
- Sherman City Limits



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



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

Agenda Item No. 18.

Meeting Date: 01/19/2016

Prepared by: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director of Development Services

Joe Gilbert, Chairman

Kyle Patterson, Vice-Chairman

Sam Thorpe, Commissioner

Eric Elliott, Commissioner

Chris Vellotti, Commissioner

Sean Vanderveer, Commissioner

Shawn Davis, Commissioner

Jeff Adams, Commissioner

Clay Mahone, Commissioner

Requested Action/Proposed Use:

OTHER BUSINESS

Receive update from Subcommittee reviewing the O-1.1 (F.M. Highway 1417) Overlay District and the General Zoning Ordinances.

Background:

At the June 25, 2015 Budget Work Session Meeting, the City Council directed staff to review the O-1.1 (F.M. Highway 1417) Overlay District. The staff has asked Kimley-Horn to review the ordinance. Joe Gilbert, Kyle Patterson and Eric Elliott were appointed to a subcommittee at the November 17, 2015 Planning and Zoning Commission Meeting to review the O-1.1 (FM Highway 1417) Overlay District and the General Zoning Ordinance. The subcommittee met January 6th and 12th, 2016 to review the ordinances and suggestions for revisions.

Adjacent Zoning:

Various

Origination:

City Council

Master Plan Designation:

Various

Number of notices mailed:

Not required.

Objections Received:

0



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

Agenda Item No. 20.

Meeting Date: 01/19/2016

Prepared By: Patsy Reeves, Developmental Services Admin Secretary
Scott Shadden, Director Developmental Services

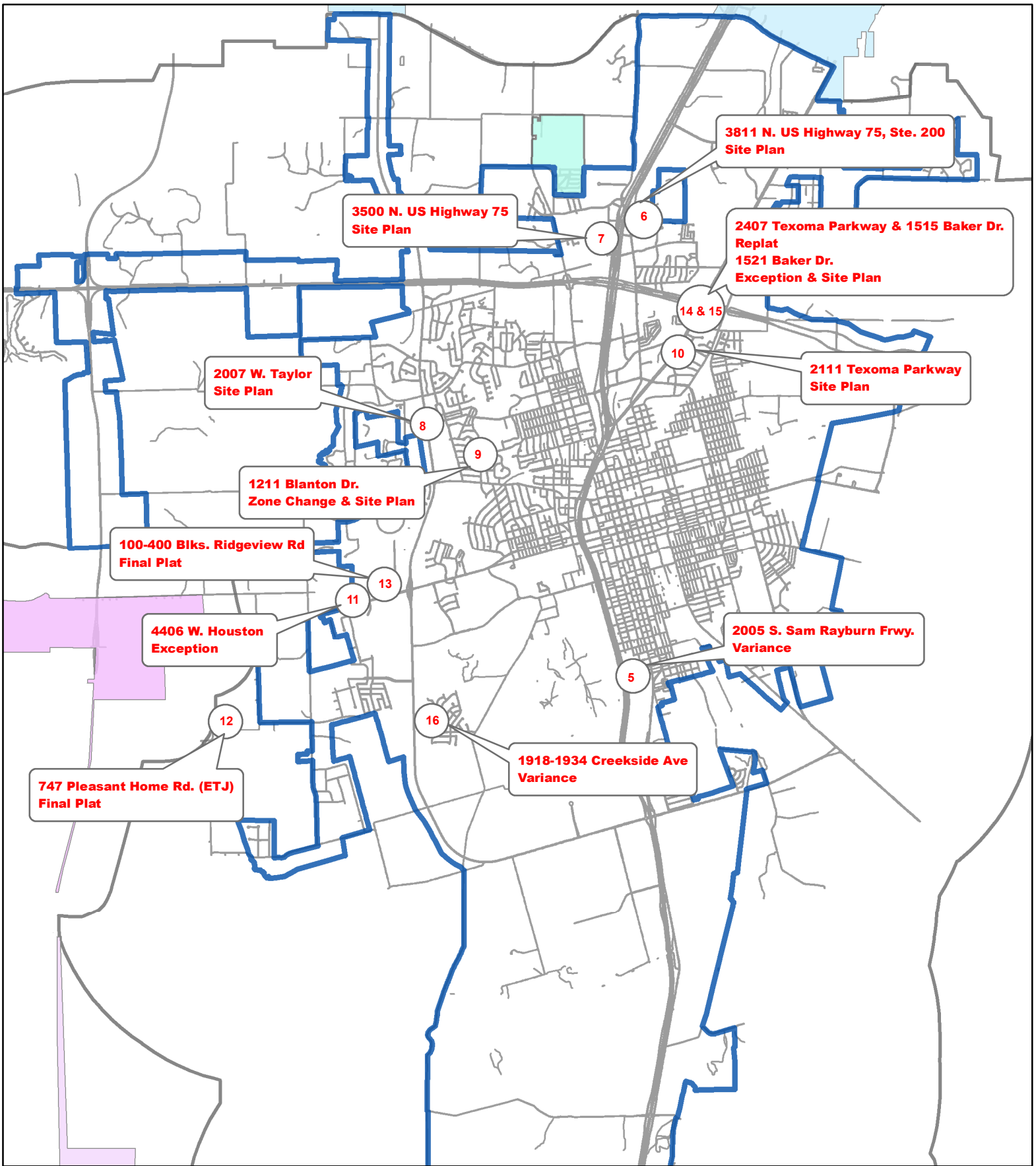
Issue:

OVERALL LOCATION MAP

List of Agenda Items:

Attachments

Overall Location Map



Planning and Zoning Commission and Board of Adjustments Meeting January 19, 2016



City of Sherman, Texas
Developmental Services Department



NOT TO SCALE

1 inch = 6,500 feet