

CITY COUNCIL STUDY SESSION

April 10, 2025

OLD BUSINESS

Public Hearing and 2nd Reading - Ordinance

A,B,C TEXT AMENDMENT –R-4, R-3A, Design Std

OPEN SPACE AND GREEN SPACE – Why is Open Space Important?



A,B,C TEXT AMENDMENTS –Definitions, Site Plan Reference, R-3A and R-4 Articles

PROPOSED CHANGES ARISES FROM THE PLANNING COMMISSION GROWTH COMMITTEE AND PLANNING DEPARTMENT INITIATIVES

- Fixing “Broken Links” in the Zoning Ordinance: Relocate definition of “Open Space” to proper Article and Section, and for clarity adding Design Standards into proper Article and Section
- (From the PC Growth Committee) The critical changes for higher density land uses (Multi-family) in R-3A and R-4 include the following:

SUMMARY OF CHANGES

- 1. Increasing Open Space from 10% to 30% in R-4 and PUD's
- 2. Requiring Open Space 30% in R-3A where Multi-family land use is proposed.
- 3. 50% of Open Space (15%) required to be Usable Open Space
- 4. Open Space required to be located within 5 minutes of every dwelling unit (1/4 mile or 1,320 ft.) **Subreg Art. III, Sec. 3-15 requires min. block length of 1,000ft**
- R-4 lot frontage increased from 75ft to 100-ft.

A. TEXT AMENDMENTS – Zoning Ordinance Art. II, Sec. 2.2

DEFINITIONS – RELOCATED FROM ART. V SEC. 5.8 (PUD) TO DEFINITIONS

OPEN SPACE. Any land or area within the boundaries of a development, the preservation of which in its present use would:

1. Conserve and enhance natural or scenic resources;
2. Protect streams or water supply;
3. Promote the conservation of soils, wetlands, or other environmentally sensitive areas.
4. Enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries or
5. Enhance recreation opportunities.

Open Spaces shall not include mail kiosks, roads, parking lots, stormwater facilities, or required buffer yards.

OPEN SPACE, USABLE. An area or areas within the boundaries of a development that are designed, set aside and maintained for either active or passive recreation, or both, and are available and accessible for use and enjoyment by all residents of the development, or designated portion of a development. *(Reference Shelbyville Municipal Subdivision Regulations Article VII, Section 7-2, Definitions, Usable Green Space)*

B. TEXT AMENDMENTS – Zoning Ordinance Art. III, Sec. 3.13

DESIGN STANDARDS

- Adopted by Ordinance No. 2023-1204 as a stand alone
- Adding to Art. III, Sec. 3.3 *Site Plan* under *Supplementary Provisions and Administrative Procedures* (Site Plan Application)
- Still Applies to:
 - ALL COMMERCIAL DEVELOPMENTS
 - ALL INDUSTRIAL DEVELOPMENTS
 - ALL PUD'S
 - ALL MULT-FAMILY DEVELOPMENT
 - ALL MOBILE HOME AND RV PARK DEVELOPMENTS

C. TEXT AMENDMENTS – Zoning Ordinance Art. V, Sec. 5.4.3A and 5.4.3 (Multi-Family)

R-3A AMENDMENT (Art. V, Sec. 5.2.3A)

- ADDED Purpose of Open Space Requirement.
- ADDED Open Space Requirement (Multi-Family).
- Min. 20% / 10% Increased by Council to 30% Gross Project Area / 15% Usable Calculated on Project Area
- Open Space Area required to be approximately 5-min. walk from any dwelling (1,320 ft)
[Art. III Sect 3-15 of Subdivision Regulations: Minimum Block Length is 1,000ft]
- Reference made to *Design Standards*
- Reference made to Art. II, Sec. 2.2 *Definitions* for use of term, *Open Space*

C. TEXT AMENDMENTS – Zoning Ordinance Art. V, Sec. 5.4.3A and 5.4.3 (Multi-Family)

5.4.2.A MEDIUM-HIGH DENSITY RESIDENTIAL DISTRICTS (R-3A)

A. **DISTRICT DESCRIPTIONS:** This district is designed to provide suitable areas for multifamily residential developments where sufficient and appropriate urban facilities are available or where the extension of such facilities will be physically and economically feasible. This district also includes community facilities, public utilities and open uses which serve the residents of this district.

B. **USES PERMITTED/PROHIBITED:** Refer to Appendix 1, Table of Uses

C. **OPEN SPACE REQUIREMENTS.** Due to the high-density nature of development permitted within the R-3A zone district, the City of Shelbyville desires to provide new open space areas within the R-3A zoned developments applicable to multi-family land use. The permitted land use of multi-family encompasses townhomes, condominiums, and apartments, dwelling types in this zone district.

Any R-3A zone district development that land use of multi-family encompasses townhome, condominium, and apartment dwelling types, shall provide a minimum of 30 percent (30%) of the gross project area as open space and at least 50 percent (50%) of this land set aside as Usable Open Space, as defined in Article II Section 2.2 of this ordinance. Usable Open Space shall be located within a ¼-mile from any dwelling unit, or approximately 1,320-ft. Open space within an R-3A is regulated by open space requirements within Article II Section 2.2 of this ordinance. Refer to additional landscaping and parking lot design requirements in the *City of Shelbyville Design Standards*.

Gross Project Area as used herein shall mean the outer limits of the lot or parcel to be altered or affected by a proposed development.

D. **ARCHITECTURAL DESIGN STANDARDS.** In an effort to maintain high standards for multi-family development, the City of Shelbyville has adopted Design Standards that include architectural guidelines. All developments as defined in Article II Section 2.2 of this ordinance that contain any multi-family land use, shall comply with the architectural guidelines found in Section E of the *City of Shelbyville Design Standards*.

E. **BULK REGULATIONS:** All uses permitted in the Medium-High Density Residential District shall comply with the following requirements except as provided elsewhere in this ordinance. All residential dwelling units are required to have two (2) off street parking spaces. The actual size of the proposed lot of development will be rounded to meet the criteria of the nearest dimensional district criteria below. The R-3A zone district permits a maximum of four (4) dwelling units per building.

| MEASURED IN SQUARE FEET | DUPLEX | MULTI-FAMILY* |
|---|-------------------|---------------|
| MIN. LOT AREA | 12,000 | 15,000 |
| MIN. AREA PER FAMILY | 6,000 | 5,000 |
| MIN. LOT WIDTH AT BLDG. SETBACK | 75 | 75 |
| MIN. LOT WIDTH AT BLDG. SETBACK/CUL-DE-SAC | 50 | 30 |
| MIN. FRONT YARD SETBACK | 40 | 40 |
| MIN. SIDE YARD SETBACK | 12 | 15 |
| MIN. REAR YARD SETBACK | 20 | 20 |
| MIN. STREET FRONTAGE | 75 | 75 |
| MIN. STREET FRONTAGE/CUL-DE-SAC | 25 | 25 |
| MAX. BUILDING HEIGHT | 45 | 45 |
| MAX. LOT COVERAGE | 40% | 40% |
| MINIMUM OPEN SPACE (CALCULATION BASED ON GROSS PROJECT AREA) | NONE | 30% |
| MINIMUM USABLE OPEN SPACE | NOT APPLICABLE | 15% |

*Quadruplex and Triplex Dwelling, as defined in Section 2.2 are classified as Multi-family.

C. TEXT AMENDMENTS – Zoning Ordinance Art. V, Sec. 5.4.2A and 5.4.3 (Multi-Family)

R-4 AMENDMENT (Art. V, Sec. 5.4.3)

- ADDED Purpose of Open Space Requirement.
- Increased Open Space Requirement (Multi-Family)
- Min. 20% / 10% Increased by Council to 30% Gross Project Area / 15% Usable Calculated on Project Area
- Open Space Area required to be approximately 5-min. walk from any dwelling (1,320 ft)
[Art. III Sect 3-15 of Subdivision Regulations: Minimum Block Length is 1,000ft]
- Reference made to *Design Standards*
- Reference made to Art. II, Sec. 2.2 *Definitions* for use of term, *Open Space*

C. TEXT AMENDMENTS – Zoning Ordinance Art. V, Sec. 5.4.3A and 5.4.3 (Multi-Family)

5.4.3 HIGH DENSITY RESIDENTIAL DISTRICTS (R-4)

A. DISTRICT DESCRIPTIONS: These districts are designed to provide suitable areas for multifamily residential developments where sufficient and appropriate urban facilities are available or where the extension of such facilities will be physically and economically feasible. It is not the intent of this district to restrict in number the dwelling units contained in a building provided there is sufficient area of zone lot and open space on the lot relative to the number of dwelling units. These districts also include community facilities, public utilities and open uses which serve the residents of these districts.

B. USES PERMITTED/PROHIBITED. Refer to Appendix 1, Table of Uses

C. OPEN SPACE REQUIREMENTS. Due to the higher density nature of development permitted within the R-4 zone district, the City of Shelbyville desires to amend the open space areas within the R-4 zone developments. The permitted land use of multi-family encompasses townhomes, condominiums, and apartments, and duplex dwelling types in this zone district.

Any R-4 zoned development having land use types of multi-family encompasses townhomes, condominiums, and apartments, and duplex dwelling types, shall provide a minimum of 30 percent (30%) of the gross project area as open space and at least 50 percent (50%) of this land set aside as Usable Open Space, as defined in Article II Section 2.2 of this ordinance. Usable Open Space shall be located within a ¼-mile from any dwelling unit, or approximately 1,320-ft. Open space within an R-4 zone district is regulated by open space requirements within Article II Section 2.2 of this ordinance. Refer to additional landscaping and parking lot design requirements in the *City of Shelbyville Design Standards*.

Gross Project Area as used herein shall mean the outer limits of the lot or parcel to be altered or affected by a proposed development.

D. ARCHITECTURAL DESIGN STANDARDS. In an effort to maintain high standards for multi-family development, the City of Shelbyville has adopted Design Standards that include architectural guidelines. All developments as defined in Article II Section 2.2 of this ordinance that contain any multi-family land use, shall comply with the architectural guidelines found in Section E of the *Shelbyville Design Standards*.

E. BULK REGULATIONS: All uses permitted in the High-Density Residential District shall comply with the following requirements except as provided elsewhere in this ordinance. All residential dwelling units are required to have two off street parking spaces. The actual size of the proposed lot of development will be rounded to meet the criteria of the nearest dimensional district criteria below.

| MEASURED IN SQUARE FEET | DUPLEX | MULTI-FAMILY |
|---|--------|--------------|
| MIN. LOT AREA | 12,000 | 15,000 |
| MIN. AREA PER FAMILY | 6,000 | 3,000 |
| MIN. LOT WIDTH AT BLDG. SETBACK | 75 | 75 |
| MIN. LOT WIDTH AT BLDG. SETBACK/CUL-DE-SAC | 50 | 25 |
| MIN. FRONT YARD SETBACK | 40 | 40 |
| MIN. SIDE YARD SETBACK | 12 | 15 |
| MIN. REAR YARD SETBACK | 20 | 20 |
| MIN. STREET FRONTAGE | 75 | 100 |
| MIN. STREET FRONTAGE/CUL-DE-SAC | 25 | 25 |
| MAX. BUILDING HEIGHT | 45 | 45 |
| MAX. LOT COVERAGE | 40% | 40% |
| MINIMUM OPEN SPACE (CALCULATION BASED ON GROSS PROJECT AREA) | 30% | 30% |
| MINIMUM USABLE OPEN SPACE | 15% | 15% |

NEW BUSINESS

1st Reading - Ordinance

A. Rezoning_138 McDale Ln R-4

SITE DATA

1. Address: 138 McDale Lane
2. Tax Map 069 Parcel 031.00 (TRACT 1)
3. Current Zoning: R-2, Medium Density Residential
4. Target Zoning: R-4, High Density Residential
5. Total Land Area: +/- 8.75 acres

PROPERTY OWNER

Pleasant England (Roger Rich)

REPRESENTATIVE

Northcutt Surveying

PC DECISION

Favorable Recommendation to City Council to Rezone
To R-4 High Density Residential for High End Apartment

