



Agenda
City of Olive Branch
Board of Zoning Adjustment Meeting
6:00 PM
November 13, 2025

Call to Order:

Roll Call:

The Appeal Process

Approval of Minutes:

1. Minutes of October 9, 2025

Old Business:

1. Application for a Conditional Use Permit, submitted by Sam Gassiott, Pan American Engineers, on behalf of Murphy Oil USA, property owner. The request is to establish a convenience store with fuel pumps at this location. The 1.20+/- acre subject property is zoned PUD, Planned Unit Development. The subject property is located at the northwest corner of Hacks Cross Rd and Hwy 302, Holiday Crossing Section A 1st Rev, Lot 1, known as 7015 Hacks Cross Rd. (File # CU25-0005) (Tabled to this date at Meeting of October 9, 2025)

New Business:

1. Application for a Zoning Variance, submitted by Sam Gassiott, Pan American Engineers, on behalf of The MDR Cove Trust, property owner. The request is to encroach 23.35 feet into the 50 foot building setback line along Goodman Rd for a convenience store with fuel pumps. The 1.20+/- acre subject property is zoned PUD, Planned Unit Development. The subject property is located at the northwest corner of Hacks Cross Rd and Hwy 302, Holiday Crossing Section A 1st Rev, Lot 1, known as 7015 Hacks Cross Rd. (File # VR25-0010).



2. Application for a Conditional Use Permit, submitted by Greg Russell, Civil Source, on behalf of Scott Lawhorn, Shirley Holmes Properties, property owner. The request is to allow the outside storage and distribution of natural gas and natural gas tanks at this location. The 10.40 +/--acre subject property is zoned C-2, Highway Commercial District, and is located on the west side of Frontage Rd and just north of Exchange Dr, known as 8281B Frontage Rd. (File # CU25-0007)
3. Application for a Zoning Variance, submitted by David and Ashlyn Lemley, property owners. The request is to permit an eight-foot privacy fence, which is proposed to be two feet over the permitted six feet, in the rear yard. The 0.22+/- acre subject property is zoned R-3, Planned Residential District. It is Lot 104 of Alexander Crossing Subdivision, Phase 3, 1st Rev, located at the southwest corner of Crape Myrtle Dr. and Maple Grove Rd, and known as 7279 Maple Grove Rd. (VR25-0009).
4. Application for a Conditional Use Permit, submitted by Chance Walker, Smith-Walker Engineering & Surveying, on behalf of property owner Southern Pipe & Supply Co, Inc. The request is to allow outside storage of pipe materials at this location. The 5.77+/--acre subject property is zoned M-1, Light Industrial District, and is located on the east side of Industrial Dr, approximately 335 feet from the end of the road, known as Lot 45 Craft Road Industrial Park Subd Sec I, 8472 Industrial Dr. (File # CU25-0008).

Other Business

Adjournment

**MINUTES FOR THE CITY OF OLIVE BRANCH BOARD OF ZONING ADJUSTMENT
REGULAR MEETING OCTOBER 9, 2025**

The Olive Branch Board of Adjustment meeting was held on Thursday, October 9, 2025, in the Municipal Court Room located at 6900 Highland Street, at 6:00 p.m.

CALL TO ORDER

The meeting was called to order by Mr. Roman, Chairman of Board of Zoning Adjustment, at 6:00 p.m.

ROLL CALL

Ted Roman, William Gray, McKeever Heun, Aretha Wiseman, Darrel Berkley and Carl Williams were present, and a quorum was established. Jackie Butler was absent. Venard Asongayi, Assistant Director, Kevin Norman, Senior Planner, Jeremiah McCroskey, Associate Planner, and Heather James, Planning Technician were present from the Planning and Development Department.

THE APPEAL PROCESS

Mr. Roman announced the Appeal Process.

APPROVAL OF THE MINUTES OF THE SEPTEMBER 11, 2025 MEETING

Mr. Roman asked if anyone had any questions, comments or motions regarding the minutes of the September 11, 2025 meeting. **Carl Williams made a motion to approve the minutes. William Gray made the second and the motion was approved as follows:**

**William Gray – Yes McKeever Heun - Yes Aretha Wiseman – Yes
Ted Roman – Yes Jackie Butler – Absent Darrel Berkley – Yes Carl Williams – Yes**

OLD BUSINESS

1. Application for a Conditional Use Permit, submitted by Sam Gassiott, Pan American Engineers, on behalf of Murphy Oil USA, property owner. The request is to establish a convenience store with fuel pumps at this location. The 1.20+/- acre subject property is zoned PUD, Planned Unit Development. The subject property is located at the northwest corner of Hacks Cross Rd and Hwy 302, Holiday Crossing Section A 1st Rev, Lot 1, known as 7015 Hacks Cross Rd. (File # CU25-0005) (Applicant requests to table until the November 13, 2025 meeting.)

Mr. Roman announced Old Business item number 1 and noted there was a recommendation to table the item.

• **MOTION**

Mr. Williams made the motion to table the item until November 13, 2025. Mr. Heun made the second and the motion was approved as follows:

**William Gray – Yes McKeever Heun - Yes Aretha Wiseman – Yes
Ted Roman – Yes Jackie Butler – Absent Darrel Berkley – Yes Carl Williams – Yes**

2. Application for a Conditional Use Permit, submitted by Bob Farley, Farley Surveying, LLC, on behalf of Donny Oxner, property owner. The request is to extend the validity timeline and expand the scope of the existing Conditional Use Permit for Sergio's Auto Repair. The expansion involves the creation of a parking area to the northeast of the property. The 2.7+/- acre subject property is zoned M-2, Heavy Industrial District, and is located on the east side of Hwy 178, directly across from Maywood Dr, known as 8220 Hwy 178. (File # CU25-0006) (Applicant requests to table until the December 11, 2025 meeting.)

Mr. Roman announced Old Business item number 2 and noted there was a recommendation to table the item.

- **MOTION**

Mr. Berkley made the motion to table the item until December 11, 2025. Mr. Gray made the second and the motion was approved as follows:

**William Gray – Yes McKeever Heun - Yes Aretha Wiseman – Yes
 Ted Roman – Yes Jackie Butler – Absent Darrel Berkley – Yes Carl Williams – Yes**

NEW BUSINESS

1. Application for a Zoning Variance, submitted by property owner Tracy Blaney. The request is to permit a six-foot high fence, three feet over the permitted height in the front yard. The subject property is zoned C-2, Highway Commercial District, and is located at the southwest corner of MWC Rd and Hwy 178, known as 7067 Hwy 178. (File #VR25-0008).

- **APPLICATION SUMMARY**

The applicant and property owner, Tracy Blaney, is requesting approval of a front yard fence height variance of +3 feet to allow the construction of a 6-foot-tall wrought iron fence for property security at 7067 Highway 178, Olive Branch, MS. The subject property is approximately 1.07± acres in size and is zoned C-2, Highway Commercial. According to the Zoning Ordinance, “No fence, wall, or hedge shall be erected, constructed, or maintained within the required front yard of any lot in excess of three (3) feet in height.” As such, a variance is required to proceed with the proposed fence. Staff has determined that the site presents an undue hardship with the location that is unique to the property. Therefore, staff recommends approval of the variance request.

- **STAFF PRESENTATION**

Associate Planner, Jeremiah McCroskey, presented the staff report, which is included herein by reference (File #VR25-0008).

- **BOARD OF ZONING ADJUSTMENT INQUIRY AND STAFF RESPONSE**

Mr. Roman asked if staff if there was also a variance for setback. Mr. Asgongayi advised that yes, this was a request for a height variance and a location variance. He advised they don't need to add language to the recommended motion the way they have it worded.

- **PUBLIC HEARING**

- **Proponents:**

- Tracy Blaney- 14315 Cathy Rd, Byhalia, MS- he had nothing to add

- **Opponents:**
 - None

- **BOARD OF ZONING ADJUSTMENT DISCUSSION**

Mr. Williams asked if the requested fence would meet and join to the fence in the back. Mr. Blaney advised yes, and the front would be wrought iron and the sides would be black coated vinyl to match the existing fence at the back. It will enhance the area.

- **MOTION**

Mr. Williams made a motion, based on finding that a hardship does exist resulting from the location of the subject property, that the special circumstances are not a result of the applicant, that the variance will permit a fair enjoyment of property and not constitute a privilege to the applicant, and that all of the criteria have been met, to approve the +3' height variance to allow the construction of a 6' high black wrought iron fence at the front yard setback of the property at 7067 Hwy 178.

Mr. Gray made the second and the motion was approved as follows:

**William Gray – Yes McKeever Heun - Yes Aretha Wiseman – Yes
Ted Roman – Yes Jackie Butler – Absent Darrel Berkley – Yes Carl Williams – Yes**

OTHER BUSINESS

ADJOURNMENT

Ms. Wiseman made a motion to adjourn the meeting at 6:19pm. Mr. Gray made the second and the motion was approved as follows:

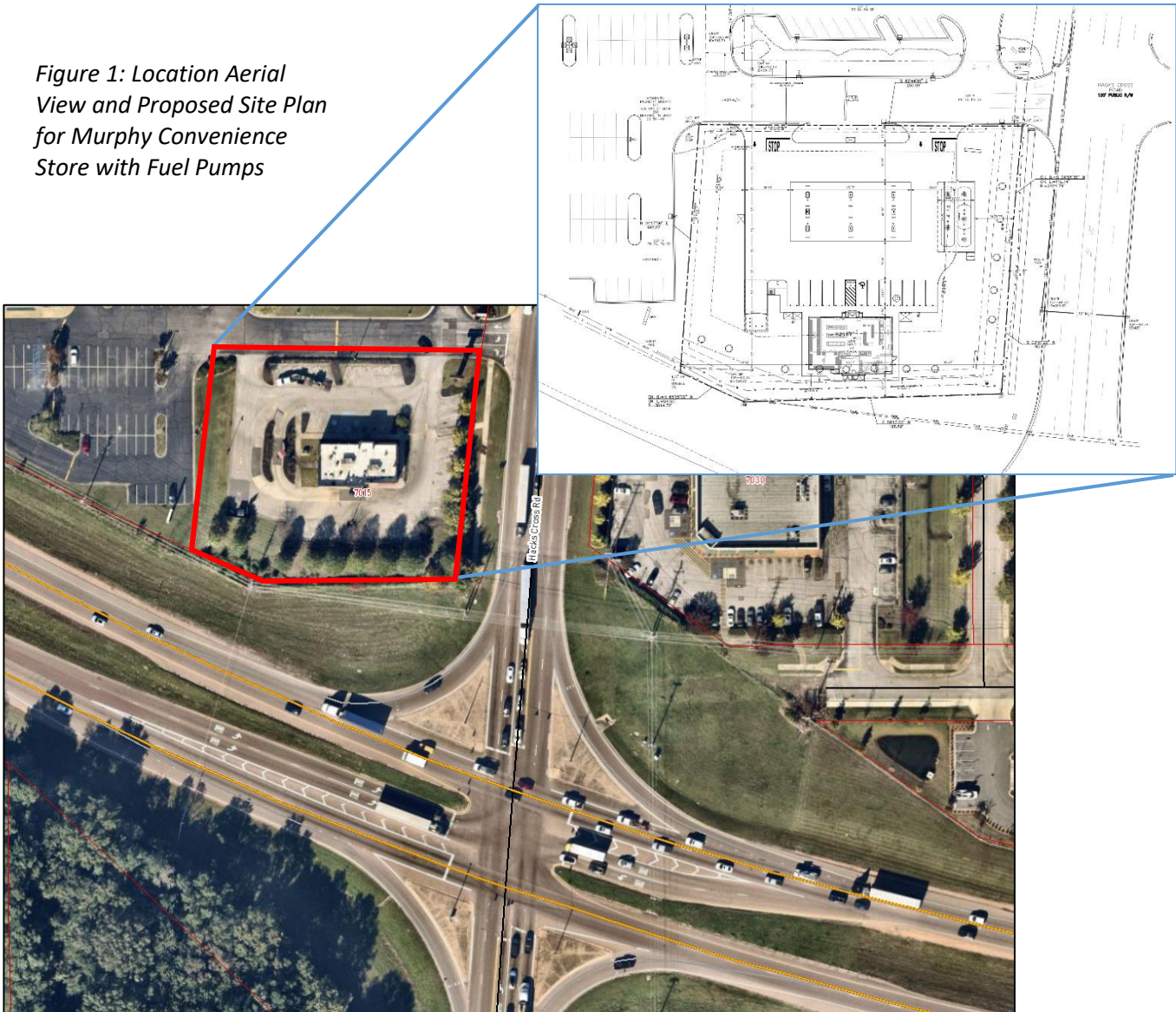
**William Gray – Yes McKeever Heun - Yes Aretha Wiseman – Yes
Ted Roman – Yes Jackie Butler – Absent Darrel Berkley – Yes Carl Williams – Yes**

REPORT TO THE BOARD OF (ZONING) ADJUSTMENT

CAPTION / SUBJECT: Application for a Conditional Use Permit, submitted by Sam Gassiott, Pan American Engineers, on behalf of Murphy Oil USA, property owner. The request is to establish a convenience store with fuel pumps at this location. The 1.20+/- acre subject property is zoned PUD, Planned Unit Development. The subject property is located at the northwest corner of Hacks Cross Rd and Hwy 302, Holiday Crossing Section A 1st Rev, Lot 1, known as 7015 Hacks Cross Rd. (File #CU25-0005) (Tabled to this date at Meeting of October 9, 2025)

- EXHIBITS:**
- 1) Applicant’s Request/Explanation Letter
 - 2) Proposed Site Plan
 - 3) Building and Fuel Canopy Elevations
 - 4) Subject Property Aerial View
 - 5) Zoning Map of Subject Property
 - 6) Utility Map of Subject Property
 - 7) Traffic Study Submitted by Applicant
 - 8) City Engineer’s Memo Regarding the Traffic Study Submitted by Applicant
 - 9) Future Land Use Map of Property Area

Figure 1: Location Aerial View and Proposed Site Plan for Murphy Convenience Store with Fuel Pumps



BACKGROUND:

Sam Gassiot, Pan American Engineers, acting on behalf of the property owner, The MDR Cove Trust, requests approval of a conditional use permit (CUP) for a convenience store with fuel pumps (6 fueling islands / 12 fueling positions) on Lot 1 of the Holiday Crossing, Sec. A, 1st Revision Subdivision, known as 7015 Hacks Cross Rd (see Exhibit 1 for Applicant’s Request/Explanation Letter). The site is the current location of a Hardee’s restaurant. Murphy Oil USA intends to acquire the property, demolish the existing restaurant building, and construct on the parcel a Murphy convenience store with fuel pumps (see Exhibit 2 for proposed site plan and Exhibit 3 for proposed building and canopy elevations).

The property is in the C-3 Zoning Subdistrict of the Holiday Crossing Planned Unit Development District (see Exhibit 4 for Aerial View and Exhibit 5 for Zoning Map). The rezoning request creating this district was approved by the Desoto County Board of Supervisors on October 5, 1988. The uses applicable to this C-3 Subdistrict were as provided in the Desoto County Zoning Ordinance adopted and effective from January 5, 1983, which included “Gas pumps as an accessory use to a convenience store.”

The City of Olive Branch annexed the property, and as such placed it under its zoning jurisdiction, in 1990. Since then, the property has not been rezoned.

On December 17, 2024, the Board of Aldermen amended the Zoning Ordinance of the City of Olive Branch by adopting specific regulations regarding the permitted districts, the location criteria, the design specifications, and the approval of convenience store with fuel pumps in the City of Olive Branch. The regulations stipulated that in planned development districts with project text in which convenience stores, fuel pumps, or truck stops are listed whether as permitted or as conditional use(s), “any such use may only be allowed as a conditional use, subject to the locational criteria and design specifications herein and all other general requirements for a conditional use permit ”(Art. V, Sec. 16 (A)(4) of the Zoning Ordinance of the City of Olive Branch).

ANALYSIS:

The Zoning Ordinance defines a conditional use as, “...a use that would not be appropriate generally or without restriction throughout the zoning district but which, if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare. Such uses may be permitted in such zoning districts as conditional uses, if specific provisions for such conditional use are made in this zoning ordinance. In deciding whether to issue a CUP for a convenience store with fuel pumps, the regulations require the Board of Adjustment to make findings regarding certain locational criteria, design specifications, and six (6) criteria generally applicable to all conditional use permits, which are summarized below followed by the applicant’s response and a staff finding.

The burden of proof regarding the satisfaction of each and ALL criteria is on the applicant.

SPECIFIC LOCATIONAL AND DESIGN CRITERIA

Locational Criteria

Findings

Hard corner at signalized intersection	The northwest hard corner of the intersection of Hwy 302 and Hacks Cross Rd is signalized
No more than two convenience stores with fuel pumps and/or truck stops at a four-way intersection	No convenience stores with fuel pumps and/or truck stops currently exist at the four-way intersection of Hwy 302 and Hacks Cross Rd.
Minimum Lot size of 1ac.	Proposed on a ±1.20ac lot.
Minimum 200 feet separation distance from building wall or fuel canopy, whichever is closest to property line of residentially zoned property	The closest point of the fuel canopy to the property line of the nearest house at 7070 Olive Ridge Dr. is over 360ft.
Minimum 200 feet separation distance from building wall or fuel canopy, whichever is closest to property line of daycare, school, public park or public playground	No public park or public playground currently exist in the vicinity of the property. The nearest daycare and preschool to the site is La Petite Academy at 10900 Nichols Blvd, which is over 1,425ft from the proposed fuel canopy.
Site located on a designated truck route, or within ¼ mile of a truck route with direct access to an arterial or collector road.	Not Applicable

Design Criteria

Fuel canopy maximum clearance of 15 feet from the finished grade to the underside of the canopy.	<i>The Board of Adjustment may include this requirement in the conditions of approval.</i>
Architectural consistency between building façade material and fuel canopy columns	The architectural material of the columns of the canopy is consistent with that of the building (brick)as shown in the building elevation drawings.
No location of fueling pumps and canopies between front façade of building and public street, subject to waiver by Board of Adjustment as separation from residential property, and improved traffic and circulation conditions may warrant.	Site Plan shows fueling pumps and associated canopy located neither between the front façade of the building and Hacks Cross Rd nor between the front façade of the building and Goodman Rd.
Minimum 50ft front setback separation of canopy from street	Canopy is over 80ft from Hacks Cross Rd and 120.75ft from Hwy 302.
Gas canopies permitted one sign per frontage (maximum two) that does not exceed fifteen (15) percent of the canopy face and does not project above or below the canopy roofline.	Canopy signs shown on elevation drawings appear to meet this requirement
Maximum 12ft high free standing monument sign	<i>Can be included in the conditions of approval</i>
Enclosure of tractor trailer parking area with masonry or composite fence at least 8ft in height	Not Applicable
<i>Recommended:</i> electrical charging facilities provided at a minimum ratio of one charging station per four (4) fuel pumps	<i>Can be included in the conditions of approval</i>

GENERAL CONDITIONAL USE PERMIT CRITERIA

1. *Will the use adversely affect the character of the neighborhood?*

Applicant's Response:

“The proposed location is in an area with a diverse range of commercial uses. There are fueling stations, several restaurants, shopping centers, hotels, pharmacies, fitness centers and other various retail establishments. A convenience store would not appear to have a negative impact on the character of the neighborhood”

Staff Finding:

Existing land uses in the area are of the sort listed by the applicant above – being generally commercial services. The nearest residential property to the site is over 360ft from the gas canopy. The placement of the gas pumps and associated canopy at the rear of the lot can also mitigate a gas canopy defining the character of the Hacks Cross Rd and Goodman Rd intersection, which is a major gateway node in the City of Olive Branch.

However, the character of an area is not only defined by land uses. The character of an area is fundamentally its distinct look and feel. It results from a combination of multiple factors such as physical, traffic noise and congestion, social, and cultural elements, all of which include, but are not limited to architectural style, density, and land use. The physical and built environment factor includes such aspects as the age of buildings, their massing or sizes, their height and style, as well as streetscape elements such as building setbacks, furniture, paving, and landscaping.

The required building setback along Goodman Rd is 50 feet. The proposed site plan (Exhibit 2) shows a principal building that is only 26.65ft from Goodman Rd. While the rear of the building will face Goodman Rd, existing trees that could buffer the structure would be eliminated to enable the construction of the building at the proposed location. In a separate application (see #VR25-0010), the applicant seeks a building setback variance for this convenience store to encroach 23.35 feet into the front building setback along Goodman Rd. This encroachment would adversely affect the character of the area. As shown in Figure 2 below, no commercial building similarly located in the vicinity of the subject property is setback less than 50ft from Goodman Rd. The current Hardee's restaurant building on the property is over 85ft from Goodman Rd. The adjoining strip mall building at 7037 Hacks Cross Rd is over 108ft from Goodman Rd; the Walgreens across the street from the subject property, precisely at 7030 Hacks Cross Rd is about 78.8ft from Goodman Rd; the new Zaxby's restaurant building at 11091 Old Goodman Rd is over 65ft from Goodman Rd; and the multi-restaurant building at 11201 Old Goodman Rd is over 80ft from Goodman Rd. These existing building setbacks, none being less than 50ft from Goodman Rd, have created a character regarding the location of buildings relative to Goodman Rd in the area. Permitting the convenience store building to be constructed only 26.65ft from Goodman Rd would create a phenomenon in which one commercial building, in over a half mile distance in the vicinity of the Hacks Cross Rd and Goodman Rd intersection, would stick out closer to Goodman Rd than all other buildings. This would be significantly odd. As such, it can be contended that the convenience store with fuel pumps would adversely affect the character of the area.



Figure 2: Setback Character of Buildings within Over a Half Mile in the Vicinity of the Subject Property

2. Will the use overtax public utilities or community facilities?

Applicant's Response:

“The existing use of this property is a fast-food restaurant with a gross floor area that is similar in size to the proposed Murphy Oil USA, so the use of utilities should remain approximately the same. In addition, the impervious area for the property will actually decrease post development. The plan for drainage is to sheetflow in the same manner as preconstruction, therefore having a minimal impact.”

Staff Finding:

Public utilities such as water, gas, and sewer lines are available in the vicinity of the property (see Exhibit 6). As the applicant has rightly stated above, the existing restaurant on the site has public utilities that will be used by the convenience store with fuel pumps. If any upgrades to public utility lines are needed to service the development, it would be the responsibility of the developer to make them.

3. Will the use substantially increase traffic congestion or other hazards?

Applicant's Response:

“Murphy Oil USA has employed many traffic impact studies over the years. The purpose of these studies is to analyze traffic conditions in the vicinity of the proposed developments, determine any impacts that the proposed developments may have on the existing traffic networks, and recommend any improvements that may be necessary to mitigate any impacts. Using the methods described in the *Highway Capacity Manual*, published by the Transportation Research Board, traffic conditions within

the study areas were analyzed with traffic capacities expressed as levels of service ranging from "A" to "F." Using this same method, future conditions were analyzed as well. Typically, the levels of service pre and post development showed minimal, if any, change. Therefore, a convenience store should not substantially increase traffic hazards or congestion.”

Staff Finding:

The applicant submitted a traffic study (see Exhibit 7), which shows that with the construction of the convenience store with fuel pumps, level of service (LOS), which indicates the operational conditions of a road from the perspective of a user, for the PM Peak hour west bound traffic at Hacks Cross Rd & Holiday Crossing will deteriorate from a LOS C to a LOS D. A Level of Service C is characterized by flow that is still generally stable. Freedom to maneuver within the traffic stream, however, is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. While minor incidents may still be absorbed, the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages. The speed chosen by the driver is substantially affected by that of the other vehicles. Driver comfort and convenience decrease perceptibly at this level. In the Level of Service D, speeds begin to decline with increasing flows, with density increasing more quickly. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. In other words, “Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.”¹

The application of level of services concept in development policy decision making necessarily takes into consideration other traffic factors such as historical accident incidents at the concerned location. A worsening level of service from C to D in an area that is already significantly susceptible to accidents for various reasons has the potential to aggravate the accidents occurrences. This is essential, especially when the proposed use is one that encourages left turns from the road to the use site. Such would be the case with the proposed convenience store with fuel pumps as a traffic captor (attracts and holds passing vehicles for fueling, use of restrooms, quick shopping in store, etc). Remarkably, 69% of “New Trip Distribution” would involve left turns at this driveway into the proposed development. The traffic study submitted by the applicant did not include accident data.

A positive finding in the traffic report is that there would be sufficient que length from the Holiday Crossing/Hacks Cross Rd intersection (Walgreens/subject property driveway location) to the Hacks Cross Rd & Hwy 302 intersection.

The preliminary traffic study also shows that with the construction of the proposed convenience store with fuel pumps, “the southbound Hacks Cross Road right turn volumes at Holiday Crossing Driveway meet the minimum volume thresholds for warranting a right turn lane during the PM peak hour. The turn lane warrant was based on the posted speed limit of 45 mph. Speed data was not collected, but it is likely that southbound vehicles are traveling at lower speeds during the PM peak hour due to them approaching the signalized intersection of Hacks Cross Road and MS-302. If the vehicular speeds are set at 35 mph in the warrant analysis, then a southbound right turn lane is no longer warranted.”

The applicant does not provide the above-mentioned right turn lane. Rather, various reasons are

¹ Transportation Research Board, *Highway Capacity Manual*, pg. 1-4. <https://onlinepubs.trb.org/Onlinepubs/sr/sr209/209.pdf>
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employed against its provision. Arguably, that the construction of this lane “is not feasible due to the spacing between Holiday Crossing Driveway and the Wendy’s/KFC driveway to the north,” can be construed as reflecting the proposal of the convenience store with fuel pumps at an inappropriate location. It may rather be constructed where such spacing impediments do not exist. Also, that “turn lane construction would require the relocation of the existing sidewalk and drainage facilities” is a private cost serving measure that does not prioritize the public interest. Furthermore, that “the projected volumes only meet the minimum volume threshold during the PM peak hour” implicitly highlights that with the construction of the convenience store with fuel pumps, the southbound traffic on Hacks Cross Rd would be problematic during the said PM peak hour when most road users are returning from work, etc. Lastly, with a posted speed limit of 45mph, drivers are legally not restricted to a slower maximum speed of 35mph, which is one of the basis for which the elimination of the need for the right turn lane is advanced.

4. *Will the use increase the danger of fire, flood, or otherwise endanger the public health, safety or welfare?*

Applicant’s Response:

“The establishment of a convenience store at the proposed location will not substantially increase fire hazards because Murphy Oil USA is prepared to implement all Fire Prevention methods that would be required at the state and local level. When required at previous sites, Murphy Oil has established Fire Lanes, constructed additional Fire Hydrants, implemented RF Amplifier systems, implemented Knox Boxes, and placed Fire Extinguishers at every fuel pump island. In addition, every Murphy Oil location comes equipped with emergency shut-off switches for their fuel pumps.

In terms of flooding, the proposed location is not located within a floodplain or wetland. In addition, as stated previously, Murphy Oil USA will submit drainage plans for the site to ensure that all City requirements are met.

