

**PRE-MEETING AGENDA  
MOUNTAIN BROOK CITY COUNCIL**

**CITY HALL COUNCIL CHAMBER (A108)  
56 CHURCH STREET  
MOUNTAIN BROOK, AL 35213**

**SEPTEMBER 28, 2020, 5:30 P.M.**

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**As authorized by the Governor of the State of Alabama on March 18, 2020, elected officials may deliberate by means of telephone conference, video conference or other similar means of communication. Members of the public are also invited to listen, observe and participate in public meetings by such means as well.**

**Due to COVID-19 and the mandate that public gatherings of 10 or more are not permitted. Should anyone wish to listen, observe or participate in the City Council meeting above, please join by way of the Zoom app (re: Meeting ID: 801-559-1126, password 09282020).**

1. Update on School's COVID-19 preparations/plans—Richard Barlow, School Superintendent
2. Library Board appointment—Lindsay Gardner (See attached information. This item may be added to the formal agenda.)
3. Beech Circle closure traffic study—Richard Caudle of Skipper Consultants (See attached information.)
4. Request for another review of the crosswalk at Overbrook Road and Pine Crest Road—Blake and Christy Trotter (See attached information.)
5. HVAC Purification System Bids—Steven Boone and Steve Stine (See attached information.)
6. Live Fire Training facility at the Fire Training Tower area—Chief Mullins (See attached information. This item may be added to the formal agenda.)
7. Executive Session

2

Responder

< Respondent 3 >

78:02  
Time to complete

1. Application Date \*

4/7/2020 

2. First & Last Name \*

Kirk Forrester

3. Address \*

12 Montcrest Drive

4. City, State and Zip Code \*

Birmingham, AL 35213

5. Email \*

kirk.r.forrester@gmail.com

6. Mobile \*

205-542-3723

## 7. Preferred Method of Communication \*

- Email
- Phone

## 8. Describe your educational background and professional experience. \*

I have a BS in English from Vanderbilt University and a Masters in English from Georgetown University. Following graduate school, I worked in the book publishing industry, first for Penguin at their imprint Riverhead Books and later at Random House for the imprint Spiegel & Grau, where I was an editor, working on fiction and narrative nonfiction titles. I later transitioned to the magazine world where I wrote author features for Kirkus Reviews, served as books editor for the travel magazine Virtuoso Life and a book reviewer for the Texas Observer. Since 2006 I have been a contributor to Flower magazine, where I currently serve on staff as Associate Editor.

## 9. Describe any experience working with elected, appointed, or volunteer Boards. \*

I currently serve on the board of directors for the Friends of the Birmingham Botanical Gardens and Preschool Partners School. I am on the Tocqueville recruiting committee for the United Way and am an active member at my church, Highlands United Methodist Church where I serve on the children's committee and teach Sunday School.

## 10. What do you see as the Emmet O'Neal Library's role in the community? \*

I believe the Emmet O'Neal Library illustrates what an exceptional library can be for a community--not just a place to check out books but a hub for all kinds of learning for all ages. Its robust programming, informed staff, technological flexibility, and creative approach has made it a pillar for our city, a vital partner for our schools, a favorite place to gather for ages 1 to 91 and a model for other libraries.

## 11. Why do you want to be a Trustee for the Emmet O'Neal Library? \*

As a mother of four young children ages ten to two, our family has benefitted deeply from the library's offerings. My toddler and I are regular attendees of Mother Goose storytime, my kindergartener loves the weekly Library Out Loud meetings and we all get excited about the Summer Reading kickoff and Halloween festival, not to mention the regular visits to check out new books. Additionally, as a person who works from home but often finds home to be a place too chaotic to actually work, I have logged many hours in the library carrels, thankful to have a quiet place (with good Wifi!) to work. As a "book person"--a former book editor, book reviewer, and current magazine writer/editor--I believe strong libraries are vital to communities as places that champion life-long learning, showcase books and authors and celebrate the exchange of ideas. Finally, as a member of the O'Neal family, I'm grateful for the contribution made by my great-grandfather who seeded the resources for this wonderful institution and feel invested in its continued success. It would be an honor to serve.

## Beech Circle Closure Impact Analysis Mountain Brook, Alabama

### Introduction

This report presents the results of a traffic count and speed analysis performed for several roadways in the vicinity of Beech Circle in the City of Mountain Brook. In January, 2020, the City Council voted to close Beech Circle at the City Limits line with the City of Birmingham. At the same time, the City contracted with Skipper Consulting, Inc. to perform data collection to determine the impacts to traffic flow which result from the closure by performing “before-and-after” traffic counts on several roadways between Euclid Avenue and Montclair Road. The “before” traffic counts were conducted in February, 2020. Beech Circle was closed to traffic on March 17, 2020. The “after” traffic counts were conducted in August, 2020. In addition, speed surveys were performed at two locations on Beech Street for “before” and “after” conditions in order to respond to requests received from citizens residing on Beech Street regarding perceived speeding on Beech Street.

### Previous Studies

Skipper Consulting, Inc. first performed a study for Beech Circle in May, 2000. This was prior to the conversion of the connection from Beech Circle from Mountain Brook to Birmingham from two-way traffic to one-way northbound traffic. The purpose of the project was to project traffic volume shifts in the entire neighborhood for various planning scenarios, including: 1) making Beech Street one-way northbound from Mountain Brook into Birmingham, 2) closure of Xavier Circle, and 3) potential impacts of an expansion proposal at Montclair Hospital.

Beech Circle was converted to one-way northbound flow on the connection between Mountain Brook and Birmingham sometime between May, 2000 and October, 2001. In October, 2001, Skipper Consulting, Inc. performed a follow-up study to determine the impacts of the conversion of Beech Circle to one-way flow.

### Traffic Count Comparison

Daily traffic volumes collected on study area roadways in February and August 2020 are displayed in Figure 1. Also included in Figure 1 are the traffic counts conducted in 2000 and 2001. The following observations can be made regarding the traffic count data:

- Traffic substantially increased (30% to 60%) at most of the count locations between 2001 and February, 2020.
- The impacts to traffic caused by COVID-19 are evident at several of the count locations due to altered activities at St. Francis Xavier Church, especially on Beech Street, where traffic in August, 2020 is 30% to 60% less than in February, 2020.
- The impacts of COVID-19 are less pronounced on Hagood Street, where traffic in August, 2020 is 90% to 95% of traffic in February, 2020.
- No roadways experienced an increase in traffic from February, 2020 to August, 2020.

### Beech Street Speed Surveys

The posted speed limit on Beech Street is 25 miles per hour. Speed surveys were performed at two locations on Beech Street, immediately north and south of Beech Circle. The locations of the speed surveys are shown in Figure 2. The results of the speed surveys performed in February, 2020 and August, 2020 are shown in Table 1. The following observations can be made regarding the speed survey data:

- The speed surveys indicate that the average speed of traffic is less than 25 miles.
- The 85<sup>th</sup> percentile speed of traffic is less than 30 miles per hour.
- The volume of traffic exceeding 30 miles per hour is very small.
- Traffic speeds have shown a small decrease between February, 2020 and August 2020.

**Table 1  
Beech Street Speed Analysis/Comparison**

**Beech Street - south of Beech Circle**

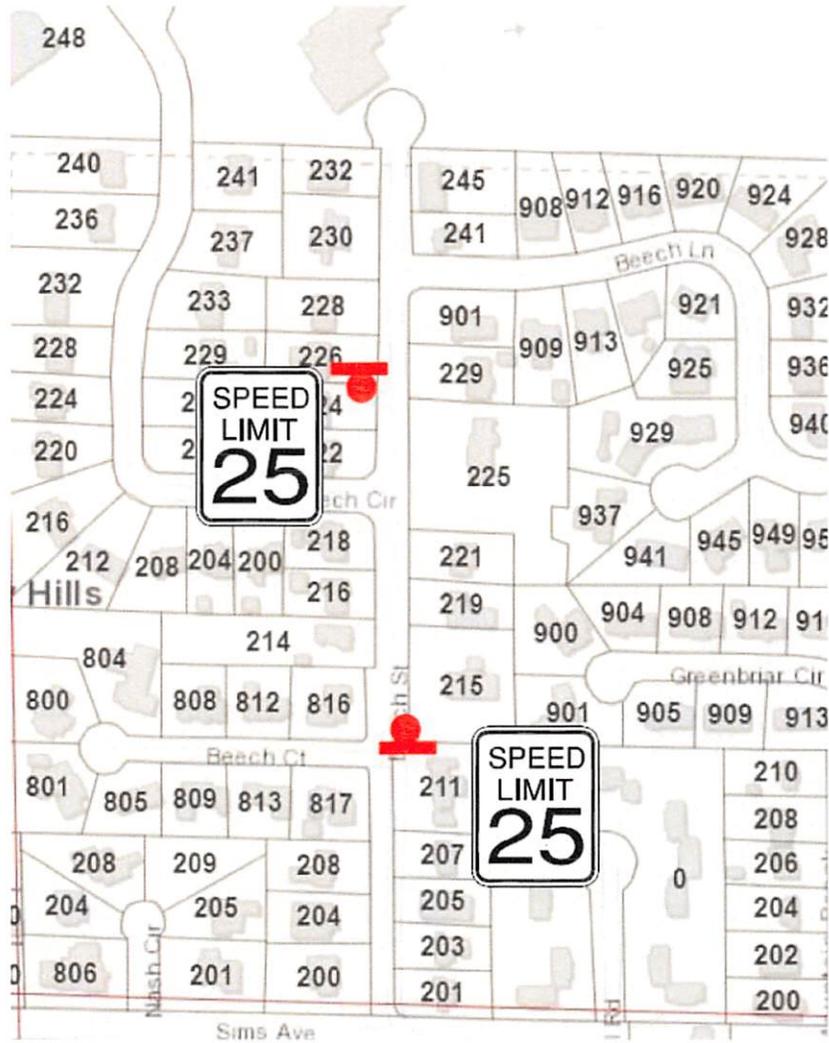
<i>Day of Week</i>	<i>Date</i>	<i>Daily Count</i>	<i>Speed Analysis</i>					
			<i>Average</i>	<i>85th %tile</i>	<i>&gt;25 mph</i>		<i>&gt;30 mph</i>	
Friday	2/21/2020	837	23	27	256	31%	18	2%
Friday	8/28/2020	468	20	25	72	15%	10	2%
Saturday	2/22/2020	743	22	26	178	24%	19	3%
Saturday	8/29/2020	430	20	24	45	10%	5	1%
Sunday	2/23/2020	1268	22	26	272	21%	19	1%
Sunday	8/30/2020	551	21	25	84	15%	5	1%