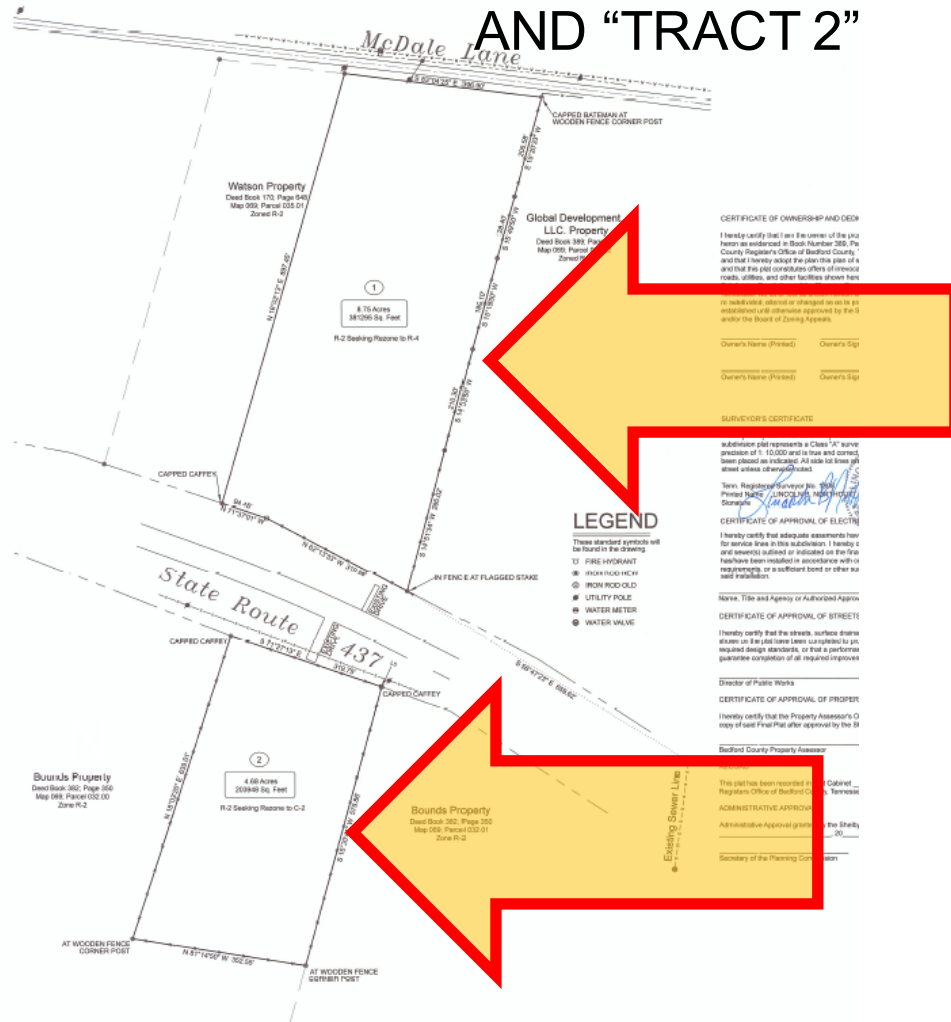
VOTE: 6-FAVORABLE 1-OPPOSED 2-ABSENT



OWNER REQUESTING DEFERRAL

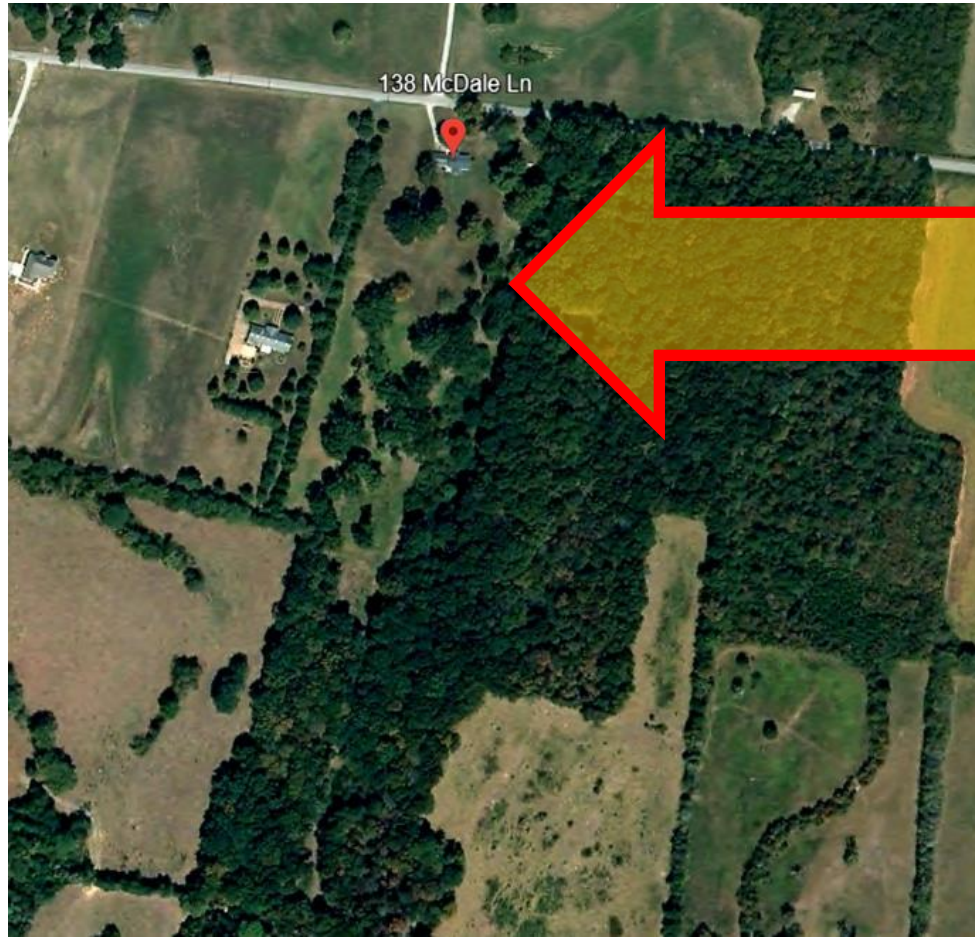
A. Rezoning_138 McDale Ln R-4

STAFF IDENTIFYING AS "TRACT 1" AND "TRACT 2"

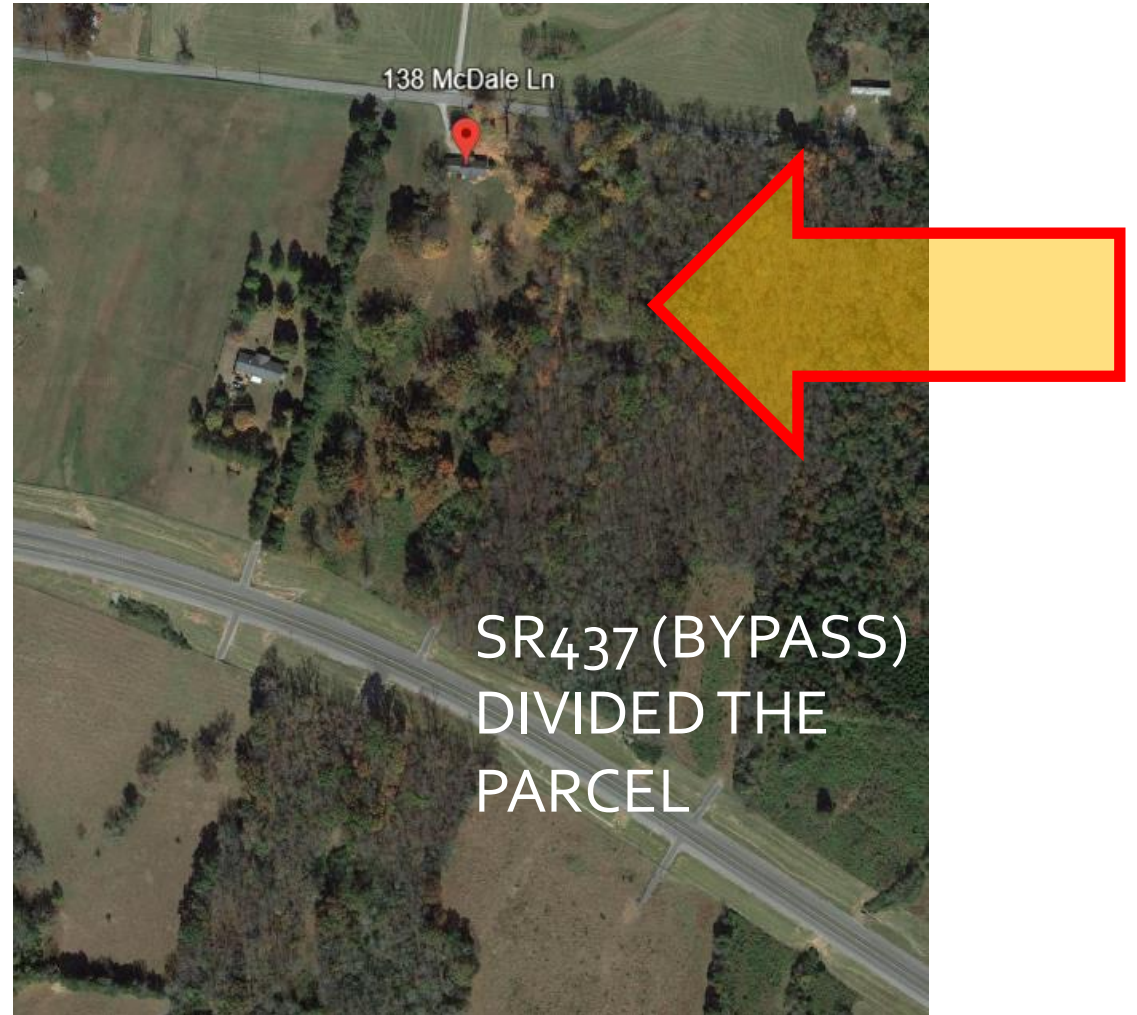


- SR437 (BYPASS) Divided the parcel in two creating two sections.
- However, remains under one deeded lot and therefore technically one parcel
- Technically a Split Zoning. Split zoning are permitted but when located on a single parcel not desired when zoning district boundary may lead to clouded conditions in the future
- This parcel has a clear boundary created by the installation of Bypass

A. Rezoning_138 McDale Ln R-4



2008 AERIAL



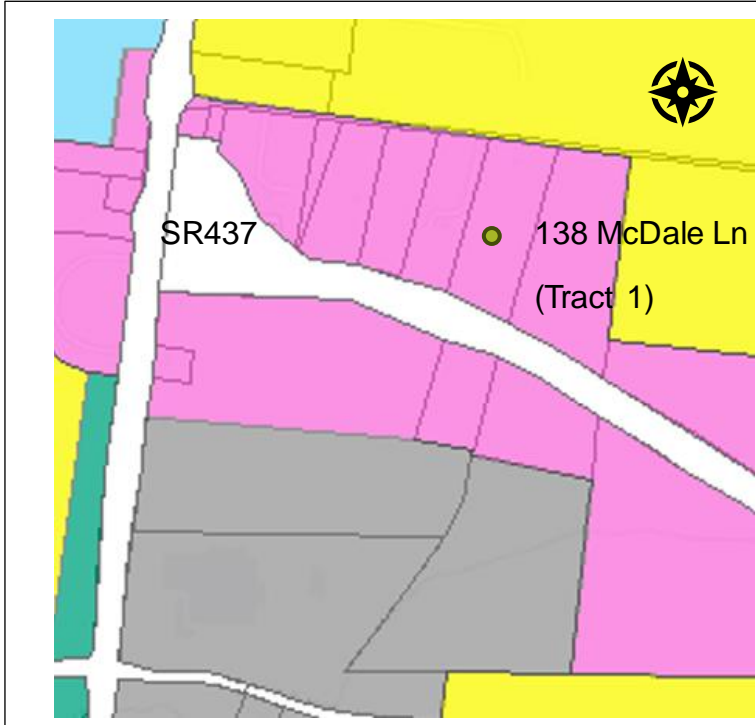
2012 AERIAL

A. Rezoning_138 McDale Ln R-4

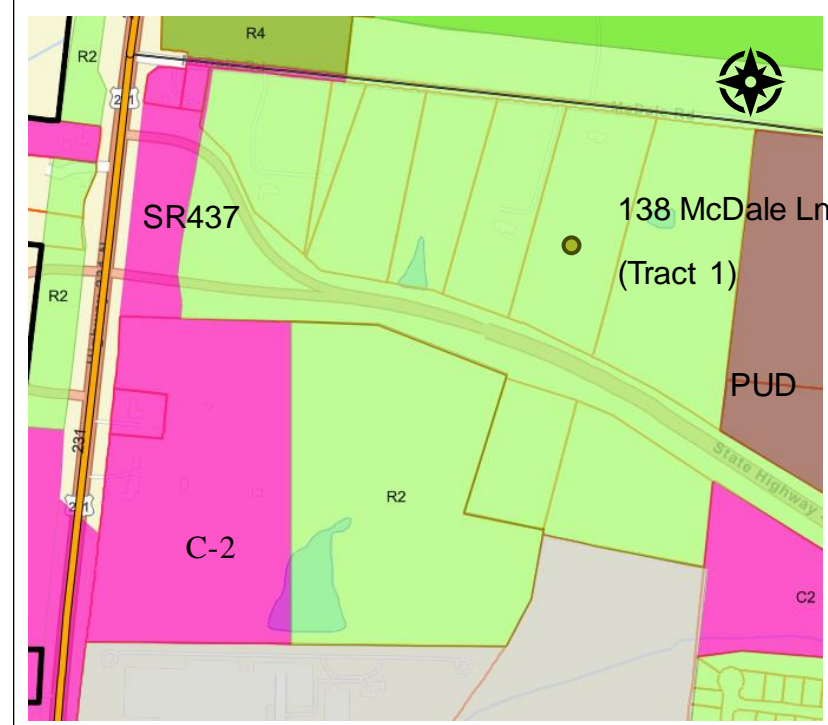
Basis for Staff Analysis (Summarized).

- Consistency and compatibility with City adopted maps and plans for future development
- Coordinate with *Shelbyville Municipal Zoning Ordinance*.
- Comparison with current neighborhood conditions (existing land uses) for compatibility and consideration of buffering between dissimilar land uses.
- Consideration for Highest and Best Use of the requested zoning and compare with the existing neighborhood land uses for compatibility.
- Other considerations such as whether the new zoning district may create potential adverse impacts or conflicts, including cumulative adverse impacts.
- Identify conflicts, incompatibilities, and inconsistencies in the adopted plans and regulations that may require future amendments.