A new fueling station can have a positive impact on the community. This is illustrated by the following considerations:

- Essential Items Nearby - Residents, especially in underserved areas, gain easier access to food, beverages, household items, and basic medicine.
- Reduced Travel Time - Cuts down on trips to distant supermarkets, which benefits low-income families or those without reliable transportation.
- Efficiency for residents - Busy families and working individuals benefit from quick access to snacks, fuel, or over-the-counter medicines.
- Critical resource point - During power outages, storms, or crises, a convenience store can provide batteries, bottled water, and other urgent needs.
- Continuity of services - Stores that stay open during difficult times help stabilize neighborhoods.”

Staff Finding:

The re-development of the property for a convenience store with fuel pumps would be required to meet the International Fire Code adopted by the City.

The property is not in a floodplain. The site plan suggests an increase in pervious area from existing conditions;

this implies that the proposed development would not increase flooding danger in the City.

A significant danger to public health posed by convenience stores with fuel pumps is cancer causing benzene, which is present in vehicle fuel. This is a principal reason why the City's Zoning Ordinance requires a minimum 200ft separation distance between the building or fuel canopy, whichever is closer, and the nearest property line of residential parcels. The proposed convenience store with fuel pumps meets and exceeds this 200 ft requirement.

Other safety and welfare concerns regarding gas stations in Olive Branch include crime, especially along a corridor with quick and direct access into and from Memphis. The applicant did not address this element in his submission.

5. *Will the use substantially diminish or impair property values of adjacent properties or the neighborhood?*

Applicant's Response:

“There are not many convenience stores within the immediate area of the proposed location. The closest is an independently owned store over a mile away on Hacks Cross Road. The addition of a convenience store at the corner of Hacks Cross Road and HWY 302 should not have a negative impact on property values in the area as it will increase the availability of goods in the area, provide convenient access to essential services, and foster economic growth to the surrounding area.”

Staff Finding:

The closest convenience store to the location of the subject property would be at the intersection of Old Goodman Rd and Hwy 302 (about a quarter mile away), not over a mile away on Hacks Cross Rd. It is not foreseeable, however, that this proximity would have a negative effect on property values in the area. The subject property is generally surrounded by commercial service uses and the closest residential parcel is over 290ft away from the subject lot, measured closest property line to closes property line.

6. *Will the use comply with the recommendations of the Comprehensive Plan?*

Applicant's Response:

- “The proposed site is located within the Comprehensive Plan's Commercial Corridor on HWY 302 (Goodman Road), the City's primary example of a Commercial Corridor with retail, restaurants, services, and office uses.”
- “The Comprehensive Plan requires a 75% Impervious Surface Ratio (JSR). The conceptual plan for this location has an ISR of 56%.”

Staff Finding:

The 2040 Comprehensive Plan's Future Land Use Map designation places the proposed convenience store with fuel pumps site within a “Commercial Corridor.” The suggested use and site development features generally align with the land development policy considerations of areas so designated.

RECOMMENDED MOTION:

Option 1:

Upon the Board of Adjustment's finding that **ALL criteria have not been met, deny the request** for a conditional use permit for a convenience store with fuel pumps at the northwest corner of the intersection of Goodman Rd and Hacks Cross Rd, precisely at 7015 Hacks Cross Rd. These findings include:

- (i) *Adverse Impact on Character of Area:* The proposed location of the principal building, barely 26ft from Goodman Rd, is too close to this highway compared to other commercial buildings in the area that are all at least 50 feet away from this road in conformity with required setbacks. This building placement would be odd, and as such adversely impact the character of the area.
- (ii) *Traffic Safety:* Transportation safety conditions at the main driveway into the convenience store with fuel pumps would be worsened. The level of service will deteriorate from C to D. While this change may be acceptable in urban conditions, the property is located in an area that already suffers from high accident incidences. Thus, this worsening of the level of service to a capacity condition that is marked by "severe restrictions on a driver's ability to maneuver, with poor levels of comfort and convenience" has a remarkable potential to further endanger public safety.
- (iii) *Traffic Safety:* The preliminary traffic study showed that at the posted and legally permitted speed limit of 45 mph at the intersection of Hacks Cross Rd and Holiday Crossing, a right turn lane is warranted. The proposed development, however, does not provide this lane for reasons that prioritize private cost saving above public safety interest, fail to recognize the relationship between existing driveways in the area (Wendy's/KFC) and the locational appropriateness of the proposed development, de-emphasizes traffic problems at PM peak hour that should rather be concerning, and minimizes the right of drivers to drive up to the legal, posted speed limit of 45mph at the location as road conditions may sometimes allow.

Option 2

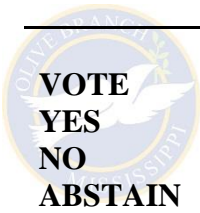
Upon the Board of Adjustment's finding that ALL criteria have been met, approve the request for a conditional use permit for a convenience store with fuel pumps at the northwest corner of the intersection of Goodman Rd and Hacks Cross Rd, precisely at 7015 Hacks Cross Rd for twenty (20) years, subject to the following:

1. The City of Olive Branch approves a building setback zoning variance that would permit the principal building to encroach into the front yard setback along Goodman Rd.
2. The fuel pumps and associated gas canopies shall not be located between the front façade of the building and any public street.
3. Provide a right-turn lane at the intersection of Hacks Cross Rd and Holiday Crossing.
4. All building facades shall be constructed entirely of brick or natural stone, or a combination of both.

5. The fuel canopy column façade shall be consistent with, or of the same material as the principal building façade material(s).
6. The fuel canopy maximum clearance of 15 feet shall be provided from the finished grade to the underside of the canopy.
7. Fuel canopy façade colors shall be earthtone.
8. Existing frontage trees along Hacks Cross Rd and Goodman Rd shall be maintained.
9. A complete set of civil engineering and architectural plans shall be submitted to the Planning and Development and the Engineering Departments, addressing all such matters as ingress and egress, lighting, landscaping, pedestrian and vehicular circulation, architectural design, stormwater management, and other pertinent issues for administrative review and approval by City staff.
10. The site is permitted one free-standing business sign, which must be monument style, not exceeding 12ft in height and 50 square feet in size. It shall comply with all other applicable requirements of the Sign Ordinance.
11. It shall be the responsibility of the developer to make any necessary utility upgrades and extend them to service the development.
12. Any future expansion of the development would require approval by the Board of Adjustment.

REPORT PREPARED BY: Venard Asongayi, CFM, AICP, DPA ~~_____~~ **DATE:** 11/7/2025

MOTION BY: _____ **SECOND BY:** _____



	BERKLEY	BUTLER	COWAN	GRAY	ROMAN	WILLIAMS	WISEMAN
VOTE							
YES	_____	_____	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____	_____	_____



**PAN AMERICAN
ENGINEERS, LLC**

Consulting Professional
Engineers and Land Surveyors

August 7, 2025

City of Olive Branch, Mississippi
Planning Department
9200 Pigeon Roost
Olive Branch, MS 38654

Re: Conditional Use Permit Application
Proposed Murphy USA Fueling Station
7015 Hacks Cross Road
Olive Branch, MS 38654
PAE Job No. 13378

To Whom it May Concern:

On behalf of Murphy Oil USA, Inc., we are enclosing herewith one (1) copy each of the following:

- Conditional Use Permit Application
- Conceptual Site Plan
- Map showing properties within 500' of the subject property
- List of names and addresses of the owners within 500' of the subject property with mailing labels
- Check #24471 for the \$201.00 Permit Fee

This information is being submitted for review and approval.

Murphy Oil USA proposes to construct a new 2,824 square foot prototypical convenience store and fuel canopy with 6 MPDs (12 fueling positions). The proposed improvements will include new underground storage tanks, concrete parking lot and drive isles, sidewalks, signage, trash enclosure and landscaping. In addition, the existing access drives will be utilized and remain connected to the finished site.

The time period for this Conditional Use Permit shall be for the length of time in which Murphy Oil USA is in operation at the proposed location. Should Murphy Oil USA cease operations at the proposed location, the Conditional Use Permit shall expire.

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In support of this application, we present the following information for your review:

- **Character of the Surrounding Neighborhood** – The proposed location is in an area with a diverse range of commercial uses. There are fueling stations, several restaurants, shopping centers, hotels, pharmacies, fitness centers and other various retail establishments. A convenience store would not appear to have a negative impact on the character of the neighborhood.
- **Public Utilities and/or Community Facilities** – The existing use of this property is a fast-food restaurant with a gross floor area that is similar in size to the proposed Murphy Oil USA, so the use of utilities should remain approximately the same. In addition, the impervious area for the property will actually decrease post development. The plan for drainage is to sheetflow in the same manner as preconstruction, therefore having a minimal impact.
- **Traffic** – Murphy Oil USA has employed many traffic impact studies over the years. The purpose of these studies is to analyze traffic conditions in the vicinity of the proposed developments, determine any impacts that the proposed developments may have on the existing traffic networks, and recommend any improvements that may be necessary to mitigate any impacts. Using the methods described in the *Highway Capacity Manual*, published by the Transportation Research Board, traffic conditions within the study areas were analyzed with traffic capacities expressed as levels of service ranging from “A” to “F.” Using this same method, future conditions were analyzed as well. Typically, the levels of service pre and post development showed minimal, if any, change. Therefore, a convenience store should not substantially increase traffic hazards or congestion.
- **Fire and Flood Hazards, Public Health & General Welfare** – The establishment of a convenience store at the proposed location will not substantially increase fire hazards because Murphy Oil USA is prepared to implement all Fire Prevention methods that would be required at the state and local level. When required at previous sites, Murphy Oil has established Fire Lanes, constructed additional Fire Hydrants, implemented RF Amplifier systems, implemented Knox Boxes, and placed Fire Extinguishers at every fuel pump island. In addition, every Murphy Oil location comes equipped with emergency shut-off switches for their fuel pumps.

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In terms of flooding, the proposed location is not located within a floodplain or wetland. In addition, as stated previously, Murphy Oil USA will submit drainage plans for the site to ensure that all City requirements are met.

A new fueling station can have a positive impact on the community. This is illustrated by the following considerations:

- Essential Items Nearby - Residents, especially in underserved areas, gain easier access to food, beverages, household items, and basic medicine.
 - Reduced Travel Time - Cuts down on trips to distant supermarkets, which benefits low-income families or those without reliable transportation.
 - Efficiency for residents - Busy families and working individuals benefit from quick access to snacks, fuel, or over-the-counter medicines.
 - Critical resource point - During power outages, storms, or crises, a convenience store can provide batteries, bottled water, and other urgent needs.
 - Continuity of services - Stores that stay open during difficult times help stabilize neighborhoods.
- **Affect on Surrounding Property Values** – There are not many convenience stores within the immediate area of the proposed location. The closest is an independently owned store over a mile away on Hacks Cross Road. The addition of a convenience store at the corner of Hacks Cross Road and HWY 302 should not have a negative impact on property values in the area as it will increase the availability of goods in the area, provide convenient access to essential services, and foster economic growth to the surrounding area.
 - **Olive Branch’s Comprehensive Plan** – The following items illustrate how the proposed project is not in conflict with the City’s Comprehensive Plan:
 - The proposed site is located within the Comprehensive Plan’s Commercial Corridor on HWY 302 (Goodman Road), the City’s primary example of a Commercial Corridor with retail, restaurants, services, and office uses.
 - The Comprehensive Plan requires a 75% Impervious Surface Ratio (ISR). The conceptual plan for this location has an ISR of 56%.

August 7, 2025

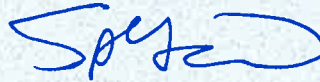
Re: Conditional Use Permit Application
Proposed Murphy USA Fueling Station
7015 Hacks Cross Road
Olive Branch, MS 38654
PAE Job No. 13378

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We appreciate your consideration of this Conditional Use Permit application for the proposed Murphy Oil USA convenience store at 7015 Hacks Cross Road. As outlined above, the proposed development is consistent with the City of Olive Branch's Comprehensive Plan, presents no significant adverse impact to traffic, public safety, or surrounding land uses, and contributes positively to the community's economic and service infrastructure. We respectfully request your approval and look forward to working with the City to bring this project to fruition. Should you have any questions or require additional information, please do not hesitate to contact our office at (318) 473-2100.

Yours very truly,

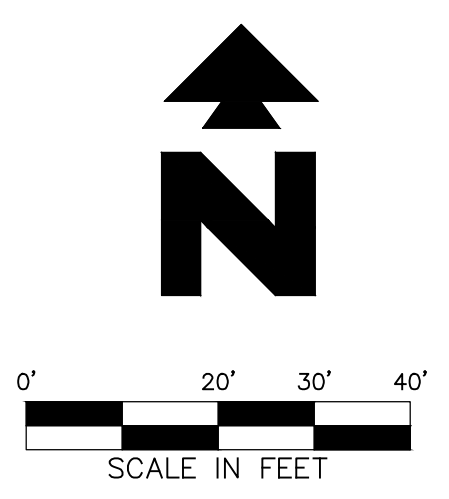
PAN AMERICAN ENGINEERS, LLC



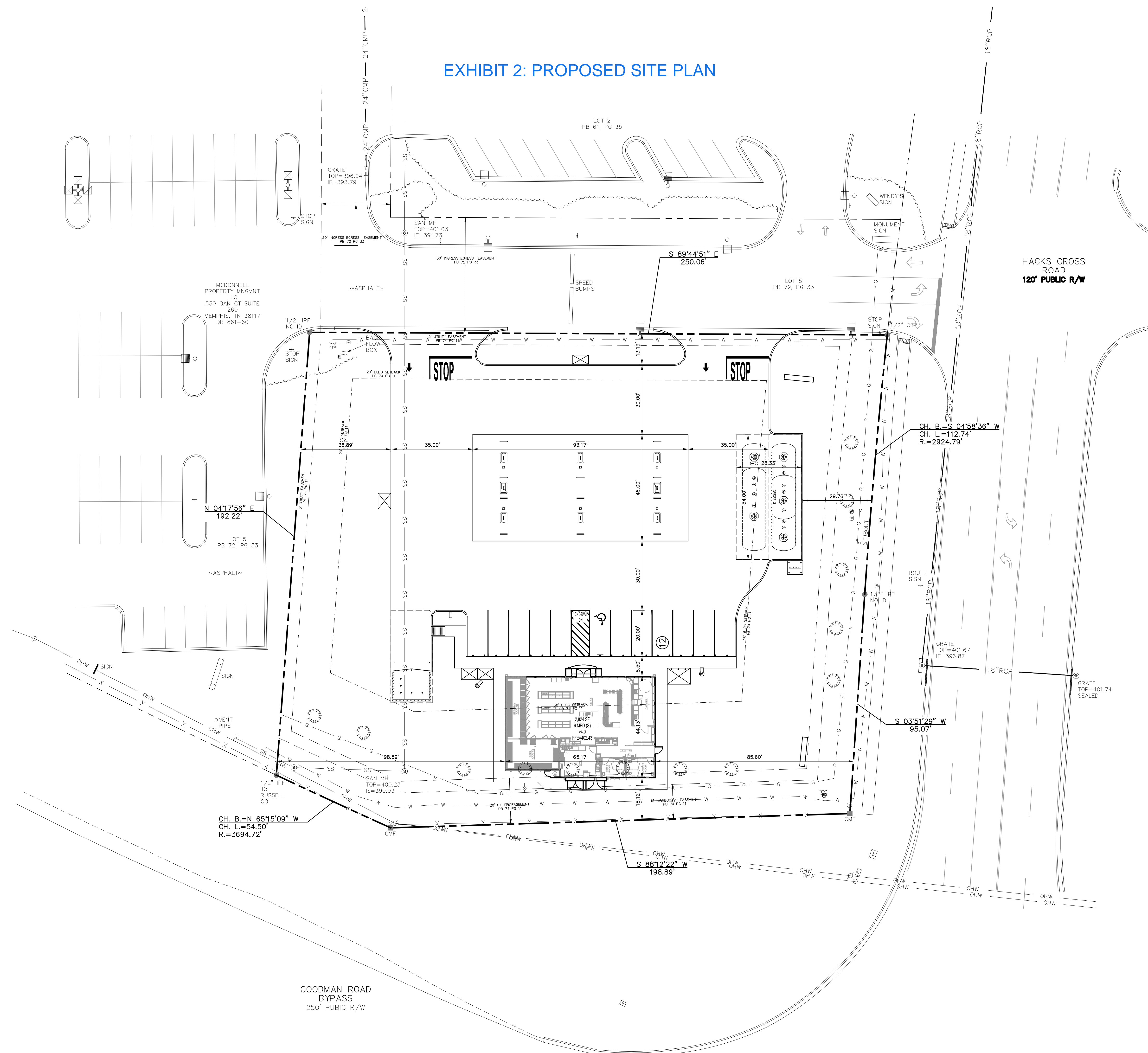
Sam D. Gassiott, P.E.

SDG/dll
Enclosures

EXHIBIT 2: PROPOSED SITE PLAN

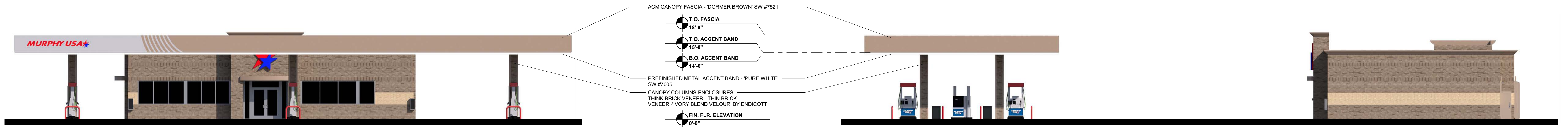


LAYOUT 1



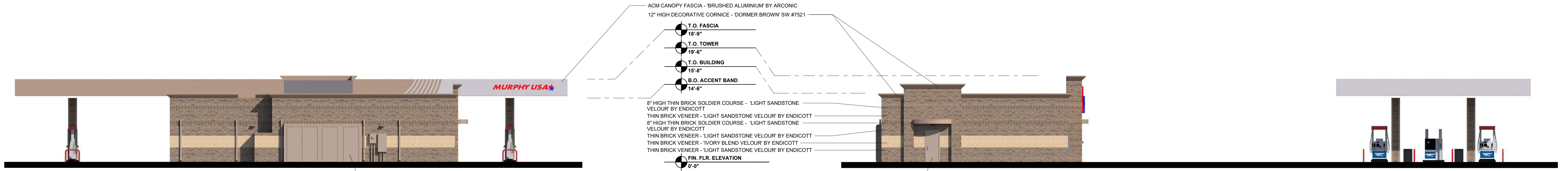
Proposed
Layout

EXHIBIT 3: PROPOSED BUILDING AND CANOPY ELEVATIONS



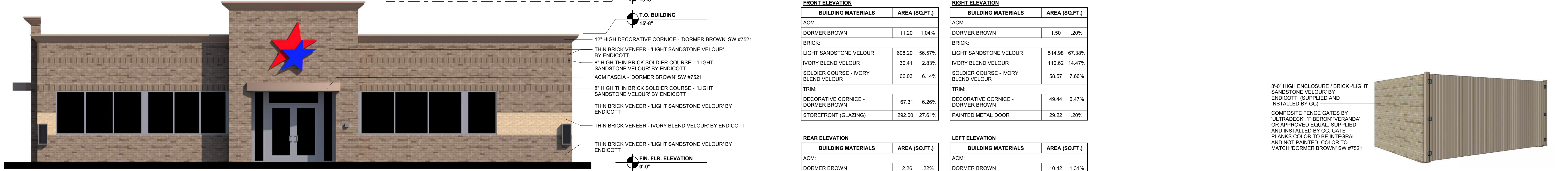
1 ELEVATION - FRONT (FACING EAST)

2 ELEVATION - RIGHT (FACING NORTH)



3 ELEVATION - REAR (FACING WEST)

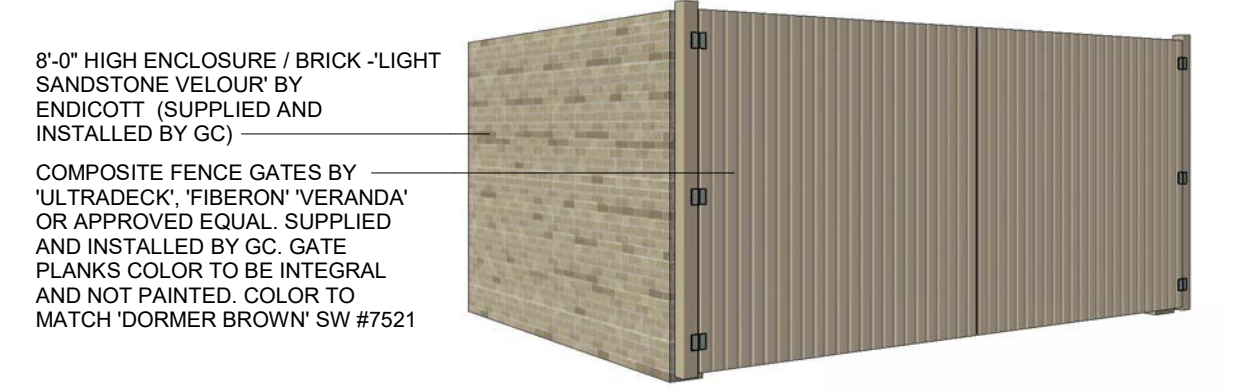
4 ELEVATION - LEFT (FACING SOUTH)



5 ELEVATION - FRONT BUILDING ONLY (FACING EAST)

FRONT ELEVATION		RIGHT ELEVATION	
BUILDING MATERIALS	AREA (SQ.FT.)	BUILDING MATERIALS	AREA (SQ.FT.)
ACM:		ACM:	
DORMER BROWN	11.20 1.04%	DORMER BROWN	1.50 20%
BRICK:		BRICK:	
LIGHT SANDSTONE VELOUR	608.20 56.57%	LIGHT SANDSTONE VELOUR	514.98 67.38%
IVORY BLEND VELOUR	30.41 2.83%	IVORY BLEND VELOUR	110.62 14.47%
SOLDIER COURSE - IVORY BLEND VELOUR	66.03 6.14%	SOLDIER COURSE - IVORY BLEND VELOUR	58.57 7.66%
TRIM:		TRIM:	
DECORATIVE CORNICE - DORMER BROWN	67.31 6.26%	DECORATIVE CORNICE - DORMER BROWN	49.44 6.47%
STOREFRONT (GLAZING)	292.00 27.61%	PAINTED METAL DOOR	29.22 20%

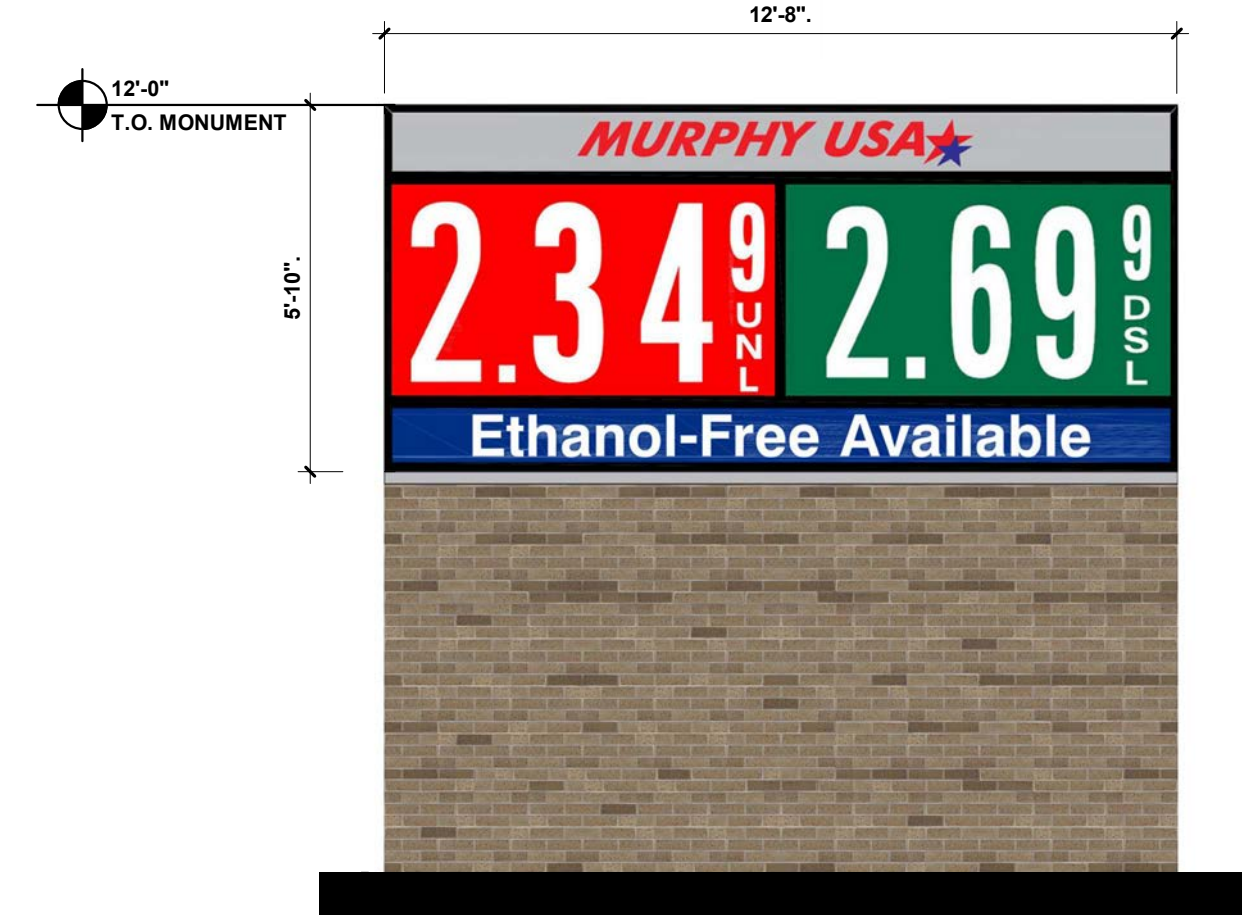
REAR ELEVATION		LEFT ELEVATION	
BUILDING MATERIALS	AREA (SQ.FT.)	BUILDING MATERIALS	AREA (SQ.FT.)
ACM:		ACM:	
DORMER BROWN	2.26 22%	DORMER BROWN	10.42 1.31%
BRICK:		BRICK:	
LIGHT SANDSTONE VELOUR	582.28 57.42%	LIGHT SANDSTONE VELOUR	561.04 70.53%
IVORY BLEND VELOUR	126.17 12.44%	IVORY BLEND VELOUR	95.67 12.03%
SOLDIER COURSE - IVORY BLEND VELOUR	84.70 8.35%	SOLDIER COURSE - IVORY BLEND VELOUR	40.62 5.11%
TRIM:		TRIM:	
DECORATIVE CORNICE - DORMER BROWN	63.99 6.31%	DECORATIVE CORNICE - DORMER BROWN	51.23 6.44%
PAINTED METAL ENCLOSURE	154.76 15.26%	PAINTED METAL DOOR	36.53 4.59%



6 TRASH ENCLOSURE



SIGNAGE COLOR CHART			
BUILDING - CHANNEL LETTER SIGNS FURNISHED AND INSTALLED BY THE SIGN VENDOR			
STAR LOGO	BLUE	ORACAL 8500 - 005	MIDDLE BLUE
	RED	ORACAL 8500 - 031	RED
	RETURNS	WHITE	
	TRIMCAP	WHITE JEWELITE	
CANOPY - ROUTED SIGNS FURNISHED AND INSTALLED BY FMS			
MURPHY USA STAR LOGO	BLUE	EASTMAN BLUE PANTONE 287 BLUE 3M 3630-87 ROYAL BLUE	
	RED	PROGRAM RED, PANTONE 485 RED 3M 3630-43 RED	
	WHITE	EASTMAN WHITE	
MONUMENT - PRICE SIGNS FURNISHED AND INSTALLED BY THE SIGN VENDOR			
MURPHY USA STAR LOGO	BLUE	3M 3632-157	
	RED	3M 3632-43	
	SILVER	3M 3630-121	
UNLEADED	CABINET	BLACK	
	RED	3M 3632-73	
	WHITE	3M 3632-20	
	DIGIT	RED/WHITE	
DIESEL	CABINET	BLACK	
	GREEN	3M 3632-26	
	WHITE	3M 3632-20	
	DIGIT	GREEN/WHITE	
ETHANOL FREE	CABINET	BLACK	
	BLUE	3M 3632-157	
	WHITE	3M 3632-20	
	DIGIT	BLUE/WHITE	
CABINET	BLACK		



7 MONUMENT SIGN

BUILDING & CANOPY SIGNS:	QTY.	HEIGHT	WIDTH	AREA S.F.	TOTAL S.F.
MURPHY USA CHANNEL 'STAR' SIGN	1		GRAPHIC AREA	34.90	34.90
MURPHY USA CANOPY LOGO SIGN	2		GRAPHIC AREA	33.54	67.08
BUILDING & CANOPY SIGNS TOTAL SIGNAGE :					101.98 S.F.
MONUMENT SIGN:					
MUSA/UN/DSL/EFA	2	70.00"	152.00"	73.89	147.78
MONUMENT SIGNS TOTAL SIGNAGE :					147.78 S.F.
TOTAL SIGN AREA :					249.76 S.F.