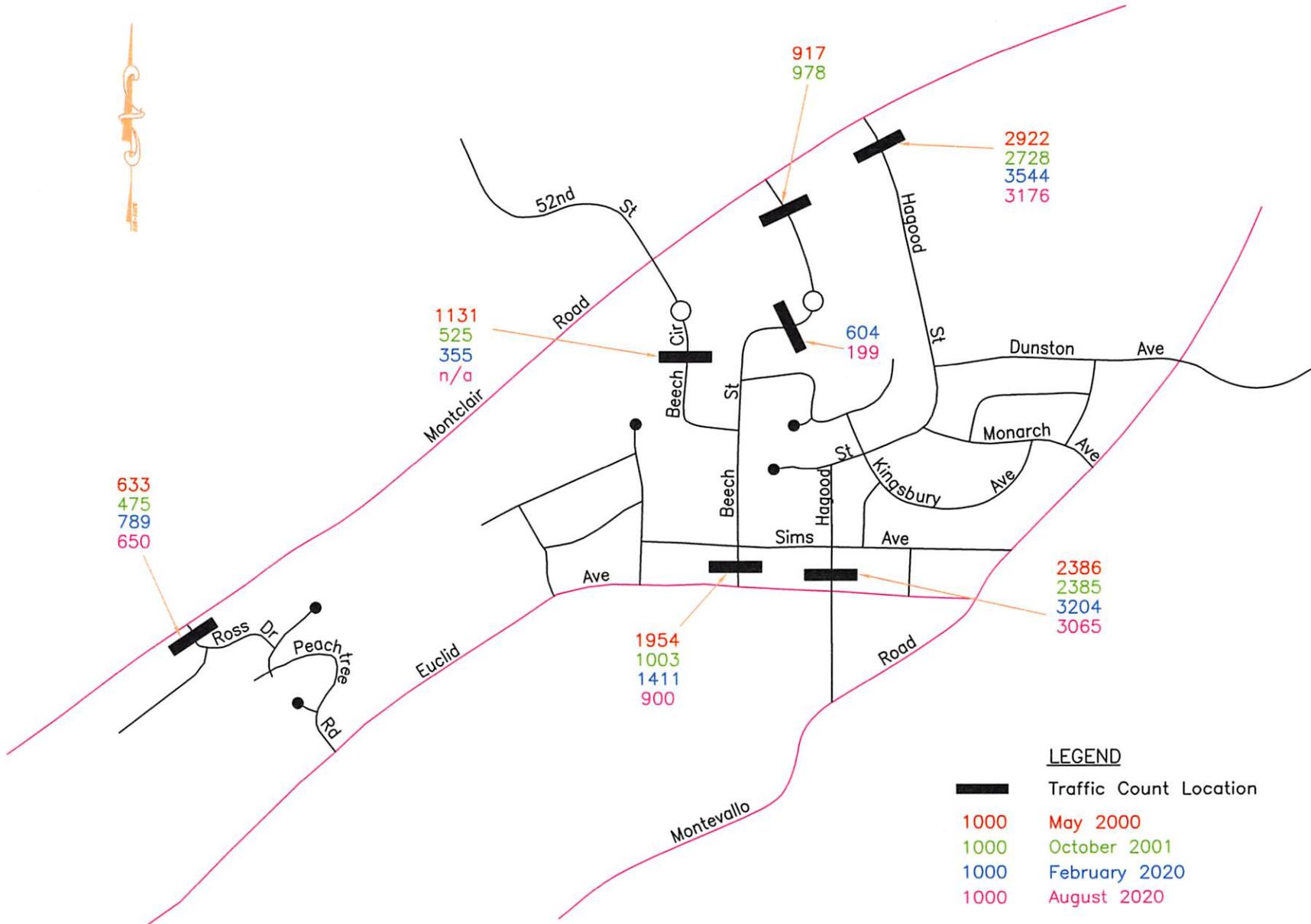
**Beech Street - north of Beech Circle**

<i>Day of Week</i>	<i>Date</i>	<i>Daily Count</i>	<i>Speed Analysis</i>					
			<i>Average</i>	<i>85th %tile</i>	<i>&gt;25 mph</i>		<i>&gt;30 mph</i>	
Friday	2/21/2020	406	24	28	154	38%	22	5%
Friday	8/28/2020	279	21	25	53	19%	4	1%
Saturday	2/22/2020	470	23	28	162	34%	28	6%
Saturday	8/29/2020	320	21	26	72	23%	5	2%
Sunday	2/23/2020	988	23	28	355	36%	42	4%
Sunday	8/30/2020	447	22	27	119	27%	9	2%

**Recommendations**

Skipper Consulting, Inc. recommends that two additional 25 mile per hour speed limit signs be posted on Beech Street to reinforce the posted speed limit. The locations of the two proposed signs are shown below.





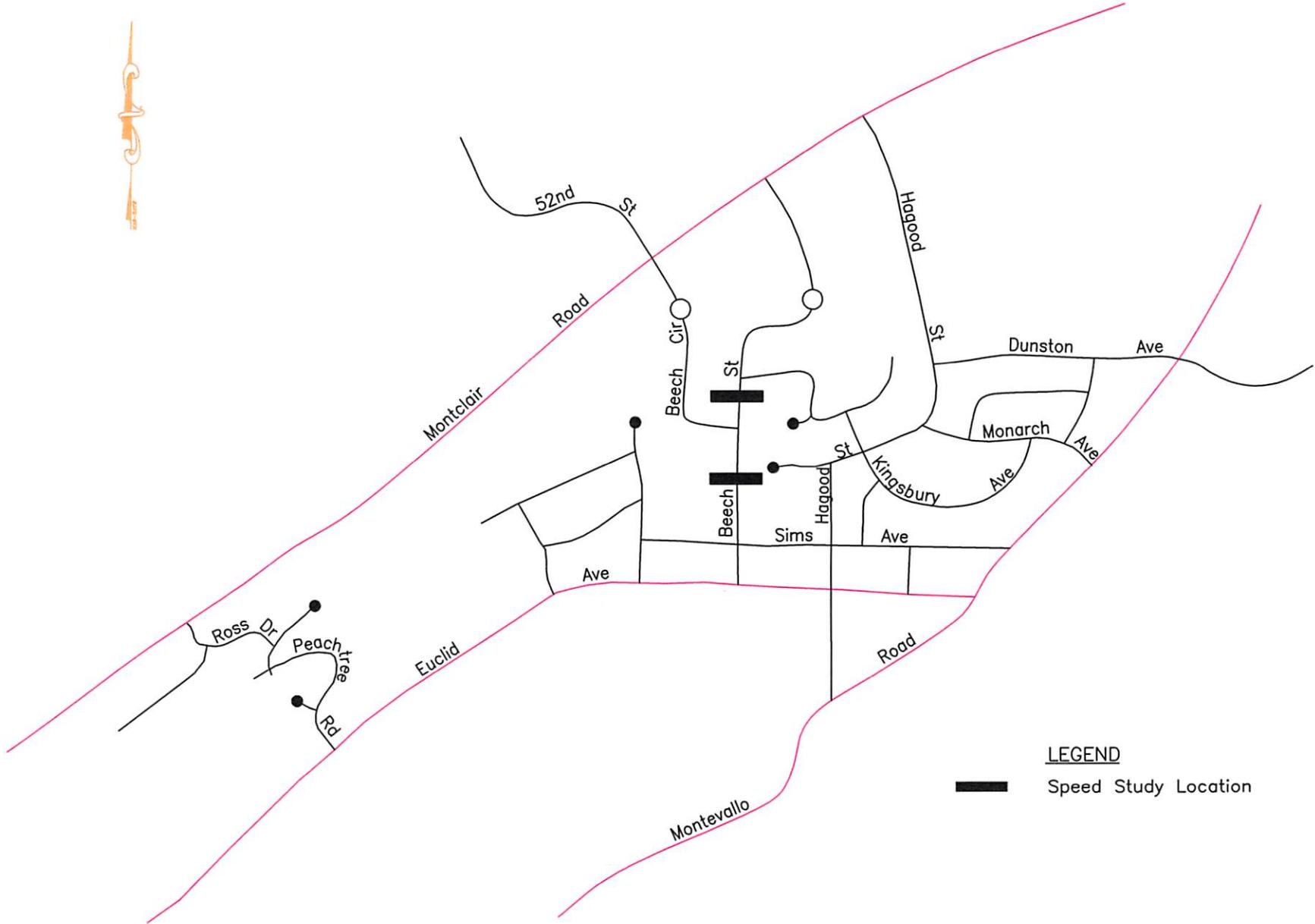
**LEGEND**

-  Traffic Count Location
- 1000 May 2000
- 1000 October 2001
- 1000 February 2020
- 1000 August 2020



