

CITY OF TRUSSVILLE
PLANNING & ZONING BOARD
FEBRUARY 2022 MINUTES

The Trussville Planning & Zoning Board met for a **workshop** session on **Thursday, February 10, 2022** at 6 pm at Trussville City Hall.

Those members present: Chairman Darrell Skipper
 Vice Chairman Jim Meads
 Ryan Dawkins
 Brett Isom
 Kris Reeves
 Councilor Ben Short
 Wayne Sullivan – City Engineer & board member
 Steve Turner

Also present: City Clerk & Recording Secretary Dan Weinrib
 Building Inspections Chief J.R. Malchus
 Fire Marshal Jesse Clifton

Those absent: Ralph Robson
 Police Representative

Chairman Skipper convened the workshop promptly at 6 pm. The Board members had already received the drafted agenda and supporting documentation for its scheduled February 14th regular session. The Board reviewed the agenda and decided to keep the one rezoning and all three subdivision matters on the agenda. The Board also discussed an undeveloped PUD-zoned property on Main Street, delayed discussion on an undeveloped property on Service Road near Misty Ridge Drive, then reviewed the proposed Glendale Farms master plan and planning criteria. They mutually decided to keep the proposed Glendale Farms master plan and planning criteria on its February 2022 agenda.

The workshop ended around 7:30 pm

The Trussville Planning & Zoning Board met in **regular session** on **Monday, February 14, 2022** at 6 pm at Trussville City Hall.

Those members present: Chairman Darrell Skipper
 Vice Chairman Jim Meads
 Ryan Dawkins
 Brett Isom*
 Kris Reeves
 Councilor Ben Short
 Wayne Sullivan – City Engineer & board member
 Steve Turner

Also present: City Clerk & Recording Secretary Dan Weinrib
 Building Inspections Chief J.R. Malchus
 Fire Marshal Jesse Clifton

Those absent: Ralph Robson
 Police Representative

** Isom was not present during roll call. He arrived at approximately 6:30 pm, early in the Glendale Farms presentation.*

Chairman Skipper convened the workshop promptly at 6 pm, then proceeded with the agenda. The Board reviewed minutes from December 2021 workshop and regular session, as well as the January 2022 workshop. Meads moved and Reeves seconded the motion for approval as presented. **UNANIMOUS**

Under subdivisions, Chris Pappas of Pappas Engineering presented a proposed re-survey of Old Mill Run Commercial Lot 1, also known as Trussville Church of Christ into two lots. The church intends to sell the other lot to another entity, which plans to build a private daycare and after-school care business, called AIM Academy. During question time, Pappas said the center would operate strictly Monday through Friday, early morning to early evening. At full capacity, the newly constructed building could hold as many as 180 kids. Based on comparable data in other communities, he anticipates an enrollment of 110. There would be after-care for kids between infancy and age 12. He agreed he would talk to ALDOT about changing the US-11 access from its current single purpose access (for the church) to dual-purpose. He indicated that the Church and his client have agreed in principle to deals regarding shared parking and traffic flow management. His proposed parking lot for AIM Academy has 42 spaces, exceeding the 30 minimum.

Chairman Skipper opened the public hearing. There was one inquiry, which was promptly answered. Skipper then closed it since nobody else in the audience spoke up. Short moved and Sullivan seconded the motion for its approval as submitted. **UNANIMOUS**

Acting on Inspections Chief Malchus' suggestion, Chairman Skipper kept Pappas at the podium to review the rezoning application, which would re-zone the newly created lot next to Church of Christ to IN-2 (Institutional) from IN-1 (Institutional), for a future AIM Academy facility. Skipper opened the public hearing then promptly closed it since nobody in the audience spoke up. Turner moved and Dawkins seconded the motion to recommend rezoning the subject lot to IN-2 (Institutional) from IN-1 (Institutional) to the City Council. **UNANIMOUS**

Inspections Chief Malchus presented the City's proposed Braden Corner Resurvey subdivision. During questions, Malchus answered that there is an easement but no right-of-way and that there is public parking nearby, in addition to private parking on nearby Barber-owned commercial property. Skipper opened the public hearing then promptly closed it since nobody in the audience spoke up. Turner moved and Short seconded the motion to approve the subdivision as presented. **UNANIMOUS**

Inspections Chief Malchus presented the City's proposed Resurvey of Lot 1D of the Trussville Entertainment District Phase 1. The subject property originally was going to be a playground but that idea proved to be impractical and unsafe. Malchus answered questions about the walkway connection from the parking lot to the pavilion area, south of the subject property. Chairman Skipper opened the public hearing. Susan Amari (5627 Ridgeview Drive) asked a question regarding the widening of US-11 in that area, which Skipper answered. Richard Self (6006 Enclave Place) asked about handicapped parking close to the pavilion. Malchus answered there are 6-8 such spaces available. Since nobody else spoke up, Skipper closed the public hearing. Dawkins moved and Meads seconded the motion to approve the subdivision as presented. **UNANIMOUS**