OLIVE BRANCH, MS (7015 HACKS CROSS ROAD)
MURPHY #24134
MAY 21, 2025

Exhibit 4: Subject Property Aerial View



11/10/2025, 9:30:35 AM

PointAddresses

Tax Parcels

<all other values>

PRELIMINARY 2024 LANDROLL

PRELIMINARY 2025 LANDROLL

Roads

Interstate

US Highway

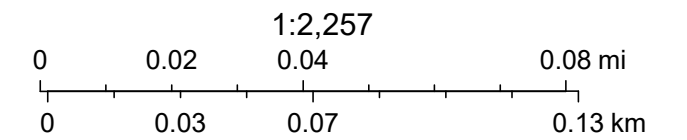
State Highway

Local Road

Private Road

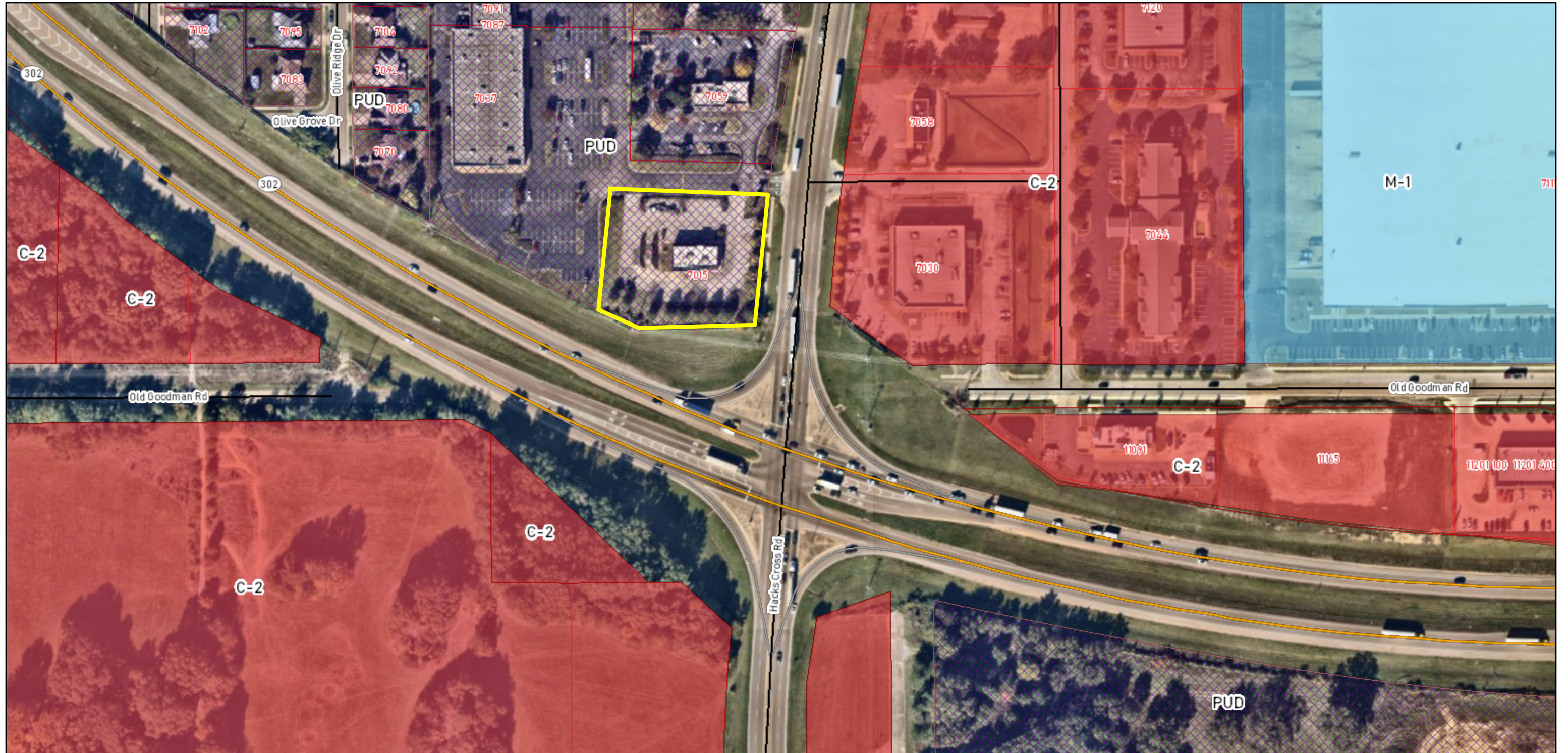
Ramp

IH



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user

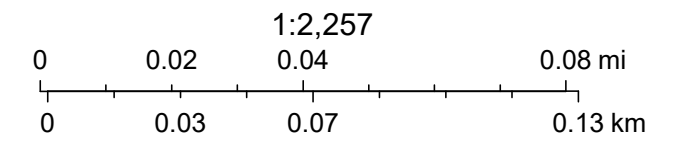
Exhibit 5: Zoning Map of Subject Property



11/8/2025, 4:49:41 PM

Zoning	CM OVERLAY	PB	R-12 OVERLAY	R-30 OVERLAY	R-9
A	ER	PBP	R-15	R-4	RM-6
A-R	HISTORIC DISTRICT OVERLAY	PO	R-15 OVERLAY	R-40	RM-8
A-R OVERLAY	M-1	PUD	R-2	R-40 OVERLAY	RO
C-1	M-2	PUD OVERLAY	R-20	R-6	PointAddresses
C-2	M-3	R-1	R-20 OVERLAY	R-6 OVERLAY	Tax Parcels
C-3	MAIN STREET DISTRICT	R-10	R-3	R-8	PRELIMINARY 2024 LANDROLL
C-4	O	R-12	R-30	R-8 OVERLAY	PRELIMINARY 2025 LANDROLL
C-5					

Roads
Interstate
US Highway
State Highway
Local Road
Private Road
Ramp
IH



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user

Exhibit 6: Utilities Map



11/10/2025, 9:34:21 AM

GAS MAIN LINES

Not Field Verified

SEWER MANHOLE

SEWER GRAVITY MAIN

NOT FIELD VERIFIED

HYDRANTS

WATER MAINS

FIELD VERIFIED

NOT FIELD VERIFIED Roads

PointAddresses

Tax Parcels

<all other values>

PRELIMINARY 2024 LANDROLL

PRELIMINARY 2025 LANDROLL

Interstate

US Highway

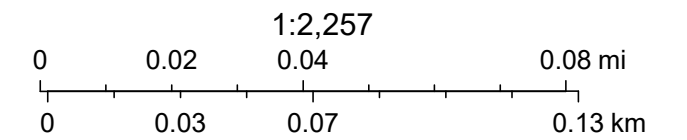
State Highway

Local Road

Private Road

Ramp

IH



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user

EXHIBIT 7: TRAFFIC STUDY SUBMITTED BY APPLICANT

TRAFFIC IMPACT STUDY

Murphy Oil
Olive Branch, MS

October 20, 2025

PREPARED FOR:
Sam Gassiot, P.E.
Pan American Engineers, LLC

This is a preliminary document. Not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

Charles Cochran, PE, PTOE
MS License #34148



SAIN
ASSOCIATES

PREPARED BY:
Sain Associates, Inc.
Two Perimeter Park South
Suite 500 East
Birmingham, Alabama 35243
205-940-6420

SAIN PROJECT #:
25-0286

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Appendices

- A. Proposed Site Layout
- B. Traffic Count Data
- C. Description of Levels of Service
- D. Existing Conditions Capacity Analysis
- E. Future “Build” Conditions Capacity Analysis
- F. Future “Build” Conditions Turn Lane Warrant Analysis

Other Information

Sources of information other than Sain Associates used in preparation of this traffic impact study include:

- Murphy Oil
- Pan American Engineers, LLC
- Marr Traffic, LLC
- Mississippi Department of Transportation (MDOT)
- City of Olive Branch
- Transportation Research Board (TRB)
- National Cooperative Highway Research Program (NCHRP)
- Google Earth

Introduction & Overview

Overview of Development

Sain Associates, Inc. examined the traffic impacts associated with a proposed Murphy Oil convenience store/gas station in Olive Branch, Mississippi. The purpose of this study is to analyze the traffic conditions in the vicinity of the proposed development, determine any impacts that the proposed development may have on the existing traffic network, and recommend any improvements that may be necessary to mitigate any impacts.

Existing Traffic Conditions

Project Study Area

The study property is located in the northwest corner of the Hacks Cross Road at MS-302 intersection in Olive Branch, Mississippi. Construction of the proposed development is anticipated to occur within the next year. The proposed site is currently occupied by an existing Hardee's restaurant, which is expected to be demolished prior to construction.

Our analysis includes a review of traffic operations at the following study intersections:

- Hacks Cross Road at Holiday Crossing Driveway
- Holiday Crossing Driveway at Access 1
- Holiday Crossing Driveway at Access 2
- Hacks Cross Road at MS-302

Figure 1 shows the site location as it relates to the surrounding roadway network. The full site plan is included in Appendix A.

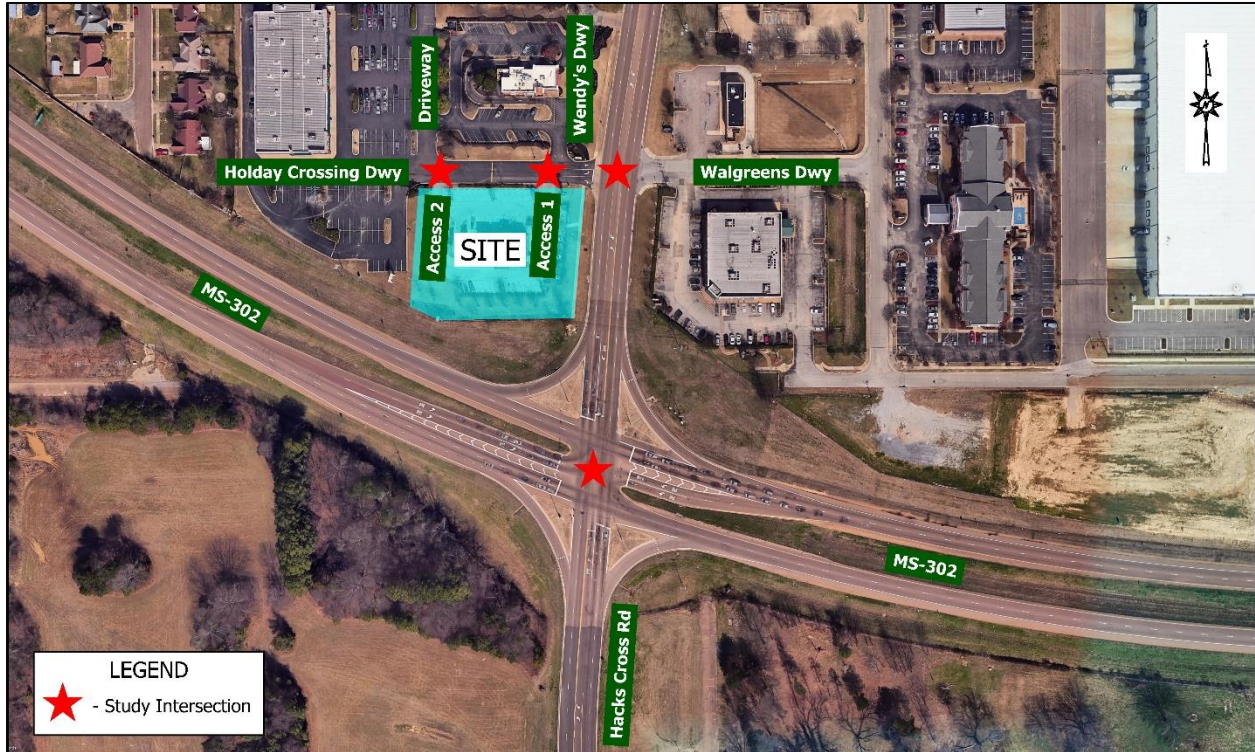


Figure 1: Site Location

Existing Geometric Data

The roadway within the study boundary exhibits the following characteristics:

- Hacks Cross Road is a five-lane roadway classified as a principal arterial. It has a posted speed limit of 45 MPH.
- Holiday Crossing Driveway is a three-lane roadway classified as a local road. It does not have a posted speed limit.
- MS-302 is a four-lane roadway classified as a freeway/expressway. It has a posted speed limit of 50 MPH.

Site Accessibility

The development is proposed to connect to the existing Holiday Crossing Driveway from the south, using two access points. Per the site plan, Access 1 is proposed to be located approximately 100' west of Hacks Cross Road, while Access 2 is proposed to be located approximately 175' west of Hacks Cross Road. Both Access 1 and Access 2 are proposed to serve as full access driveways for the proposed development.

Existing Traffic Data

Sain Associates performed traffic data collection through sub-consultant Marr Traffic, LLC. 4-hour turning movement count data was collected between 7:00 – 9:00 AM and 4:00 – 6:00 PM on Thursday, October 2, 2025, for the following intersections:

- Hacks Cross Road at Holiday Crossing Driveway
- Holiday Crossing Driveway at Eastern Hardee's Driveway/Wendy's Driveway
- Holiday Crossing Driveway at Western Hardee's Driveway
- Hacks Cross Road at MS-302

The intersection specific peak hours within the study area were determined to be the following:

- Hacks Cross Road at Holiday Crossing Driveway
 - AM peak hour – 7:00–8:00 AM
 - PM peak hour – 4:30–5:30 PM
- Holiday Crossing Driveway at Eastern Hardee's Driveway/Wendy's Driveway
 - AM peak hour – 7:00–8:00 AM
 - PM peak hour – 4:15–5:15 PM
- Holiday Crossing Driveway at Western Hardee's Driveway
 - AM peak hour – 7:45–8:45 AM
 - PM peak hour – 5:00–6:00 PM
- Hacks Cross Road at MS-302
 - AM peak hour – 7:00–8:00 AM
 - PM peak hour – 4:00–5:00 PM

The existing peak hour traffic volumes are illustrated in Figure 2, and the raw traffic count reports are included in Appendix B.

Additionally, since the existing Hardee's restaurant was still operational at the time the turning movement counts were collected, the counts were redistributed to estimate the traffic conditions following the removal of the Hardee's traffic. These redistributed counts are illustrated in Figure 3.

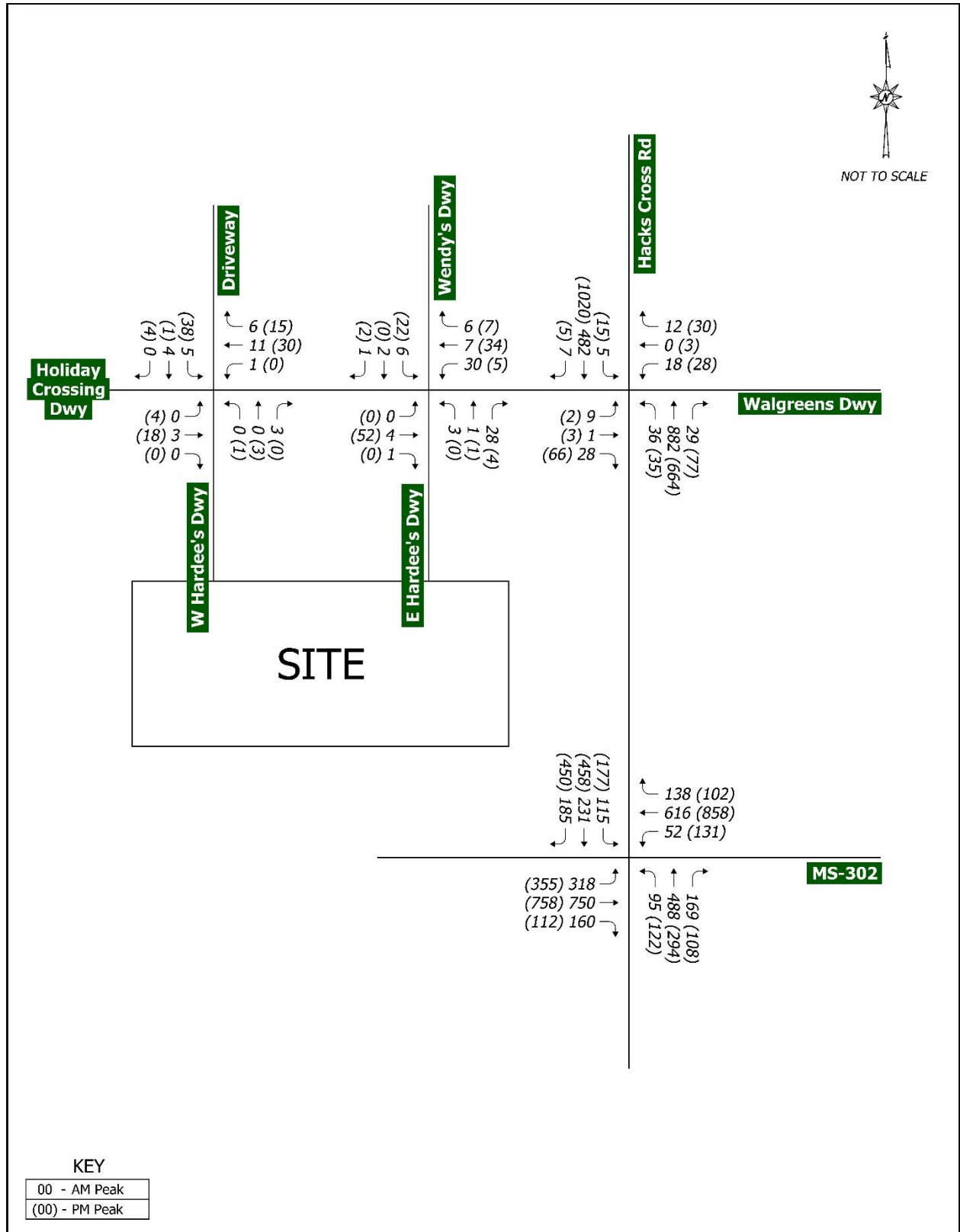
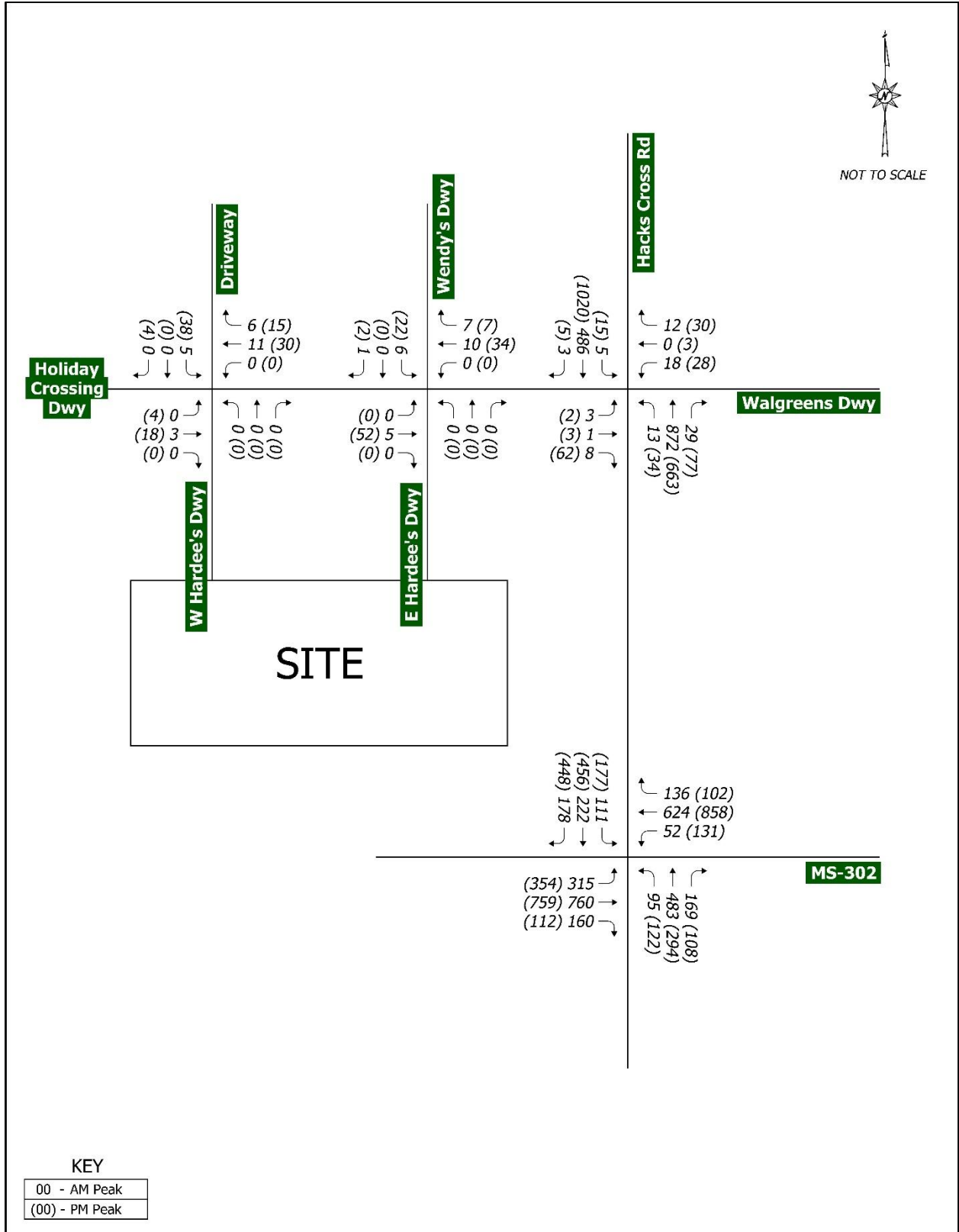


Figure 2: Existing Traffic Volumes



Existing Capacity Analysis and Levels of Service

Using the methods described in the *Highway Capacity Manual*, published by the Transportation Research Board, we analyzed the existing traffic conditions within the study area. According to this method of analysis, traffic capacities are expressed as levels of service (LOS) ranging from “A” to “F.” A detailed description of each LOS designation is included in Appendix C.

Full printouts of the existing conditions capacity analysis are provided in Appendix D, with the results summarized in Table 1. Signal timings were assumed to be optimized for the signalized intersection.

Table 1: Existing Levels of Service

Intersection	Approach		Level of Service	
			AM Peak	PM Peak
Hacks Cross Road at Holiday Crossing Driveway (unsignalized)	EB	Holiday Crossing Driveway	B	C
	WB	Walgreens Driveway	C	C
	NB	Hacks Cross Road	A	A
	SB	Hacks Cross Road	A	A
Holiday Crossing Driveway at Wendy's Driveway/ Eastern Hardee's Driveway (unsignalized)	EB	Holiday Crossing Driveway	A	A
	WB	Holiday Crossing Driveway	A	A
	NB	E Hardee's Driveway	A	A
	SB	Wendy's Driveway	A	A
Holiday Crossing Driveway at Wendy's Driveway/ Western Hardee's Driveway (unsignalized)	EB	Holiday Crossing Driveway	A	A
	WB	Holiday Crossing Driveway	A	A
	NB	W Hardee's Driveway	A	A
	SB	Driveway	A	A
Hacks Cross Road at MS-302 (signalized)	EB	MS-302	C	C
	WB	MS-302	C	C
	NB	Hacks Cross Road	C	C
	SB	Hacks Cross Road	C	C
	<i>Intersection LOS</i>		C	C

According to the existing conditions capacity analysis, all study intersection approaches are operating with LOS C or better under existing conditions.

Future “Build” Traffic Conditions

Description of Proposed Development

The proposed site layout is shown in Figure 4. The full site plan is found in Appendix A.