**COMPARATIVE DAILY TRAFFIC VOLUMES  
BEECH CIRCLE CLOSURE  
MOUNTAIN BROOK, ALABAMA**

FIGURE 1



LEGEND

— Speed Study Location



SPEED STUDY  
LOCATIONS  
BEECH CIRCLE CLOSURE  
MOUNTAIN BROOK, ALABAMA

FIGURE 2

AUGUST 2020

>>  
>> Good morning Sam!  
>>  
>> No, this isn't about sidewalks, even though I'm still really  
>> concerned about our kids waking every morning and afternoon! This  
>> actually has to do with something that happened to my daughter last  
>> week after school at the crosswalk at Canterbury Church.  
>>  
>> There are approximately 75 +/- kids that walk home from the Junior  
>> high to Canterbury Church parking lot or our neighborhood after  
>> school and utilize that crosswalk. Taking into account that only 1/2  
>> the school goes each day, there are/will be a large number of kids using this particular crosswalk.  
>> Last week a car had stopped and motioned my 7th grade daughter  
>> across. As she was crossing, a car from the opposite direction came  
>> through while she was in the middle. She had to sprint across to  
>> avoid being hit. The car that had stopped, laid on their horn, but  
>> the other car never even let up. It was very frightening to my  
>> daughter and of course to us when she told us about it. I'm not sure  
>> what the solution is, but I think at the very least, a flashing sign  
>> there would be very beneficial and possibly even an officer nearby  
>> from 3-3:20? It's just not worth waiting until an accident actually  
>> happens. My daughter is an extremely fast runner, but had she been  
>> looking down at her phone or not realized the car wasn't stopping, the outcome could've been very different.  
>>  
>> I tried calling you directly this morning, but was told to email you,  
>> so I apologize for the lengthy email. Please feel free to call me or  
>> Blake if need be at (205)902-3239 or (205)368-9116.  
>>  
>> Sincerely,  
>>  
>> Christy Trotter  
>>  
>> Sent from my iPhone

A

## Sam Gaston

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**From:** Blake Trotter <trottwb@mac.com> on behalf of Blake Trotter  
**Sent:** Monday, September 21, 2020 10:18 AM  
**To:** Christy Trotter  
**Cc:** Sam Gaston  
**Subject:** Re: Crosswalk at Canterbury Church

Sam,  
I'm going to ask that this be re-evaluated with the scenario that Christy has laid out. As you know we have had accidents involving individuals hitting cyclists with a lot clearer sight lines than this section of roadway. The fact that this is a spot where children cross the street, and could potentially get hit makes this a no brainer decision to put lights here. I would hate for kid to get hit because the City made the incorrect assessment, and did not fully consider all scenarios.

Blake Trotter

> On Sep 21, 2020, at 9:56 AM, Christy Trotter <trottercc@gmail.com> wrote:

>

> I agree, it has adequate sight from the pedestrian point of view, but if a car is stopped and a child under 5 feet tall (which my daughter happens to be) is crossing, the car driving in the opposite direction can't necessarily see the child in the crosswalk.

>

> Sent from my iPhone

>

>> On Sep 21, 2020, at 9:50 AM, Sam Gaston <gastons@mtnbrook.org> wrote:

>>

>> Thank you. We looked at flashing lights at this location, but the  
>> crossing had adequate sight distance from both directions if I remember correctly.  
>> Let me ask our Police Dept and Traffic Consultant to look at it again  
>> and get back with us.

>>

>> Sam S.Gaston

>>

>> City Manager

>>

>> City of Mountain Brook, AL.

>>

>> 56 Church Street

>>

>> P.O. Box 130009

>>

>> Mountain Brook AL. 35213

>>

>> (205) 802-3803 Phone

>>

>> (205) 870-3577 Fax

>>

>> -----Original Message-----

>> From: Christy Trotter [mailto:trottercc@gmail.com]

>> Sent: Monday, September 21, 2020 9:49 AM

>> To: gastons@mtnbrook.org; Blake Trotter

>> Subject: Crosswalk at Canterbury Church

## Sam Gaston

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**From:** Richard Caudle <richard@skipperinc.com> on behalf of Richard Caudle  
**Sent:** Tuesday, September 22, 2020 7:53 AM  
**To:** gastons@mtnbrook.org; Ted Cook  
**Subject:** Pedestrian crosswalk - Overbrook Road at Pine Crest Road

I reviewed the situation with the crosswalk crossing Overbrook Road at Pine Crest Road this afternoon from 3:00-3:45 p.m. Here are my findings:

1. The City fully implemented the recommendations made in our August 7, 2015 report for the point in time when this crosswalk was proposed.
2. There has been no significant change in the sight distance situation as presented in the August 7, 2015 report.
3. Vegetation which limits sight distance has been well-controlled by the property owner and/or the City.
4. The volume of pedestrian traffic crossing Overbrook Road from 3:00-4:00 p.m. (28 total pedestrians) is significantly less than the minimum traffic volume required to warrant signalization (at least 133 pedestrians in one hour is required).
5. My observations were that drivers obeyed the State of Alabama code regarding pedestrians in crosswalks. This is not to say that no driver has ever violated this code, but during my observations on this date, no driver violated this code.

"(a) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger."

6. My observations were that pedestrians usually waited for either a safe gap in traffic or waited for a vehicle to stop to let them cross. However, often a vehicle traveling in one direction would stop to allow pedestrians to cross, but a vehicle traveling in the opposite direction may not have intended to extend the same courtesy. Ideally as per State code, pedestrians should only leave the curb when there are no vehicles approaching the crosswalk. However, it is recognized that motorists will stop to allow pedestrians to cross. It is incumbent on the pedestrian to ensure they are not placing themselves in a hazardous situation from vehicles traveling in both directions when they leave the curb.

"(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard."

7. I observed several pedestrians who crossed Overbrook Road by walking diagonally across the intersection of Pine Crest Road instead of using the marked crosswalk. This action is both hazardous and illegal as per Alabama State Code.

"(d) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements."

Richard L. Caudle, P.E. (registered in AL and MS) Skipper Consulting, Inc.  
3644 Vann Road Suite 100  
Birmingham, Alabama 35235  
richard@skipperinc.com  
(205) 655-8855 fax (205) 655-8825  
Cell (205) 790-4307 home (205) 594-4708

## **Overbrook Road at Pine Crest Road**

The City of Mountain Brook, in conjunction with Canterbury United Methodist Church, is proposing the construction of a sidewalk along Pine Crest Road and a pedestrian crossing of Overbrook Road at the intersection of Pine Crest Road. This report presents the results of a preliminary traffic investigation regarding the proposed crosswalk crossing Overbrook Road. Specifically, this report documents sight distance measurements and sight distance requirements for the proposed crosswalks, and recommends special considerations for signing and striping the proposed crosswalk based on the sight distance measurements.

### **Design Speed**

As part of a previous project, Skipper Consulting, Inc. performed a spot speed study on Overbrook Road near the Mountain Brook Junior High School tennis courts. The 85<sup>th</sup> percentile travel speed recorded was 31 miles per hour. For the purposes of this study, a design speed of 35 miles per hour was used for Overbrook Road.

### **Sight Distance Measurements**

Skipper Consulting, Inc. performed sight distance measurements at the intersection of Overbrook Road at Pine Crest Road on Friday, August 07, 2015. The sight distance components which were measured included the following:

- Sight distance for a pedestrian standing on the curbs of Overbrook Road, looking to the north and south on Overbrook Road. This is referred to as intersection sight distance. These measurements are depicted in Figure 1.
- Sight distance for a driver approaching the proposed crosswalk, both northbound and southbound on Overbrook Road. This is referred to as stopping sight distance. These measurements are depicted in Figure 2.

