

BZA Meeting Tuesday August 11th, 2026

1. Call to order

2. Roll Call

Present (4): Rick Miles, Kevin Bailey, Doug Gilmore, Matthew Millerd

Absent (1): Casey Caples

3. Approval of minutes

MIN-26:071 BZA MINUTES July 21st, 2026 BZA

A motion was made by Kevin Bailey, seconded by Matthew Millerd, that the minutes be approved, the motion was PASSED with the following vote:

Aye (3): Rick Miles, Kevin Bailey, Matthew Millerd

Nay (0)

Absent (1): Casey Caples

4. Appeal Cases

VR-26-23 **VARIANCE: 2308 S Caraway Rd**

The applicant William Walker is requesting a variance to remove cross access at 2308 S Caraway Rd

Doug Gilmore (Chair): Welcome back, what's changed besides the letter?

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Jake Butler (Proponent): Put us in a hard place where neither party wants it, both parties think it hurts their property. Both parties think that it's a safety issue.

Doug Gilmore: At the last meeting, we tried to make a point, you just show a turn out, you can park in front of it, we as the city cannot force your traffic to go on to the neighbor. You gotta have an agreement between them, if that's gonna happen. All you gotta do is show a turn out. Just show it on the plan. You don't have to finish it, just show it on the plan.

Jake Butler: And we spoke to the city attorney and staff, we are under the impression if we show it on the plan, it could at some point have to be built, if Cooper does redevelop. That's what we were told, and even if we show it on the plan and we don't build it now, Tractor doesn't really

change locations, they've been where they're at since the 60's. And they're looking at this in 10 or 15 years if he does redevelop, if he does redevelop and a high traffic QSR goes in right there, they're gonna have to build it. And it's a major safety issue, talking to the adjoining landowner and they said somebody almost got hit. They've had to put up signs.

Doug Gilmore: I'm not saying that Tractor Supply's traffic has to use the cross access, just to get through the ordinance it has to show it on the plan. And if Cooper wants it, then you have to agree back. They can't force you either.

Jake Butler: So, we can show it and we would never have to agree to building it? Forever?

Doug Gilmore: No, now forever is a long time and I'm not going to be here for much longer, I'm just saying.

Jake Butler: Right. We did look at that, but we were told by city attorney and city staff that it would possibly have to be built.

Doug Gilmore: So, we know the issue. What kind of questions do we got? From the members?

Rick Miles (Board): I just need to make a comment, from what we talked about last time and we talked about showing that extra exit, I thought it was pretty much understood, that's all we're asking. Show it on the plan.

Jake Butler: Mr. Miles, we did ask the staff if that would be something that is acceptable, showing the other entrance, and they said if we do show that it would just trigger two variances. One for the cross access and one for the extra entrance. We did explore that, that was Tractor's preferred route to go about this, and we did explore that. And they told use that if we do, do that, we'd just have to have the two variances. I think Derrel may be able to tell us, both access management related.

Derrel Smith (City Planner): They don't have enough frontage to have two entrances. According to the access management.

Jake Butler: We did explore that.

Derrel Smith: If they were to have two, they would need to have a variance for the second entrance.

Rick Miles: You're talking about on Caraway?

Derrel Smith: Yeah, they only have the frontage for one entrance.

Doug Gilmore: So, the one entrance you got is for obviously Tractor Trailer rigs to get in there and deliver product.

Jake Butler: That's right.

Doug Gilmore: Where are they gonna turn around at?

Jake Butler: They've got the truck turn. It's tight but it does work.

Doug Gilmore: Where? I'm looking for it.

Jake Butler: Derrel, you've seen the truck turn or should have. It's not on this submission but the truck does functionally turn. I don't know if you can see the hatch concrete on the very top but that's where they're going to do heavy-duty pavement to facilitate the truck. So, the truck will turn. And you can see the hammerhead on what would be my right side, it will be the fenced outdoor display, on the other side if you'll scroll the opposite way, I believe they're going to hammerhead into that and turn around. So, they'll pull into it and then back in.

Doug Gilmore: Okay.

Kevin Bailey (Board): Can I ask for a couple clarifications please? So, the cross access management ordinance that is in place, that is engaged by this redevelopment. Caraway Road is a collector?

Derrel Smith: Arterial.

Kevin Bailey: Arterial, and as an arterial roadway, the cross access management orders that was enacted was to, as properties redevelop, and I'm just wanting verification. As properties redevelop, you're wanting to keep traffic off of Caraway and let it go as much as possible, business to business. Is that the long and the short of it?

Derrel Smith: Yes, sir.

Kevin Bailey: And if we grant this variance, not to do the cross access, are we setting a precedent for future businesses to come in here and ask the same thing?

Derrel Smith: There has been one variance granted prior, for not allowing cross access. It was on Caraway Road. On the other side of the interstate.

Doug Gilmore: Kevin, I wanna talk to that point. Every time we grant a variance or disapprove one, we set a precedent. But it does every time we do a variance.

Kevin Bailey: I'm trying very hard not to disappoint TSC and the redevelopment and the owner of the property and everything else.

Jake Butler: No, and I really appreciate that, and something I hope tractor has considered is that they're doing a lot of stuff they aren't doing anywhere else. You know, they're covering the ditches, they're adding the sidewalks, they're doing a lot to meet all the city ordinances. So, I don't, but I hope you guys don't see this as just us coming in with a hand full of (explicit). They're meeting a laundry list of other items to make this work, and to make this happen to the tune of hundreds of thousands of dollars and these were just a few things that were sticking points for everybody.