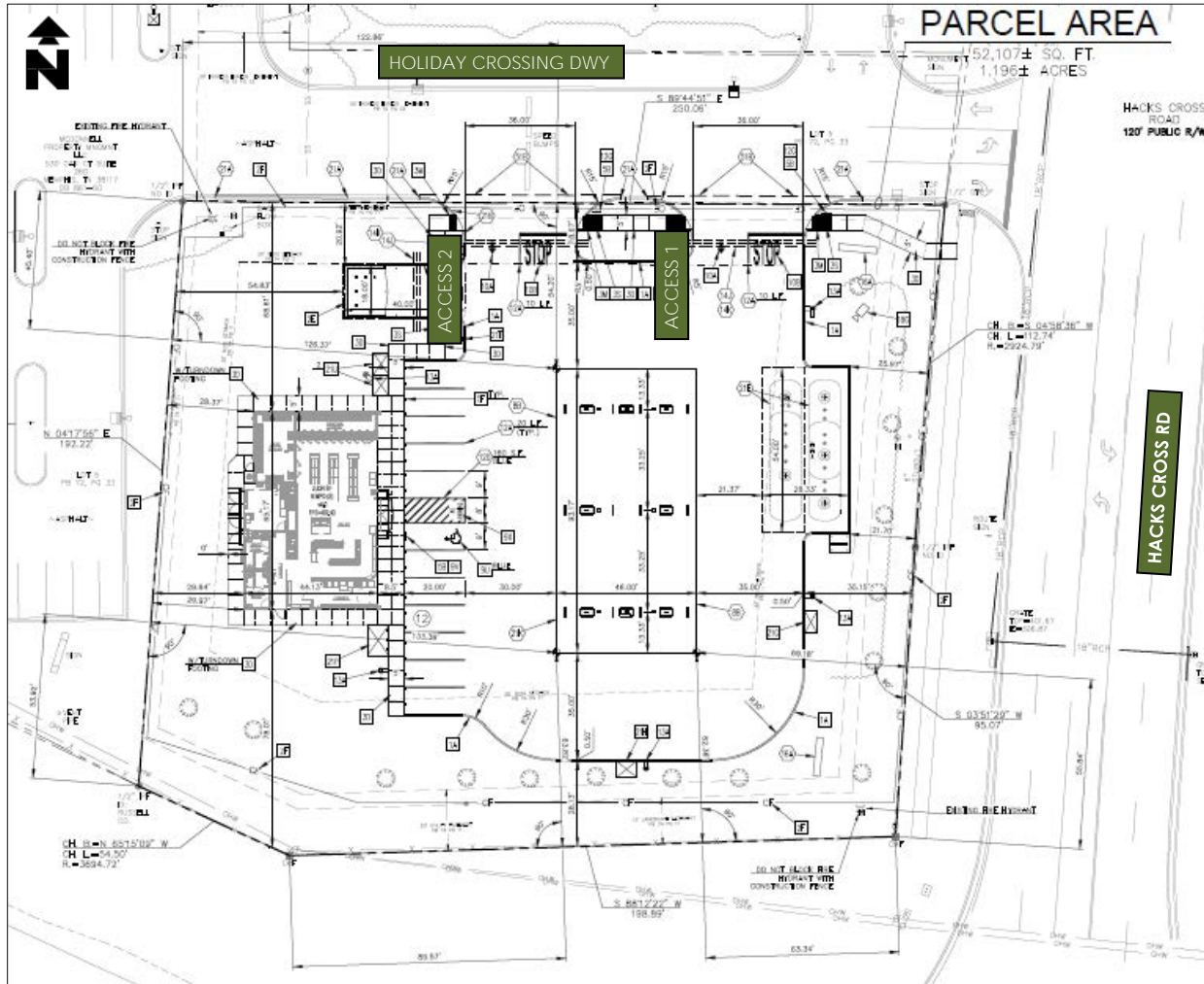


Figure 4: Proposed Site Layout

Trip Generation Estimates

The number of vehicle trips expected to be generated by the proposed development was estimated using data provided in the Institute of Transportation Engineers' (ITE) publication *Trip Generation* (12th Edition).

Traffic generated by a proposed development is often classified in two ways: new trips and pass-by trips. New trips are defined as vehicles whose primary destination is the proposed development; these trips are assumed to return to the same direction in which they arrived. Pass-by trips are defined as vehicles already on an adjacent roadway to the site that stop into a development while headed to another destination.

A detailed summary of the trip generation estimate used for the proposed development is shown in Table 2.

Table 2: Trip Generation Estimate

Land Use	Land Use Code	Quantity	Independent Variable	AM Peak				PM Peak			
				New Trips		Pass-by Trips		New Trips		Pass-by Trips	
				IN	OUT	IN	OUT	IN	OUT	IN	OUT
Convenience Store/Gas Station	945	12	Fueling Positions	20	20	62	62	24	24	71	71

Per the City's request, a comparison was made to see the difference between the trips generated by the existing Hardee's site versus what is projected for the proposed convenience store/gas station. The Hardee's was still operational at the time the traffic counts were collected for this study. These counts were used to establish the existing trips generated by the Hardees, while the previously mentioned ITE data was used to project trips for the proposed convenience store/gas station. To estimate the number of new trips and pass-by trips for the existing Hardee's site, the ITE's average pass-by rates for Fast-Food Restaurant with Drive-Through Window (Land Use Code 934) were used. This comparison is shown in Table 3.

Table 3: Trip Generation Estimate

Land Use	Land Use Code	Quantity	Independent Variable	AM Peak				PM Peak			
				New Trips		Pass-by Trips		New Trips		Pass-by Trips	
				IN	OUT	IN	OUT	IN	OUT	IN	OUT
Convenience Store/Gas Station	945	12	Fueling Positions	20	20	62	62	24	24	71	71
Existing Hardee's	934	3,000	Square Feet	19	17	19	18	3	4	3	5

Site-Generated Traffic Distribution

The directional distribution percentages of site-generated new trips for passenger vehicles are illustrated in Figure 5. This directional distribution for new trips was based on the population distribution within a 4-mile radius of the study site. The directional distribution percentages of pass-by trips for passenger vehicles are illustrated in Figure 6. This directional distribution for pass-by trips was based on existing traffic patterns within the study area.

Using the aforementioned patterns of distribution, Sain Associates assigned the site-generated **trips to the site's proposed access system**. The assigned volumes were then added to the existing traffic volumes in order to produce future traffic volumes.

The trips projected to be generated by the development are illustrated in Figure 7. The combined future traffic volumes are illustrated in Figure 8.

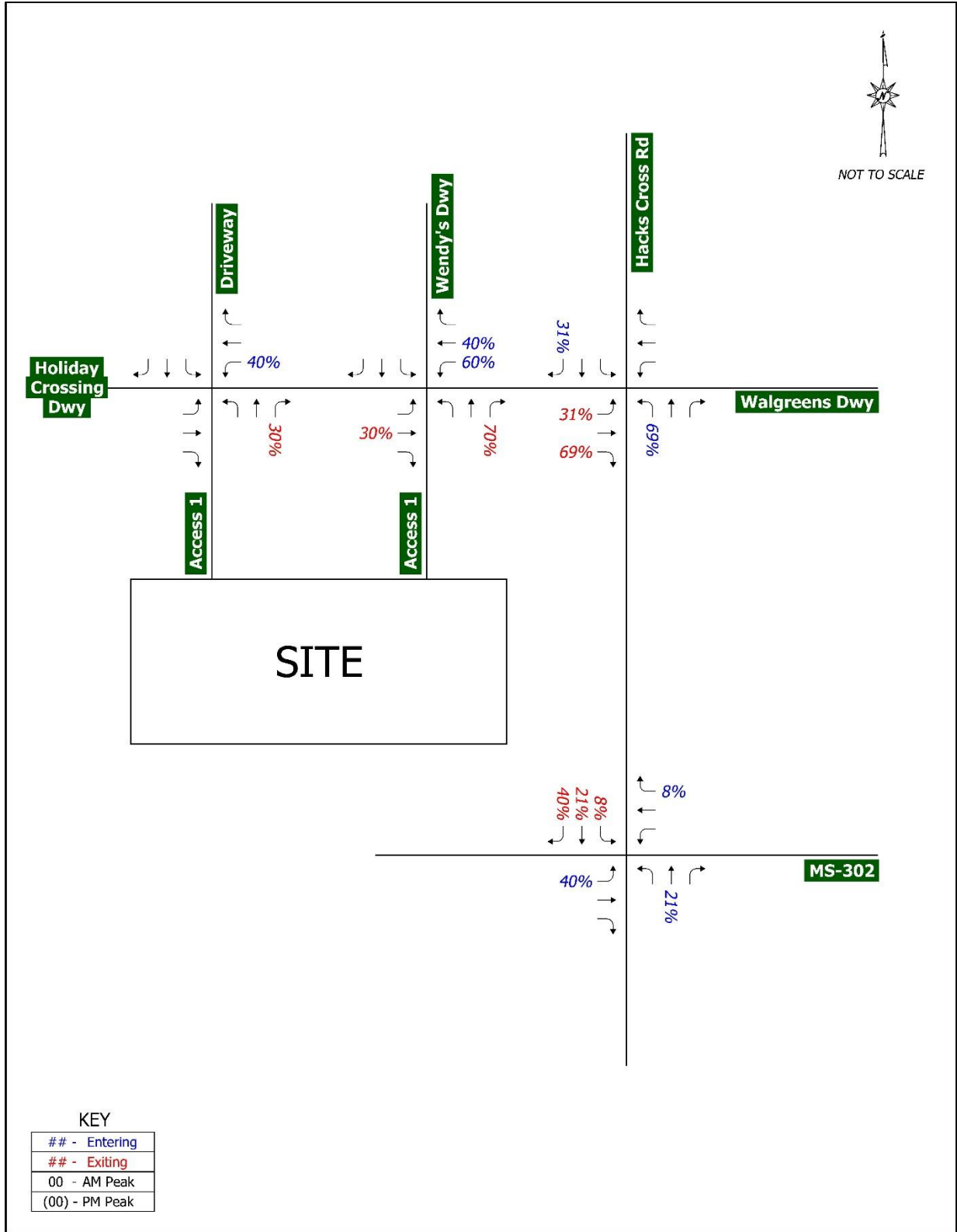


Figure 5: New Trip Distribution

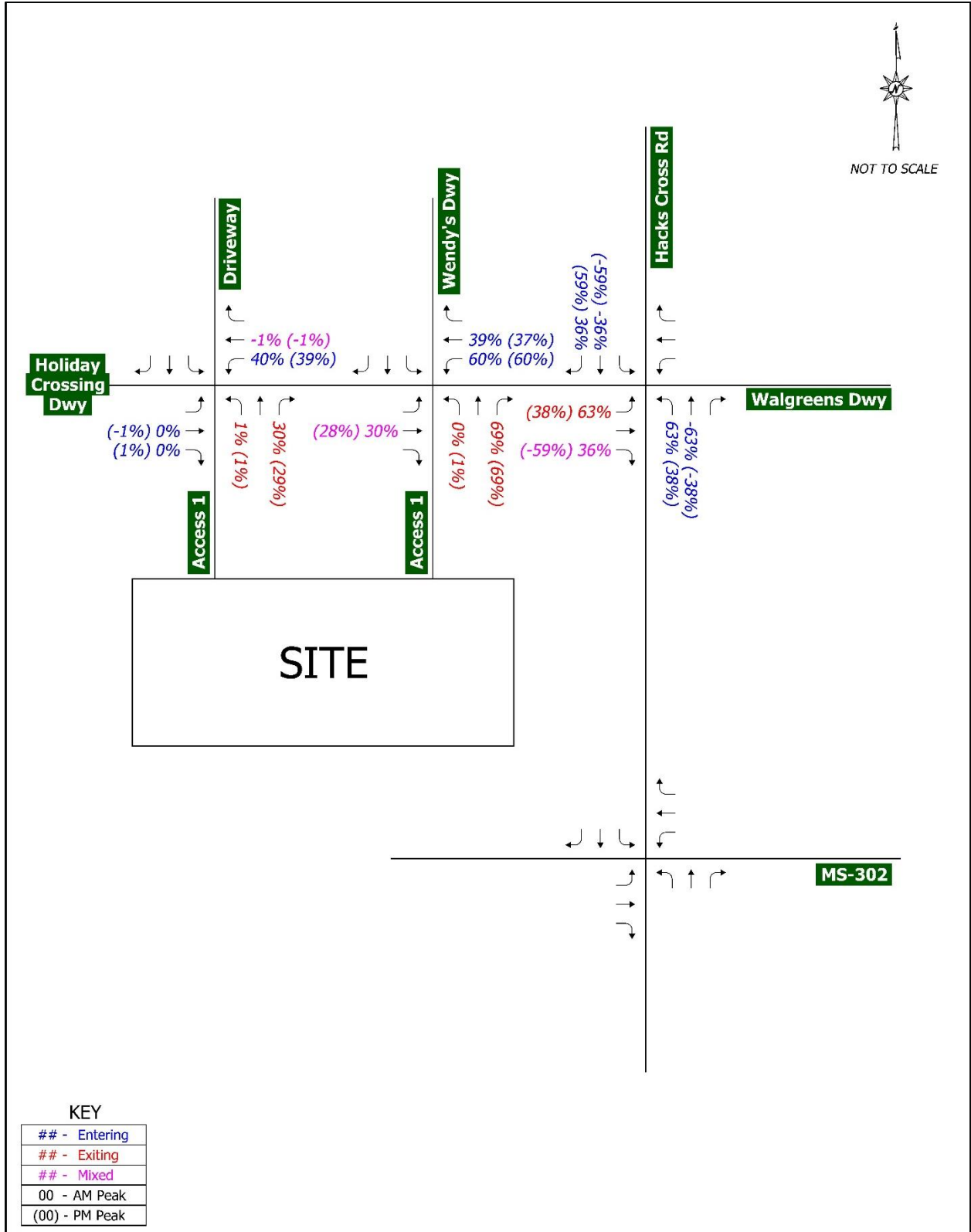


Figure 6: Pass-By Trip Distribution

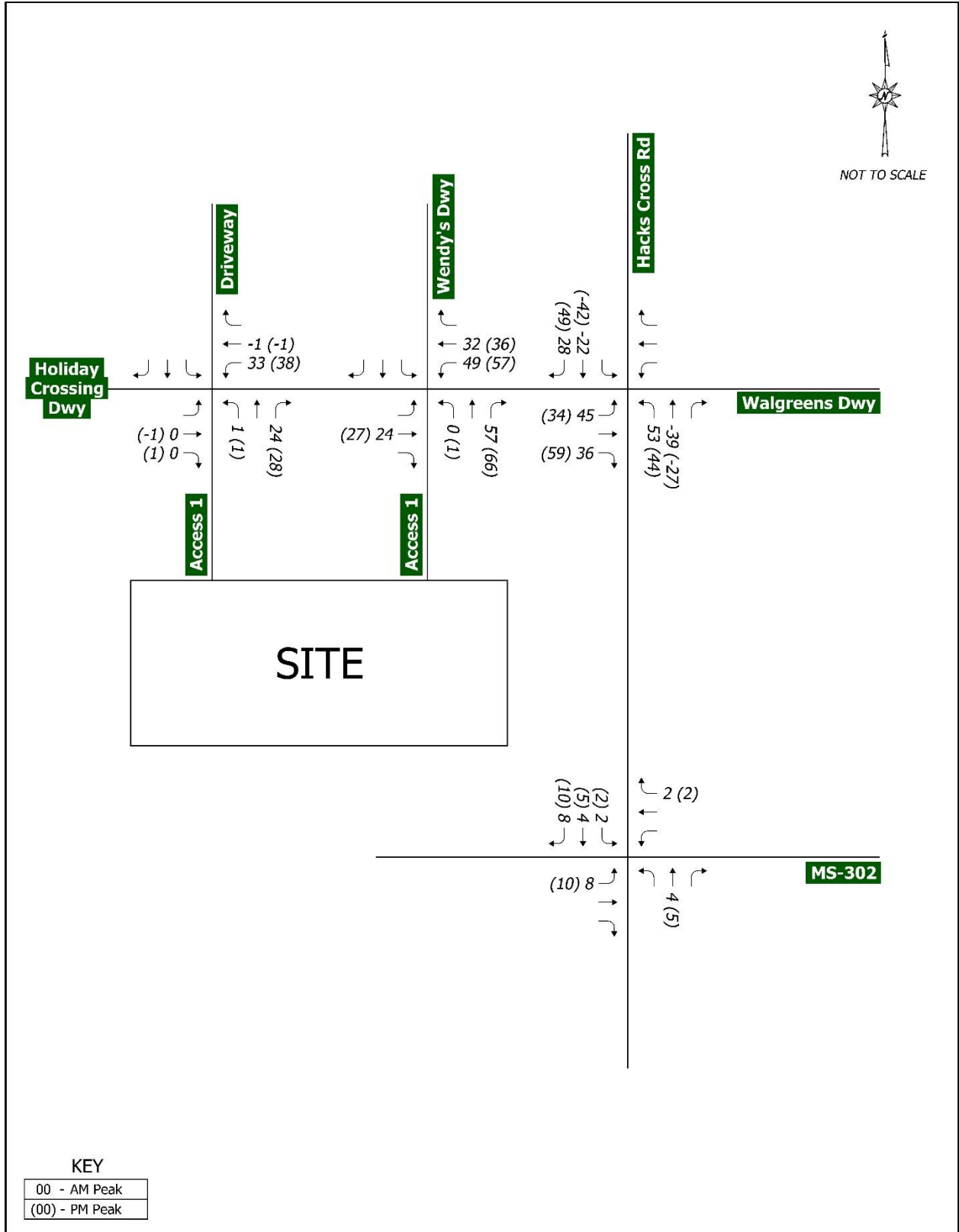


Figure 7: Site-generated Trips

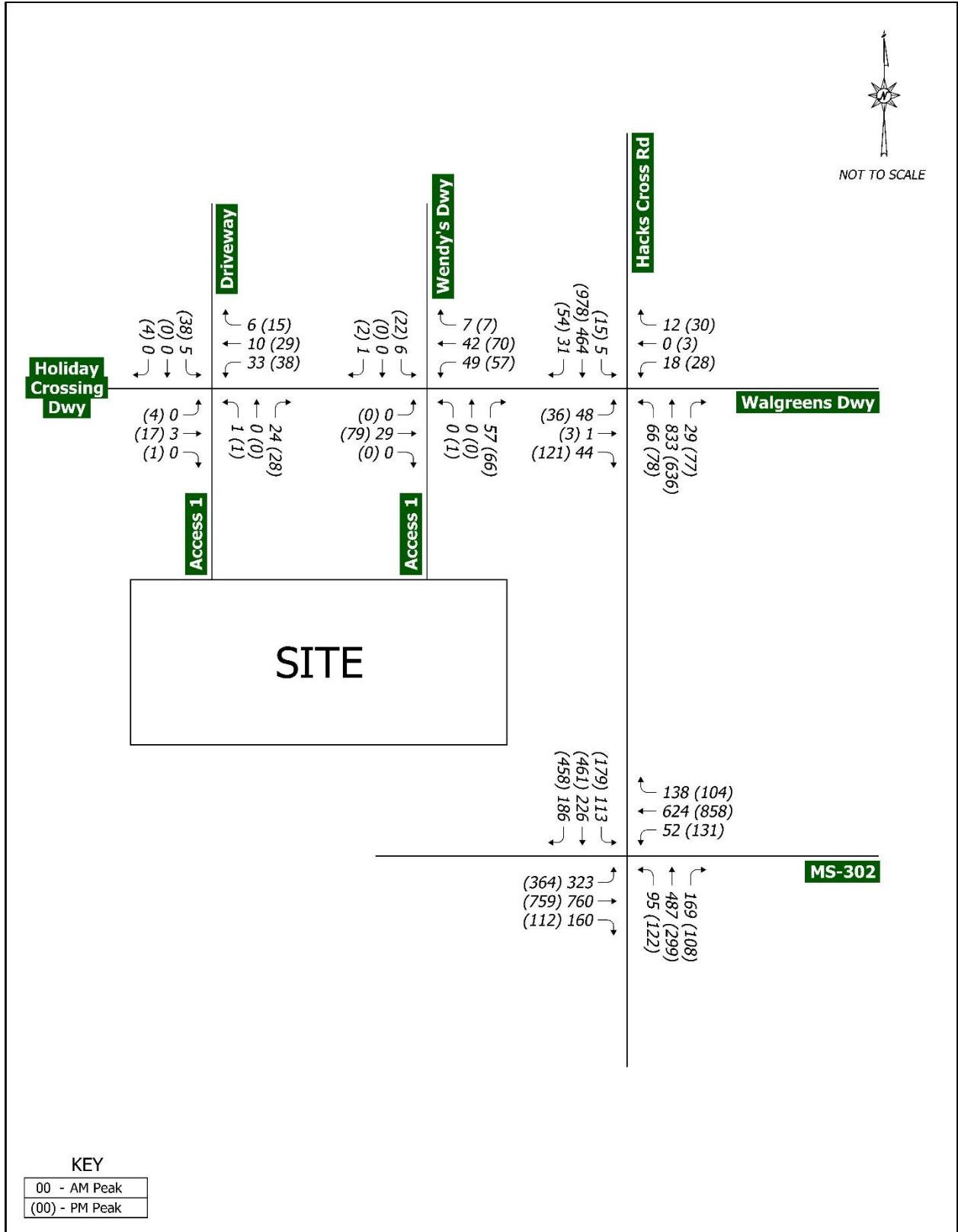


Figure 8: Future Volumes

Future “Build” Capacity Analysis and Levels of Service

Using the *Highway Capacity Manual* methods previously described, the future conditions were analyzed. The resulting LOS are summarized in Table 4. Full printouts of the future conditions capacity analysis are provided in Appendix F. Signal timings were assumed to be optimized for the signalized intersection.

Table 4: Future Levels of Service

Intersection	Approach		Level of Service	
			AM Peak	PM Peak
Hacks Cross Road at Holiday Crossing Driveway (unsignalized)	EB	Holiday Crossing Driveway	C	C
	WB	Walgreens Driveway	C	D
	NB	Hacks Cross Road	A	A
	SB	Hacks Cross Road	A	A
Holiday Crossing Driveway at Wendy's Driveway/ Access 1 (unsignalized)	EB	Holiday Crossing Driveway	A	A
	WB	Holiday Crossing Driveway	A	A
	NB	Access 1	A	A
	SB	Wendy's Driveway	B	B
Holiday Crossing Driveway at Wendy's Driveway/ Access 2 (unsignalized)	EB	Holiday Crossing Driveway	A	A
	WB	Holiday Crossing Driveway	A	A
	NB	Access 2	A	A
	SB	Driveway	A	B
Hacks Cross Road at MS-302 (signalized)	EB	MS-302	C	C
	WB	MS-302	C	C
	NB	Hacks Cross Road	C	C
	SB	Hacks Cross Road	C	C
	<i>Intersection LOS</i>		C	C

According to the future conditions capacity analysis, all study intersection approaches are expected to operate with LOS D or better following construction of the development.

Additionally, a queuing analysis was performed for the section of two-way left turn lane on Hacks Cross Road between Holiday Crossing Driveway and MS-302. This analysis was conducted to project whether sufficient turn lane length is present to store projected queued left turning vehicles for both the northbound approach to Holiday Crossing Driveway and the southbound approach to MS-302. The 95th percentile queue lengths for each approach are shown in Table 5.

Table 5: 95th Percentile Queue Lengths

Intersection	Approach	Shared TWLTL Storage Available	95th Percentile Queue (ft)			
			Existing		Future	
			AM Peak	PM Peak	AM Peak	PM Peak
Hacks Cross Road at Holiday Crossing Driveway	Northbound Left Turn Lane	360'	25	25	25	25
Hacks Cross Road at MS-302	Southbound Left Turn Lane	360'	60	118	58	120

According to the future conditions queuing analysis, queuing conflicts are not expected to occur under the projected future conditions.

Future “Build” Turn Lane Warrant Analysis

Utilizing the information contained in NCHRP Report 457, turn lane warrant analyses were performed using the future traffic volumes. The inputs and results from these warrants are summarized in Table 6. Full printouts of the future conditions turn lane warrant analysis are provided in Appendix F. A two-way left turn lane is already present along the northbound Hacks Cross Road approach to Holiday Crossing Driveway.

Table 6: Right Turn Lane Warrant Evaluation – Future Volumes

Intersection	Direction	Peak Period	INPUT		OUTPUT	
			Advancing Volume (VPH)	Turning Volume (VPH)	Minimum Turning Volume (VPH)	Meets Warrant Volume Threshold?
Hacks Cross Road at Holiday Crossing Driveway	SB right turn lane	AM	495	31	102	NO
		PM	1,032	54	28	YES

According to the future conditions right turn lane warrant analysis, the southbound Hacks Cross Road right turn volumes at Holiday Crossing Driveway meet the minimum volume thresholds for warranting a right turn lane during the PM peak hour. The turn lane warrant was based on the posted speed limit of 45 mph. Speed data was not collected, but it is likely that southbound vehicles are traveling at lower speeds during the PM peak hour due to them approaching the signalized intersection of Hacks Cross Road and MS-302. If the vehicular speeds are set at 35 mph in the warrant analysis, then a southbound right turn lane is no longer warranted.

Conclusions/Recommendations

Based on the observations and analysis documented in this report, Sain Associates makes the following conclusions/recommendations:

- Under existing conditions:
 - According to the existing conditions capacity analysis, all study intersection approaches are operating with LOS C or better under existing conditions.
- Following the construction of the proposed development:
 - According to the future conditions capacity analysis, all study intersection approaches are expected to operate with LOS D or better following construction of the development.
 - According to the future conditions right turn lane warrant analysis, the southbound Hacks Cross Road right turn volumes at Holiday Crossing Driveway meet the minimum volume thresholds for warranting a right turn lane. A two-way left turn lane is already present along the northbound Hacks Cross Road approach to Holiday Crossing Driveway.
 - According to the future conditions queuing analysis, notable queuing conflicts are not expected to occur under the projected future conditions.
- The accesses for the proposed development should be constructed as follows:
 - Access 1 – Construct a driveway **approximately 100' west of Hacks Cross Road**, to create a full access for the proposed development. This access should include one entering lane and one exiting lane.
 - Access 2 – Construct a driveway **approximately 175' west of Hacks Cross Road**, to create a full access for the proposed development. This access should include one entering lane and one exiting lane.
- Although the projected southbound Hacks Cross Road volumes at the Holiday Crossing Driveway intersection meet the minimum volume thresholds for warranting a right turn lane during the PM peak hour, a right turn lane may be undesirable at this location due to the following:
 - Construction of a right turn lane meeting applicable design requirements is not feasible due to the spacing between Holiday Crossing Driveway and the **Wendy's/KFC driveway to the north**.
 - Turn lane construction would require the relocation of the existing sidewalk and drainage facilities.
 - The projected volumes only meet the minimum volume threshold during the PM peak hour.
 - The projected volumes meet the minimum volume threshold at the posted speed of 45 mph, but the minimum volume threshold is not met at a speed of 35 mph. It is likely that southbound vehicles are traveling at speeds lower than the posted speed limit during the PM peak hour due to them approaching the signalized intersection of Hacks Cross Road and MS-302.