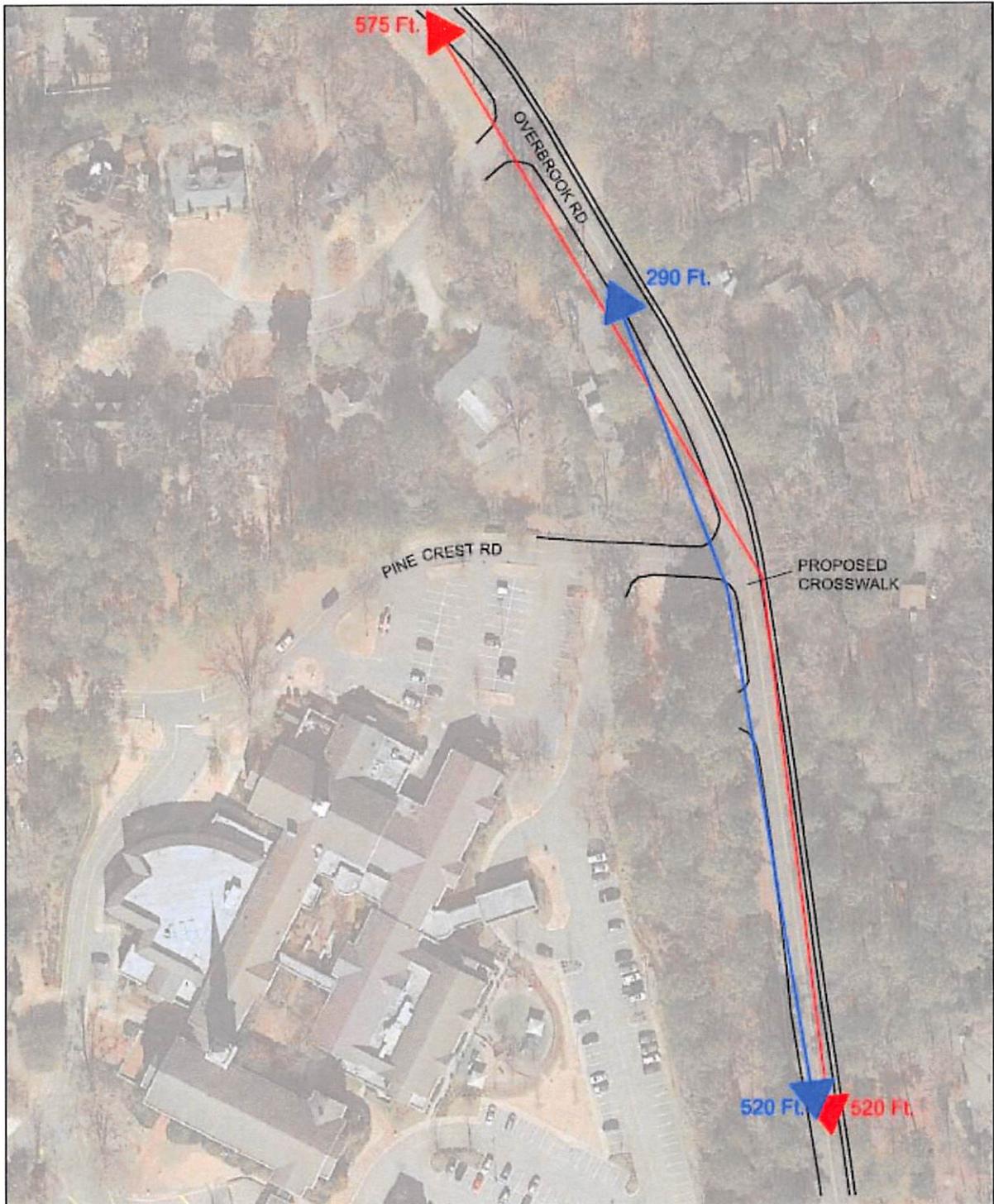


Figure 1. Intersection Sight Distance for Pedestrians



Figure 2. Stopping Sight Distance for Vehicle Drivers

### Sight Distance Requirements

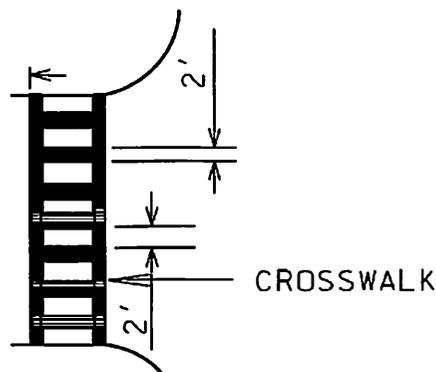
**Intersection Sight Distance for Pedestrians.** The minimum required intersection sight distance for pedestrians is based on pedestrian walking speed (3.5 feet per second), crossing distance, vehicle approach speed, and perception-reaction time (1 second). Using the 35 mile per hour design speed on Overbrook Road, pedestrians who are standing on the curb need to be able to see oncoming traffic for a minimum of 260 feet in order to be able to react to the oncoming vehicle and not enter the roadway or move at least 14 feet to avoid being struck by approaching traffic. As demonstrated in Figure 1, the intersection sight distance for pedestrians exceeds the minimum required sight distance in all cases. It should be noted that the sight distance for a pedestrian standing on the corner of Canterbury UMC looking northward up Overbrook Road exceeds the minimum required sight distance by only 30 feet.

**Stopping Sight Distance for Vehicle Drivers.** In order for a driver to see a pedestrian in or entering the crosswalk, and come to a stop before striking the pedestrian, the minimum required stopping sight distance based on a design speed of 35 miles per hour is 250 feet. As demonstrated in Figure 2, the stopping sight distance for vehicle drivers exceeds the minimum required sight distance in all cases. It should be noted that the stopping sight distance for a vehicle driver southbound on Overbrook Road exceeds the minimum required sight distance by only 40 feet.

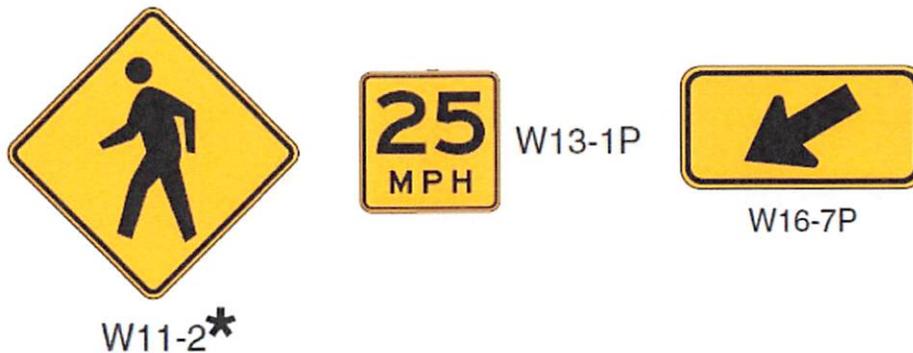
### Recommendations

Based on the findings of this report, it has been demonstrated that a pedestrian crossing of Overbrook Road at the intersection of Pine Crest Road can be accommodated in a safe manner. This report has also demonstrated that, while sight distance related to Overbrook Road to the north of Pine Crest Road is adequate, it is also limited such that minimums are exceeded by only 30-40 feet. Vehicles traveling southbound on Overbrook Road in excess of 35 miles per hour will be unable to stop before entering the crosswalk, and pedestrians will have inadequate time to react to these same vehicles. Based on the findings of this report, the following recommendations are presented to the City of Mountain Brook:

1. The proposed pedestrian crossing should be located on the south side of the intersection.
2. The crossing should be marked with high-visibility crosswalk lines.



3. W11-2 warning signs should be installed on Overbrook Road northbound and southbound on Overbrook Road, along with a W13-1P 25 MPH advisory speed placard, a minimum of 565 feet in advance of the crossing. W11-2 warning signs should also be posted on Overbrook Road northbound and southbound at the crosswalk with W16-7P diagonal downward pointing arrows.



4. Signalization of the crosswalk is not recommended unless and until traffic and pedestrian crossing volumes warrant signalization according to the Manual on Uniform Traffic Control Devices.
5. The City should actively control the vegetation within the right of way along the frontage of 326 Overbrook Road in order to minimize sight distance limitations.

## Sam Gaston

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**From:** Christy Trotter <trottercc@gmail.com> on behalf of Christy Trotter  
**Sent:** Monday, September 21, 2020 9:49 AM  
**To:** gastons@mtnbrook.org; Blake Trotter  
**Subject:** Crosswalk at Canterbury Church

Good morning Sam!

No, this isn't about sidewalks, even though I'm still really concerned about our kids waking every morning and afternoon! This actually has to do with something that happened to my daughter last week after school at the crosswalk at Canterbury Church.

There are approximately 75 +/- kids that walk home from the Junior high to Canterbury Church parking lot or our neighborhood after school and utilize that crosswalk. Taking into account that only 1/2 the school goes each day, there are/will be a large number of kids using this particular crosswalk. Last week a car had stopped and motioned my 7th grade daughter across. As she was crossing, a car from the opposite direction came through while she was in the middle. She had to sprint across to avoid being hit. The car that had stopped, laid on their horn, but the other car never even let up. It was very frightening to my daughter and of course to us when she told us about it. I'm not sure what the solution is, but I think at the very least, a flashing sign there would be very beneficial and possibly even an officer nearby from 3-3:20? It's just not worth waiting until an accident actually happens. My daughter is an extremely fast runner, but had she been looking down at her phone or not realized the car wasn't stopping, the outcome could've been very different.

I tried calling you directly this morning, but was told to email you, so I apologize for the lengthy email. Please feel free to call me or Blake if need be at (205)902-3239 or (205)368-9116.

Sincerely,

Christy Trotter

Sent from my iPhone



CITY OF MOUNTAIN BROOK

5

P. O. Box 130009  
Mountain Brook, Alabama 35213-0009  
Telephone: 205.802.2400  
www.mtnbrook.org

To: Sam Gaston, City Manager  
From: Steven Boone  
Subject: HVAC air purification system invitation to bid  
Date: September 25, 2020

On September 18, the City issued an invitation to bid for the installation of air purification systems to be installed in the HVAC units of six (6) municipal buildings (all that are not already equipped). The bids will be opened October 8 with an anticipated bid award on October 12. It is specified in the invitation to bid that the units shall be rated to kill up to 95% of mold, bacteria and viruses including Covid-19.