A. Rezoning_138 McDale Ln R-4



Future Land Use Map –
Bypass Character Area



Current Zoning Ordinance

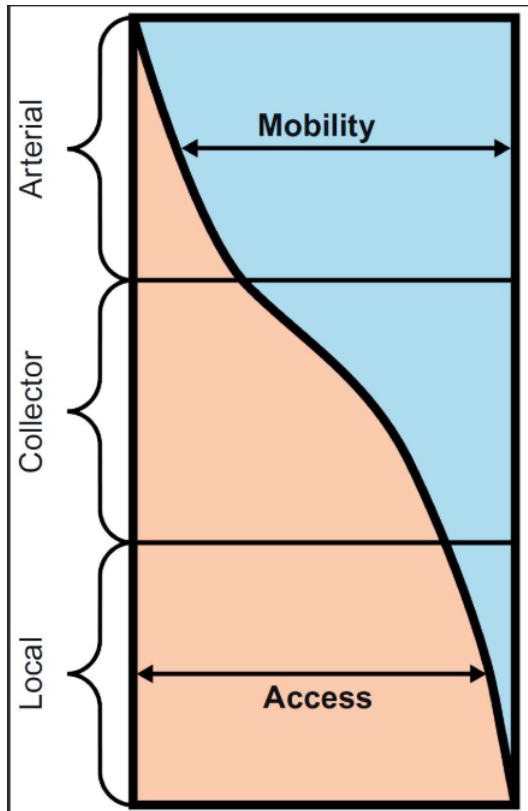
MINIMUMS FOR RESIDENTIAL CHARACTER AREA

| MEASURED IN SQUARE FEET | DUPLEX | MULTI-FAMILY |
|--|--------|--------------|
| MIN. LOT AREA | 12,000 | 15,000 |
| MIN. AREA PER FAMILY | 6,000 | 3,000 |
| MIN. LOT WIDTH AT BLDG. SETBACK | 75 | 75 |
| MIN. LOT WIDTH AT BLDG. SETBACK/CUL-DE-SAC | 50 | 25 |
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| MIN. REAR YARD SETBACK | 20 | 20 |
| MIN. STREET FRONTAGE | 75 | 75 |
| MIN. STREET FRONTAGE/CUL-DE-SAC | 25 | 25 |
| MAX. BUILDING HEIGHT | 45 | 45 |
| MAX. LOT COVERAGE | 40% | 40% |

8.75 AC X 3,000 = 127.05 GROSS DENSITY (HIGHEST & BEST)

A. Rezoning_138 McDale Ln R-4

RELATIONSHIP BETWEEN FUNCTIONALLY CLASSIFIED ROAD NETWORKS



437 is a Principal Arterial

Multifamily

Vacant
larger tracts
of farmland



Recent

A. Rezoning_138 McDale Ln R-4

STAFF REPORT.

It is the opinion of Staff, based on the review the rezoning request from R-2, Medium Low Density Residential, to R-4, High Density Residential, total of 8.75 acres for parcel addressed as 138 McDale Lane., referenced in Bedford Co., TN. tax records as Tax Map 069 Parcel 031.00 (Staff Identification as "Tract 1"), conforms and consistent with the adopted plans and policies of the City. Furthermore, the type of zoning is compatible with the neighborhood and adjoining parcels.

Staff supports the applicant request that Planning Commission upon thorough review to provide a FAVORABLE RECOMMENDATION to the City Council for further review and adoption.

PROCEDURAL NOTIFICATION.

1. If a not deferred or delayed, the application will advance to the March 4, 2025 City Council Study Session.
2. March 13, 2025, 1st Reading.
3. If approved, April 10, 2025 Public Hearing and 2nd Reading.

B. Rezoning_SR437 Bypass C-2

SITE DATA

1. Address: 138 McDale Lane / SR 437 Bypass
2. Tax Map 069 Parcel 031.00 (TRACT 2)
3. Current Zoning: R-2, Medium Density Residential
4. Target Zoning: C-2, General Business
5. Total Land Area: +/- 4.68 acres

PROPERTY OWNER

Pleasant England (Roger Rich)

REPRESENTATIVE

Northcutt Surveying

PC DECISION

Favorable Recommendation to City Council to Rezone
To C-2 General Business for Future Commercial
Development

VOTE: 7-FAVORABLE 0-OPPOSED 2-ABSENT

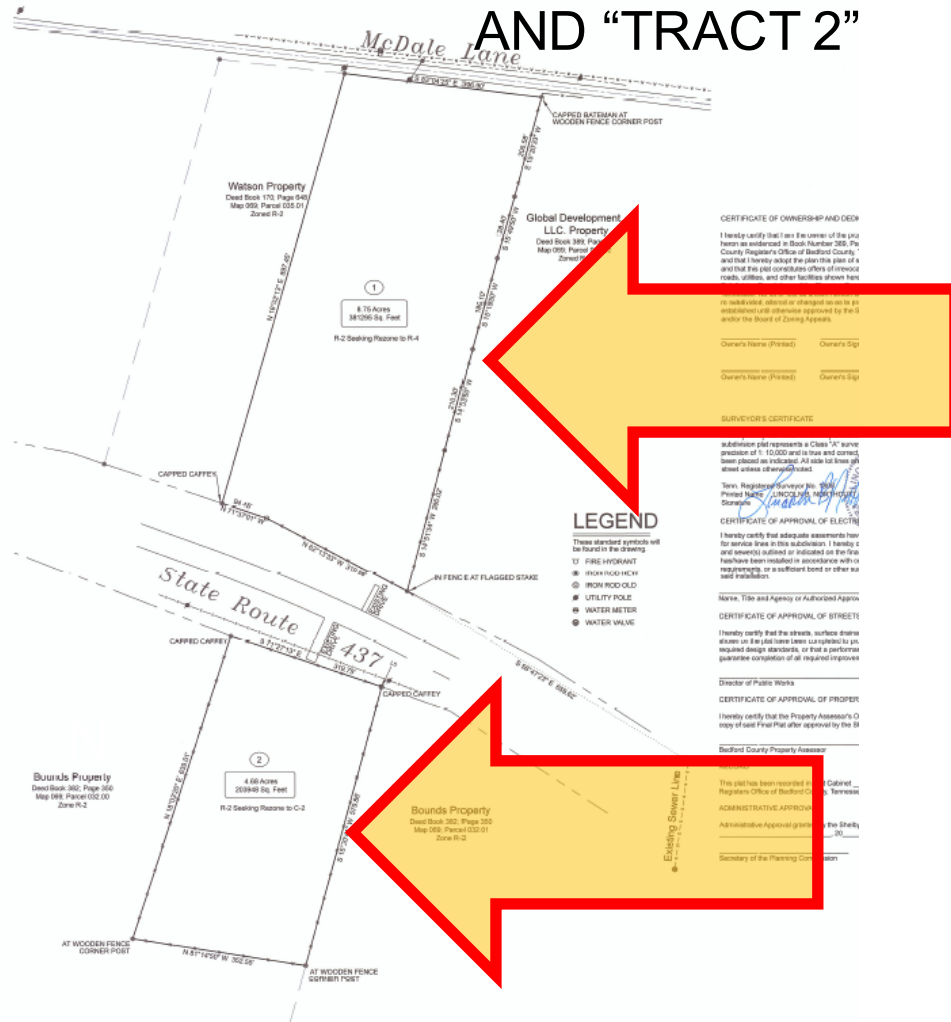


[illegible]

- Tract 2 requires Water and Sewer Service BEFORE subdivision may occur.
- Water and sewer extension will occur during commercial site development at a later date

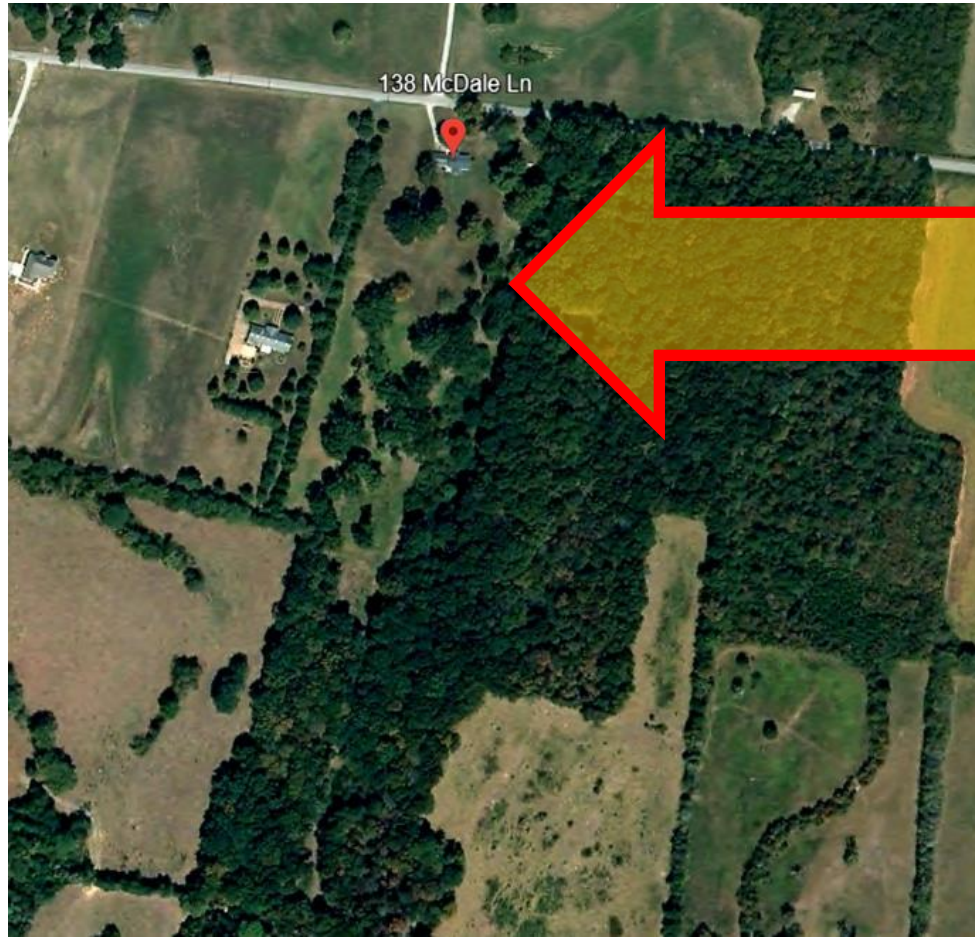
B. Rezoning_SR437 Bypass C-2

STAFF IDENTIFYING AS "TRACT 1" AND "TRACT 2"

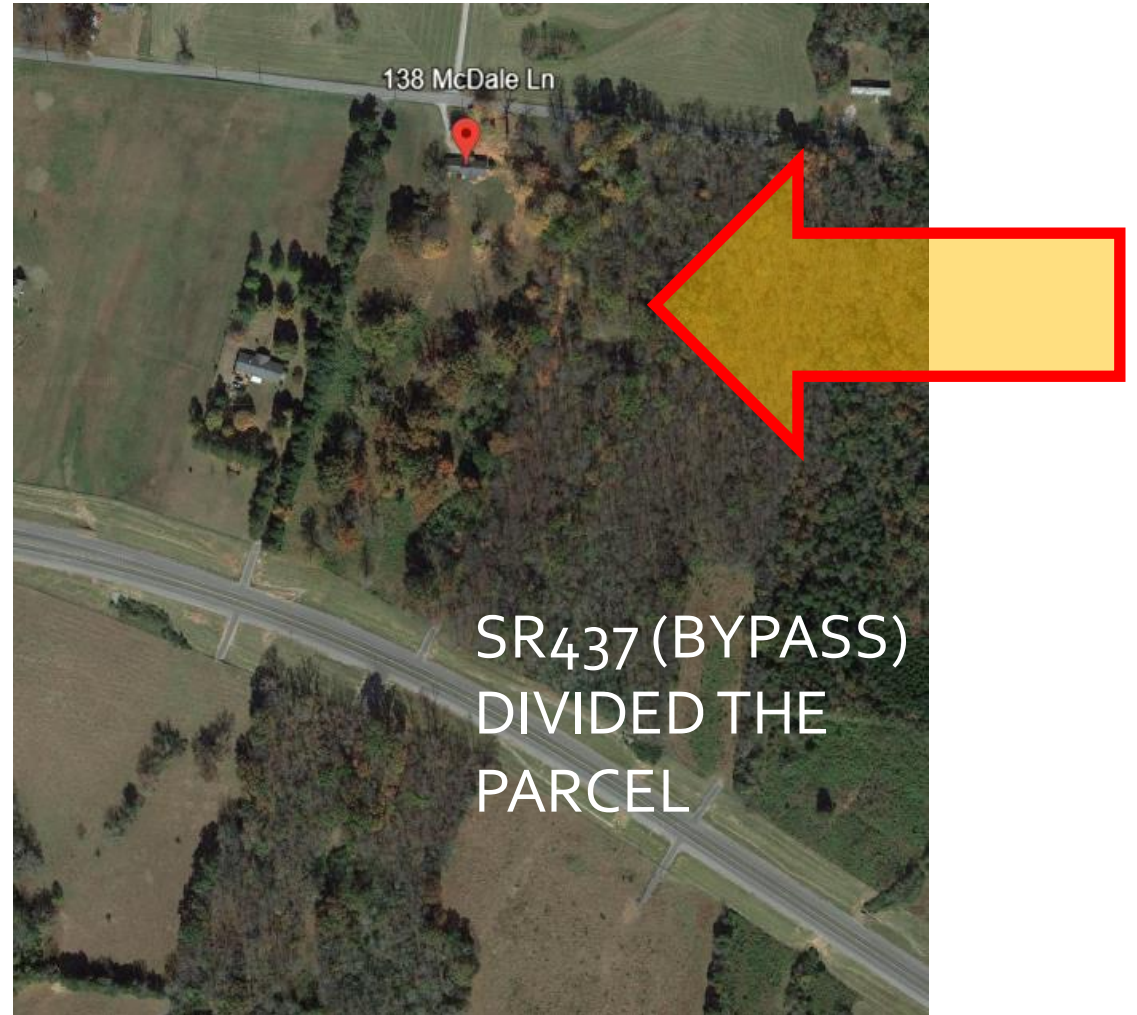


- SR437 (BYPASS) Divided the parcel in two creating two sections.
- However, remains under one deeded lot and therefore technically one parcel
- Technically a Split Zoning. Split zoning are permitted but when located on a single parcel not desired when zoning district boundary may lead to clouded conditions in the future
- This parcel has a clear boundary created by the installation of Bypass