MEMO



ENGINEERING DEPARTMENT

CITY OF OLIVE BRANCH, MS

DATE: November 7, 2025
TO: Asongayi Venard
FROM: Andy D. Swims, PE *ADS*
RE: Murphey Oil Traffic Impact Study

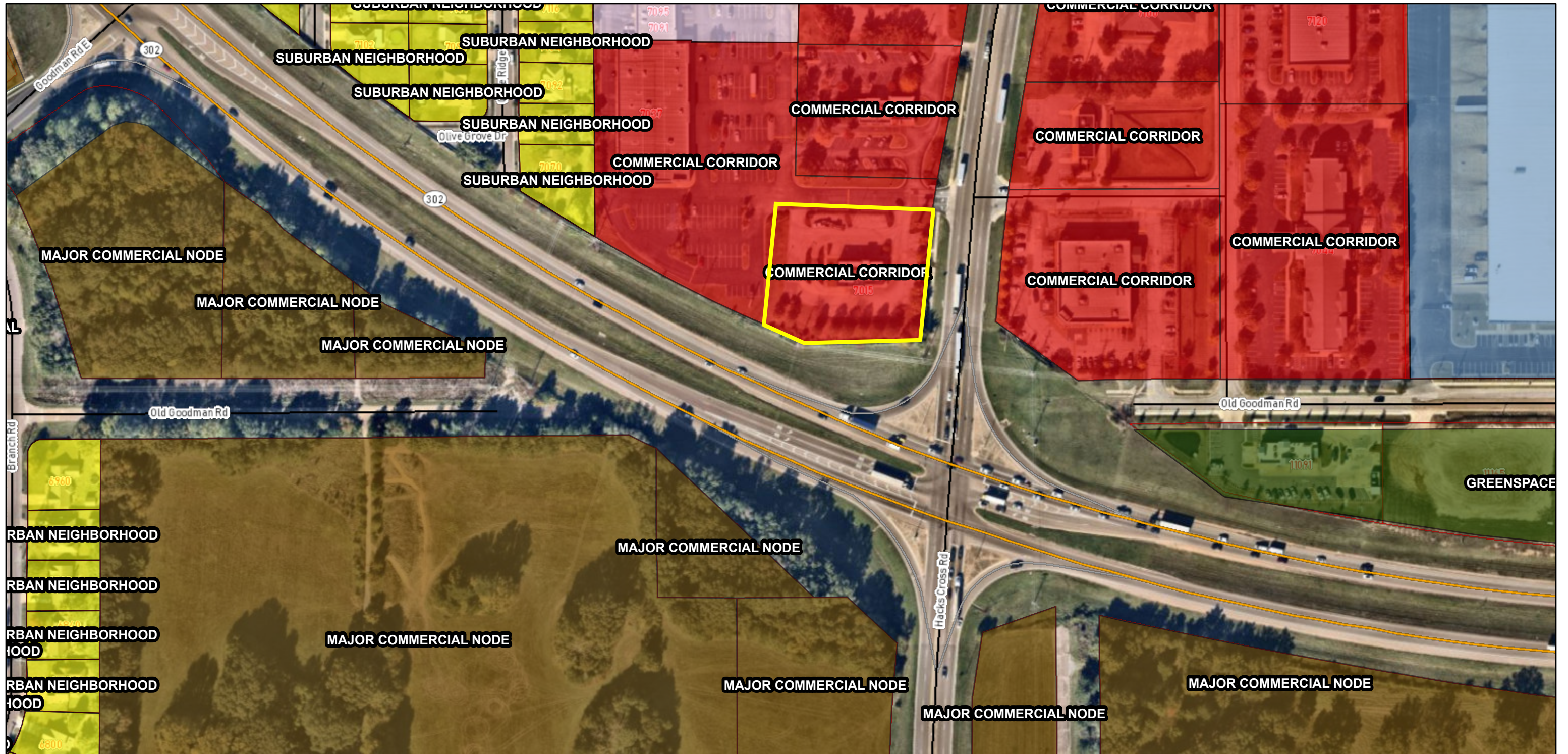
Murphy Oil prepared a traffic study for a proposed C-store at the northwest corner of Hacks Cross Road and MS302. Here are my comments from the study:

The Level of Service (LOS), which indicates capacity conditions, was shown to worsen for future conditions from a LOS C, today, to LOS D in the future. While it can be contended that LOS D is considered acceptable for urban conditions, LOS D show that traffic speeds decrease as volume increases and traffic flow approaches a more unstable condition.

A right turn lane for southbound Hacks Cross is warranted per the study. The PM peak hour volumes turning right (west) is 448 vehicles currently. Note that this volume represents the heaviest southbound traffic of the day and may not be as congested at other times. The traffic study also showed that the convenience store with fuel pumps will generate a 2% increase in peak hour right-turning traffic volume from the current conditions.

We were also concerned about potential conflicts with southbound cars queuing up into the center lane to turn left on MS 302 while northbound cars were trying to enter the C-store. The study showed that the left-turning southbound lane is the lightest southbound movement with 179 vehicles during peak hour. This may lessen the conflict concern.

Exhibit 9: Future Land Use Map



11/10/2025, 9:46:47 AM

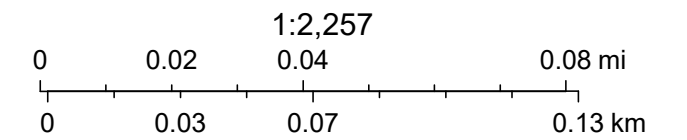
OB FUTURE LAND USE

- NEIGHBORHOOD COMMERCIAL
- SUBURBAN NEIGHBORHOOD
- GREENSPACE
- TECHNOLOGY / EMPLOYMENT CENTER

- COMMERCIAL CORRIDOR
- MAJOR COMMERCIAL NODE
- PointAddresses
- Tax Parcels
- <all other values>

- PRELIMINARY 2024 LANDROLL
- PRELIMINARY 2025 LANDROLL
- Roads
- Interstate
- US Highway

- State Highway
- Local Road
- Private Road
- Ramp
- IH



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user

REPORT TO THE BOARD OF (ZONING) ADJUSTMENT

CAPTION/SUBJECT: Application for a Zoning Variance, submitted by Sam Gassiott, Pan American Engineers, on behalf of The MDR Cove Trust, property owner. The request is to encroach 23.35 feet into the 50-foot building setback line along Goodman Rd for a convenience store with fuel pumps. The 1.20+/- acre subject property is zoned PUD, Planned Unit Development. The subject property is located at the northwest corner of Hacks Cross Rd and Hwy 302, Holiday Crossing Section A 1st Rev, Lot 1, known as 7015 Hacks Cross Rd. (File # VR25-0010).

- EXHIBITS:**
- 1) Applicant’s request letter
 - 2) Aerial View
 - 3) Proposed Site Plan for the Variance Application
 - 4) Initial Site Plan

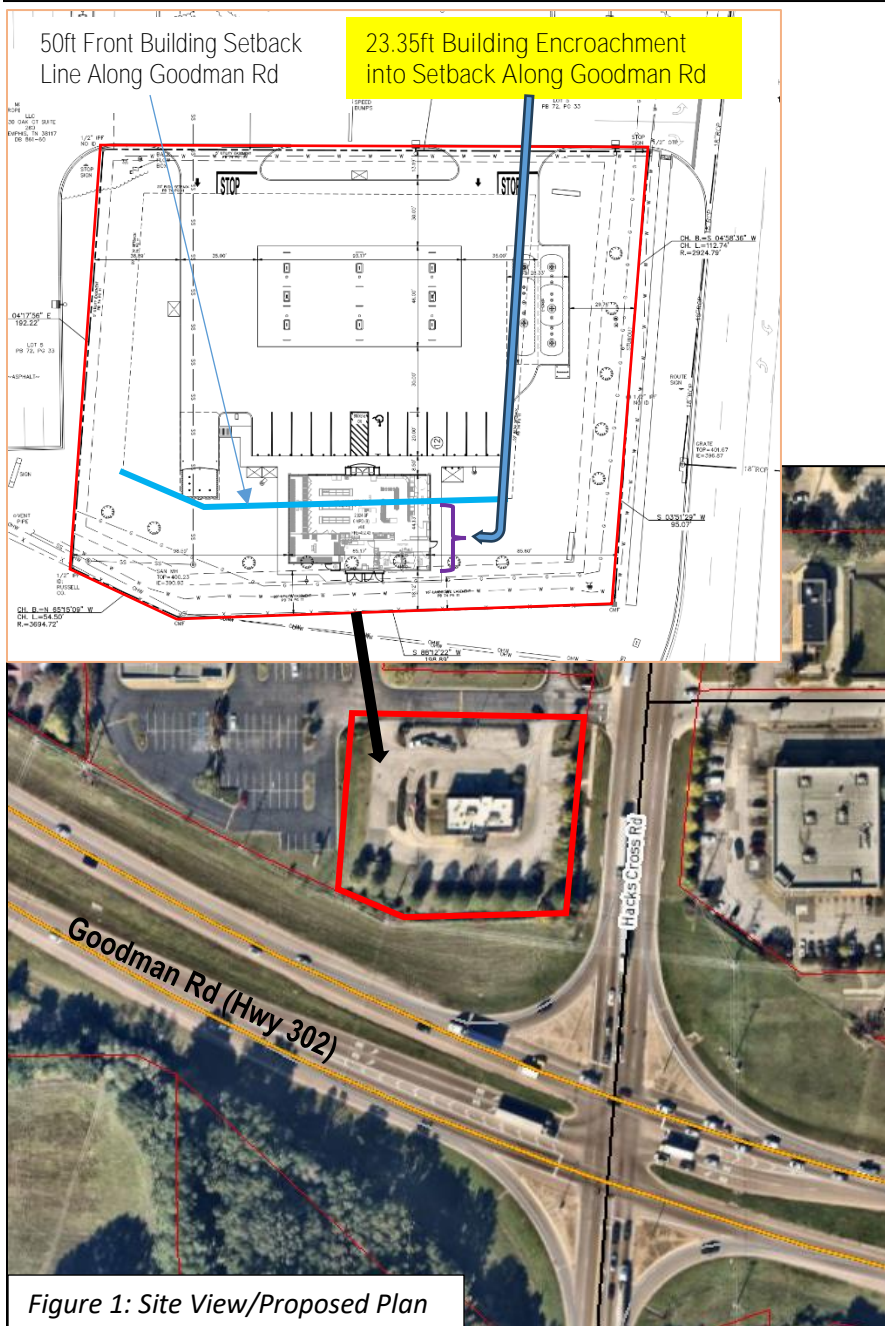


Figure 1: Site View/Proposed Plan

BACKGROUND: Sam Gassiot, Pan American Engineers, acting on behalf of the property owner, The MDR Cove Trust, requests approval of a zoning variance to permit a building for a convenience store with fuel pumps to encroach 23.35 ft into the 50 ft front building setback line along Goodman Rd (Hwy 302) on the property at 7015 Hacks Cross Rd (see Exhibit 1 for Applicant’s Request Letter). The site is the current location of a Hardee’s restaurant (see Exhibit 2 for Aerial View). Murphy Oil USA intends to acquire the property, demolish the existing restaurant building, and construct a Murphy convenience store with fuel pumps (see Exhibit 3 for proposed site plan) on the parcel. The property is in the C-3 Zoning Subdistrict of the Holiday Crossing Planned Development, which requires a front yard building setback of 50ft.

Initially, Pan American Engineers had drawn a site plan with the principal structure meeting setback requirements.

However, in this design, the fuel canopy was in the front yard – precisely between the building and Hacks Cross Rd (see Exhibit 4). Planning staff called Mr. Gassiot’s attention to a design requirement for convenience store with fuel pumps stipulated in Art. V., Sec. 16 (C)(2) of the Zoning Ordinance of the City of Olive Branch, namely, “*The site shall be designed so that any fueling pumps and associated canopies are not located between the front façade of the building and the street with a minimum front setback for a fuel canopy façade of fifty (50) feet.*” The Board of Adjustment has the authority to “waive this provision . . . if the applicant can demonstrate its enforcement would adversely affect traffic and/or on-site circulation or result in the placement of fuel pumps and associated canopies close to residentially zoned areas or protected properties.” The applicant has not requested such waiver from the Board of Adjustment; he has redesigned the site plan with the back of the 2,824sq ft building facing Goodman Rd and the fuel canopy located between the principal structure and the private access drive to the north of the site. While the location of the canopy meets design criteria, the building encroaches 23.35 ft into the 50ft front yard setback along Hwy 302 as shown in Figure 2 below. The applicant, therefore, requests a principal building front yard setback variance of 23.35 ft. This will allow the building to be located only 26.65 feet from the lot’s front property line with Hwy 302.



Figure 2: Building Location Encroachment of 23.35ft into the Front Setback Along Goodman Rd

ANALYSIS:

A variance is a relaxation of the terms of the Zoning Ordinance where such variance will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of actions of the applicant, a literal enforcement of the Ordinance would result in an unnecessary and undue hardship. The Board of (Zoning) Adjustment (BZA) may grant a request for a variance upon a finding that there are special conditions of the land exceptionally applicable to the property, the actions of the applicant are not

the cause of the special hardship conditions or circumstances, and the variance will permit a fair enjoyment of property and not constitute a privilege to the applicant. The Zoning Ordinance also stipulates that mere convenience and the potential for economic loss or gain on the part of the applicant cannot be considered a sufficient basis for the approval of any variance. This would imply, for example, that the fact that the denial of the variance requested may lead to loss of sale of the property to Murphy Oil USA, and Murphy Oil USA not doing business on the property (financial/economic loss for both the property owner and Murphy Oil USA) cannot be a good enough reason for granting the variance.

The Code requires the Board of Adjustment to make positive findings on each of the following criteria for approval, and the burden of proof is on the applicant:

1. *The variance requested arises from special conditions or circumstances which are unique due to the particular shape, size, location, or topography of a lot or parcel, or a structure thereon, and which are not ordinarily or generally found in the same zoning district.*

Applicant's Submission

“This variance request arises from special conditions or circumstances which are unique due to the particular shape, size, and location of the site and the proposed contents. Originally, the conceptual site plan had the building’s facades and fueling canopy facing Hacks Cross Road. This original plan had all structures contained within the required setbacks. However, the City’s Planning Department has requested that the site be rotated so that the building’s façade and fueling canopy face away from Hwy 302. By implementing this request, due to the shape and size of the lot, the rear edge of the building would now be placed ± 18.12’ away from the southern property line which ultimately falls within the required setback.”

Staff Finding:

The subject property is a corner lot with two street frontages along Hacks Cross Rd and Goodman Rd. That corner lots have two street frontages is not unique to the concerned property; all corner lots in the City of Olive Branch are regulated as having two street frontages – one on either street that the lot abuts.

That the fuel canopy should not be located between the building and the public street is not a discretionary request from the City planning staff. As pointed out in the background narrative, it is a design requirement in the Zoning Ordinance, for convenience stores with fuel pumps as currently applicable in the City, albeit with the Board of Adjustment having the power to waive the design requirement if the Board makes certain positive findings following the applicant’s request as earlier noted.

The shape of the lot is generally regular. There is an angular “indent” at the southwest end of the lot. However, from an examination of the site plan, this has no effect on the location of the building vis-à-vis its setback from Goodman Rd.

The size of the lot is 1.2 acres. From the site plan, it is small regarding the positioning of necessary convenience store with fuel pump elements (building, fuel canopy, gas tanks, parking spaces, sufficiently wide and safe drive isles, green space, dumpster enclosure, etc) in a way that satisfies the public interest by meeting the design criteria for such uses in the City of Olive Branch. If the property

were sufficiently large for the elements of the convenience store with fuel pumps, taking into consideration the City's design requirements for such use, a building variance would not be warranted.

It is worth noting that an assertion of the property as being small is a relative claim. A Hardee's restaurant is currently on the lot. It was constructed in conformity with setback requirements – as such, without need for a variance. This points to the fact that the parcel was not small for the restaurant use.

2. *The special conditions or circumstances do not result from the actions of the applicant.*

Applicant's Submission

The applicant's request letter is not explicit in addressing this criterion.

Staff Finding:

While the size of the lot is an existing condition of the property, the intent to construct a convenience store with fuel pumps on the small sized lot is an elective choice of the developer.

3. *That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zone or district under the terms of the Ordinance.*

Applicant's Submission

"Being that this is a unique situation where the rotation is being requested by the City, implementing the literal interpretation of the City's Code of Ordinances would deprive Murphy Oil USA of rights commonly enjoyed by other businesses in the surrounding area."

Staff Finding:

Currently, Murphy Oil USA does not own the property. As such, it does not have property rights regarding the said parcel as the property owner, namely, The MDR Cove Trust, does. The applicant's request letter is silent regarding what right Murphy Oil USA would be deprived of if the variance were not granted.

The two rights that are commonly enjoyed by other properties in the same zone or district as the subject property, under the terms of the Zoning ordinance of the City of Olive Branch are the right to develop their properties for those uses permitted by right in the zoning district in which the properties are located, and the right to design or develop their parcels in conformity with the City's development regulations. In other words, all owners of property in planned development districts, especially along Hacks Cross Rd and Goodman Rd have a right to use their property for those uses that are permitted by right in the PUDs at large or C-3 District in particular. A convenience store with fuel pumps is not one of the uses that is permitted by right in the said district. Furthermore, as earlier mentioned, there is a restaurant on the property. This implies that if the variance were not approved, the denial would not constitute a regulatory taking that would deprive the property owner of due rights to develop the property for economic purposes.

4. That granting the variance will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, structures, or buildings in the same zone or district.

Applicant’s Submission

“By granting this variance, it should not be considered that special privileges are being conferred to Murphy Oil USA because the original conceptual plan fits well within the City’s Code of Ordinances setback requirements. Only by working with the City on their request for the rotation of the site, the setback issue arises.”

Staff Finding:

The applicant’s assertion that “the original conceptual plan fits well within the City’s Code of Ordinances setback requirements” is inaccurate. As earlier pointed out, Art. V, Sec. 16 (C)(2) of the Zoning Ordinance of the City of Olive Branch stipulates that for convenience stores with fuel pumps, “The site shall be designed so that any fueling pumps and associated canopies are not located between the front façade of the building and the street. . .” The said “original conceptual plan,” which is included herein as Exhibit 4, positioned the fueling pumps and associated canopies between the front façade of the building and Hacks Cross Rd. As such, it did not meet this requirement.

Holiday Crossing in which the subject Lot 1 is located is a planned development district. Prospective convenience stores with fuel pumps that have been designed with gas canopies not located between the front façade of the building and the street in such districts have been proposed on future parcels that are larger than 1.2 acres. Such is the case with the convenience store with fuel pumps that the City approved in the Willow Bend Neighborhood Market Planned Development wherein the parcel for the gas station is 2.0 acres as shown in Figure 3 below. Thus, it can be contended that granting the variance would confer on the applicant the privilege of self-electing to use an unfitting small lot for a convenience store with fuel pumps.

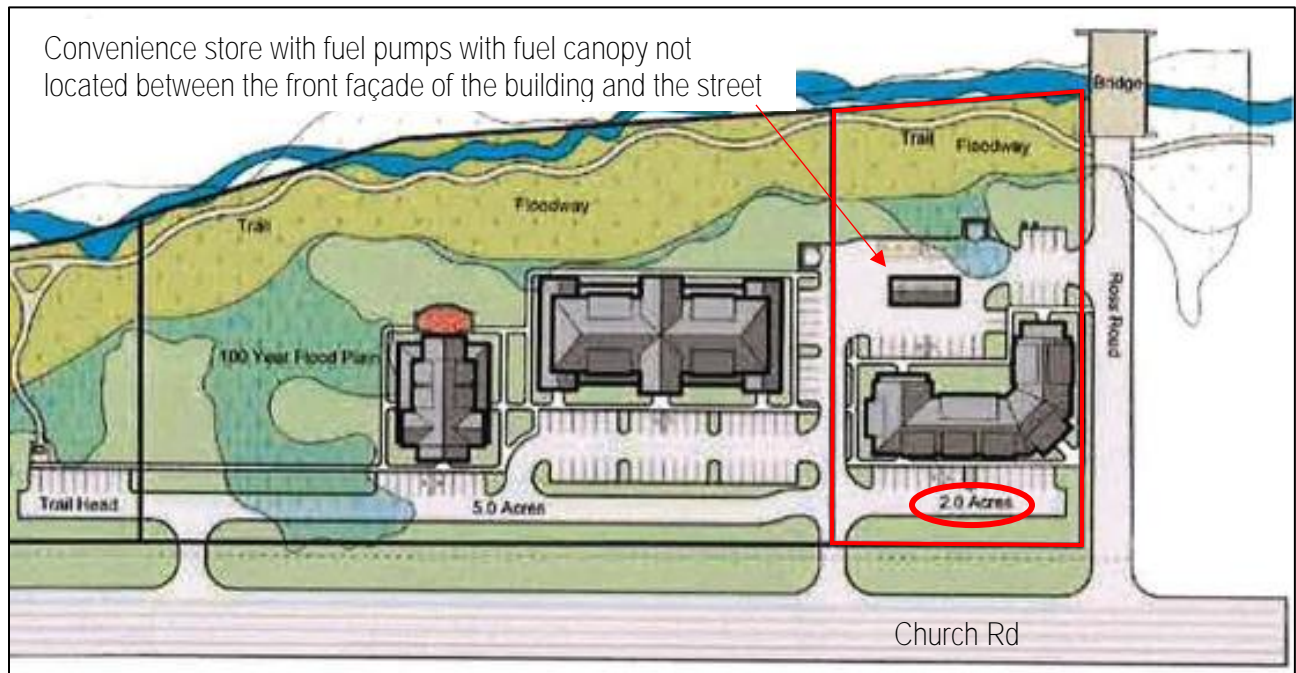


Figure 3: Willow Bend Neighborhood Market Planned Development Preliminary Plan Layout

Furthermore, as shown in Figure 4 below, no commercial building similarly located in the vicinity of the subject property is setback less than 50ft from Goodman Rd. The current Hardee’s restaurant building on the property is over 85ft from Goodman Rd. The adjoining strip mall building at 7037 Hacks Cross Rd is over 108ft from Goodman Rd; the Walgreens across the street from the subject property, precisely at 7030 Hacks Cross Rd is about 78.8ft from Goodman Rd; the new Zaxby’s restaurant building at 11091 Old Goodman Rd is over 65ft from Goodman Rd; and the multi-units restaurant building at 11201 Old Goodman Rd is over 80ft from Goodman Rd. These commercial buildings that are located similarly on lands north of Goodman Rd, in the vicinity of the subject property, were all constructed without front setback variances from Goodman Rd. Their setback distances from this highway, which are all not less than 50ft, have created a character regarding the location of buildings relative to Goodman Rd in the area. Granting the requested variance would privilege the developer to position a building only 26.65ft from Goodman Rd, which would also be odd regarding the character of the area.



Figure 4: Setbacks of Other Buildings Similarly Located in the Vicinity of the Subject Property

RECOMMENDED MOTION:

Option 1

Deny the request for a building setback variance at 7015 Hacks Cross Rd upon a finding by the Board of Adjustment that **the variance criteria have not been met** because:

- (i) The location of the property as a corner lot is not unique compared to the location of other convenience stores with fuel pumps in the City of Olive Branch, similarly in planned development districts, designed with fuel canopies not located between the front façade of

the building and the public street as is the case, for example, with an approved prospective gas station at the intersection of Ross Rd and Church Rd.

- (ii) The shape of the property does not pose an unnecessary hardship because it is generally regular. The location of the building as shown on the site plan is not affected by an angular “indent” at the southwest corner of the lot.
- (iii) The claimed small size nature of the property is based strictly on the elective choice of the applicant (and Murphy Oil USA) to attempt using a particular piece of property of a specific size for a convenience store with fuel pumps. By such personal elective choice, the applicant imposes upon himself the hardship that the size of the lot, being unfitting for the development design, presents.
- (iv) The applicant has not submitted substantial evidence, and as such has not met the burden of proof justifying that the provisions of the Zoning Ordinance would deprive the applicant of any rights, which are identified as commonly enjoyed by other properties in the same zone or district under the terms of the Ordinance. A restaurant currently stands on the property; as such, the right to use the lot for commercial purposes is not denied by the Zoning Ordinance. Other uses permitted by right in the zoning district of the parcel can also be constructed on the lot in compliance with the stipulations of the zoning ordinance – as such, without need for a variance.
- (v) The applicant has not submitted substantial evidence, and as such has not met the burden of proof justifying how granting the variance will not confer on the applicant any special privilege that is denied by the Zoning Ordinance to other lands, structures, or buildings in the same zone or district. Other property owners such as that of the Willow Bend Neighborhood Market Planned Development have elected to use corner lots that are larger than 1.2 acres to design convenience stores with fuel pump canopies that are not located between the front façade of the building and the street, and without need for setback variances from major roads.
- (vi) Over two-thirds of the building footprint will stand inside the regulatory setback with its rear facing Goodman Rd, and existing trees that could buffer the building from Hwy 302 cut down to place the structure at the corner of an intersection that is a principal gateway node in the City. This is contrary to the aesthetic intent terms of the Zoning Ordinance.
- (vii) All existing commercial principal buildings similarly located north of Goodman Rd in the vicinity of the property are no less than 50ft from the right-of-way line of Goodman Rd and were constructed without front building setback variances from this highway. Therefore, granting the requested variance to allow a principal building that would be only 26.65ft from Goodman Rd would confer on the applicant a privilege to position a building significantly closer to Goodman Rd than buildings on other lands similarly located, and such placement would remarkably mar the character of the area.
- (viii) Permitting the building to encroach 23.35 feet into the 50 feet building setback along Goodman Rd, which is a major highway in the City, would produce not a minor departure

from the requirements of the Ordinance, but rather, a 46.7% reduction in the required setback.

- (ix) The election to use a particular piece of property that is unfit in size regarding the necessary elements and required design for convenience stores with fuel pumps at the northwest corner of the iAERIAntersection of Hacks Cross Rd and Goodman Rd, an intersection with high traffic volumes, is based on the personal convenience and economic benefits of the applicant and potential gas station developer. The Zoning Ordinance stipulates that mere convenience and the potential for economic gain on the part of the applicant cannot be considered a sufficient basis for granting a variance.

Option 2:

Approve the variance request upon determining as fact that all zoning variance criteria have been met, and subject to the following:

- (i) A conditional use permit must be granted by the City of Olive Branch before a conveneince store with fuel pumps may be constructed on the property.
- (ii) In the design of the conveneince store with fuel pumps, any fueling pumps and associated canopy shall not be located between the front façade of the building and the public streets.
- (iii)The rear of the building, having been permitted to be closer to Goodman Rd, shall be constructed entirely of brick or natural stone material, and be designed with real or faux doors and windows to give it the appearance of a building front.
- (iv)Except in the area that the building would stand, all other existing trees along Goodman Rd and Hacks Cross Rd in the street frontages of the property shall be maintained.

REPORT PREPARED BY: Venard Asongayi, AICP, CFM, DPA  **DATE:** 11/7/2025

MOTION BY: _____ **SECOND BY:** _____

VOTE	BERKLEY	BUTLER	HUEN	GRAY	ROMAN	WILLIAMS	WISEMAN
YES	_____	_____	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____	_____	_____

Exhibit 1: Applicant's Request Letter



**PAN AMERICAN
ENGINEERS, LLC**

Consulting Professional
Engineers and Land Surveyors

October 9, 2025

City of Olive Branch, Mississippi
Planning Department
9200 Pigeon Roost
Olive Branch, MS 38654

Re: **Variance Application**
Proposed Murphy USA Fueling Station
7015 Hacks Cross Road
Olive Branch, MS 38654
PAE Job No. 13378

To Whom it May Concern:

On behalf of Murphy Oil USA, Inc., we are enclosing herewith one (1) copy each of the following:

- Variance Application
- Site Plan
- Map showing properties within 500' of the subject property
- List of names and addresses of the owners within 500' of the subject property with mailing labels
- Check #24560 for the \$301.00 Permit Fee

This information is being submitted for review and approval.