Under Miscellaneous, Chairman Skipper recognized Southpace Properties realtor Steve Mordecai for the purpose of presenting the Glendale Farms PUD master plan and planning criteria. He started his PowerPoint slideshow around 6:25 pm, which lasted approximately 40 minutes. Afterwards, the Board peppered Mordecai with questions about numerous topics:

- Use of commercial spaces? *Two acres with plenty of parking. Businesses include restaurants and complimentary retail, as well as a day care*
- Water quality and usage? *Plan must meet City's and ADEM's standards. Perennial streams already exist and will be preserved. The plan calls for its own water sanitation/filtration system, maintained by local professional engineers. Also, there already exist 76-inch drainage pipes filled with silt that will need clearing out.*
- Number of storm water ponds? *Four retention and detention ponds. Per Wade Lowery (Engineer Design Group), they will build amenity ponds up by 5 feet and include three dry retention ponds, which will include infiltration beds at the bottom*
- How will existing trees be affected, especially in lower wetlands?
- What amount of common space is buildable?
- What assurances will Trussville have about the build-out of infrastructure? *Mordecai committed to PZ that they would first install a new railroad bridge, deliver infrastructure*

and highway improvements during Phase I. Plans for the new bridge from US-11 over the rail line to Glendale would be ready as part of a proposed Amendment 772 plan by March 2022.

- Construction entrance to originate at Glendale Farms Road/Micklewright Road area
- Would you be willing to provide a builders contingency? *No, we'll vet our own builders*
- Do you intend to stay with the development to the end? *Yes and we will only have one builder, who is known to be reputable*
- Any opportunities of residential development built to be rented? *No, none*
- Are there plans for roundabouts? *No*
- Roundabouts enhance, not deter, development. *We have curvy roads (throughout the neighborhoods) There will be no on-street parking on Richard Beard Road or in the community*

Chairman Skipper opened the public hearing. Ron Hill (8548 Highland Trace, President of the Carrington Lakes Homeowners Association), Kim Jackson (2147 Lakeview Drive), Rick Self (6006 Enclave Place) and Susan Amari (5627 Ridgeview Drive) spoke up against the proposed Glendale Farms PUD plan for the following reasons:

- incompatibility to the surrounding area
- high percentage of high-density residential areas in the proposal
- environmental impact
- traffic impact

Hill expressed support for residential development for Glendale Farms, as long as it was lower density like much of Carrington.

Discussion among the Board members ensued. Chairman Skipper first invited the Board members to make a motion to accept the Glendale Farms master plan and planning criteria as submitted. Nobody did so.

Skipper then asked the Board to make a motion for approval with revisions. Turner made a motion to recommend the master plan and planning criteria to the City Council, with the stipulation that townhomes across from the planned commercial get removed, in favor of additional commercial or cluster home developments. Sullivan seconded the motion for approval. Skipper solicited additional input from the Board, which prompted nearly two dozen ideas.

By the end, Turner accepted friendly amendments to his original motion. The motion put before the Board was re-stated as a favorable recommendation for the Glendale Farms master plan and planning criteria, with following revisions:

- The townhouses across the roadway from the planned commercial are removed from the master plan in favor of additional commercial or cluster home developments
- Access driveways and parking areas to cluster houses will be considered private driveways and as such will not be maintained by the City. Additionally, access driveways and parking areas within townhome areas will be considered as private property and as such will not be maintained by the City.
- Lots D16 & D17 will be required to have a 25-foot undisturbed buffer along Carrington Drive
- There shall be a 25-foot undisturbed buffer separating Lots D1 through D7 from the adjacent Carrington Drive residential lots (Dockery, etc.)
- Provide 25-foot undisturbed buffer between current residential property and Lots C20-C21-C22
- Access closest to US-11 and the railroad shall be a right-turn only for entering and exiting, with a median strip placed on Carrington Drive at that intersection to control traffic.
- There shall be no construction access from Carrington Drive
- The bridge crossing over the railroad shall be constructed first and provide access for further construction from there.
- All dwelling units will be marketed to individuals
- There shall be installed improvements on US-11 at Carrington Drive and Glendale Farms (left and right turn lanes) access points, including a traffic signal at Carrington Drive. Traffic signalization on U.S. Highway 11 and Glendale Farms will be installed when allowed by the Alabama Department of Transportation.
- Cluster houses will have no more than four units per building

- There shall be a 12-foot landscaped buffer between commercial and residential zones
- The developer shall be responsible for stabilizing graded areas in the commercial area(s)

The Board voted 5-2 (Isom & Dawkins dissenting; Short abstaining) for the favorable recommendation, with the above stipulations.

Shortly thereafter, the meeting adjourned at 9:21 pm.