B. Rezoning_SR437 Bypass C-2



2008 AERIAL



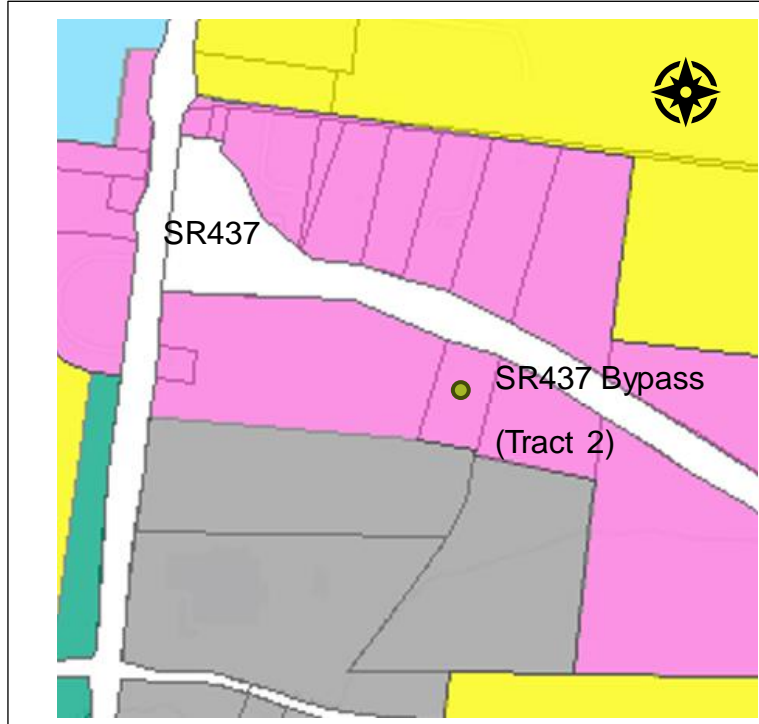
2012 AERIAL

B. Rezoning_SR437 Bypass C-2

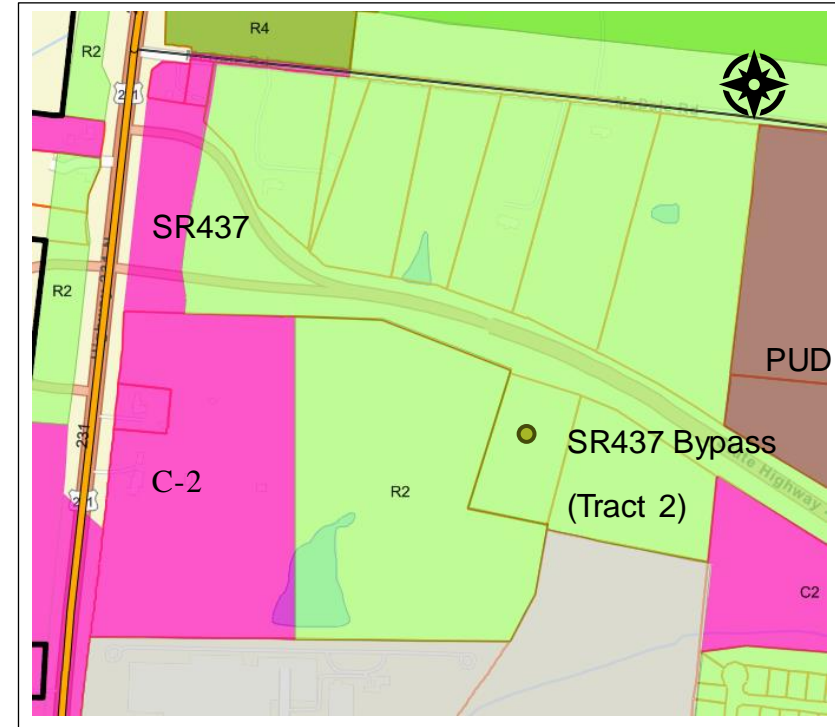
Basis for Staff Analysis (Summarized).

- Consistency and compatibility with City adopted maps and plans for future development
- Coordinate with *Shelbyville Municipal Zoning Ordinance*.
- Comparison with current neighborhood conditions (existing land uses) for compatibility and consideration of buffering between dissimilar land uses.
- Consideration for Highest and Best Use of the requested zoning and compare with the existing neighborhood land uses for compatibility.
- Other considerations such as whether the new zoning district may create potential adverse impacts or conflicts, including cumulative adverse impacts.
- Identify conflicts, incompatibilities, and inconsistencies in the adopted plans and regulations that may require future amendments.

B. Rezoning_SR437 Bypass C-2



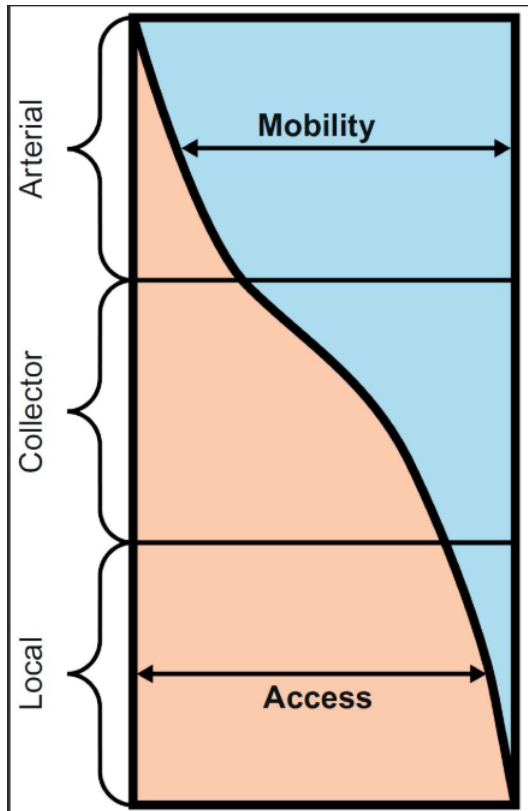
Future Land Use Map –
Bypass Character Area



Current Zoning Ordinance

B. Rezoning_SR437 Bypass C-2

RELATIONSHIP BETWEEN FUNCTIONALLY CLASSIFIED ROAD NETWORKS



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Multifamily

Vacant
larger tracts
of farmland



Recent

B. Rezoning_SR437 Bypass C-2

STAFF REPORT.

It is the opinion of Staff, based on the review the rezoning request from R-2, Medium Low Density Residential, to C-2, General Business, total of 4.68 acres for parcel addressed as 138 McDale Lane / SR437 Bypass, referenced in Bedford Co., TN. tax records as Tax Map 069 Parcel 031.00 (Staff Identification as "Tract 2"), conforms and consistent with the adopted plans and policies of the City. Furthermore, the type of zoning is compatible with the neighborhood and adjoining parcels.

Staff supports the applicant request that Planning Commission upon thorough review to provide a FAVORABLE RECOMMENDATION to the City Council for further review and adoption.

PROCEDURAL NOTIFICATION.

1. If a not deferred or delayed, the application will advance to the March 4, 2025 City Council Study Session.
2. March 13, 2025, 1st Reading.
3. If approved, April 10, 2025 Public Hearing and 2nd Reading.

C, D. TEXT AMENDMENT – PUD and Design Std

PROPOSED CHANGES ARISES FROM THE PLANNING COMMISSION GROWTH COMMITTEE AND SUPPORT FROM PLANNING STAFF

SUMMARY OF CHANGES – PUD's

1. Removing conflicts and contradictory language.
2. Increasing Open Space from 10% to 30%
3. 50% of Open Space (15%) required to be Usable Open Space
[Useable open space is Recreation or Natural accessible to people in the development]
4. Minimum spacing between buildings is 15ft (7.5ft from property line) as measured to nearest building element.
5. Buildings may be closer but requires: (Fire and Building Safety Requirement)
 - Sprinkler System
 - Fire rated construction
 - Combination of the above
6. Landscaping requirements in parking lots
7. Setbacks may be increased for utility clearances (Shelbyville Power Requirement)

SUMMARY OF CHANGES – PUD's

Higher quality design for Multifamily in Design Standards.

1. Each multifamily unit required to be distinctive and alternating façade.
2. Maximum number of units in condo or townhome is 6 per building.

C, D. TEXT AMENDMENT – PUD and Design Std



Density having no conveniences – Phoenix AZ



Monotony - California

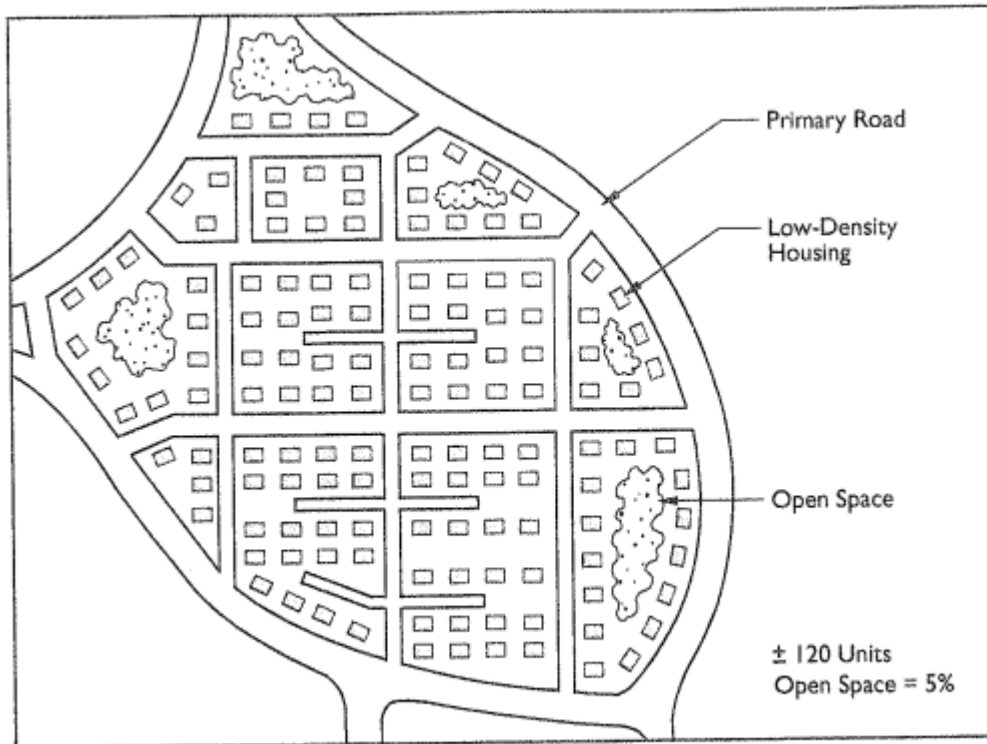


Mass produced and No open space – Las Vegas, NV



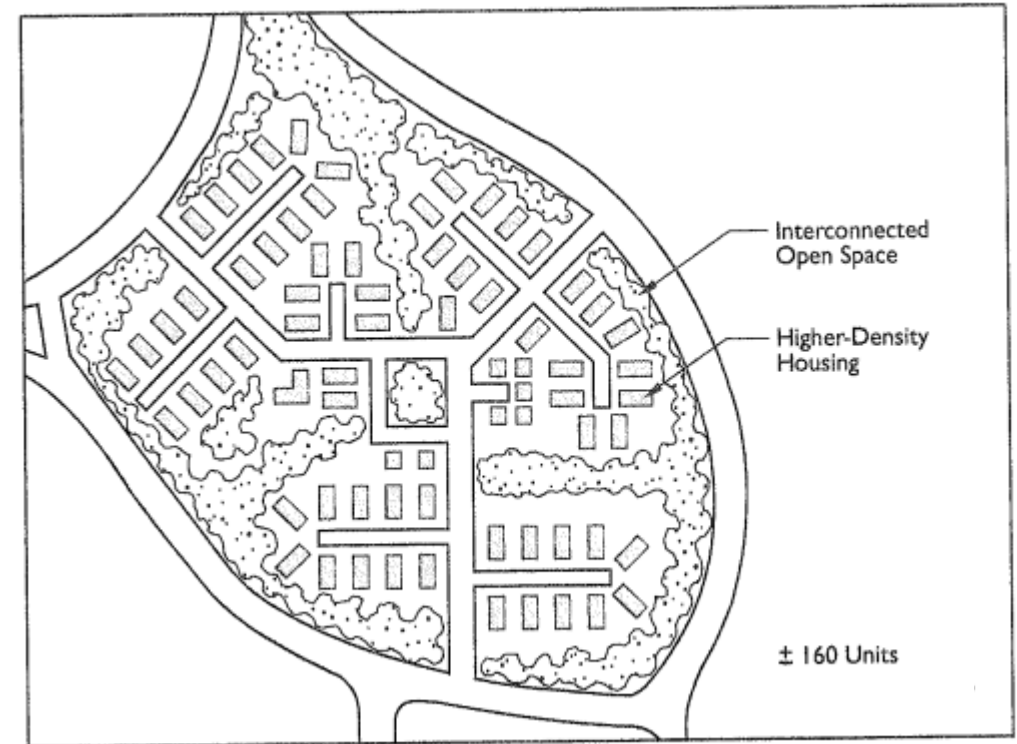
Mass Produced Monotony

C, D. TEXT AMENDMENT – PUD and Design Std



Noncluster Development

Subdivision Regulations currently require 5% Open Space for R-1, R-2, R-3, Single Family Subdivision