The invitation to bid included language that the contractor must complete the installation prior to December 31, 2020, and that notice to proceed will not be issued until the City is notified that the project costs will be reimbursable under the CARES Act being administered by Jefferson County. To date, it appears that the CARES Act approval process could take up to one month or longer based on prior submissions. Obviously, the timeline will be very tight.

I see no reason this project would not be approved for CARES Act funding, however, there is always that chance. This project cost is not included in the 2021 budget. If the Council is agreeable to assume the risk that the CARES Act funding will be denied and therefore responsible for 100% of the cost of the systems, I suggest the contractor be released to place the order and start the installation immediately after the bid award in order to ensure the project can be completed by the December 31 CARES Act expiration date. I would hate to see the project approved for CARES Act funding but the contractor delayed so that completion by the deadline is not possible thereby exposing the City to the possibility of being required to refund the money.

Obviously, we will know more about the timeline once the bids are received and we can discuss with the contractor 1) the lead time for delivery of the units and 2) the estimated time required to install all of the units. No decision is necessary at this time but the Council should be prepared to at the October 12 meeting.



## CITY OF MOUNTAIN BROOK FIRE DEPARTMENT

102 Tibbett Street, Mountain Brook, Alabama - 35213 Phone: (205) 802-3838



To: Mountain Brook Planning Commission  
From: David Kennedy, Battalion Chief-Safety and Training  
Date: September 18, 2020  
Subject: Live Fire Training Building

Dear Commission Members:

The Mountain Brook Fire Department is excited to present for your consideration – and hopefully affirmation - a drill field project that we have planned and discussed for a few years and now are wanting to make happen. I have attached an aerial view of the location as well as a design layout and sample picture that closely resembles what the final burn building will look like. We already have the concrete pad in place and are ready for the next phase. The next phase will consist of the installation of three full size Conex boxes and one half size Conex box which will be the first floor as well as two other full size Conex boxes which would be the second floor. Upon completion the next step would be the installation of the outside and inside stairways as well as guard rails. The boxes will be bolted to the concrete pad and then welded together. This project is used by Fire Departments across the country for "Live Fire" firefighter training (which is required by ISO and other Fire Department regulatory agencies). The Conex box is a "Railroad Car" and the steel that it is made of is ideal for Live Fire training as it builds up heat and holds heat quickly without any deterioration to the structure itself.

In closing I want to say that we look forward to a training building of this nature and that we are looking forward to presenting our project to you at the Planning Commission meeting.

Respectfully Submitted.

David Kennedy, Battalion Chief-Safety and Training



## Planning Commission Application PART I

### Project Data

Address of Subject Property 3601 East Street  
Zoning Classification Residence A  
Name of Property Owner(s) City of Mountain Brook  
Phone Number 205-802-3838 Email kennedyd@mtnbrook.org  
Name of Representative Agent (if applicable)  
David Kennedy  
Phone Number 205-802-3838 Email kennedyd@mtnbrook.org  
Name of Engineer or Surveyor N/A  
Phone Number \_\_\_\_\_ Email \_\_\_\_\_

Property owner or representative agent must be present at hearing

### Plans

See applicable Section of the Zoning Ordinance for submittal requirements pertaining to your particular application. Applicable Code Section may be found in Part II, list of application types. Contact City Planner with any specific questions as to required plans submittal.

24' High counting guardrail  
 30' wide  
 40' length

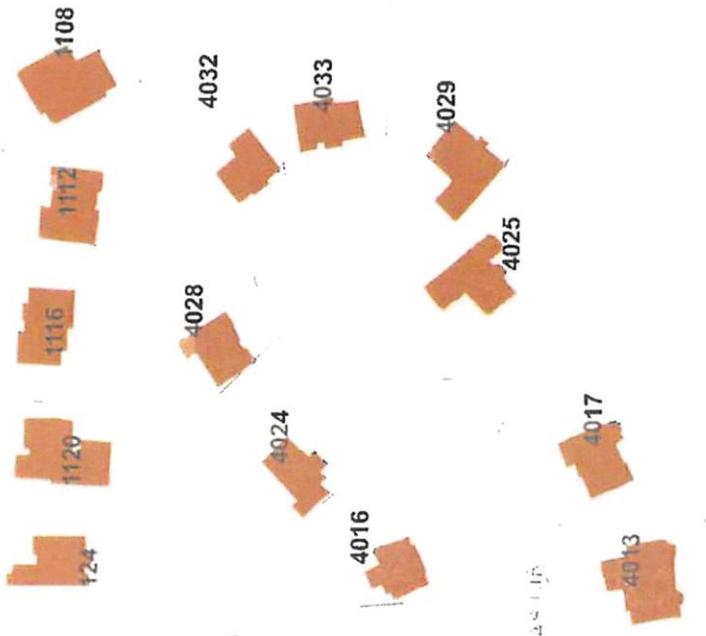


## Planning Commission PART II

Check type of approval/recommendation requested	<input checked="" type="checkbox"/>
Conditional use permit in Residence-A. Sec. 129-31 (d)-(o) & 129-32	<input checked="" type="checkbox"/>
Private Streets in the Estate Residential District. Sec. 129-73	
Fence, wall or landscaping in conjunction with reduced rear setback in Res-D. Sec. 192-94	
Parking between building frontage and r-o-w line in Local Business. Sec 129-194 (a)	
Automobile ingress in front of building in Local Business. Sec. 129-194 (c) (1)	
Buffer design for parking spaces in front of buildings in Local Business. Sec. 129-194 (c) (6)	
Drive-up or drive-through facilities. Sec. 129-194 (d)	
Development plan for rezoning to Mixed Use. Sec. 129-234	
Development plan for parcel in Recreational District. Sec. 129-252	
Recreational-2 District reduced setback of less than 200 feet. Sec. 129-259	
Master development plan for rezoning to PUD. Sec. 129-265	
Deviation from approved development plan for PUD. Sec. 129-266	
Use exemption for installation of utility structures and/or equipment. Sec. 129-292	
Exception to height limitation for fences in multi-family residential districts. Sec. 129-335	
Screening of parking areas. Sec. 129-357	
Home occupations not specifically listed in Sec. 129-392	
Rezoning. Sec. 129-432	
Master Development Plan Residential Infill District (RID). Sec. 129-497 & 129-498	
Development plan Residence-F District. Sec. 129-515 (c)	
Development plan Residence-G District. Sec. 129-535 (d)	
Building materials (equal, better or alternate). Sec. 129-556 (4) and (5)	
Master Development Plan for Vine Street Transitional (VST) District. Sec. 129-576	
Subdivision – Preliminary Plat. Sec. 3.3 of the Subdivision Regulations	
Subdivision – Final Plat. Sec. 3.6 of the Subdivision Regulations	
Resurvey (small subdivisions and “clean-up” resurveys). Sec 3.7 of the Subdivision Regulations	
Other (fill in)	



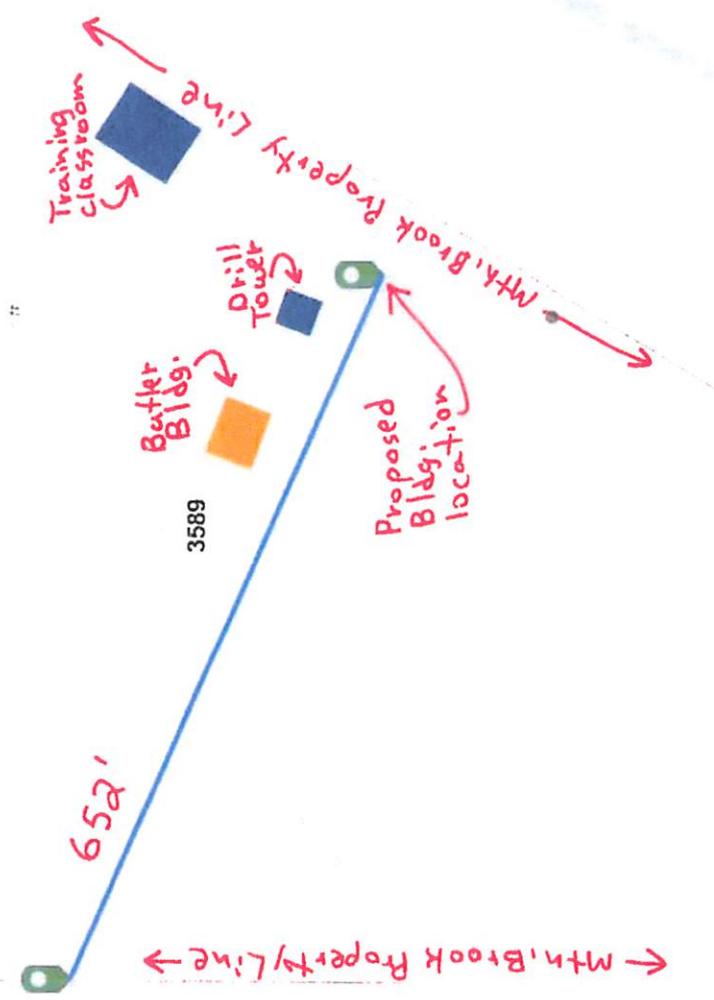
Map Tools: Layers, Street View, Measure, Info, Legend, Share, Print