Murphy Oil USA proposes to construct a new 2,824 square foot prototypical convenience store and fuel canopy with 6 MPDs (12 fueling positions). The proposed improvements will include new underground storage tanks, concrete parking lot and drive isles, sidewalks, signage, trash enclosure and landscaping. In addition, the existing access drives will be utilized and remain connected to the finished site.

Murphy Oil USA is requesting that a setback variance be granted. In support of this application, we present the following information for your review.

This variance request arises from special conditions or circumstances which are unique due to the particular shape, size, and location of the site and the proposed contents. Originally, the conceptual site plan had the building's façade and fueling canopy facing Hacks Cross Road. This original plan had all structures contained within the required setbacks. However, the City's Planning Department has requested that the site be rotated so that the building's façade and fueling canopy face away from HWY 302. By implementing this request, due to the shape and size of the lot, the rear edge of the building would now be placed $\pm 18.12'$ away from the southern property line which ultimately falls within the required setback.

October 9, 2025

Re: Variance Application
Proposed Murphy USA Fueling Station
7015 Hacks Cross Road
Olive Branch, MS 38654
PAE Job No. 13378

Page 2

Being that this is a unique situation where the rotation is being requested by the City, implementing the literal interpretation of the City's Code of Ordinances would deprive Murphy Oil USA of rights commonly enjoyed by other businesses in the surrounding area. By granting this variance, it should not be considered that special privileges are being conferred to Murphy Oil USA because the original conceptual plan fits well within the City's Code of Ordinances setback requirements. Only by working with the City on their request for the rotation of the site, the setback issues arise.

We appreciate your consideration of this Variance Application for the proposed Murphy Oil USA convenience store at 7015 Hacks Cross Road. We respectfully request your approval and look forward to working with the City to bring this project to fruition. Should you have any questions or require additional information, please do not hesitate to contact our office at (318) 473-2100.

Yours very truly,

PAN AMERICAN ENGINEERS, LLC



Sam D. Gassiot, P.E.

SDG/dll
Enclosures

Exhibit 2: AERIAL VIEW OF SUBJECT PROPERTY AT 7015 HACKS CROSS RD



11/8/2025, 11:20:31 AM

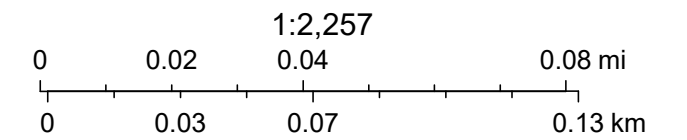
Tax Parcels

- <all other values>
- PRELIMINARY 2024 LANDROLL
- PRELIMINARY 2025 LANDROLL

Roads

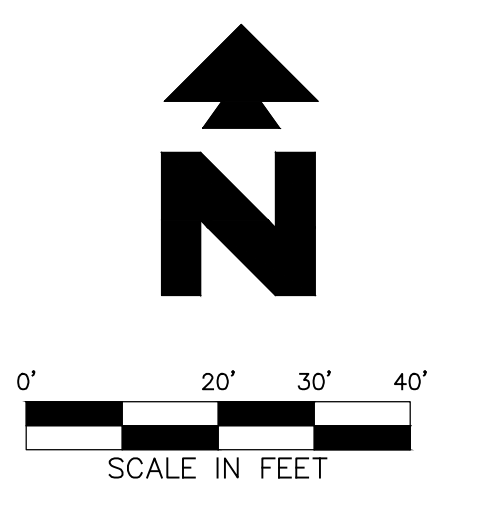
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- US Highway
- State Highway

- Local Road
- Private Road
- Ramp
- IH

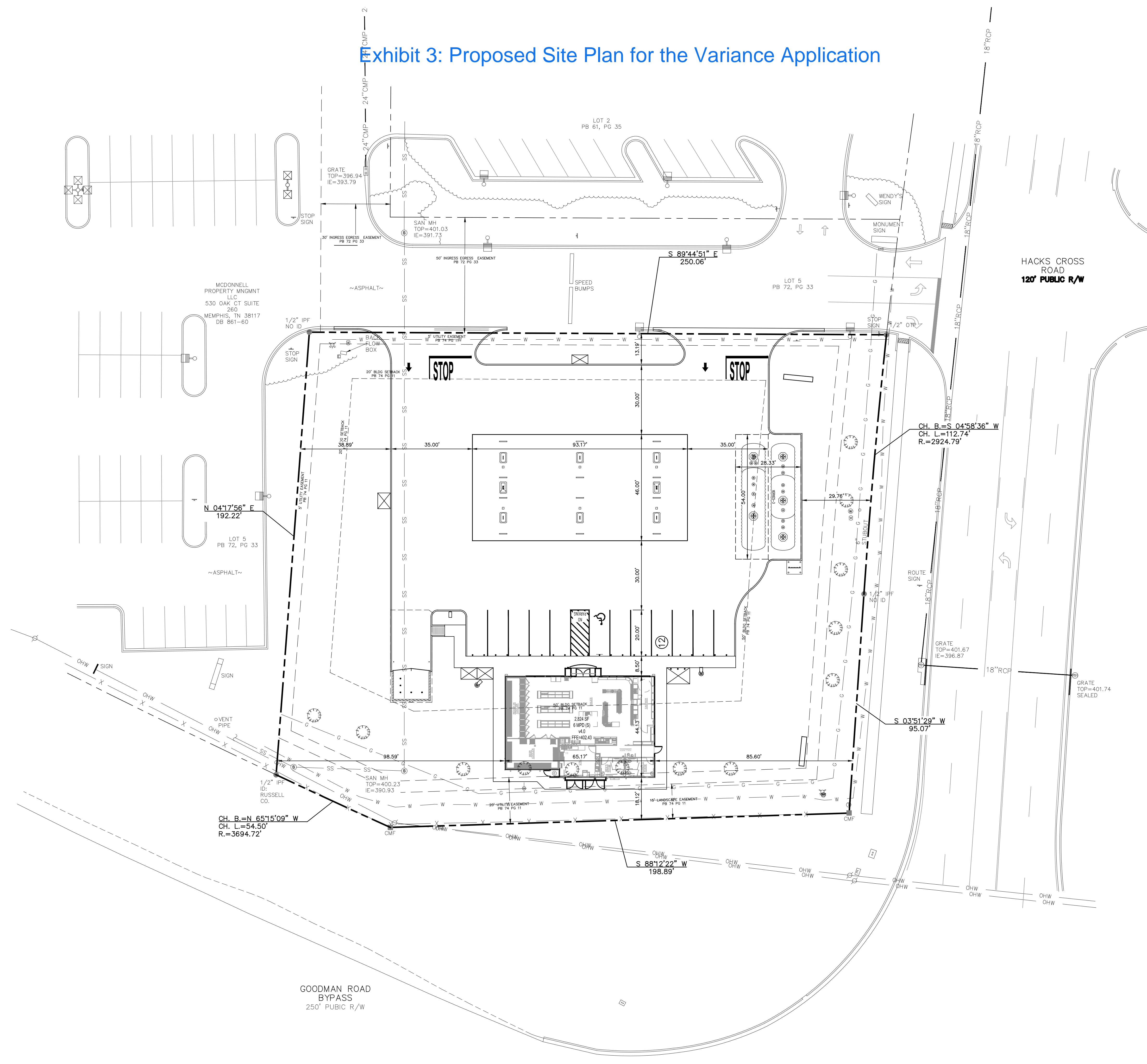


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user

Exhibit 3: Proposed Site Plan for the Variance Application

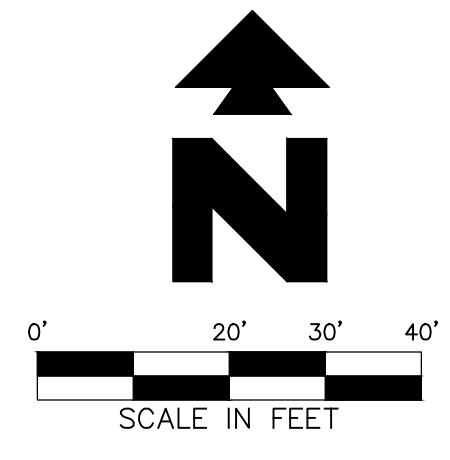


LAYOUT 1



**Proposed
Layout**

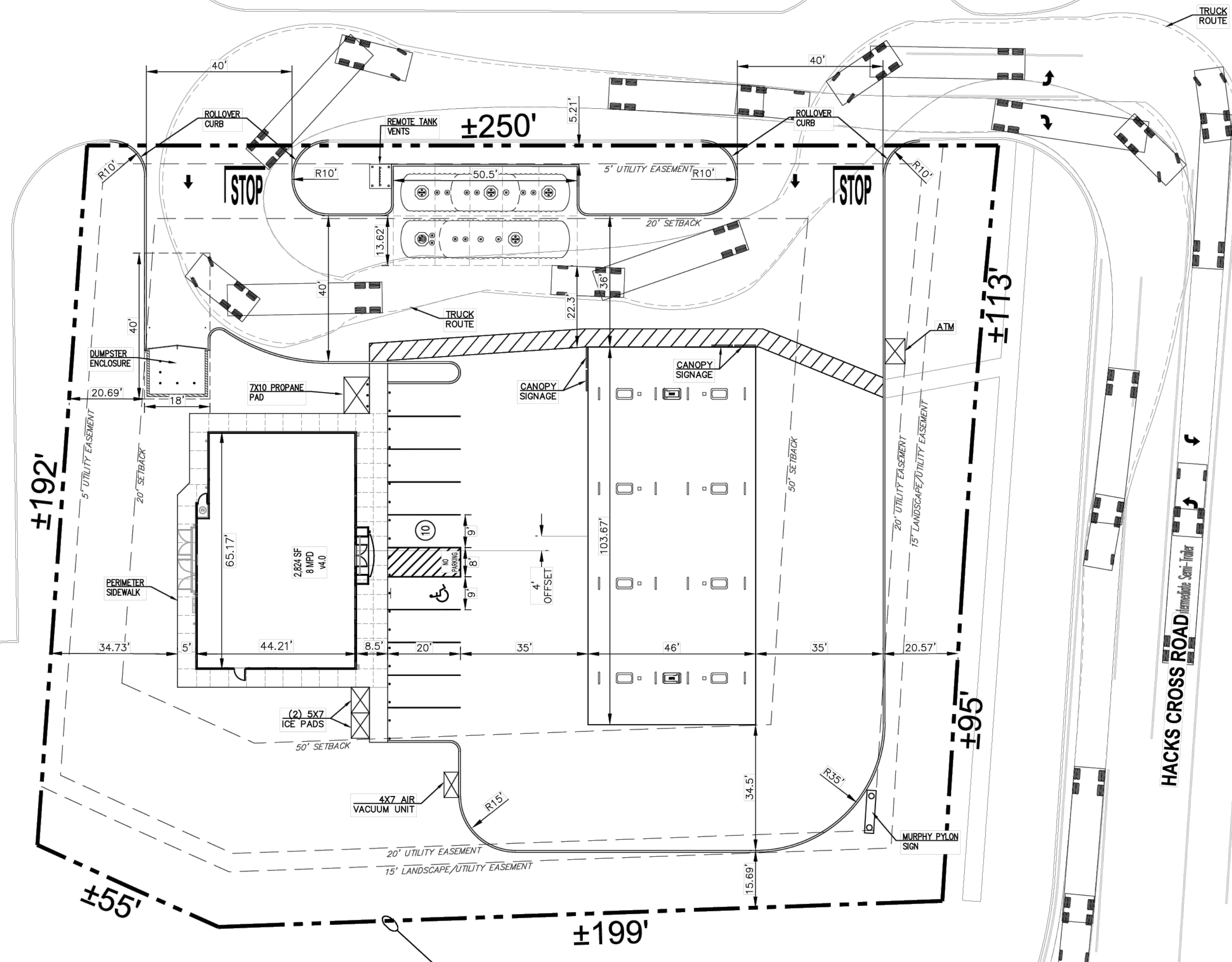
WENDY'S **Exhibit 4: Initial Site Plan**



SHEET NO.
SITE PLAN

HOLIDAY CROSSING SHOPPING CENTER

GOODWILL DONATION CENTER



WALGREENS

HACKS CROSS ROAD

HWY 302

PARCEL AREA

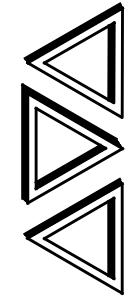
52,136± SQ. FT.
1.20± ACRES

Original Layout

MURPHY OIL USA, INC.

MURPHY USA

200 PEACH STREET
EL DORADO, AR 71730



PAN AMERICAN ENGINEERS, LLC
P.O. BOX 88 / 1717 JACKSON STREET
ALEXANDRIA, LA. 71309
(504) 475-2100
CONTACT: SAM GASSIOTT

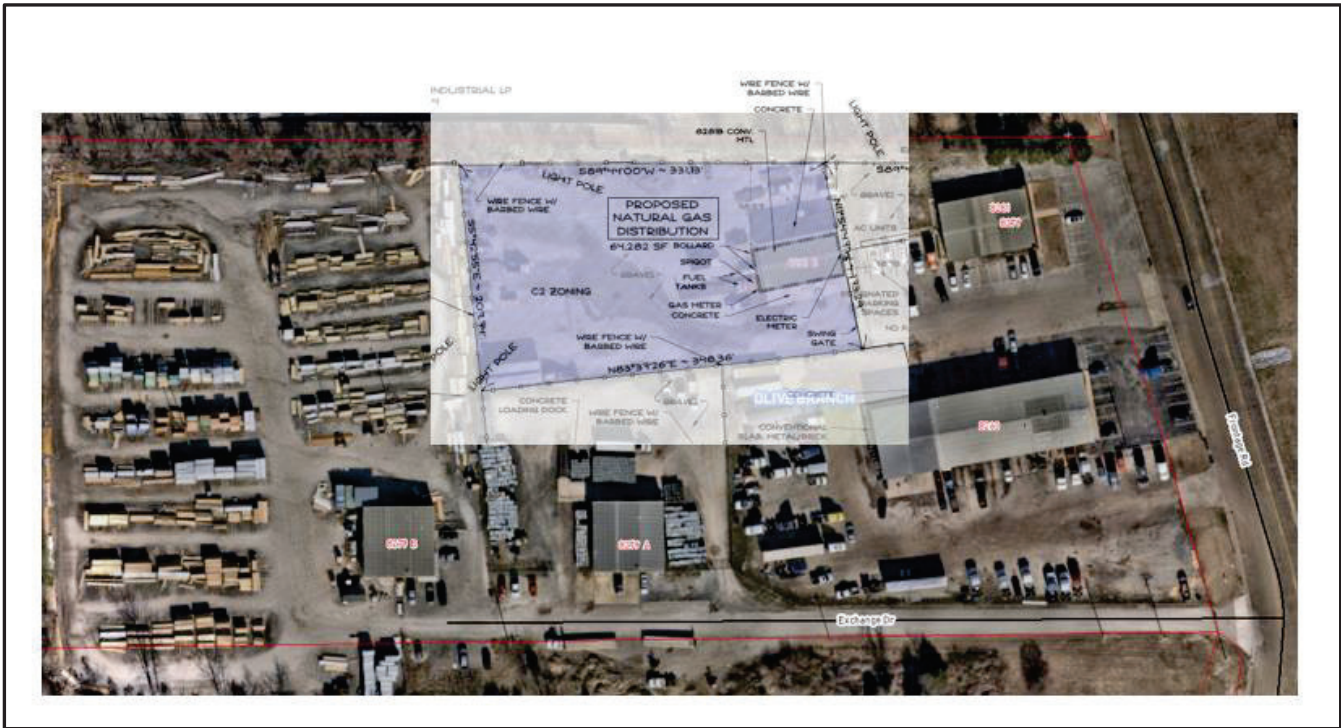
PAE JOB NO. 13378

REV-0	3/19/25	TCD	SG	JNS	JNS
	DATE	PRN	PM	DES	DRW
CSP					
MURPHY USA (NTJ)					
7015 HACKS CROSS ROAD					
MISSISSIPPI					
OLIVE BRANCH					

REPORT TO THE BOARD OF (ZONING) ADJUSTMENT

CAPTION / SUBJECT: Application for a Conditional Use Permit, submitted by Greg Russell, Civil Source, on behalf of Scott Lawhorn, Shirley Holmes Properties, property owner. The request is to allow the outside storage and distribution of natural gas and natural gas tanks at this location. The 10.40 +/- acre subject property is zoned C-2, Highway Commercial District, and is located on the west side of Frontage Rd and just north of Exchange Dr, known as 8281B Frontage Rd.

- EXHIBITS:**
1. Subject Property Aerial View
 2. Request/Explanation Letter
 3. Site Plan
 4. Olive Branch Fire Department Memo



EXECUTIVE SUMMARY:

This application seeks approval of a 10-years Conditional Use Permit (CUP) to allow the outside storage and distribution of natural gas and natural gas tanks to be developed on a 1.5+/- acres, contains a 3200 +/- sq. ft building and is located within a larger 10.13 +/- acres developed tract of land on the west side of Frontage Road and northwest of Craft Road, near the Craft Road/US Hwy 78 interchange.

BACKGROUND:

The subject property is currently zoned C-2 and is presently utilized by Shirley Holmes Properties as an equipment shop. The proposed tenant Ferrellgas intends to lease the site for operations involving the storage, servicing, filling and transportation of large propane tanks-similar to those commonly used in rural areas without access to natural gas infrastructure. These activities are consistent with the property's existing commercial use. No significant changes to the site layout or external features are proposed: the remaining site elements will remain unchanged.

ANALYSIS:

The property is zoned C-2, Highway Commercial. Under Article V, Sec. 9(B)(5) of the Zoning Ordinance, “Contractor’s yard or storage, outdoor” is a conditional use in this zoning district, which requires the granting of a conditional use permit before the site can be so used.

The Zoning Ordinance defines a conditional use as, “...a use that would not be appropriate generally or without restriction throughout the zoning district but which, if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare. Such uses may be permitted in such zoning districts as conditional uses, if specific provisions for such conditional use are made in this zoning ordinance. In further deciding whether to issue a CUP, the regulations require the Board of Adjustment to make findings on 6 criteria, which are summarized below followed by the applicant’s response and a staff finding:

1. Will the use adversely affect the character of the neighborhood?

Applicant’s Response:

“The subject property is currently zoned C-2 and is home to several established commercial businesses. Among these is a diesel mechanic shop which-by its nature-is utilitarian and not typically considered visually appealing. Another existing use on the site operated by the proposed user involves the storage, filling and distribution of propane tanks commonly used for residential grills and similar applications. Importantly the adjacent property-while not part of this tract-is zoned M- 1 and is buffered by a grove of mature trees, providing a natural visual and spatial separation. Given the existing commercial character of the site, the nature of surrounding zoning, and the presence of buffering vegetation the proposed use is consistent with the current environment and will not negatively impact the character of the neighborhood.”

Staff Finding:

The subject property is zoned C-2 and is part of a larger tract with the same designation. Existing uses within this tract include a diesel mechanic shop and another propane facility operated by the applicant. The property to the north is zoned M-1. Considering the commercial character of the area, the surrounding zoning designations, and the existing natural buffering, the proposed use is compatible with the surrounding environment and will not adversely impact the character of the neighborhood.

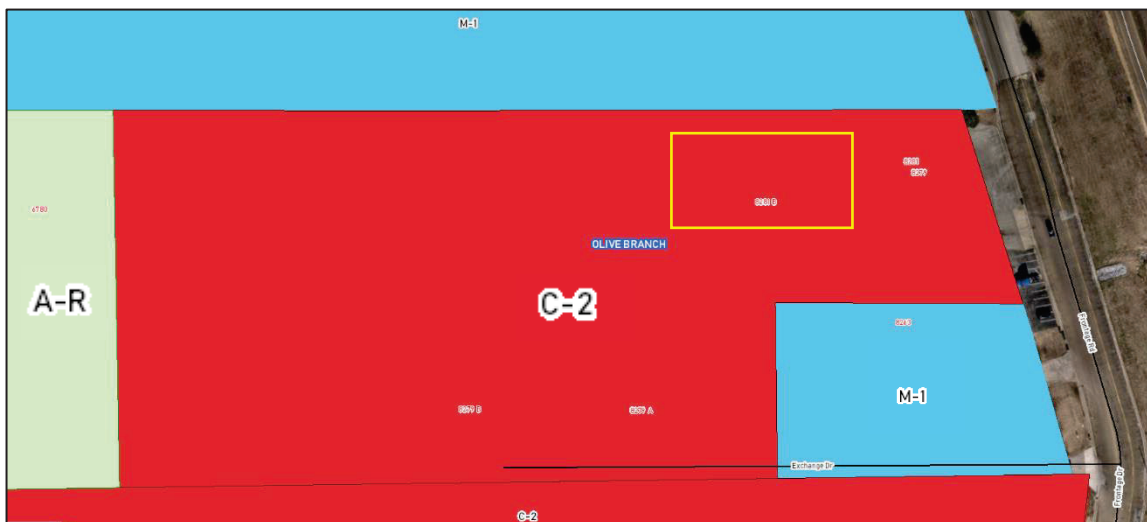


Figure 2: Zoning Map of Subject Property and Surroundings

4. *Will the use increase the danger of fire, flood, or otherwise endanger the public health, safety or welfare?*

Applicant's Response:

The proposed use involves the handling and distribution of propane, a regulated activity governed by strict industry safety standards, operations will comply with the National Fire Protection Association (NFPA) codes, specifically NFPA 58: *Liquefied Petroleum Gas Code*. which outlines requirements for the safe storage, handling, Transportation, and use of propane. These standards are designed to mitigate fire risk and protect both personnel and the surrounding community. The site benefits from a substantial buffer zone, with the nearest structure located approximately 80 feet from the proposed operational area. Beyond that, there are no other nearby structures or sensitive uses that would be impacted. Additionally, the property is located just three parcels from a fire station, ensuring rapid emergency response capability if needed.

The proposed use does not introduce any new flood risks. nor does it involve processes that would compromise air or water quality. Given the adherence to NFPA 58, the spatial separation from nearby structures, and the proximity of emergency services, the proposed use will not increase the danger from fire, flood, or otherwise endanger public health and general welfare.

Staff Finding:

There is no indication that granting a CUP for operations involving the storage, servicing, filling and transportation of large propane tanks at this location would endanger the public health, safety or welfare. A similar use is already present on the property and the proximity of a fire station-located just three parcels away-further support the conclusion that the proposed use will not overburden fire protection services.

5. *Will the use substantially diminish or impair property values of adjacent properties or the neighborhood?*

Applicant's Response:

The proposed use is fully consistent with the current C-2 zoning designation of the subject property and aligns with the character and operations of adjacent parcels, which are similarly zoned and host comparable commercial uses. This continuity in zoning and land use helps preserve the established commercial identity of the area. Where adjacent properties transition to less intensive uses, natural buffers-such as existing tree groves-provide visual and spatial separation, further mitigating any potential impact. These buffers help maintain privacy, reduce noise transmission, and preserve the aesthetic appeal of neighboring properties. Given the compatibility of the proposed use with surrounding zoning, the presence of natural screening, and the absence of disruptive or high- impact activities, there is no basis to suggest that property values in the area will be diminished or impaired.

Staff Finding:

Staff generally agrees with the Applicant's response. No changes are proposed to the site that will cause a decrease in the value of other properties in the area.

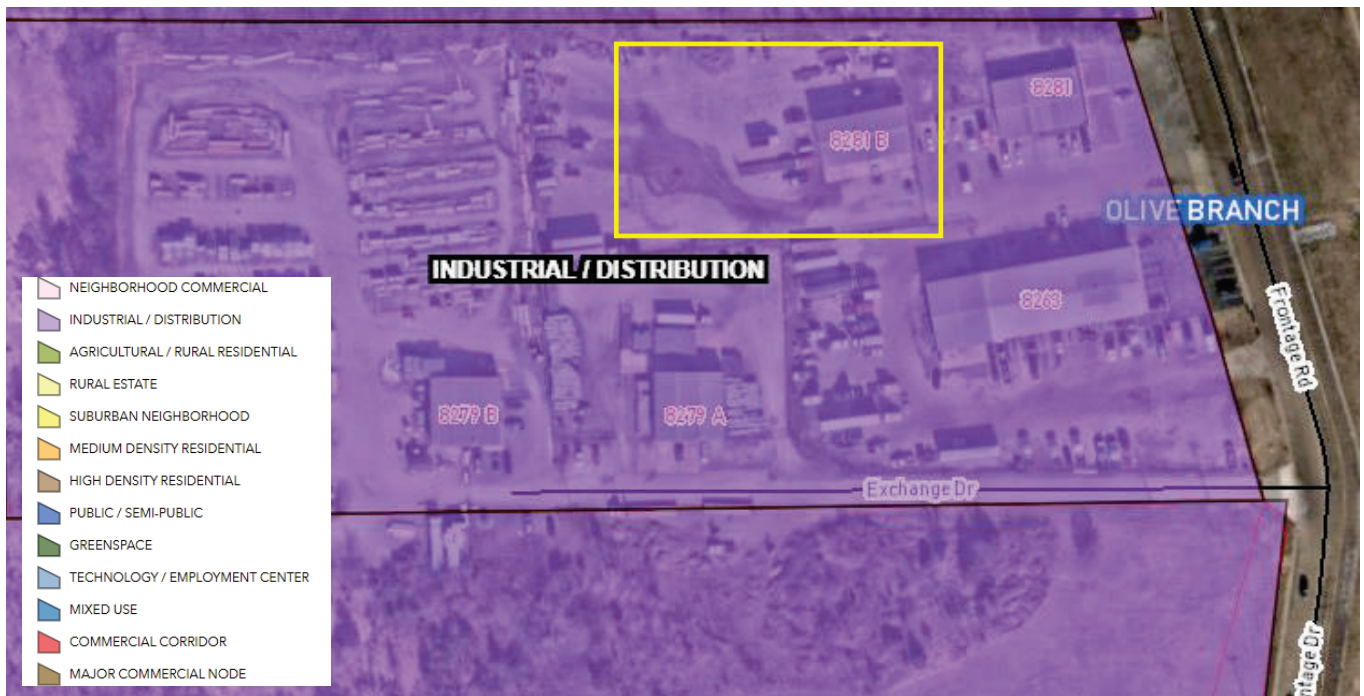
6. Will the use comply with the recommendations of the Comprehensive Plan?