Higher Density Housing with higher Open Space requirements creates compact building area and greater visual and spatial buffering as well as opportunity for maintaining natural areas

D. TEXT AMENDMENT – PUD and Design Std

AMENDMENTS BY DESIGN GUIDELINES

Exhibit A

E. ARCHITECTURAL GUIDELINES

1. General Architectural Guidelines

a. Compatibility with Surroundings

- The use of materials and colors compatible with buildings adjacent to a site is encouraged.
- Building facades are required to incorporate design elements which balance the overall appearance.
- Cornices, pediments, varying roof lines, windows, entrances, and projecting canopies should be incorporated in the design of buildings, especially along Main Street, Madison Street, East Depot Street, and Union Street.
- Prototype or franchise designs should blend with their surrounds by careful siting, use of compatible materials, and landscaping of the site.

b. Materials, Texture, and Color

The choice of materials and texture has great visual significance. Coordinating materials within a development can tie together buildings of different sizes, uses, and forms while contrasting materials or textures within a large building may add visual interest and reduce its scale. The choice of materials and colors shall also take into consideration surrounding conforming developments, as these elements can help to soften transitions between uses. Color is an integral element of the overall design. Brick, stone, and concrete have an inherent color created by nature or during the manufacturing process. Other surfaces will get their color from applied materials such as paint.

- Choose materials that are high in quality and durable and that offer texture - avoid monotonous surfaces.
- Use material and texture changes to help reduce mass and provide visual interest and variety.
- Preferred materials include brick, stone, wood, and new synthetic materials that approximate the look and dimension of these materials, such as cementitious siding, artificial slate, and some artificial stone products. Use these quality materials on all visible sides of commercial, office, and multi-family residential buildings.
- Use of exposed or painted metal siding, painted concrete block, vinyl siding, and corrugated metal (as opposed to architectural metal panel or similar siding) siding are discouraged.
- In industrially zoned districts, materials such as painted metal, tilt-up, and painted block may be acceptable for building elevations. Brick or stone materials are encouraged on front elevations in industrially zoned districts and any elevation facing residential or non-industrial zoned properties.
- Use consistent or compatible materials on all sides of a building.
- Use color variation to break up the mass of a building and provide visual interest.



A combination of brick, stone, and wood provide a residential look on a commercial building.



Franchise designs can be tailored to meet local standards and fit in with the surrounding developments.



Tilt-up construction used on a three-story office building.

not be visible from adjacent streets and shall not be visible to adjacent residential areas.

2. **Multi-Family Developments.** Reference Section III H for architectural standards applicable to multi-family developments in R-3A, R-4, and Planned Unit Development zone district.

Exhibit B

H. Multi-family Residential Developments

These standards are applicable to any site plan application for a building that contains three (3) residential dwellings or more.

- Open space and/or recreational areas shall be integrated into the overall design of the project, Refer to *Shelbyville Municipal Zoning Ordinance Art. V, Sec. 5.4.2A and 5.4.3 for Open Space requirements*, and must constitute at least 10 percent of the total area of the site.
- Multi-Family residential buildings (townhomes and condominiums) shall be designed so that each dwelling unit has a distinct front elevation. Multi-family buildings should be compatible with and make respectful transitions to their neighborhood context. The proportional relationship between adjacent buildings and between the proposed building/buildings and the street should be maintained. This can be achieved by having a transition in height and size when adjacent to areas with lower density developments.
- Townhome and Condominium buildings should contain no more than six (6) units per building.
- A planting strip having a minimum width of 20 feet is required for properties fronting on arterial streets to reduce light and noise.
- Buildings should face streets, the common open spaces, and internal private streets.
- Buildings should be articulated into smaller segments. This can be accomplished by not permitting long uninterrupted building facades and rooflines, varying façade composition, changes of plane, breaks created by balconies or stairs, change of roof line, or changes of material.
- Generally, there should be articulation, change of color, or material for each 20 feet in the exterior walls, or alternating façade plane.
- The front facade and any other facade shall contain 100 percent primary wall materials. All percentages are calculated based on the wall surface area and do not include areas used for windows and doors. The use of alternate materials or secondary wall materials allowed herein in differing quantities may be authorized at the sole discretion of the Planning Director.
- An additional 8 percent of all the parking spaces required as per the Zoning Ordinance shall be designated as "guest parking spaces". Guest parking spaces are to be disbursed throughout the site for convenience.
- Trim, eaves, and soffits may incorporate the use of vinyl, aluminum, and other materials approved by the International Residential Code as adopted.
- Avoid repetition and apply subtle variations to building setbacks, planes, rooflines, and use architectural features such as awning, light fixtures, and eave details.
- No wall or window mounted air conditioning or heating units may be installed or placed in any window.
- Mechanical equipment shall not be roof mounted, but may be on the ground, within attic space, or other location screened from public view. This includes electrical panels/meters, HVAC equipment, and phone/cable connections.

C. TEXT AMENDMENT – PUD and Design Std

AMENDMENTS BY ZONING DISTRICT (R-4, High Density Residential)

Shelbyville Zoning Ordinance Updates

Art.II Sec. 2.2 Definitions - Proposed Updates (in *Italics*)

High Density Residential (R-4)

ADD NEW Subsection 'C' *Open Space Requirement*

| <i>Summary of Updates:</i> |
|---|
| <i>1. Due to the high density nature of development permitted within the R-4 zone district the addition of an open space requirement is proposed to protect existing open space and/or provide new open space.</i> |
| <i>2. All R-4 zoned developments will be required to provide 15 percent of the gross project area in open space. Ten percent of the required open space shall be usable open space while 5 percent shall be passive/natural open space.</i> |
| <i>3. Add definitions for Open Space and Usable Open Space from PUD regulations to Article 2 Definitions of the Zoning Ordinance.</i> |
| <i>4. Add cross references to Design Guidelines related to Landscaping, Screening and Open Space.</i> |
| <i>5. Increased the lot width for Multi-Family Land Uses to 100 feet.</i> |

C. TEXT AMENDMENT – PUD and Design Std

AMENDMENTS BY ZONING DISTRICT (PLANNED UNIT DEVELOPMENT - PUD)

Sec. 5.8.3 (B)(3)

Summary of Updates:

1. Section 5.8.3(3) - Updated existing text to provide more specific requirements for the location, size, frequency of providing landscape island within a parking lot as well as plant material within the landscape island.

Sec. 5.8.6

Summary of Updates:

1. Section 5.8.6 - Changed wording from 'modification' of a PUD to 'Amendments' to a PUD.

2. Section 5.8.6(A)(3) - Added more specific language to better state and clarify existing requirements.

3. Section 5.8.6(A)(4) - Added this new subsection to provide some direction on what qualifies as a minor amendment to a PUD.

1. Section 5.8.6(B) - Added specific language regarding how a denied PUD application can be resubmitted for consideration prior to the nine (9) month period following a denial by City Council.

Add PUDE increases per SPS

C. TEXT AMENDMENT – PUD and Design Std

AMENDMENTS BY DESIGN GUIDELINES

| |
|---|
| Shelbyville Design Guidelines Updates |
| Art. III Sec. E: Architectural Guidelines |
| Architectural Design Guidelines |
| |
| ADD. Multi-Family Specific Requirements |
| Summary of Updates: |
| 1. Each dwelling unit in a multi-family building shall have a distinct front elevation. |
| 2. A Townhome or condominium building shall contain no more than six (6) units. |
| 3. Provide three (3) ways to break up long building facades, which may be different materials, varying roof lines/pitch, or alternating front plane of each unit. |
| |

OTHER CHANGES IMPORTANT TO PROVIDE CLARITY

- Definitional changes, re-organization.

RESOLUTION

CAMA's for 231 N, 41A, and 437

C,D,E. Corridor Access Management Agreements

PURPOSE.

The purpose of the CAMA's are to form regional partnerships for improving safety and efficiency along major transportation corridors by management of access and coordinate with the type of land use.

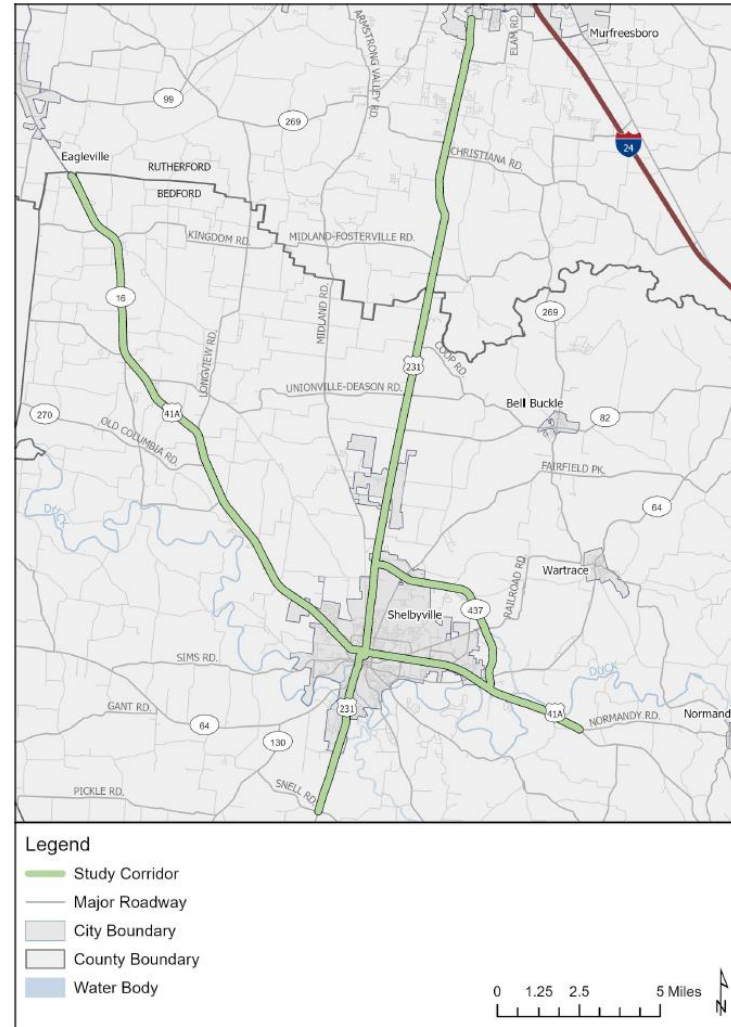
There are 3 corridor studies: 231 N (Shelbyville, Bedford Co., Rutherford Co. - partners)
41A (Shelbyville, Bedford Co., Rutherford Co. – partners)

ACCESS MANAGEMENT AGREEMENTS DEVELOPED FROM CORRIDOR STUDIES.

- Identifies existing conditions, such as density of development, functionality of corridor studied, and points of access.
- The Agreements are *aspirational* meaning, they are goals. The implementation (creating regulation) is performed through the zoning ordinance and subdivision regulations.
- The resolutions authorize the Mayor to sign the Agreements on behalf of the City. Rutherford Co. and Bedford Co. will review with their leadership.

C,D,E. Corridor Access Management Agreements

Figure 1-1. Study Corridors



Corridor Studies Adoption

The May 2025 City Council Session a Resolution to adopt the corridor study will be on the agenda to close out the grant

Access Management Goals

Support land use visions and community goals through access management standards

Coordinate with partners effectively

Balance regional mobility with local accessibility

Enhance safety by minimizing conflict points

C,D,E. Corridor Access Management Agreements

STAFF REPORT.

1. In January 2024 the City Council approved by Resolution a TDOT Transportation Planning Grant (“TPG”) to make an application for a Corridor Study.
2. In May, Staff was notified of TDOT award to City of Shelbyville to conduct a Corridor Study and KCI Technologies, Inc. was awarded the project.
3. *The Shelbyville 2040 Comprehensive Plan* Short Term Priority included a Major Thoroughfare Plan completed in 2023 to complement this Study.
4. *The Shelbyville 2040 Comprehensive Plan* Mid Term Priority task includes an Access Management Ordinance, preceding the ordinance is the Corridor Study.
5. The Corridor Access Management Agreement coordinates transportation planning with local land use and is used as a guide to promote safe and efficient operation and collaboration regionally.
6. Steering Committee included Staff, City Consulting Engineer, Planning Commission members, and Councilman Feldhaus. Councilperson Isaacs served the remaining of her term.
7. Doug Demossi , Planning Director represented Rutherford Co., and Chris White, Planning Director represented Bedford Co.