Measurement Result

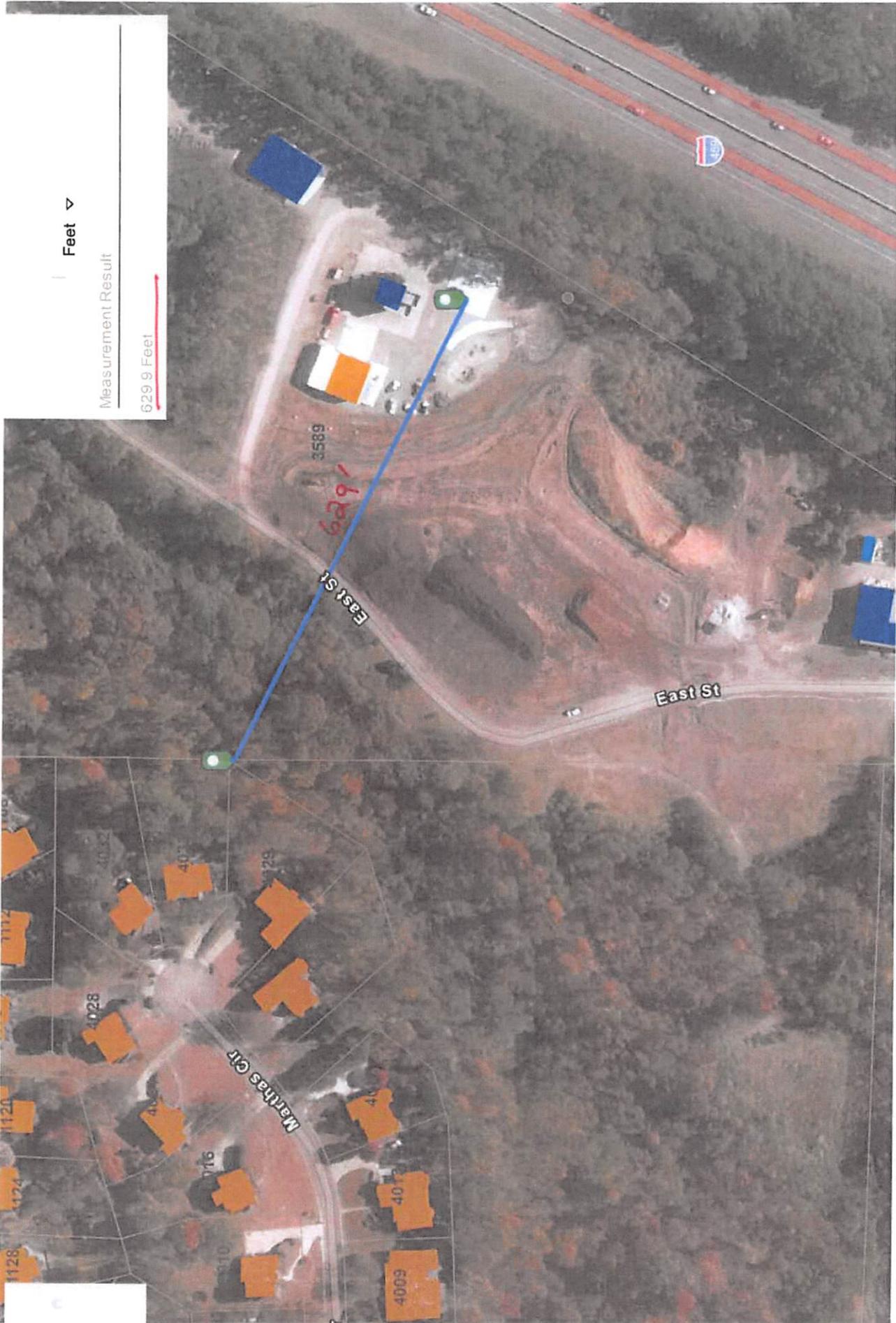
652.3 Feet

Feet





Legend Layers Basemap Gallery Measure Details Share Print



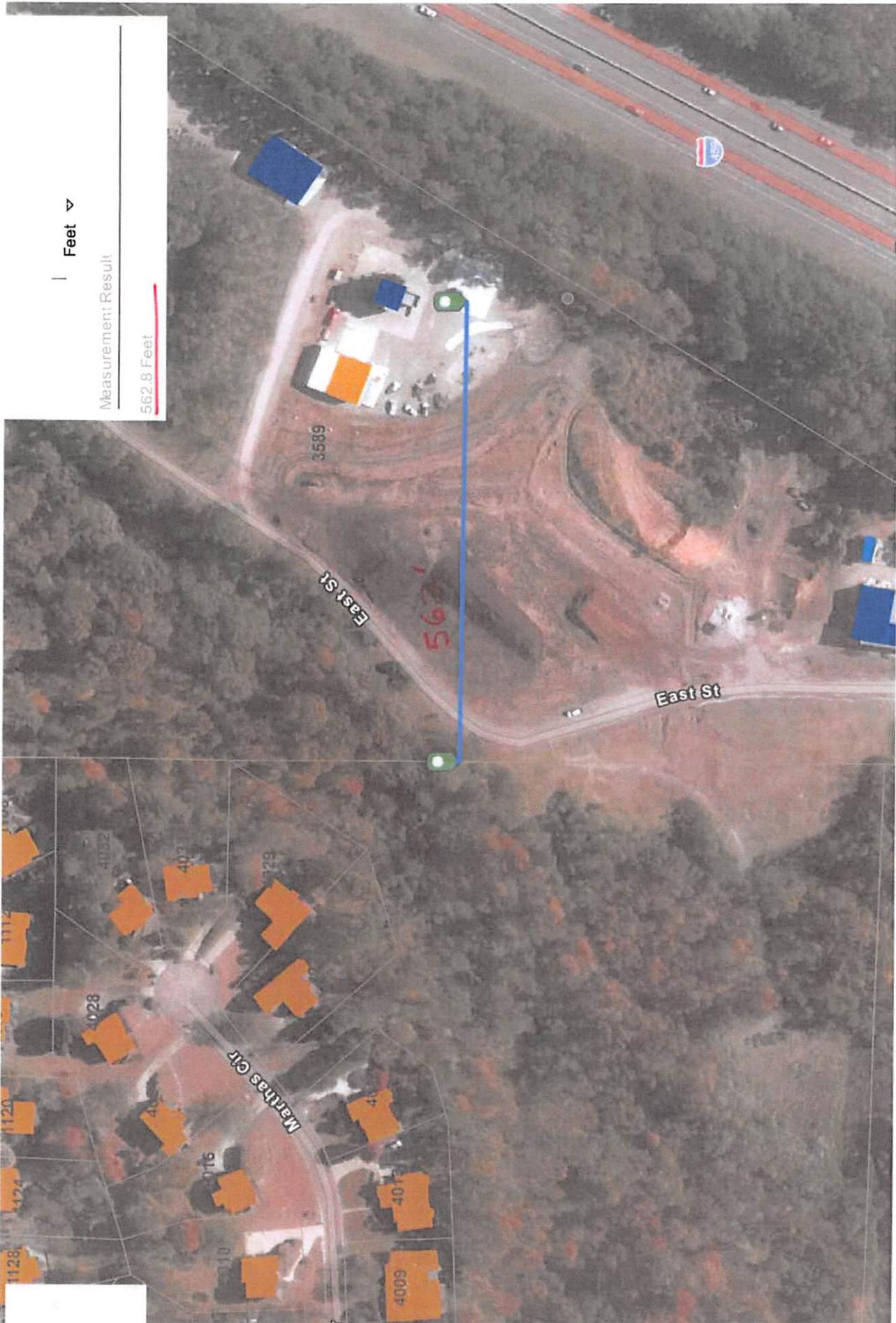
Feet ▾

Measurement Result

629.9 Feet



- Legend
- Layers
- Basemap
- Gallery
- Measure
- Details
- Share
- Print



Feet ▾

Measurement Result

562.8 Feet



-86.71413, 33.467178

1121

1117

CAHABA WOOD CIR

3700