Applicant’s Response:

“According to the City of Olive Branch's 2040 Comprehensive Plan, the subject property is designated for Heavy commercial use. The proposed operation-focused on the storage, servicing, and distribution of propane tanks-aligns directly with this land use category. It reflects the type of industrial-commercial activity envisioned for this area, characterized by service-oriented businesses with regional access and infrastructure compatibility. By adhering to the plan's intended use and maintaining consistency with surrounding zoning and development patterns, the proposed use supports the long-term planning goals of the city and reinforces the strategic vision outlined in the comprehensive Plan.”

Staff Finding:

The 2040 Comprehensive Plan’s Future Land Use Map designation places the proposed outside storage and distribution of natural gas and natural gas tanks at the subject property within a “Industrial/Distribution Corridor.” The suggested use and site development features generally align with the land development and access management policy considerations of areas so designated.



RECOMMENDED MOTION: Based on the Board of Adjustment’s finding that requirements have been met, approve a Conditional Use Permit to allow the outside storage and distribution of natural gas and natural gas tanks on a 1.5+/- acre developed tract of land on the west side of Frontage Road and northwest of Craft Road, near the Craft Road/US Hwy 78 interchange, known as 8281B Frontage Rd. for a period of ten (10) years subject to the following conditions:

1. No materials stored outdoors may be visible from Frontage Rd. or surrounding properties.
2. The development is permitted to have one (1) monument sign that shall not exceed 12ft in height and shall comply with all other applicable requirements of the Sign Ordinance.
3. It shall be the responsibility of the developer to extend all utilities to service the development.

3. It shall be the responsibility of the developer to extend all utilities to service the development.
4. Any future expansion of the development would require approval by the Board of Adjustment.
5. Site plans must be submitted and approved by the Olive Branch Fire Department Fire Prevention Division before any construction or tank placement may begin.
6. Site plan must include dimensions and distance of property lines, buildings, access roads, access road widths, location of the tanks, impact protection, emergency disconnect switches, extinguisher placement, fire hydrants, and location of Fire Protection Systems if applicable.
7. Plans must conform to 2018 IFC 6101.3.
8. Container locations in 2018 IFC 6104.3 should be used to determine separation distances for different size containers.
9. 2018 IFC 6108.1: Fire Protection shall be provided for installations having LP-gas storage containers with a water capacity of more than 4,000 gallons as required by section 6.29 of NFPA 58.
10. 2018 IFC 507.5.1: A fire hydrant must be located on a fire apparatus access road within 400 ft of the farthest exterior point of the building.
11. This list is not all inclusive. The property/facility must comply with all currently adopted codes as well as all referenced NFPA standards

REPORT PREPARED BY: James M. McKinley **DATE:** 11/10/25
CHECKED FOR SUBMISSION TO THE BOARD BY: Asa J. Jones **DATE:** 11/10/2025
MOTION BY: _____ **SECOND BY:** _____

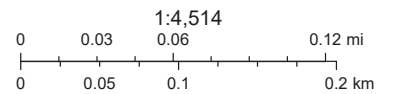
VOTE	BERKLEY	BUTLER	GRAY	HEUN	ROMAN	WILLIAMS	WISEMAN
YES	_____	_____	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____	_____	_____

EXHIBIT 1 AERIAL MAP



11/10/2025, 7:55:01 AM

- | | | | |
|----------------|---------------------------|---------------|--------------|
| PointAddresses | Tax Parcels | Roads | Local Road |
| County Outline | <all other values> | Interstate | Private Road |
| Municipalities | PRELIMINARY 2024 LANDROLL | US Highway | Ramp |
| | PRELIMINARY 2025 LANDROLL | State Highway | IH |



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, Maxar, Airbus DS.

City of Olive Branch

Disclaimer: The City of Olive Branch, its employees, agents and personnel, MAKES NO WARRANTY OF MERCHANTABILITY OR WARRANTY FOR FITNESS OF USE FOR A PARTICULAR PURPOSE, OR ANY OTHER WARRANTY WHETHER EXPRESS OR



October 7, 2025

Venard Asongayi
Office of Planning
9200 Pigeon Roost Road
Olive Branch, MS 38654

RE: Conditional Use Application
8281 B Frontage Road

Asong,

Thank you for speaking with me about this project.

On behalf of my client, Shirley Holmes Properties, LLC, we are submitting the enclosed application to the Olive Branch Planning Department seeking approval.

The subject property is currently zoned C-2 and is presently utilized by Shirley Holmes Properties as an equipment shop. The proposed tenant, Ferrellgas, intends to lease the site for operations involving the storage, servicing, filling, and transportation of large propane tanks—similar to those commonly used in rural areas without access to natural gas infrastructure. These activities are consistent with the property's existing commercial use. No significant changes to the site layout or external features are proposed; the remaining site elements will remain unchanged.

The conditional use permit application requires that the applicant address six statements regarding the application. Those statements are as follows:

1. Explanation of How the Proposed Use Will Not Adversely Affect the Character of the Neighborhood

The subject property is currently zoned C-2 and is home to several established commercial businesses. Among these is a diesel mechanic shop, which—by its nature—is utilitarian and not typically considered visually appealing. Another existing use on the site, operated by the proposed user, involves the storage, filling, and distribution of propane tanks commonly used for residential grills and similar applications.

Importantly, the adjacent property—while not part of this tract—is zoned M-1 and is buffered by a grove of mature trees, providing a natural visual and spatial separation. Given the existing commercial character of the site, the nature of surrounding zoning, and the presence of buffering vegetation,



the proposed use is consistent with the current environment and will not negatively impact the character of the neighborhood.

2. Explain how the proposed use will not overtax public utilities, drainage, or community facilities.

The subject property is currently operating under C-2 zoning and will continue to function as a commercial site. The proposed user intends to make interior modifications to the building and minor adjustments to the yard area. These changes will not alter existing surfaces or drainage patterns, and no significant increase in impervious area is anticipated.

Staffing levels will remain largely unchanged, and the proposed operations do not involve processes that utilize water, sewer, or gas from existing utility infrastructure. As such, there will be no measurable increase in demand on public utilities.

From a public safety standpoint, the proposed use does not generate nuisance activity or attract problematic behavior, so no additional burden is expected on law enforcement. While the business involves the handling of flammable gas, it adheres to established industry safety standards. A similar use is already present on the property, and the proximity of a fire station—located just three parcels away—further supports the conclusion that the proposed use will not overburden fire protection services.

3. Explain how the proposed use will not substantially increase congestion or cause traffic hazards.

The subject property is currently utilized as an equipment shop, which generates a baseline level of truck traffic. The proposed use—focused on the delivery and servicing of propane tanks—will similarly involve some truck activity, but it does not represent a significant increase over existing traffic volumes.

The site's strategic location along I-22 provides direct and efficient access to Memphis, DeSoto County, and I-269, facilitating regional distribution without burdening local roadways. These major corridors are currently operating well below capacity, and no traffic bottlenecks or safety concerns are anticipated as a result of the proposed use.

Given the continuity of commercial operations, the nature of the surrounding infrastructure, and the absence of any substantial change in traffic patterns, the proposed use will not contribute to congestion or create traffic hazards.

4. Explain how the proposed use will not increase the danger from fire, flood, or otherwise endanger the public health, and general welfare.

The proposed use involves the handling and distribution of propane, a regulated activity governed by strict industry safety standards. Operations will comply with the National Fire Protection Association (NFPA) codes, specifically NFPA 58: *Liquefied Petroleum Gas Code*, which outlines requirements for the safe storage, handling, transportation, and use of propane. These standards are designed to mitigate fire risk and protect both personnel and the surrounding community.

The site benefits from a substantial buffer zone, with the nearest structure located approximately 80 feet from the proposed operational area. Beyond that, there are no other nearby structures or sensitive uses that would be impacted. Additionally, the property is located just three parcels from a fire station, ensuring rapid emergency response capability if needed.

The proposed use does not introduce any new flood risks, nor does it involve processes that would compromise air or water quality. Given the adherence to NFPA 58, the spatial separation from nearby structures, and the proximity of emergency services, the proposed use will not increase the danger from fire, flood, or otherwise endanger public health and general welfare.

5. Explain how the proposed use will not diminish or impair property values of adjacent properties or neighborhood.

The proposed use is fully consistent with the current C-2 zoning designation of the subject property and aligns with the character and operations of adjacent parcels, which are similarly zoned and host comparable commercial uses. This continuity in zoning and land use helps preserve the established commercial identity of the area.

Where adjacent properties transition to less intensive uses, natural buffers—such as existing tree groves—provide visual and spatial separation, further mitigating any potential impact. These buffers help maintain privacy, reduce noise transmission, and preserve the aesthetic appeal of neighboring properties.

Given the compatibility of the proposed use with surrounding zoning, the presence of natural screening, and the absence of disruptive or high-impact activities, there is no basis to suggest that property values in the area will be diminished or impaired.



And finally,

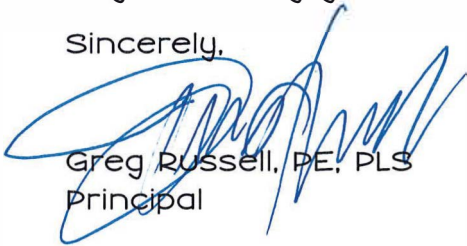
6. Explain how the proposed use of the property will conform to the recommendations of the City's Comprehensive Plan.

According to the City of Olive Branch's 2040 Comprehensive Plan, the subject property is designated for Heavy Commercial use. The proposed operation—focused on the storage, servicing, and distribution of propane tanks—aligns directly with this land use category. It reflects the type of industrial-commercial activity envisioned for this area, characterized by service-oriented businesses with regional access and infrastructure compatibility.

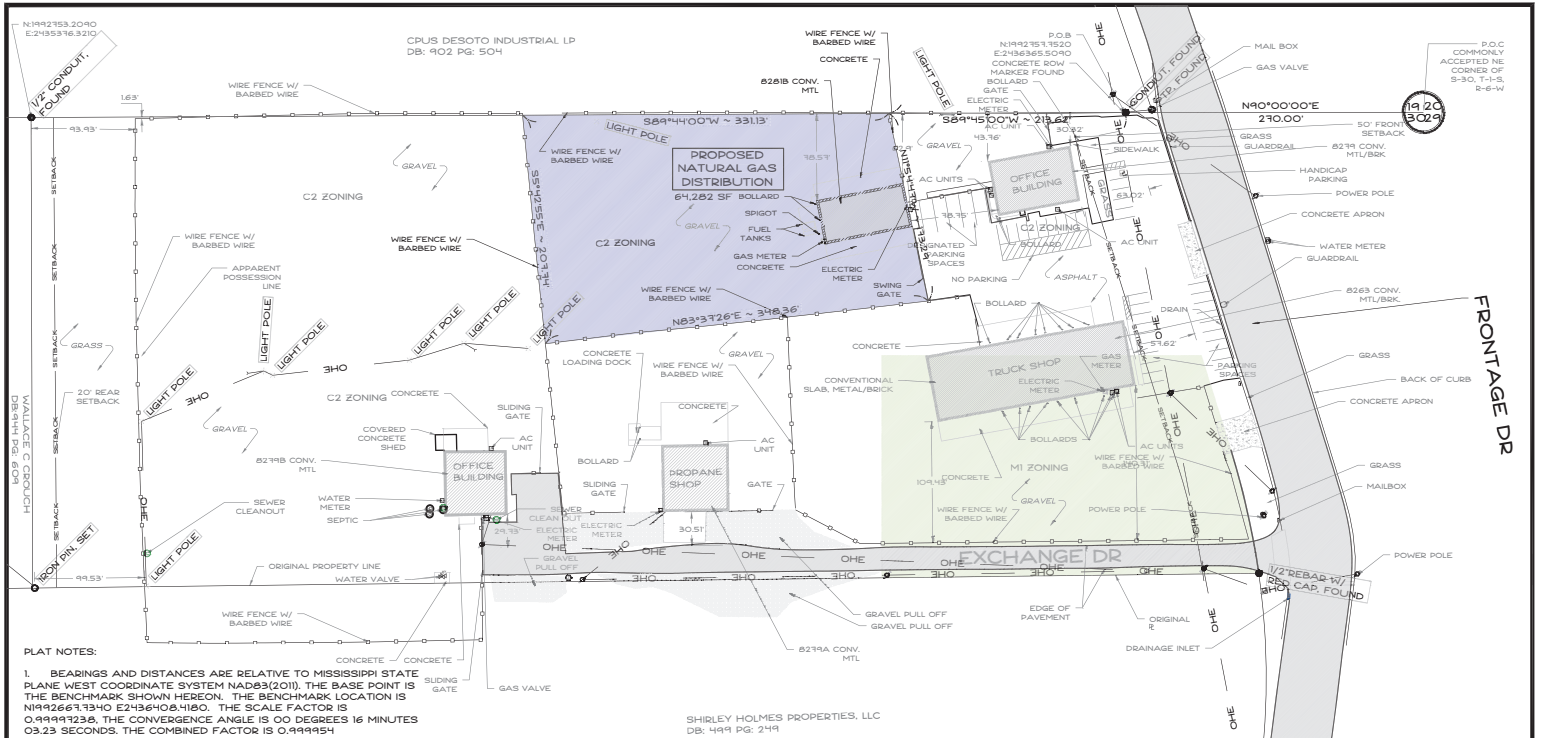
By adhering to the plan's intended use and maintaining consistency with surrounding zoning and development patterns, the proposed use supports the long-term planning goals of the city and reinforces the strategic vision outlined in the Comprehensive Plan.

We appreciate the time and attention that you and the Board have dedicated to reviewing this application. Thank you for your thoughtful consideration as we work to ensure that the proposed use aligns with the City's planning goals and serves the community responsibly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Russell", is written over the typed name and title.

Greg Russell, PE, PLS
Principal



PLAT NOTES:

1. BEARINGS AND DISTANCES ARE RELATIVE TO MISSISSIPPI STATE PLANE WEST COORDINATE SYSTEM NAD83(2011). THE BASE POINT IS THE BENCHMARK SHOWN HEREON. THE BENCHMARK LOCATION IS N1942667.7340 E2436408.4180. THE SCALE FACTOR IS 0.99997238, THE CONVERGENCE ANGLE IS 00 DEGREES 16 MINUTES 03.23 SECONDS. THE COMBINED FACTOR IS 0.9999754
2. DATE OF SURVEY: JUNE 19, 2025.
3. THIS PROPERTY IS NOT LOCATED IN AN IDENTIFIED SPECIAL FLOOD HAZARD AREA ACCORDING TO FEMA MAP NO. 28033000101H, DATED 05/05/2014.
4. 1/2" IRON PINS @ 18" LONG WITH AN ORANGE CAP STAMPED "CIVIL SRC PLS 02591" HAVE BEEN SET ON ALL CORNERS EXCEPT WHERE OTHERWISE NOTED HEREON.
5. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE SEARCH. ONLY THE DOCUMENTS SHOWN WERE USED IN THE PREPARATION OF THIS SURVEY. THOUGH OTHER DOCUMENTS MAY AFFECT THIS PROPERTY, THERE MAY BE OTHER DOCUMENTS THAT ARE UNKNOWN TO THIS SURVEYOR THAT AFFECT THIS PROPERTY.
6. DOCUMENTS THAT MAY OR MAY NOT HAVE BEEN USED: MDOT RIGHT OF WAY PLANS; BK 549 PG 545; BK 499 PG 249; BK 904 PG 504; AND TONY SMITH'S HUMMINGBIRD DRIVE PLAT.
7. PROPERTY IS ZONED BOTH C-2 AND M-1
8. TWO TRACT SHOWN. TRACT 1 IS TRACT 1064930000000100 WHICH IS 10.18 ACRES. TRACT 2 IS .32 ACRES OUT OF TRACT 1064930000000200
9. CLASS "C" SURVEY

THIS MAP OR PLAT AND THE SURVEY UPON WHICH IT IS BASED, MEETS, OR EXCEEDS THE STANDARDS OF PRACTICE FOR SURVEYING AS DEFINED IN PART 401, CHAPTER 1 OF THE MISSISSIPPI BOARD OF LICENSURE FOR PROFESSIONAL ENGINEERS AND SURVEYORS' RULES AND REGULATIONS OF PROCEDURE DATED JANUARY 1, 2025 FOR A CLASS C SURVEY. THIS MAP OR PLAT IS NOT VALID WITHOUT THE ORIGINAL SEAL AND SIGNATURE OF THE RESPONSIBLE PROFESSIONAL LAND SURVEYOR.

BY: JAMES GREGORY RUSSELL MS PLS 02591

SHIRLEY HOLMES PROPERTIES, LLC
DB: 449 PG: 244

**SITE PLAN
CONDITIONAL USE APPLICATION
SHIRLEY HOLMES
PROPERTIES LLC**

SECTION 30, TOWNSHIP 1 SOUTH, RANGE 6 WEST
OLIVE BRANCH, DESOTO COUNTY, MISSISSIPPI

SCALE: 1" = 60'
OCTOBER 7, 2025

ZONING: C-2
TOTAL AREA: 64,282 SF
TOTAL LOTS: 1

DEVELOPER/OWNERS ADDRESS
SCOTT LAWHORE
8263 FRONTAGE DRIVE
OLIVE BRANCH, MISSISSIPPI 38654



NAVIGATING BOUNDARIES, BUILDING FUTURES
2676 DOWNWOOD CIR N
SOUTHAVEN, MS 38642
PHONE: (770) 880-8203
CONTACT:
Greg.Russell@civilsourcespe

1 OF 1



P.O.C. COMMONLY ACCEPTED NE CORNERS OF S-30, T-1-S, R-6-W
19 25 5029

FRONTAGE DR

Ferrel Gas

8281 B Frontage Rd

Site plans must be submitted and approved by the Olive Branch Fire Department Fire Prevention Division before any construction or tank placement may begin.

Site plan must include dimensions and distance of property lines, buildings, access roads, access road widths, location of the tanks, impact protection, emergency disconnect switches, extinguisher placement, fire hydrants, and location of Fire Protection Systems if applicable.

Plans must conform to 2018 IFC 6101.3.

Container locations in 2018 IFC 6104.3 should be used to determine separation distances for different size containers.

2018 IFC 6108.1 : Fire Protection shall be provided for installations having LP-gas storage containers with a water capacity of more than 4,000 gallons as required by section 6.29 of NFPA 58.

2018 IFC 507.5.1 : A fire hydrant must be located on a fire apparatus access road within 400 ft of the farthest exterior point of the building.

This list is not all inclusive. The property/facility must comply with all currently adopted codes as well as all referenced NFPA standards.

Jason Coad

Fire Marshal

Olive Branch Fire Department

REPORT TO THE BOARD OF (ZONING) ADJUSTMENT

CAPTION/SUBJECT: Application for a Zoning Variance, submitted by David and Ashlyn Lemley, property owners. The request is to permit an eight-foot privacy fence, which is proposed to be two feet over the permitted six feet, in the rear yard. The 0.22+/- acre subject property is zoned R-3, Planned Residential District. It is Lot 104 of Alexander Crossing Subdivision, Phase 3, 1st Rev, located at the southwest corner of Crape Myrtle Dr. and Maple Grove Rd, and known as 7279 Maple Grove Rd.

- EXHIBITS:**
- 1. Aerial Map
 - 2. Applicant's Request Letter
 - 3. Site Plan
 - 4. Site Pictures

BACKGROUND: David and Ashlyn Lemley, property owners, request a 2' fence height variance to permit an 8'tall fence at the rear of the lot at 7279 Maple Grove Rd. The variance is requested on a topography basis.



Fig 1: Site Aerial View

ANALYSIS:

A variance is a relaxation of the terms of the Zoning Ordinance where such variance will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of actions of the applicant, a literal enforcement of the Ordinance would result in an unnecessary and undue hardship.

The Board of (Zoning) Adjustment (BZA) may grant a request for a variance upon a finding that there are special conditions of the land exceptionally applicable to the property, the hardship is not created by the applicant, and the variance will permit a fair enjoyment of property and not constitute a privilege to the applicant. The Zoning Ordinance also stipulates that the potential for economic loss or gain on the part of the applicant cannot be considered a sufficient basis for the approval of any variance. The Code requires the BZA to make positive findings on each of the following criteria for approval:

1. *The variance requested arises from special conditions or circumstances which are unique due to the particular shape, size, location, or topography of a lot or parcel, or a structure thereon, and which are not ordinarily or generally found in the same zoning district.*

Staff Finding: The special condition regarding the subject property is the topography of the rear yard. The applicant claims that their lot grade is located at least 2' lower than that of the rear abutting property, known as 7334 Raven Ln. (Lot 110). If the subject property's fence was constructed at 6', the grade change between the two properties would cause the rear yard of the subject property to remain visible from adjoining property and subject the owner to less screening and less privacy. Thus, a 2' height variance for the 6' fence is needed for reasonable privacy from the applicant's property.

2. *The special conditions or circumstances do not result from the actions of the applicant.*

Staff Finding: The topographical condition of the property is not an act of the property owner.

3. *That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zone or district under the terms of the Ordinance.*

Staff Finding: A literal interpretation and enforcement of the applicable Zoning Ordinance stipulation would require the applicant to lower the height of the fence to 6'. Due to the topography of the rear yard, a 6' high fence would not offer adequate privacy in the rear yard of the subject property and the rear yard of adjoining Lot 110 because there is a significant grade change at the rear of the property. A 6' fence would deprive the applicant of privacy that is commonly enjoyed by others within the neighborhood.

4. *That granting the variance will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, structures, or buildings in the same zone or district.*

Staff Finding: Granting the variance as requested would not confer on the applicant special privileges denied to other lands, structures, or buildings in the same district given similar circumstances. The purpose of the variance request is to foster the security of the property, which is accorded to other property owners in the vicinity of the property as earlier shown.

3. *That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zone or district under the terms of the Ordinance.*

Staff Finding: A literal interpretation and enforcement of the applicable Zoning Ordinance stipulation would require the applicant to lower the height of the fence to 6'. Due to the topography of the rear yard, a 6' high fence would not offer adequate privacy in the rear yard of the subject property and the rear yard of adjoining Lot 110 because there is a significant grade change at the rear of the property. A 6' fence would deprive the applicant of privacy that is commonly enjoyed by others within the neighborhood.

4. *That granting the variance will not confer on the applicant any special privilege that is denied by this Ordinance to other lands, structures, or buildings in the same zone or district.*

Staff Finding: Granting the variance as requested would not confer on the applicant special privileges denied to other lands, structures, or buildings in the same district given similar circumstances. The purpose of the variance request is to foster the security of the property, which is accorded to other property owners in the vicinity of the property as earlier shown.

RECOMMENDED MOTION: Based on finding that a hardship does exist resulting from the sloping topography of the subject property, that the special circumstances are not a result of the applicant, that the variance will permit a fair enjoyment of property and not constitute a privilege to the applicant, and that all of the criteria have been met, approve the 2' height variance to allow the continuation of an existing 8' high fence at the rear yard lot line of the property at 7279 Maple Grove Rd.

- (1) A fence permit shall be obtained before erection of the fence.

PREPARED BY: James R. McCuskey DATE: 11/5/25
 CHECKED FOR SUBMISSION TO THE BOARD BY: Asong DATE: 11/5/2025
 MOTION BY: _____ SECOND BY: _____

VOTE	BERKLEY	BUTLER	HUEN	GRAY	ROMAN	WILLIAMS	WISEMAN
YES	_____	_____	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____	_____	_____

EXHIBIT 1 AERIAL MAP



7279 Maple Grove Rd.

10/31/2025, 2:19:49 PM

PointAddresses	Tax Parcels	Roads	Local Road
County Outline	< all other values >	Interstate	Private Road
Municipalities	PRELIMINARY 2024 LANDROLL	US Highway	Ramp
	PRELIMINARY 2025 LANDROLL	State Highway	IH

Scale: 1:2,257
 0 0.01 0.03 0.05 0.1 Km
 0 0.01 0.03 0.06 mi

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, Maxar, Airbus DS, City of Olive Branch

Disclaimer: The City of Olive Branch, its employees, agents and personnel, MAKES NO WARRANTY OF MERCHANTABILITY OR WARRANTY FOR FITNESS OF USE FOR A PARTICULAR PURPOSE, OR ANY OTHER WARRANTY WHETHER EXPRESS OR

EXHIBIT 2

David and Ashlyn Lemley

7279 Maple Grove Road

Olive Branch, MS 38654

aboals1@comcast.net

901-517-2403

Date: 10/4/2025

To:

Olive Branch Board of Adjustment

Olive Branch, MS

Subject: Request for Code Variance – Fence Height Adjustment

Dear Members of the Board,

We are requesting a variance to install a new fence along the west side of our property. Specifically, we are seeking approval for an 8-foot-tall fence that tapers down to 6 feet on the north and south sides.

We had previously submitted a similar request; however, due to potential relocation issues related to our neighbors' military obligations, they have decided not to move forward with the original agreement to add a 2-foot topper to their existing fence. As a result, we are now seeking approval for this updated proposal.

- **Topographical Impact:** The need for this variance stems from the topography. The property directly to the west of our home was built at a significantly higher elevation than ours.
- **External Circumstances:** This situation is not the result of any actions on our part, but rather the outcome of a newly constructed subdivision behind our home, where lots and homes were developed at elevated grades.
- **Privacy and Security:** Granting the variance for an 8-foot fence would help restore and preserve the privacy, security, and enjoyment of our outdoor space—conditions that have been compromised by the elevation difference.
- **Equity and Neighborhood Harmony:** Approval of this request does not confer any special privileges upon us. Instead, it restores a reasonable level of privacy for both our household and our neighbors to the west, whose property is similarly impacted.

For your review, we have included a site plan and photographs to illustrate the topography of our property. We look forward to discussing this matter further and answering any questions at the upcoming Board meeting.

Thank you for your time and consideration.

Sincerely,

David and Ashlyn Lemley

EXHIBIT 4



EXHIBIT 4

Image 2



REPORT TO THE BOARD OF (ZONING) ADJUSTMENT

CAPTION / SUBJECT: Application for a Conditional Use Permit, submitted by Chance Walker, Smith-Walker Engineering & Surveying, on behalf of property owner Southern Pipe & Supply Co, Inc. The request is to allow outside storage of pipe materials at this location. The 5.77+/- acre subject property is zoned M-1, Light Industrial District, and is located on the east side of Industrial Dr, approximately 335 feet from the end of the road, being Lot 45 Craft Road Industrial Park Subd Sec. I, known as 8472 Industrial Dr. (File # CU25-0008).

EXHIBITS:

- 1) Subject Property Aerial View
- 2) Narrative Letter
- 3) Proposed Site & Landscaping Plans
- 4) Zoning, Utilities, and Future Land Use Maps of Subject Property

BACKGROUND:

Chance Walker, P.E., on behalf of Southern Pipe & Supply, Inc., property owner, requests approval of a conditional use permit for outdoor storage of pipe material at 8472 Industrial Dr. upon Lot 45, Craft Road Industrial Park, Section “I” at the northeast quadrant of the terminus of Industrial Dr. The applicant has submitted a site development plan that includes a ±0.90 ac fenced-in gravel laydown storage area with 20 ft wide asphalt access drives. The applicant has proposed a 6 ft. high screening fence composed of white vinyl to screen the front of the storage area, with a 6 ft. chain-link fence enclosing the rear of the storage area. A landscape plan has also been submitted that screens the front and complies with the landscape ordinance.