C,D,E. Corridor Access Management Agreements

SHELBYVILLE

CORRIDOR ACCESS MANAGEMENT AGREEMENTS



C,D,E. Corridor Access Management Agreements

The Shelbyville 2040 Comprehensive Plan

| | | |
|---|---|--|
| | Council | Regulations |
| CONSISTENT POLICY: Use this Plan to achieve the overall Shelbyville 2040 goals and objectives to interweave land use and transportation throughout the City. | City Staff, Planning Commission, City Council | Zoning Ordinance, Subdivision Regulations, and Capital Improvements Plan |

| Medium Term PRIORITIES | | |
|---|---|---|
| IMPLEMENTATION ACTION | RESPONSIBLE GROUP | IMPLEMENTATION MECHANISM |
| ACCESS MANAGEMENT: Adopt proactive Access Management standards that implement the policies of and goals of the Comprehensive Plan and the Major Thoroughfare Plan. | City Engineering, Planning Commission, City Council | Zoning Ordinance, Subdivision Regulations, and/or Access Management Ordinance |
| Traffic Impact Studies (TIS): Strengthen requirements for TIS's in the Subdivision Regulations. | City Staff, Planning Commission, | Subdivision Regulations |

C,D,E. Corridor Access Management Agreements

Figure 4-1. US 231 Existing Land Use and Segmentation

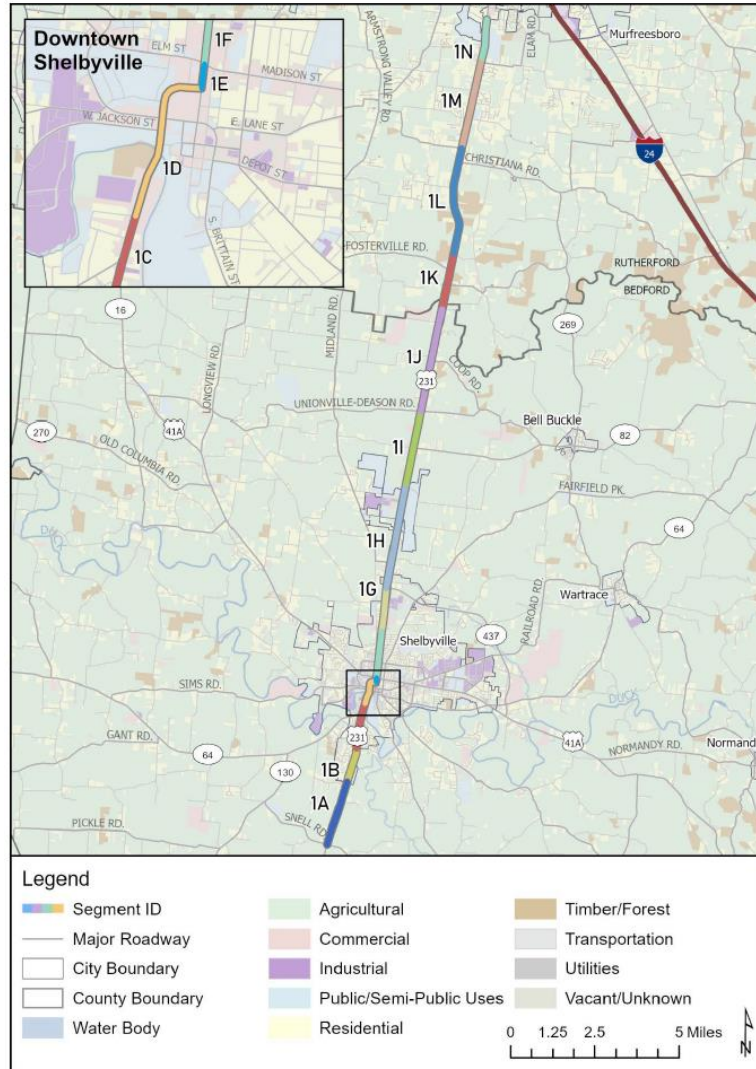


Table 4-1. US 231 Corridor Characteristics by Segment

Crash Data

| US 231 | | | | | | | | | |
|--------|-----------------------------------|-----------------------------------|----------------|-------------------|-----------------|---------------------|------------------------|---------------|-------------------------|
| ID | From | To | Length (miles) | Speed Limit (mph) | AADT (2023) | Total Access Points | Access Points per Mile | Total Crashes | Annual Crashes Per Mile |
| 1A | Snell Rd/New Center Church Rd | Kolby Ct | 2.0 | 45 - 55 | 3,890 | 51 | 26.2 | 18 | 1.8 |
| 1B | Kolby Ct | Brookhaven Cir | 1.0 | 45 | 3,890 | 50 | 49.0 | 19 | 3.7 |
| 1C | Brookhaven Cir | Pickle St | 1.4 | 30 - 45 | 3,890 | 95 | 69.9 | 70 | 10.3 |
| 1D | Pickle St | Main St/SR 10/ US 231 | 0.8 | 30 | 9,180 - 19,080 | 53 | 64.6 | 150 | 36.3 |
| 1E | Main St/SR 10/ US 231 | Elm St/SR 16/ US 41A | 0.1 | 30 | 16,020 | 14 | 107.7 | 71 | 109.2 |
| 1F | Elm St/SR 16/US 41A | Northside Park Dr | 1.4 | 30 | 17,570 - 26,180 | 111 | 80.4 | 391 | 56.7 |
| 1G | Northside Park Dr | SR 437 | 1.3 | 30 - 50 | 26,180 | 51 | 38.9 | 144 | 22.0 |
| 1H | SR 437 | Airport Rd | 3.0 | 50 | 21,960 - 26,180 | 83 | 27.7 | 90 | 6.0 |
| 1I | Airport Rd | Unionville-Deason Rd/Edd Joyce Rd | 2.3 | 50 - 55 | 21,960 | 46 | 20.0 | 79 | 6.9 |
| 1J | Unionville-Deason Rd/Edd Joyce Rd | Brothers Rd | 3.1 | 55 - 65 | 19,570 - 19,530 | 59 | 19.2 | 51 | 3.3 |
| 1K | Brothers Rd | Polly Thickett Rd | 1.7 | 55 | 19,530 - 23,120 | 41 | 24.0 | 43 | 5.0 |
| 1L | Polly Thickett Rd | Walnut Grove Rd/SR 269 | 3.2 | 55 | 23,120 - 35,840 | 83 | 26.1 | 138 | 8.7 |
| 1M | Walnut Grove Rd/ SR 269 | Rucker Rd | 2.6 | 55 | 35,840 | 68 | 26.0 | 171 | 13.1 |
| 1N | Rucker Rd | Volunteer Rd | 1.3 | 55 | 35,840 | 37 | 28.9 | 87 | 13.6 |

Notes:

- Segment break locations may not align with changes in speed limit or AADT count locations. Where there is more than one speed limit or AADT count for the segment, a range is provided.
- Access points and crashes at termini intersections are counted towards both segments.
- Crash data reflects 2019-2023.

C,D,E. Corridor Access Management Agreements

Figure 4-2. US 231 Future Context Classifications

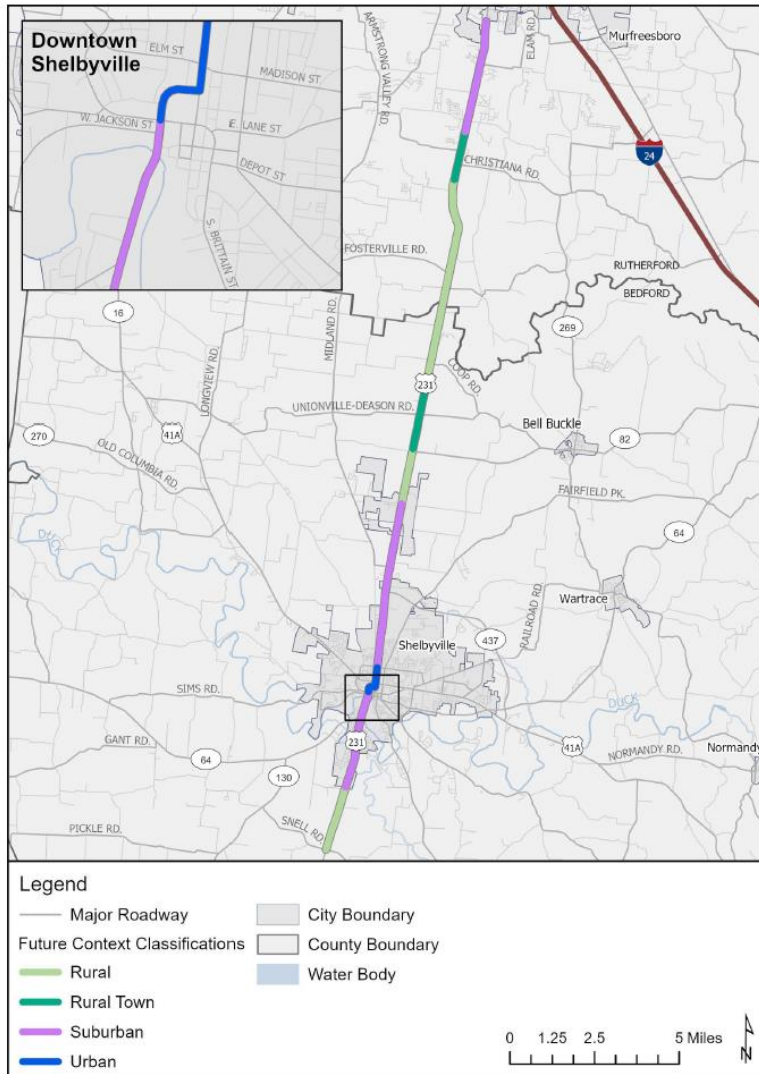


Table 4-2. US 231 Recommended Minimum Spacing by Context Classification

| Principal Arterial (Full Corridor) | | Minimum Spacing by Context Classification (Feet) | | | |
|------------------------------------|--|--|------------|---|--------|
| Category | Type | Rural | Rural Town | Suburban | Urban |
| Intersections | Unsignalized | 2,640' | 660' | 1,320' | 1,320' |
| | Major Signalized Intersection Near Interchange Ramp* | -- | -- | 1,320' | -- |
| Driveways** | Full Access, Non-Traversable Median | 1,320' | 880' | 1,320' | 880' |
| | Restricted Access, Non-Traversable Median | 660' | 330' | 330' | 330' |
| | Traversable or No Median | 880' | 660' | 880' | 880' |
| | Adjacent to Signalized Interchange Off-Ramp | -- | -- | 590' (Restricted); Absolute minimum: 100' | -- |
| | Adjacent to Signalized Interchange On-Ramp | -- | -- | 800' (Full); Absolute minimum: 100' | -- |
| | Off-Set Access Points | 880' | 330' | 880' | 330' |
| Median Openings | Full | 1,320' | 880' | 1,320' | 880' |
| | Restricted | 660' | 330' | 330' | 330' |

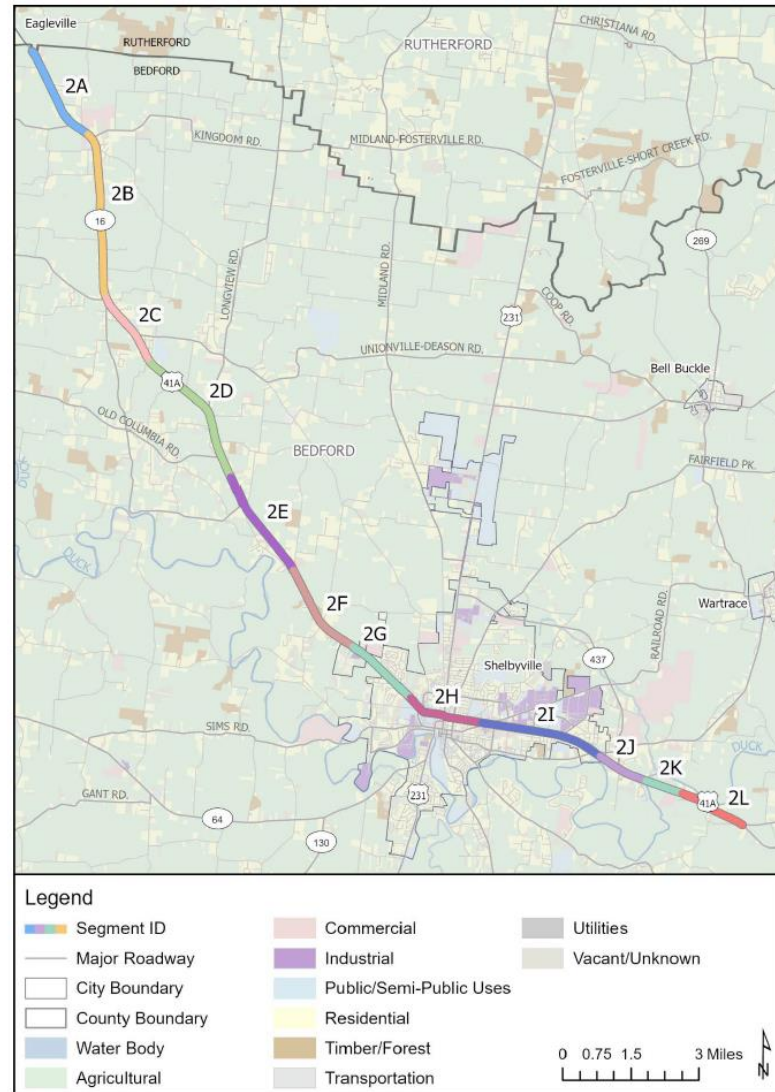
*Assumes four-lane roadway and posted speed limit of 45 mph