EAST ST

4024

3601

4016

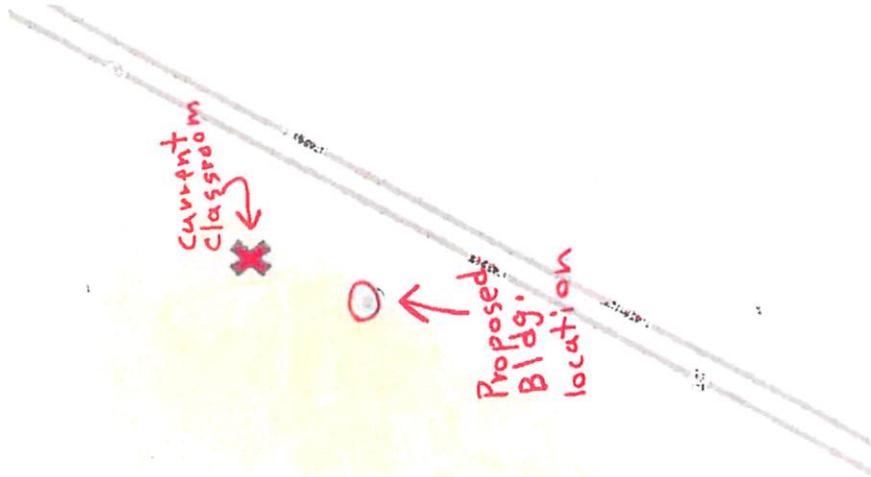
MARTHAS CIR

Proposed  
Bldg.  
location

1459



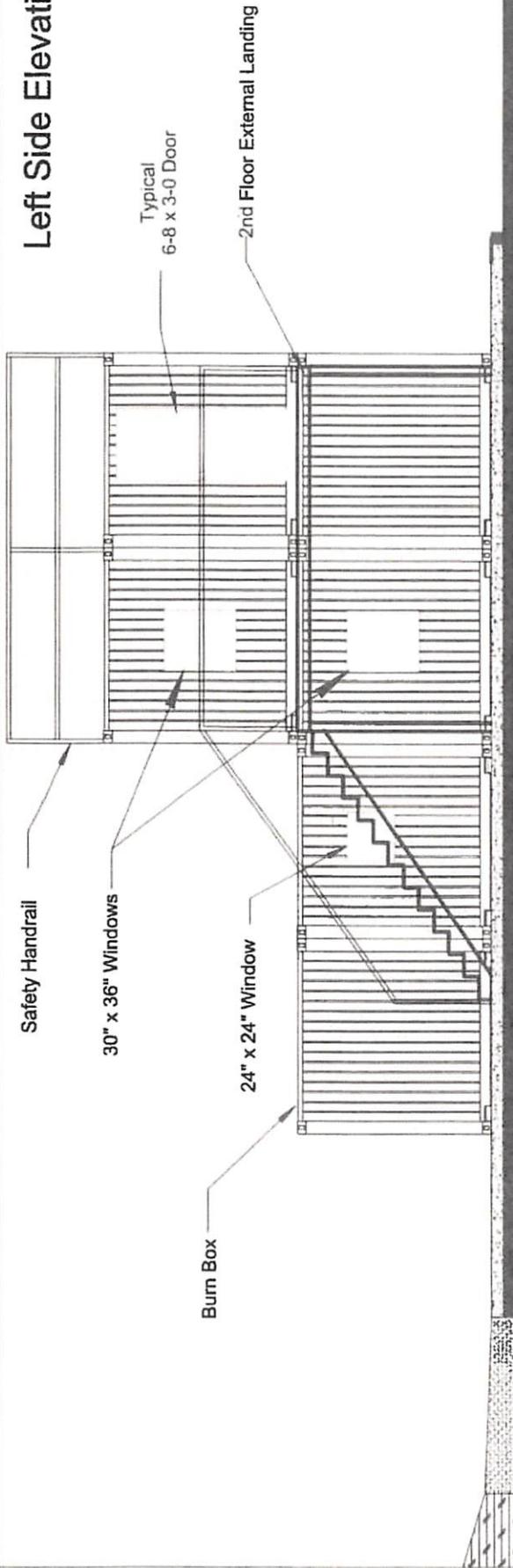
50-51



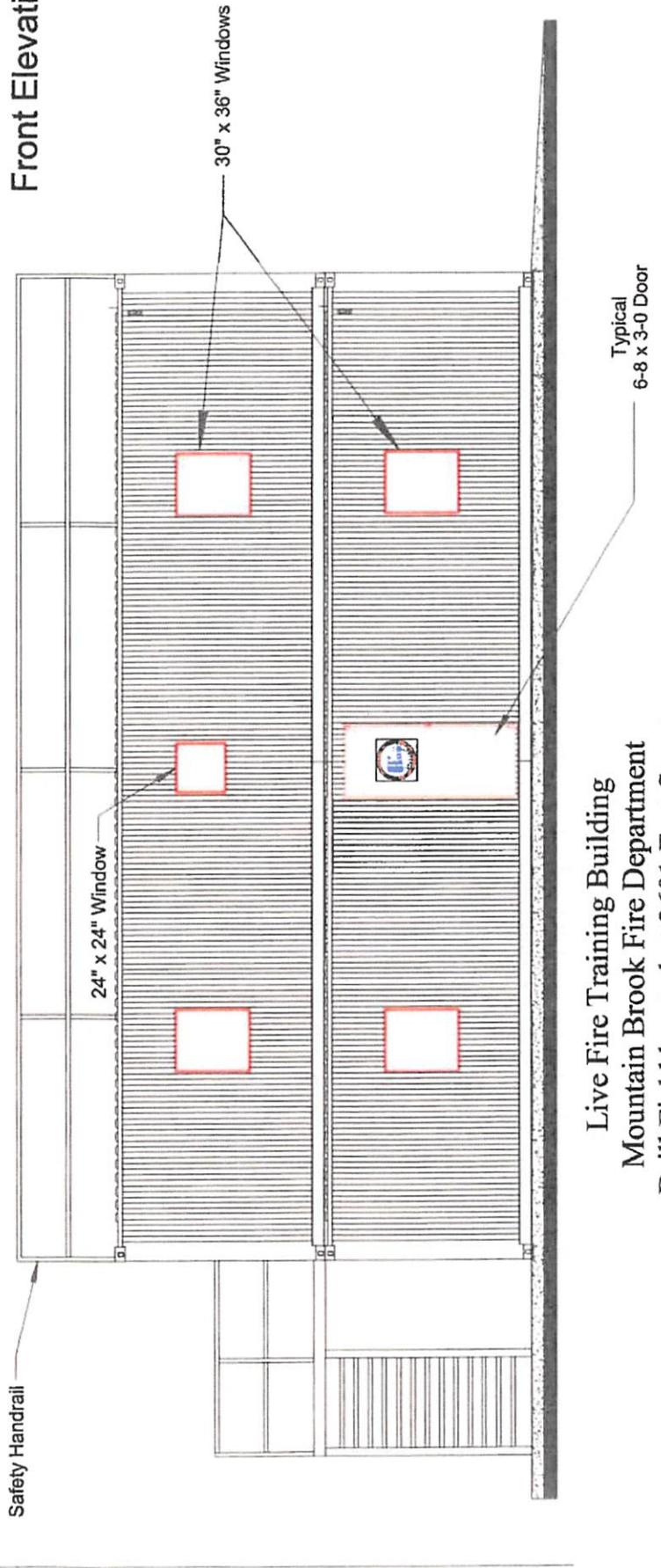
50-52

50-53

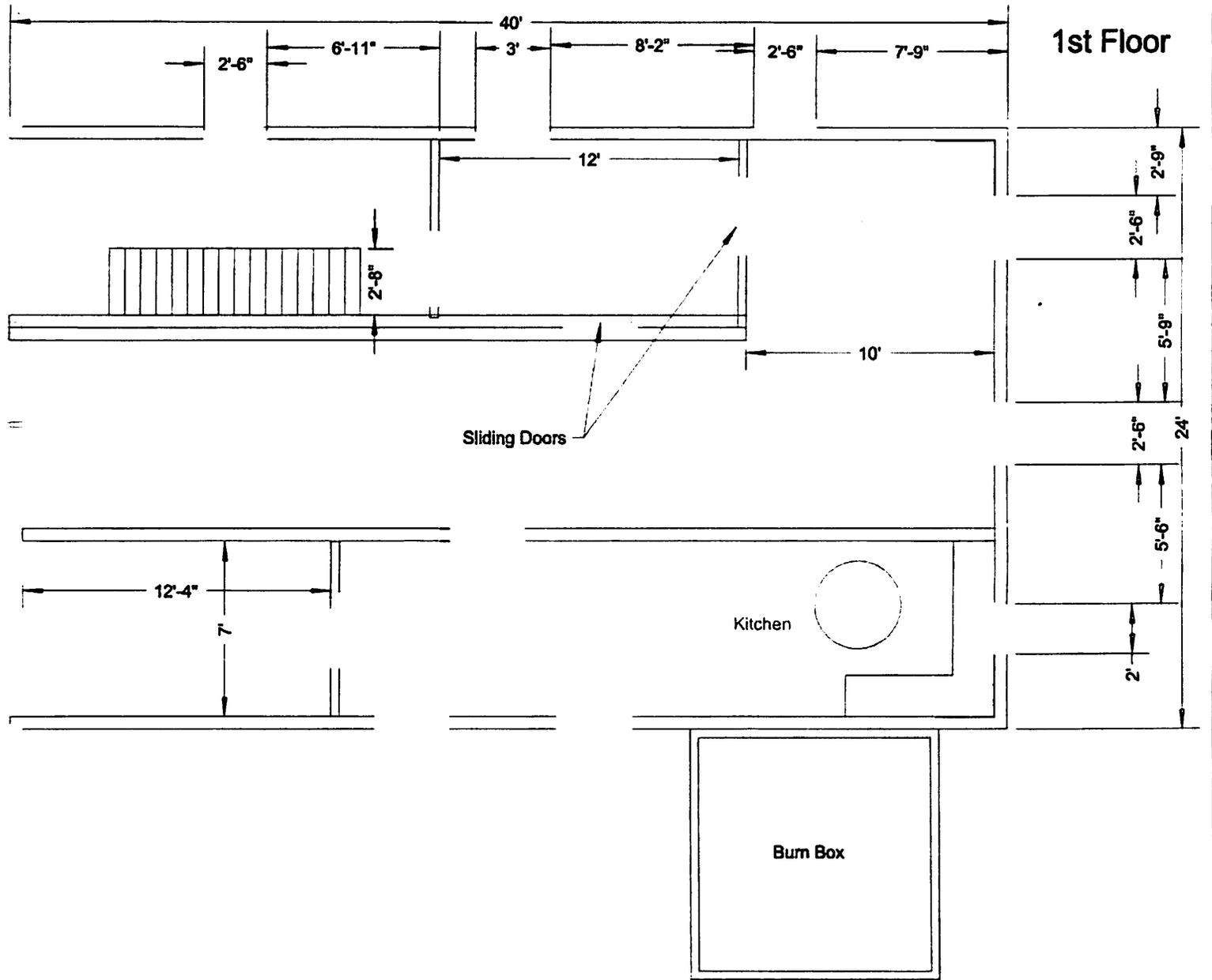
# Left Side Elevation



# Front Elevation

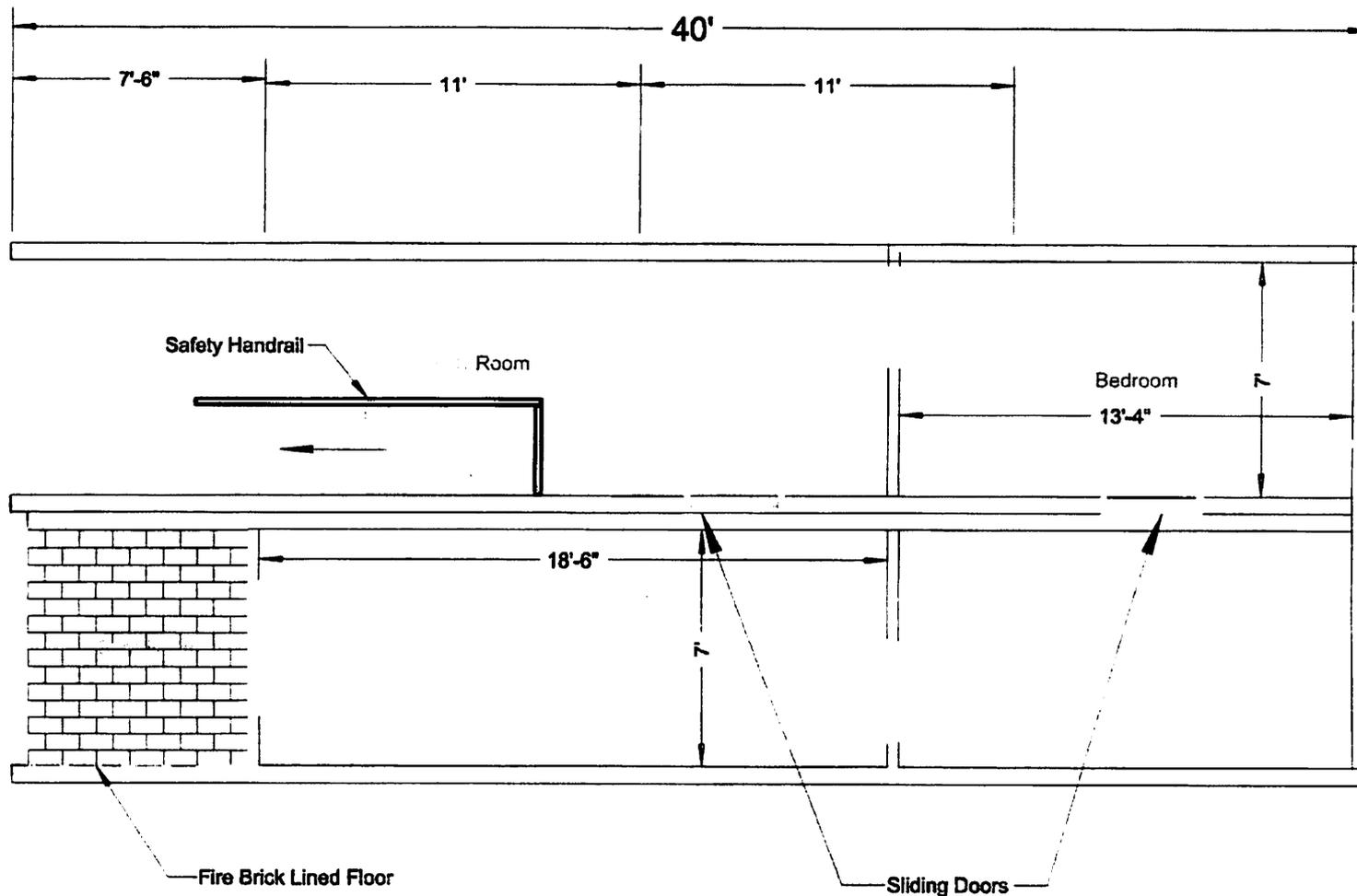


Live Fire Training Building  
Mountain Brook Fire Department  