Kevin Bailey: So, we granted one other cross access variance on the south side.

Doug Gilmore: There is one on the north.

Kevin Bailey: So, on the north side.

Derrel Smith: Yes, it was on the northside where that convenience store, and the chicken place going in, right now.

Doug Gilmore: Right there on Caraway and Parker?

Derrel Smith: Yes.

Kevin Bailey: That's all the questions I had.

Matthew Millerd (Board): Derrel, I wasn't here last time. I just, where are y'all wanting to do this at? Can you zoom out on that? Show me where it's at?

Derrel Smith: That building, there on Caraway.

Matthew Millerd: Yeah, I got that. I'm just trying to see on the map, where they're saying they needed to put that in there.

Derrel Smith: It's not shown on there.

Matthew Millerd: It's not shown on there, so, it's wherever they wanted to do it, they could put it, just somewhere on that side. Sorry, I'm just trying to catch up a little bit.

Jake Butler: Part of the problem is that Tractor does what they call an outdoor trailer display area. And you can see that on the hatched concrete on the bottom left. So, that runs all the way up to nearly the drive in front of the building.

Matthew Millerd: And the cross access to the north onto Subway is going to stay in place. That turn out is going to stay in place?

(Board): That's right.

Matthew Millerd: So, we have it on the north and basically, we're talking about the south. Is there anyway y'all would entertain just sharing the entrance there? With Cooper's property, that entrance, I'm looking at?

Kevin Bailey: According to that letter, Matt, Tim doesn't want it. Tim don't want the-

Matthew Millerd: That's what I'm saying is instead of having it up there, oh, okay, I see what you're saying. Y'all could share the cross access there, but it doesn't really-

Doug Gilmore: Their property is so far away. I mean, it's next door obviously but it's really not a way to have a shared access from Caraway.

Derrel Smith: You could redo that and make that you're main entrance but, they'd lose their entrance showing to the north end.

Kevin Bailey: And I think they would lose their trucking in the back.

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Jake Butler: We spent a lot of time with Tractor.

Matthew Millerd: I've had to deal with this in the real world, and we had to build our cut out.

Doug Gilmore: If it was a new building, there'd be a different deal.

Matthew Millerd: Right.

Doug Gilmore: That's the issue.

Kevin Bailey: Did we talk about the widening of your entrance to have a left turn and a right turn. Did we talk about that last time?

Doug Gilmore: I asked them about that and they didn't seem to-

Jake Butler: We would be thrilled to, but I don't think a wider entrance is going to be allowed off Caraway. But Tractor would be obliged for a wider entrance.

Rick Miles: Derrel is there a reason why that would not be acceptable?

Derrel Smith: They can build up to a 40 foot wide entrance.

Doug Gilmore: What's that one now sir?

Jake Butler: I'm not sure it may say it on there.

Doug Gilmore: I didn't bring my scale with me.

Jake Butler: A lot of them are thirty-six.

Doug Gilmore: So, that's pretty wide.

Jake Butler: Yeha, they want the widest possible for the cattle trailers and things.

Doug Gilmore: 30 feet if you look at the plan, did y'all see thirty?

Board: Yeah it's the lowest point of radius, It's wider at the street.

Doug Gilmore: Is there anybody here who would like to speak against this? Or would like to speak for it?

Patti Lak (Public): Patti Lak, 4108 Forest Hill Road. So, I listened to the last meeting, and I've seen how it's just been postponed for a couple of weeks on here. So, I think knowing that there has been already a variance approved for the gasoline station and the chicken place. I think you guys need to look back and see why you approved that variance on that, and I think Doug where you said that it has to just be noted. I think the thing is, is that there's so many other business locations out on Johnson that don't have a cross access. I Googled, or I went on Legistar to find

out how many variances that you've had through the BZA with the cross access and there's been none that I've seen, when I went through it really quick. So, I did not see that one. But my point there is that, how come all these businesses that have been built, if on their plans do they have noted that they have cross access for the future use.

Doug Gilmore: That's a pretty broad question that we're not going to be able to answer that specifically, Patty, because there's so many.

Patti Lak: Right.

Doug Gilmore: But if you look at the new developments that are at Greensboro Village, and other places like that, there is plenty of cross access, for a lot of them. Now, it's not everywhere, and the cross access ordinance, when did that come in about?

Derrel Smith: 2000.

Doug Gilmore: 2000, if it was developed before 2000 it didn't have to one. It'd be anything developed after that.

Patti Lak: Well, I think that the point is, is that if they have been given that waiver and they don't have it, what is the reason why they don't have one? And was it written on the building plans and all that? Is that seen on the building plans for future use? Because it needs to be, because if it's not, then, they need to come back and have the variance. So, I hope you guys look at this, seeing as that you've done one already. I think that, they're willing to give a lot back to the community and you've already done it one time. So, I hope you grant this variance for this company. Thank you.

Doug Gilmore: Thank you. Anybody else?

Kevin Bailey: Mr. Chair, I make a motion that we place the variance request VR 26-23, on the floor for vote.

Doug Gilmore: Okay, is there a second?

Matthew Millerd: Second.

A motion was made by Kevin Bailey, seconded by Matthew Millerd, that the matter be approved, and the motion was FAILED with the following vote:

Aye (1): Matthew Millerd

Nay (2): Rick Miles, Kevin Bailey

Absent (1): Casey Caples

5. Staff Comments

6. Adjournment

Meeting was Adjourned.