**Direct connection driveways should be discouraged, when feasible

--Not applicable to study corridor

C,D,E. Corridor Access Management Agreements

Figure 5-1. US 41A Existing Land Use and Segmentation



Crash Data

Table 5-1. US 41A Corridor Characteristics by Segment

| US 41A | | | | | | | | |
|--------|---|---|----------------|-------------------|-----------------|---------------------|------------------------|-------------------------|
| ID | From | To | Length (miles) | Speed Limit (mph) | AADT (2023) | Total Access Points | Access Points per Mile | Annual Crashes Per Mile |
| 2A | County Boundary | Old Rover Rd | 2.3 | 45 - 55 | 5,100 - 5,130 | 49 | 21.8 | 24 |
| 2B | Old Rover Rd | Unionville-Chapel Hill Rd/ Sub Station Rd | 3.7 | 45 - 55 | 5,130 | 101 | 27.3 | 22 |
| 2C | Unionville-Chapel Hill Rd/ Sub Station Rd | Clardy Rd | 1.7 | 45 - 55 | 5,020 | 54 | 31.0 | 32 |
| 2D | Clardy Rd | Hickory Hill Church Rd | 3.2 | 55 | 5,020 - 7,690 | 80 | 25.3 | 57 |
| 2E | Hickory Hill Church Rd | Gregory Mill Rd | 2.5 | 55 | 7,690 | 67 | 27.1 | 59 |
| 2F | Gregory Mill Rd | Grand Station Blvd | 2.2 | 55 | 7,690 - 10,080 | 57 | 25.9 | 91 |
| 2G | Grand Station Blvd | Vine St | 1.7 | 45 | 10,080 | 83 | 48.8 | 99 |
| 2H | Vine St | E Lane St/ Celebration Dr | 1.7 | 30 | 7,060 - 15,870 | 145 | 83.8 | 43 |
| 2I | E Lane St/ Celebration Dr | Stable Ln | 2.8 | 30 - 45 | 12,290 - 15,830 | 182 | 66.2 | 28 |
| 2J | Stable Ln | Mullins Mill Rd | 1.6 | 45 | 12,290 | 40 | 25 | 31 |
| 2K | Mullins Mill Rd | Jenkins Rd | 0.8 | 45 - 55 | 12,290 | 20 | 24 | 27 |
| 2L | Jenkins Rd | Normandy Rd | 1.5 | 55 | 12,290 | 32 | 21 | 32 |

Notes:

- Segment break locations may not align with changes in speed limit or AADT count locations. Where there is more than one speed limit or AADT count for the segment, a range is provided.
- Access points and crashes at termini intersections are counted towards both segments.
- Crash data reflects 2019-2023.

C,D,E. Corridor Access Management Agreements

Table 5-2. US 41A Recommended Minimum Spacing by Context Classification, Principal Arterial

| Principal Arterial (Stable Ln to Normandy Rd) | | | | | |
|---|--|--|------------|---|-------|
| | | Minimum Spacing by Context Classification (Feet) | | | |
| Category | Type | Rural | Rural Town | Suburban | Urban |
| Intersections | Unsignalized | 2,640' | -- | 1,320' | -- |
| | Major Signalized Intersection Near Interchange Ramp* | 2,640' | -- | 1,320' | -- |
| Driveways** | Full Access, Non-Traversable Median | 1,320' | -- | 1,320' | -- |
| | Restricted Access, Non-Traversable Median | 660' | -- | 330' | -- |
| | Traversable or No Median | 880' | -- | 880' | -- |
| | Adjacent to Signalized Interchange Off-Ramp | 535' (Restricted); Absolute minimum: 300' | -- | 590' (Restricted); Absolute minimum: 100' | -- |
| | Adjacent to Signalized Interchange On-Ramp | 865' (Full); Absolute minimum: 300' | -- | 800' (Full); Absolute minimum: 100' | -- |
| | Roadways or Driveways | 880' | -- | 880' | -- |
| Off-Set Access Points | Roadways or Driveways | 880' | -- | 880' | -- |

| Principal Arterial (Stable Ln to Normandy Rd) | | | | | |
|---|------------|--|------------|----------|-------|
| | | Minimum Spacing by Context Classification (Feet) | | | |
| Category | Type | Rural | Rural Town | Suburban | Urban |
| Median Openings | Full | 1,320' | -- | 1,320' | -- |
| | Restricted | 660' | -- | 330' | -- |

*Assumes four-lane roadway and posted speed limit of 45 mph

**Direct connection driveways should be discouraged, when feasible

-- Not applicable to study corridor

Table 5-3. US 41A Recommended Minimum Spacing by Context Classification, Minor Arterial

| Minor Arterial (Stable Ln to Rutherford County Boundary) | | | | | |
|--|--|--|------------|---|--------|
| | | Minimum Spacing by Context Classification (Feet) | | | |
| Category | Type | Rural | Rural Town | Suburban | Urban |
| Intersections | Unsignalized | 1,320' | 660' | 1,320' | 1,320' |
| | Major Signalized Intersection Near Interchange Ramp* | 1,320' | -- | 1,320' | -- |
| Driveways** | Full Access, Non-Traversable Median | 880' | 440' | 660' | 660' |
| | Restricted Access, Non-Traversable Median | 660' | 330' | 330' | 330' |
| | Traversable or No Median | 880' | 660' | 660' | 660' |
| | Adjacent to Signalized Interchange Off-Ramp | 535' (Restricted); Absolute minimum: 300' | -- | 590' (Restricted); Absolute minimum: 100' | -- |
| | Adjacent to Signalized Interchange On-Ramp | 560' (Full); Absolute minimum: 300' | -- | 660' (Restricted); Absolute minimum: 100' | -- |
| | Roadways or Driveways | 880' | 880' | 660' | 880' |
| Off-Set Access | Roadways or Driveways | 880' | 880' | 660' | 880' |

| Minor Arterial (Stable Ln to Rutherford County Boundary) | | | | | |
|--|------------|--|------------|----------|-------|
| | | Minimum Spacing by Context Classification (Feet) | | | |
| Category | Type | Rural | Rural Town | Suburban | Urban |
| Median Openings | Full | 880' | 440' | 660' | 660' |
| | Restricted | 660' | 330' | 330' | 330' |

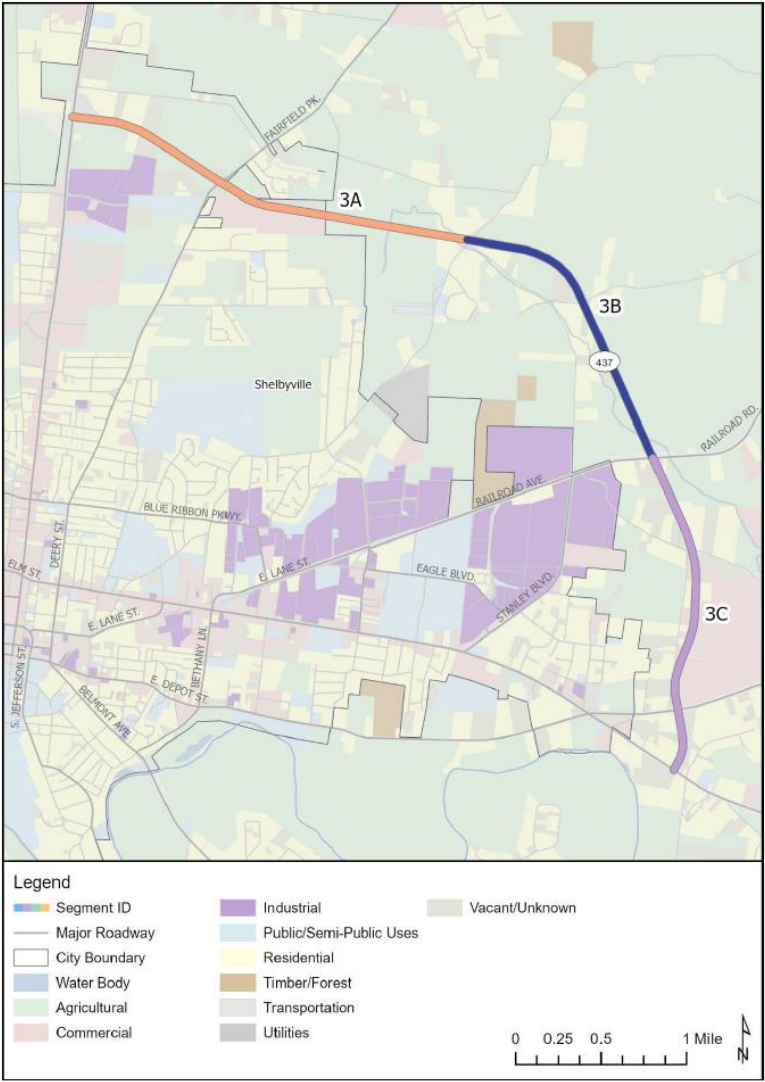
*Assumes four-lane roadway and posted speed limit of 45 mph

**Direct connection driveways should be discouraged, when feasible

-- Not applicable to study corridor

C,D,E. Corridor Access Management Agreements

Figure 6-1. SR 437 Existing Land Use and Segmentation



Crash Data

Table 6-1. SR 437 Corridor Characteristics by Segment ID

| SR 437 | | | | | | | | | |
|--------|-------------------|-------------------|----------------|-------------------|-------------|---------------------|------------------------|---------------|-------------------------|
| ID | From | To | Length (miles) | Speed Limit (mph) | AADT (2023) | Total Access Points | Access Points per Mile | Total Crashes | Annual Crashes Per Mile |
| 3A | US 231 | Horse Mountain Rd | 2.8 | 55 | 5,190 | 24 | 8.6 | 44 | 3.1 |
| 3B | Horse Mountain Rd | Railroad Ave | 1.8 | 55 | 5,190 | 28 | 15.6 | 24 | 2.7 |
| 3C | Railroad Ave | US 41A | 1.9 | 55 | 4,070 | 39 | 20.5 | 23 | 2.4 |

Notes:

- Segment break locations may not align with changes in speed limit or AADT count locations. Where there is more than one speed limit or AADT count for the segment, a range is provided.
- Access points and crashes at termini intersections are counted towards both segments.
- Crash data reflects 2019-2023.

B,C,D,E. Corridor Access Management Agreements

Figure 6-2. SR 437 Future Context Classifications

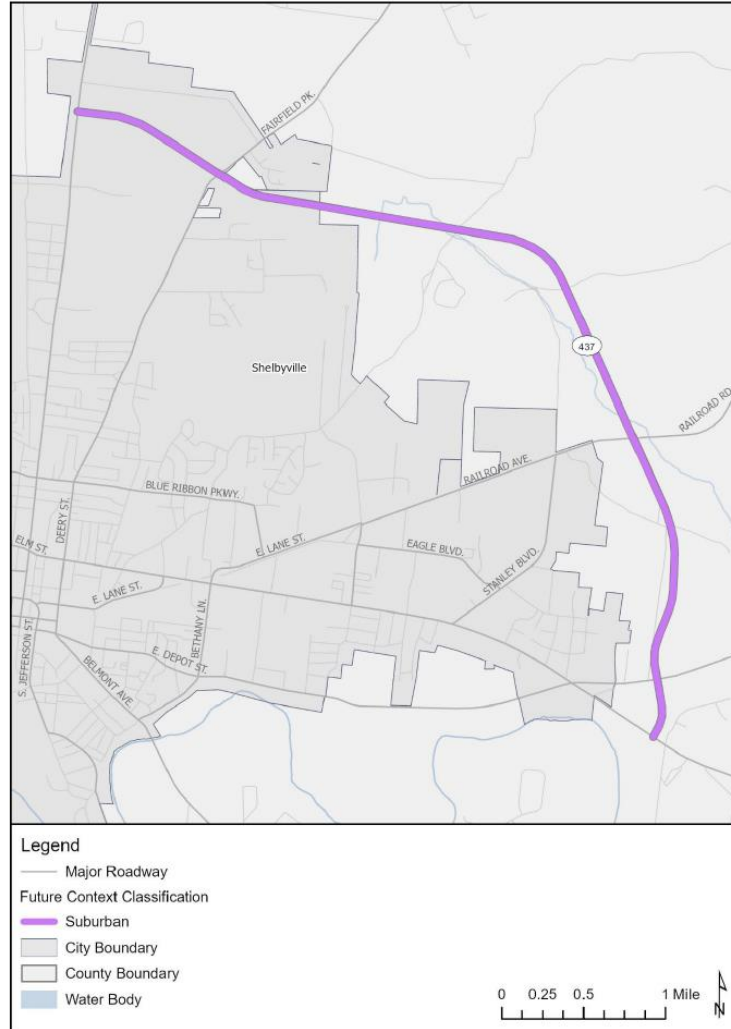


Table 6-2. SR 437 Recommended Minimum Spacing by Context Classification

| Principal Arterial (Full Corridor) | | |
|------------------------------------|--|--|
| | | Minimum Spacing by Context Classification (Feet) |
| Category | Type | Suburban |
| Intersections | Unsignalized | 1,320' |
| | Major Signalized Intersection Near Interchange Ramp* | 1,320' |
| Driveways** | Full Access, Non-Traversable Median | 1,320' |
| | Restricted Access, Non-Traversable Median | 330' |
| | Traversable or No Median | 880' |
| | Adjacent to Signalized Interchange Off-Ramp | 590' (Restricted); Absolute minimum: 100' |
| | Adjacent to Signalized Interchange On-Ramp | 660' (Full); Absolute minimum: 100' |
| Off-Set Access Points | Roadways or Driveways | 880' |
| Median | Full | 1,320' |
| Openings | Restricted | 330' |