Drill Field located at 3601 East Street



**Live Fire Training Building**  
**Mountain Brook Fire Department**  
**Drill Field located at 3601 East Street**

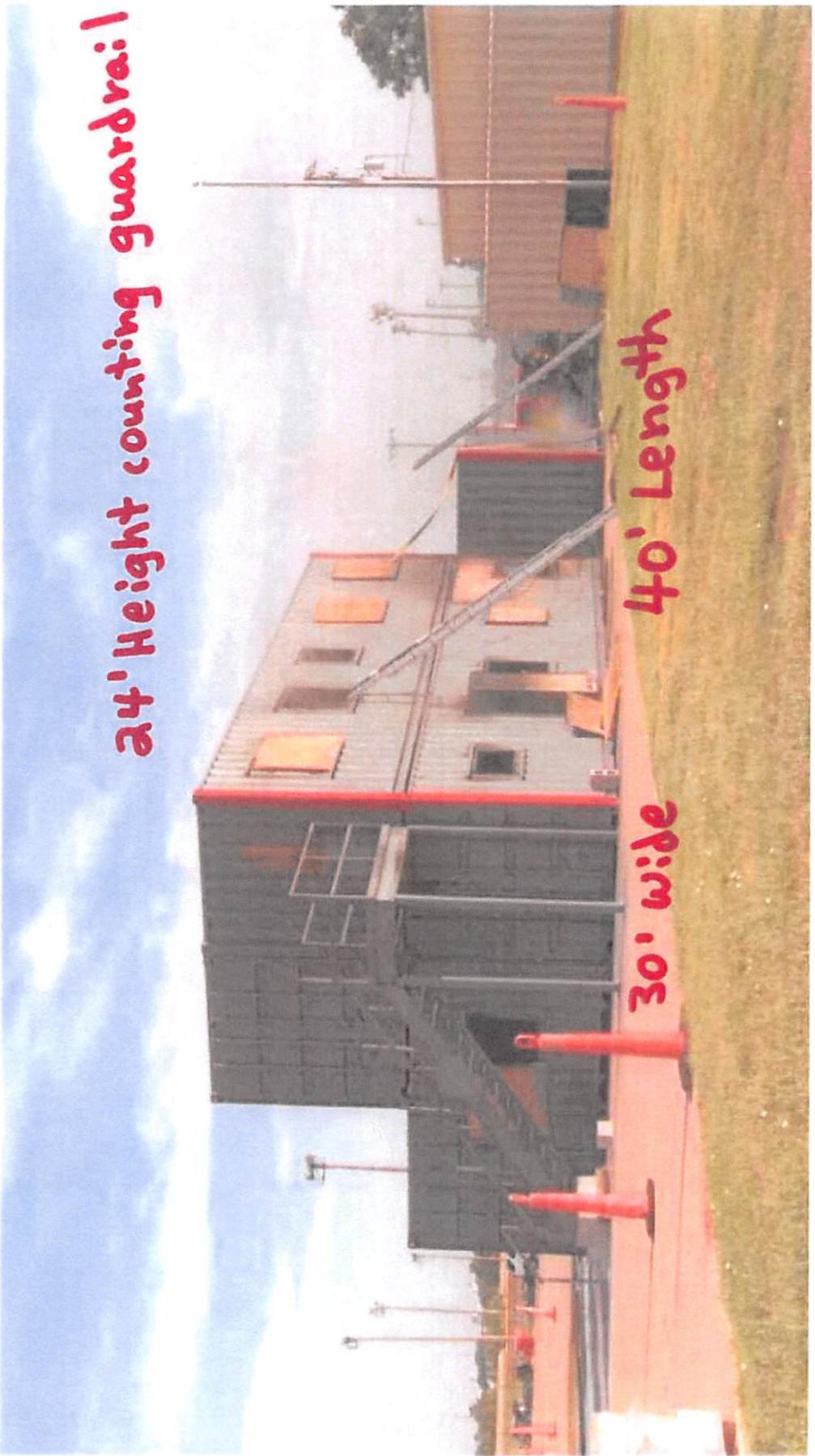
2nd Floor



Live Fire Training Building  
Mountain Brook Fire Department  
Drill Field located at 3601 East Street

Proposed Live Fire Training Bldg.

24' Height counting guardrail



30' wide

40' Length