Figure 1: Aerial View

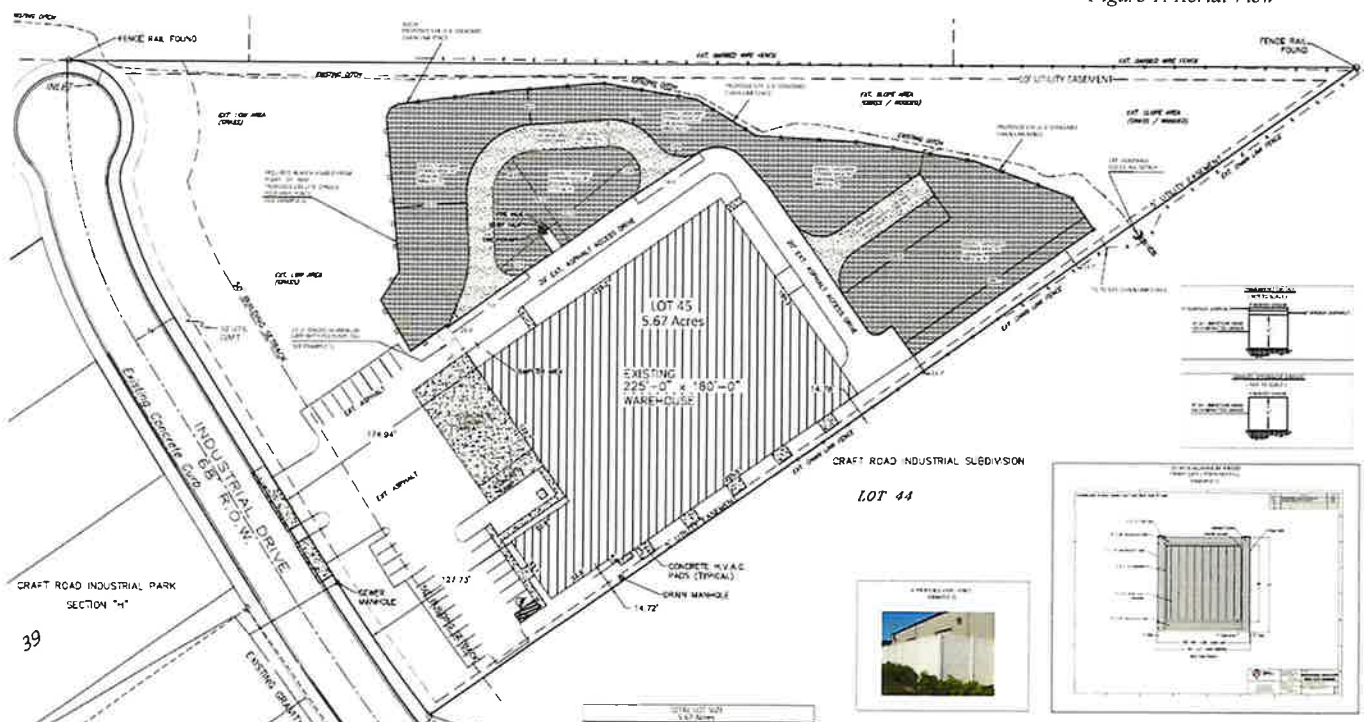


Figure 2: Proposed Pipe Storage Area

2. *Will the use overtax public utilities or community facilities?*

Applicant’s Response:

“The proposed use does not require any public utilities such as sewer, water or gas nor does it obstruct any natural drainage flows on the property or the surrounding area. The proposed site plan shows the storage yard stopping just short of the existing onsite ditch.”

Staff Finding: There is an existing 6” water line and a 2” gas line on the east side of Industrial Dr. The existing building also connects to a 10” gravity sewer line on the east side of Industrial Dr. Additionally, there are 3 existing fire hydrants within 400 ft. of the building. The existing ditch on the site runs to the north of the proposed storage yard. No public utilities or drainageways are affected.



Figure 5: Existing Utilities and Drainage

3. *Will the use substantially increase traffic congestion or other hazards?*

Applicant’s Response:

“The proposed outside storage does not affect any existing traffic circulation nor causes an increase in traffic congestion. This storage will be contained internal to the site as an accessory storage yard for access material for the existing business. All pipes will be loaded and unloaded in the storage yard internal to the site.”

Staff Finding:

Industrial Dr. is a collector road with sufficient capacity to handle the traffic that the proposed development would generate. There are no sight distance issues in the street frontage of the property.

The proposal to use 8 in. of compacted limestone and asphaltic driveway paving for access drives within the material storage area is notable. The applicant has proposed fencing and landscaping between the limestone covered material storage area and the street. There is an existing concrete driveway that connects to Industrial Dr.

4. *Will the use increase the danger of fire, flood, or otherwise endanger the public health, safety or welfare?*

Applicant's Response:

"The proposed outside storage does not contain any hazardous materials that will increase any fire hazards or endanger the public health. This construction will not alter any flood plains or obstruct any natural drainage flow."

Staff Finding:

The proposed materials within the storage yard would be piping of various materials. The proposed storage yard does not alter the existing ditch that flows to the north of the proposed yard. Staff does not find any endangerment of public safety.

5. *Will the use substantially diminish or impair property values of adjacent properties or the neighborhood?*

Applicant's Response:

"The surrounding area's uses are similar in nature to what we are proposing. This will not impair property values to the adjacent properties."

Staff Finding:

Staff generally agrees with the applicant's response. No diminishment or impairment of property values is anticipated, particularly if appropriate screening of the storage area is provided using aesthetically pleasing fencing material and other landscaping measures.

The properties to the north and south of the site are industrial uses. Full screening of the storage area from the street, with composite fence, has been proposed.

6. *Will the use comply with the recommendations of the Comprehensive Plan?*

Applicant's Response:

"The proposed use complies to the City's comprehensive plan by utilizing the existing zoning district of M-1."

Staff Finding:

The Future Land Use Map in the City's Comprehensive Plan 2040 designates the subject property as "Industrial/Distribution". The suggested use and site development features generally align with the land development and access management policy considerations of areas so designated.

RECOMMENDED MOTION: Based on the Board of Adjustment's finding that all requirements have been met, approve a Conditional Use Permit for a "contractor's yard or storage, outdoor" on Lot 45 of Craft Road Industrial Park Subdivision, Section I, known as 8472 Industrial Dr, for a period of 20 years subject to the following conditions:

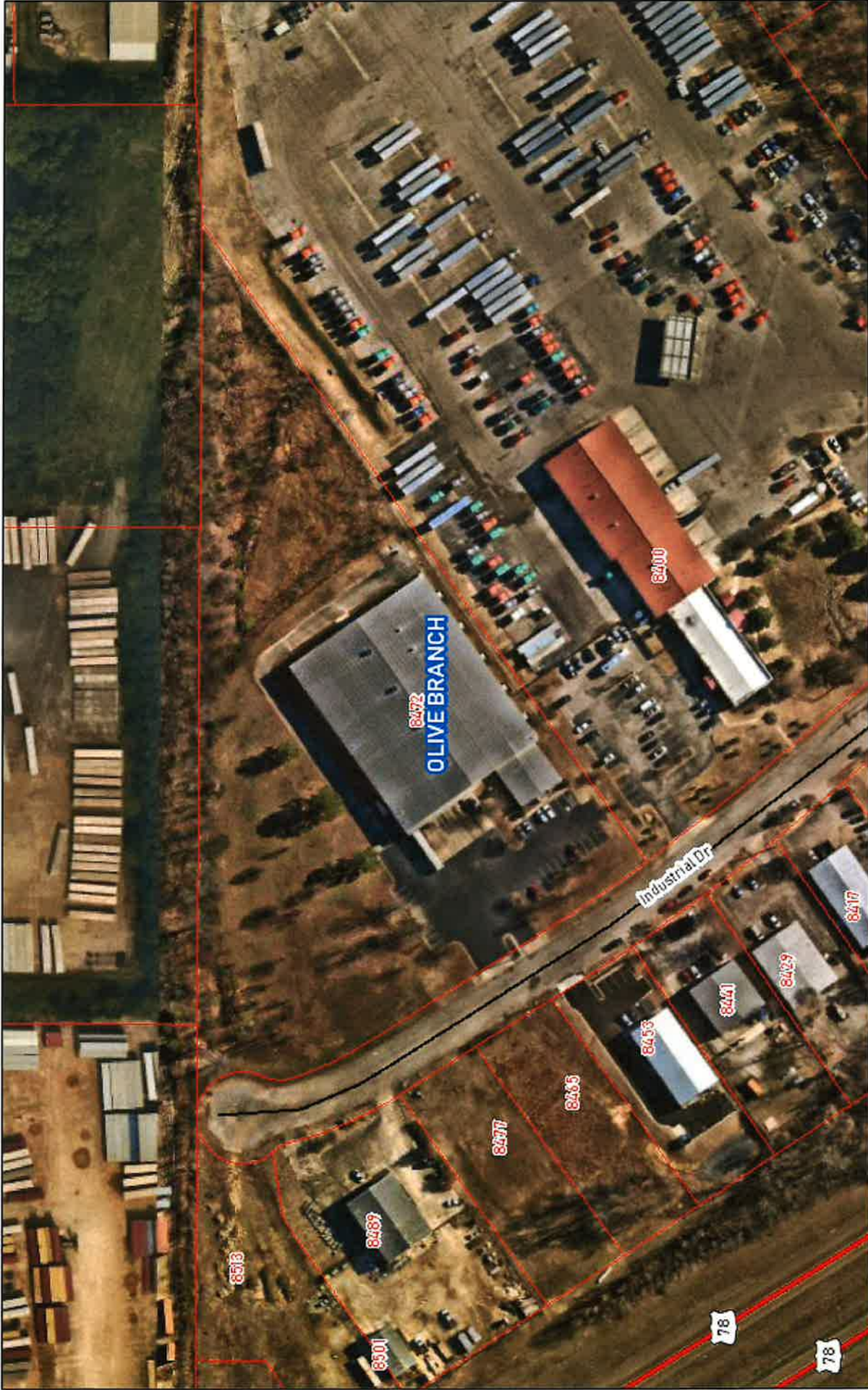
1. All materials stored outdoors must be fully screened in length, width, and height from view from Industrial Dr, using a composite fence.

2. The use of compacted limestone is only permitted in material storage areas. All drive isles and parking areas within the storage area must be paved.
3. A full set of civil and landscaping plans shall be provided to City Staff for administrative approval. The landscape plan must provide screening along Industrial Dr as the Director of Development Services or designee shall find satisfactory.
4. Any future expansion of the development would require approval by the Board of Adjustment.
5. All materials stored outdoors must meet requirements of the Fire Code.

PREPARED BY: *Vern Yoon* **DATE:** 11/6/2025
APPROVED BY: *Asong* **DATE:** 11/06/2025
MOTION BY: _____ **SECOND BY:** _____

	BERKLEY	BUTLER	GRAY	HEUN	ROMAN	WILLIAMS	WISEMAN
VOTE							
YES	_____	_____	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____	_____	_____

Subject Property Aerial View



11/5/2025, 10:07:42 AM

- PointAddresses □ Tax Parcels □
 - County Outline □ <all other values>
 - Municipalities □ PRELIMINARY 2024 LANDROLL □
 - PRELIMINARY 2025 LANDROLL □
- Roads
- Local Road
 - ≡ Interstate
 - Private Road
 - US Highway
 - State Highway
 - Ramp
 - IH

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, Maxar, Airbus DS,

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 Disclaimer: The City of Olive Branch, its employees, agents and personnel, MAKES NO WARRANTY OF MERCHANTABILITY OR WARRANTY FOR FITNESS OF USE FOR A PARTICULAR PURPOSE, OR ANY OTHER WARRANTY WHETHER EXPRESS OR



SMITH WALKER
ENGINEERING & SURVEYING

**Southern Pipe & Supply
Lot 45
Conditional Use**

October 2025



Date: October 06, 2025
Venard Asongayi, Assistant Planning Director
Olive Branch Planning Department
9200 Pigeon Roost Rd
Olive Branch, MS 38654

RE: Southern Pipe & Supply Conditional Use

Dear Venard,

Please find attached Conditional Use application to allow outside storage of pipe material, supporting data and support text for the application concerning 8472 Industrial Dr Lot 45 Acorn International. See below for the following exhibits attached.

Exhibits included:

EXHIBIT	DESCRIPTION
A.	BOUNDARY SURVEY OF LOT 45
B.	EXISTING ZONING DISTRICTS MAP
C.	NEIGHBORHOOD MAP AND ADDRESSES
D.	SITE PLAN
E.	OWNER'S WARRANTY DEED
F.	LANDSCAPE PLAN

1. Explain how the proposed use will not adversely affect the character of the neighborhood.

The proposed use of outside storage for pipe material will not adversely affect the character of the neighborhood. The storage location will be directly behind the existing building as detailed in the Site Plan. The properties to the North provide outside storage of what looks to be a container drop yard and same for the property directly to the Southeast all zoned M-1.

2. Explain how the proposed use will not overtax public utilities, drainage, or community facilities.

The proposed use does not require any public utilities such as sewer, water or gas nor does it



obstruct any natural drainage flows on the property or the surrounding area. The proposed site plan shows the storage yard stopping just short of the existing onsite ditch.

3. Explain how the proposed use will not substantially increase congestion or cause traffic hazards.

The proposed outside storage does not affect any existing traffic circulation nor causes an increase in traffic congestion. This storage will be contained internal to the site as an accessory storage yard for access material for the existing business. All pipes will be loaded and unloaded in the storage yard internal to the site.

4. Explain how the proposed use will not increase the danger from fire, flood, or otherwise endanger the public health, and general welfare.

The proposed outside storage does not contain any hazardous materials that will increase any fire hazards or endanger the public health. This construction will not alter any flood plains or obstruct any natural drainage flow.

5. Explain how the proposed use will not diminish or impair property values of adjacent properties or neighborhood.

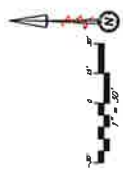
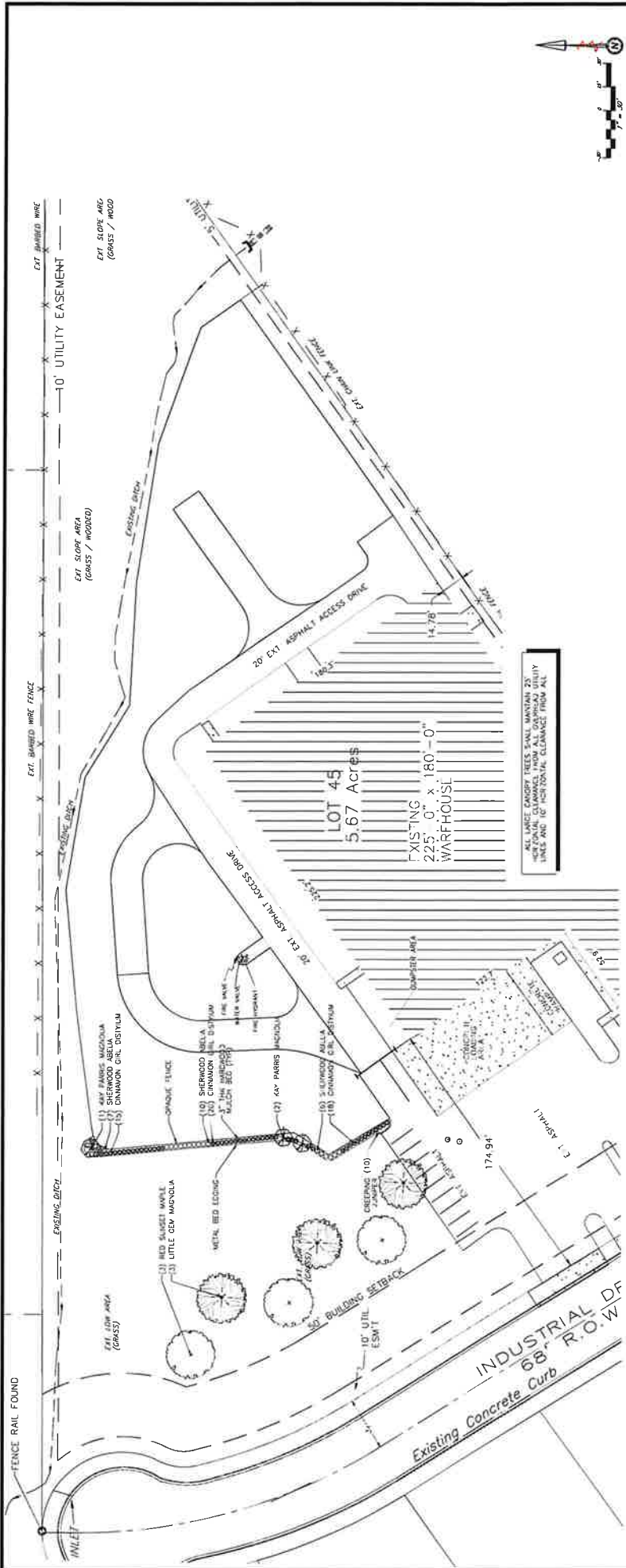
The surrounding area's uses are similar in nature to what we are proposing. This will not impair property values to the adjacent properties.

6. Explain how the proposed use of the property will conform to the City's comprehensive plan.

The proposed use complies to the City's comprehensive plan by utilizing the existing zoning district of M-1.

Sincerely,

Chance Walker
Smith-Walker Engineering & Surveying, LLC



PLANT SCHEDULE

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE (60% MIN'S TO 4\"/>
TREES:				
1	○	ACACIA - MANKINDIA	RED SLUGGET WAXLE	3\"/>
3	○	MAGNOLIA GRANDIFLORA	LITTLE OLM MAGNOLIA	3\"/>
3	○	MAGNOLIA GRANDIFLORA	ANY PARRIS MAGNOLIA	3\"/>
SHRUBS:				
23	○	ABELIA X GRANDIFLORA	SHERWOOD ABELIA	24\"/>
10	○	LODGEOUS HEDERA	CREATING JUNIPER	8\"/>
48	○	CRONQUIA GIL DISTYLIUM	CRONQUIA GIL DISTYLIUM	24\"/>
GROUNDCOVERS:				
1	□	SPERMATOPHYTES	SPERMATOPHYTES	20.0 2001 -

NOTE: ALL SYMBOLS AND SCHEDULE OF SYMBOLS SHALL MEET THE STANDARDS SET FORTH IN THE "NURSERY STOCK" PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.

NOTE: NO SUBSTITUTIONS OF PLANT MATERIALS ARE ALLOWED WITHOUT THE PRIOR APPROVAL OF THE LANDSCAPE ARCHITECT.

NOTE: ALL LARGE CANOPY TREES SHALL MAINTAIN 25' CLEARANCE FROM ALL UTILITY LINES AND 10' HORIZONTAL CLEARANCE FROM ALL BUILDINGS.

PROPOSED PIPE STORAGE AREA
SOUTHERN PIPE SUPPLY
 8472 INDUSTRIAL PARK DRIVE
 CRAFT ROAD INDUSTRIAL PARK SECTION 1ST LOT 45
 OLIVE BRANCH, MISSISSIPPI
 OCTOBER, 2023

LANDSCAPE PLAN
 L1.0

NEW ORLEANS, MISSISSIPPI
 OLIVE BRANCH, MISSISSIPPI
 OFFICE: (504) 833-1111
 PHONE: (504) 833-1111
 WWW.SOUTHERNPIPE.COM

SEC. 36-75. LANDSCAPING.

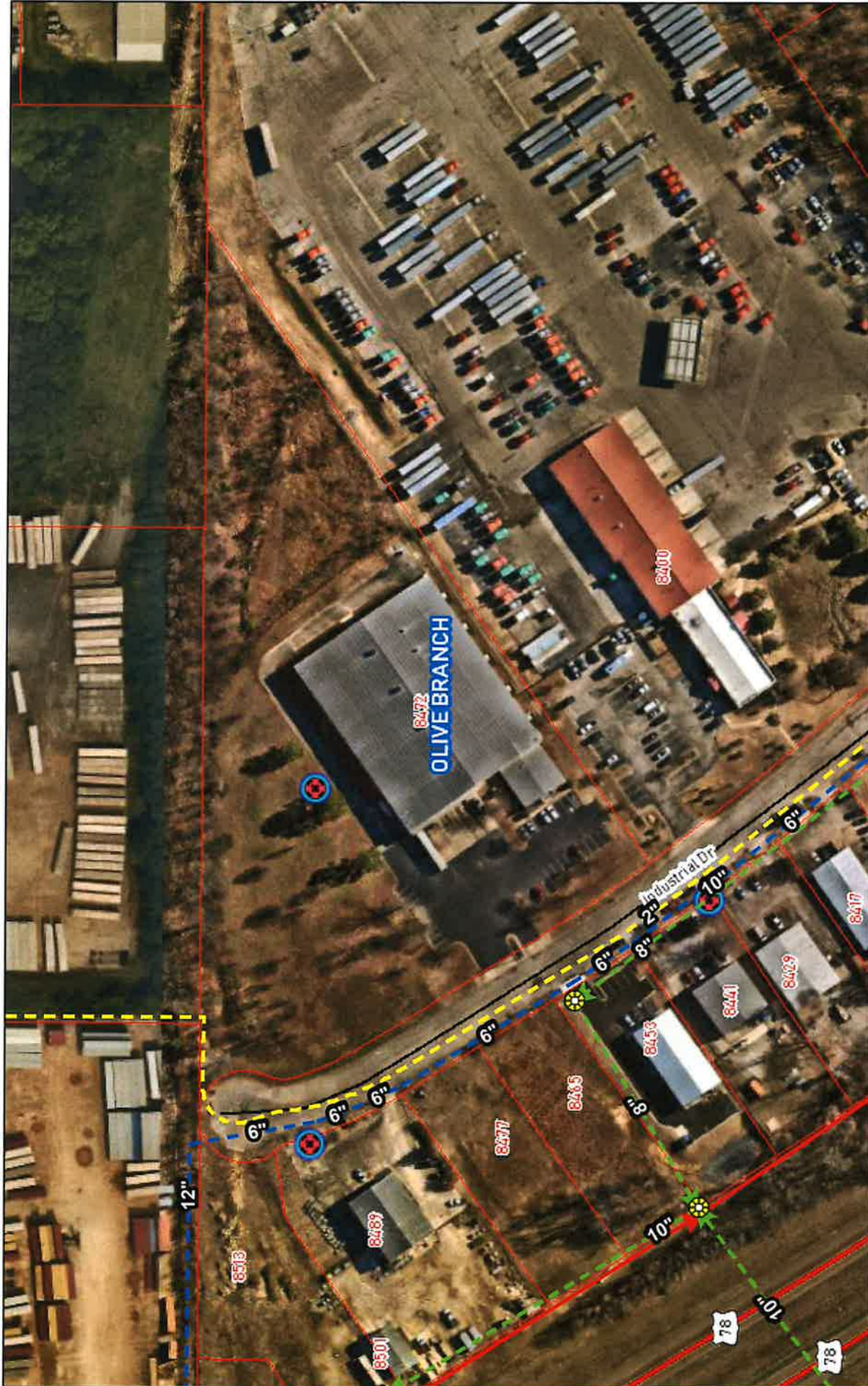
- ALL LANDSCAPING SHALL BE INSTALLED IN CONFORMANCE WITH AND TO THE "AMERICAN STANDARD FOR NURSERY STOCK", AND THE ACCEPTED STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN.
- CONSIDERATION SHALL BE GIVEN TO THE APPEARANCE OF THE PUBLIC DOMAIN, AND PROVIDES AN ATTRACTIVE, UNIFIED SETTING FOR VARIATIONS AMONG INDIVIDUAL PROPERTIES.
- LANDSCAPING SHALL BE INSTALLED IN CONFORMANCE WITH AND TO THE "AMERICAN STANDARD FOR NURSERY STOCK", AND THE ACCEPTED STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN.

SEC. 36-76. LANDSCAPING.

- SPERMATOPHYTES SHALL BE INSTALLED IN CONFORMANCE WITH AND TO THE "AMERICAN STANDARD FOR NURSERY STOCK", AND THE ACCEPTED STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN.
- CONSIDERATION SHALL BE GIVEN TO THE APPEARANCE OF THE PUBLIC DOMAIN, AND PROVIDES AN ATTRACTIVE, UNIFIED SETTING FOR VARIATIONS AMONG INDIVIDUAL PROPERTIES.
- LANDSCAPING SHALL BE INSTALLED IN CONFORMANCE WITH AND TO THE "AMERICAN STANDARD FOR NURSERY STOCK", AND THE ACCEPTED STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN.

MISSISSIPPI REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
 MISSISSIPPI REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
 MISSISSIPPI REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT

Utilities Map



11/5/2025, 10:21:08 AM

1:2,257

0 0.01 0.03 0.05 0.1 km
0 0.01 0.03 0.05 0.1 mi

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, Maxar, Airbus DS, City of Olive Branch

GAS MAIN LINES
 Not Field Verified (Yellow dashed line)
 Field Verified (Green dashed line)

SEWER MAIN LINES
 Not Field Verified (Blue dashed line)
 Field Verified (Red dashed line)

SEWER MANHOLE
 Not Field Verified (Blue circle with 'X')
 Field Verified (Red circle with 'X')

SEWER GRAVITY MAIN
 Not Field Verified (Blue dashed line)
 Field Verified (Red dashed line)

WATER MAINS
 Not Field Verified (Blue dashed line)
 Field Verified (Red dashed line)

HYDRANTS
 Not Field Verified (Blue circle with 'X')
 Field Verified (Red circle with 'X')

PointAddresses
 County Outline (Black outline)
 Municipalities (Blue outline)
 Tax Parcels (Red outline)

Roads
 Interstate (Red line)
 US Highway (Red line with 'H')
 State Highway (Orange line)
 Local Road (Black line)
 Private Road (Black line)
 Ramp (Black line)

Other Symbols
 Sewer Force Main (Red arrow)
 Sewer Manhole (Blue circle with 'X')
 Water Manhole (Red circle with 'X')
 Hydrant (Blue circle with 'X')
 Sewer Gravity Main (Blue dashed line)
 Water Main (Red dashed line)

Other Values
 <all other values> (Red dashed line)

Future Land Use Map



11/5/2025, 10:25:34 AM

OB FUTURE LAND USE

- INDUSTRIAL / DISTRIBUTION
- COMMERCIAL CORRIDOR
- INDUSTRIA
- Tax Parcels
- <all other values>
- PRELIMINARY 2024 LANDROLL
- PRELIMINARY 2025 LANDROLL
- County Outline
- Municipalities

Roads

- Interstate
- US Highway
- State Highway
- Local Road
- Private Road
- Ramp
- IH

PointAddresses

County Outline

Scale: 1:2,257

0 0.01 0.03 0.05 0.06 mi

0 0.03 0.05 0.1 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, City of Olive Branch

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