*Assumes two-lane roadway and posted speed limit of 45 mph for suburban classification

**Direct connection driveways should be discouraged, when feasible

C,D,E. Corridor Access Management Agreements

Table 7-1. Planning Recommendations

| Recommendation | Description |
|---|--|
| Formalize context classifications and associated access management standards | <ul style="list-style-type: none"> Formally adopt the recommendations included in each corridor's CAMA. Continue to pursue the development of and updates to the US 231 and SR 437 overlay districts to align with the context classifications and standards included in the CAMAs and this plan. Consider establishing a corresponding map for each overlay district illustrating parcels, as well as other desired or relevant elements, such as right-of-way, pre-established accesses, and locations for frontage/service roads. |
| Update/develop major thoroughfare plans and other planning documents (e.g., land use plans, comprehensive plans, and corridor studies) to incorporate access management | <ul style="list-style-type: none"> Ensure policies are established in medium to long-range planning documents, including identifying access management goals and objectives. Incorporate context classification designations and associated access management standards. Through planning documents, encourage activity centers with joint access and discourage strip development to support access management, safety, and operational goals. Identify larger access management capital projects for future implementation, such as widenings (additional travel lanes or two-way left-turn lanes), and streetscape, median, and frontage/service road projects. Consider including the implementation of the modified Restricted Crossing U-Turn (RCUT) design adjacent to Nearest Green Distillery to improve access, traffic flow, and safety. Identify comprehensive infrastructure upgrades and/or safety countermeasures along study corridors and adjacent roadways to accommodate distributed traffic. |
| Update local planning ordinances, regulations, policies, and codes incorporating access management principles and standards | <ul style="list-style-type: none"> Incorporate principles and standards for individual parcel development/redevelopment and roadway projects, where relevant. Review/update supportive zoning and subdivision regulations as needed, such as lot frontage and dimensions, creation of stub streets, cross-access requirements, setbacks, etc. |

Table 7-2. Engineering Recommendations

| Recommendation | Description |
|--|---|
| Review and update roadway design standards, including traffic signal, intersection, and driveway standards | <ul style="list-style-type: none"> Update local standards to incorporate access management best practices, as needed. At a minimum, these should address driveway location/spacing and design (including throat length, corner radii, width, profile, sight distance, channelization, and joint/cross access design options), as well as intersection spacing and design (including corner clearance and sight distance requirements). Standards should incorporate design considerations for pedestrians and bicyclists where relevant. Expand roadway standard drawings to include service/frontage roads, joint and cross-access driveways, and alternative driveway accesses (e.g., right-in/right-out). |
| Identify and implement access management projects | <ul style="list-style-type: none"> Where roadway projects are planned, review designs to incorporate access management principles. Local maintenance projects may also provide an opportunity to incorporate access management countermeasures, such as roadway or driveway restriping (i.e., channelization) or modifying sidewalk design along open driveways to better define access points. Consider implementing smaller-scale countermeasures to improve locations with high crash/safety concerns and/or congestion issues, such as modifying driveway corner radii or installing centerline hardening at signalized intersection approaches. |
| Update TIS process | <ul style="list-style-type: none"> Establish threshold tiers for varying levels of study based on trip generation (peak hour or daily trips, whichever is greater), square footage, and/or number of units. The tiers should include the scope of the intersections to be analyzed and the required analyses to be completed (i.e., turn lane and signal warrant analyses). Establish procedures for applying growth projections, seasonal adjustment factors, data collection timeframes (specifically, for schools, churches, and event venues), and not-to-exceed thresholds (e.g., pass-by trip, internal capture, and mode reduction percentages). Acceptable levels of service should also be established. Consider requiring event traffic control plans for large events. Consider requiring third-party TIS reviews. |
| Update development review processes to include access management considerations in site design and subdivision review. | <ul style="list-style-type: none"> Incorporate access management best practices in permitting (building, change of use, driveway, etc.) and approval processes. Provide a process for deviations and variances when access management standards cannot be met. |

C,D,E. Corridor Access Management Agreements

Table 7-3. Coordination and Resource Recommendations

| Recommendation | Description |
|--|--|
| Improve understanding of access management for jurisdiction staff, commission members, and elected officials | <ul style="list-style-type: none"> · Develop training materials and/or incorporate access management best practices in staff, commissioner, and elected official training materials. Emphasize principles, benefits, and standards to complement traditional approaches for increasing/preserving roadway capacity. |
| Support access management implementation through resource allocation | <ul style="list-style-type: none"> · Allocate budget and resources to finalize and adopt standards, identify needed corridor-specific and adjacent roadway improvements, monitor safety and operations, and modify internal workflows, as needed. |
| Expand external coordination | <ul style="list-style-type: none"> · Notify TDOT of the approved access management plan and standards to ensure TDOT permit reviews are consistent with the CAMA recommendations. · Participate in conceptual design reviews and other project-development activities implemented by TDOT to ensure access management principles and goals are incorporated. · Identify appropriate mechanisms and schedules for coordinating with relevant jurisdictions regarding access management policy/regulatory updates, upcoming developments, safety or operational concerns, and roadway projects. · Coordinate with adjacent jurisdictions during relevant TIS reviews allowing for both jurisdictions to contribute input. Consider establishing a defined process for when and how this should occur to ensure consistent application of new procedures. · If applicable, update procedures to require the notification of abutting property owners and other stakeholders by the developer. · Coordinate the need for large capacity projects with the RPO and include projects in the update to the Rural Regional Transportation Plan and/or annual TDOT Statewide Partnership Program (SPP) process. |

Email from Councilwoman Marilyn Ewing dated Tue 3/25/2025 9:48 AM. Councilwoman Ewing's comments are verbatim copied & pasted in black. The responsive comments are in red.

Good Morning All, I have contemplated on my thoughts regarding the updates on City Issues and City Concerns for some time, so I decided to put in writing a few things I am thinking....

1. *While developers are constantly at our doors for asks, blessings, vote approvals, permits and more, Is it Always Extremely necessary to add to monthly agendas the magnitude of new developments whether it be a re-zone or whatever the case may be? My Point is, as one-sixth of The Council, I feel the agenda has focused on an abundance of development when We as a City have so many things sitting on the back burner

It is understood the abundance of development agenda items that are brought before the Mayor and City Council can make for lengthy agendas. However, once the requests for action are presented to the Planning Department and the requests are systematically addressed through the various departments and the Planning Commission, it is the duty of staff to present the items to the Mayor & City Council as the final authority on the matters. Specifically, in accordance to the Shelbyville Municipal Charter, and in several cases, Tennessee Code Annotated, all rezoning applications, including applications for Planned Unit Developments (PUDs), and requests for annexation and/or deannexation, must be presented to the Mayor & City Council as the final authority.

2.i.e., we discussed at the March study session the ongoing issue with Animal Control concerning dogs, chickens, and roosters. I was under the impression city staff would gather thoughts and proposed ideas to comprise an ordinance to be totally enforced. My suggestion is for the city to confiscate Roosters inside the city limits after placing agreements with farms in the COUNTY willing to take them...Since Roosters inside the city limits have been banned, there should not be more warnings, threats and court dates.

The discussion on Animal Control during the March 04, 2025 Study Session was reviewed from the 47:49 time through 1:19:26 segment of the recording. Although a very thorough discussion was held, there was not a clear consensus with directives received other than continue to gather information for a study session, either at the April Study Session or a stand-alone study session with officials from New Destiny. However, as reported in the City Manager Brief dated 02/28/2025, City Manager Brief dated 03/07/2025, City Manager Brief 03/14/2025, and the Staff Summary provided 03/04/2025, there is additional research required to ensure the Municipal Ordinance is in compliance with Tennessee Code Annotated (TCA). Regarding the suggestion to "confiscate Roosters inside the city limits after placing agreements with farms in the COUNTY willing to take them," this may be a Constitutional 4th Amendment issue. It is recommended that the City Attorney has adequate time to thoroughly research the issue in order to be able to propose an enforceable ordinance on the myriad of issues requiring an update to the Municipal Code. Lastly, the following are the unapproved minutes relating to the discussions at the March 04, 2025 Study Session: "**Animal Control Ordinance Review: Manager Collins stated Staff is asking for clear direction on where the Council wants to take this matter. He noted there are not only been several meetings with Staff on this matter, but this matter has been before the Council several times. Councilmember Blevins advised he met with New Destiny**

Dog Rescue, and they would like to come before the Council with a presentation and some information but they were not ready for this meeting so they are requesting to come to an April meeting. He further noted he had done some research on the tethering issue and there appear to be basically three (3) options, #1 No teetering #2 A hours based ban, a lot of Cities do from 10:00 PM until 6:00 AM, that option would put added pressure on the Police Department as the Animal Control would be closed, #3 A weather based ban which he noted seemed like the option that would require the least additional manpower, this option would be enforced when the temperature outside was too low or too high. He further advised there were varied options for enforcement. Blevins stated New Destiny would have ideas on how to enforce more on spay and neuter and back yard breeders. City Attorney Shofner stated back yard breeders could be a zoning issue. Shofner advised currently our enforcement is to write a civil citation, take to Civil Municipal Court and issue a fine which is \$50 a day. We do not have the authority to take a dog from someone's property the Judge cannot order to pick up animals he can only issue a fine. She further noted we can pick up dogs running at large, or if the dog is in danger or a danger to someone else, but we are not able to go on a person's property and take their dog. There was some further discussion about how the Municipal Court system works advising most time a citizen is given 30 days to become compliant and if they don't, they are issued a fine which the City then has to attempt to collect and the person may still not be in compliance. Councilmember Ewing questioned are they not farms in the County that would welcome roosters and as our citizen know they are not allowed in the City they can go to the County. Have we solicited this type of action? Councilmember Christie stated he wants to see all chains ban and have no dogs on chains. Deputy Chief Mathis stated there are potentially 100 dogs tethered and the current kennel only holds 37 and stays full. Mayor Carroll stated he hated us to pass an Ordinance we can't enforce. After further discussion on how to move forward, Councilmember Noel stated New Destiny wants to come talk to us and give a presentation. Councilmember Ewing stated yes, lets do that. City Recorder Smith asked if this was a Special Called Workshop or Study Session and after further discussion it was noted they would be on the April 1st Study Session." Despite diligent efforts, staff was not prepared by the April 01, 2025 Study Session to provide all of the information and legal opinions that is required for a presentation and possible draft ordinance for the Mayor & City Council to be able to make an informed decision.

3. **In my opinion there is Way Too many items on monthly agendas....Some things I feel can wait. It is respectfully requested that clarification be provided on this point.*
4. **I have asked for a report regarding Retail Strategies other than the Kios on the square, other things we have accomplished with this company and what lies ahead as we vote to pay \$25,000.00 each year. By the way, I thought it was to be on the March 13, 2025 agenda...? The contract with Retail Strategies was approved by the Mayor and City Council on 09/14/2023. The process to attain the services actually started with a Request for Proposals (RFQs) for professional services for retail recruitment. During the 09/05/2023 Study Session, the minutes reflect that "Retail Strategies will not be able to directly recruit for us due to a non-compete with Tullahoma." However, the services that Retail Strategies provide were addressed in the Professional Services Agreement to Provide Consulting and Related Services dated 10/19/2023 in Exhibit A that was provided to the Mayor & City Council in hard copy at the 09/14/2023*

meeting. Attachments will be included with a copy of the contract and the proposal information for a new contract. In reference to *“other things we have accomplished with this company”*, it is challenging to discern the benefits with measurable results. As with SMART goals discussed during the recent Mayor & City Council Strategic Planning Session, how can the benefits of the partnership with Retail Strategies be measurable since they do not directly recruit retail prospects for Shelbyville? It is believed that the training Retail Strategies have provided, the identification of priority retail categories for recruitment, the real estate analysis provided to staff, contact information for retail prospects, access to Retail Academy and the online Education Course and Resource Library, plus a host of other benefits, has all added to the recent surge in retail development.

Regarding the Kiosk on the Square, that was a project unrelated to Retail Strategies. The Kiosk was provided through the Downtown Improvement Grant from the Tennessee Department of Economic and Community Development.

Lastly, the item was removed from the 03/13/2025 agenda because it was determined by the Mayor & City Council during the 03/04/2025 Study Session to delay action until a decision is rendered on rejoining the Shelbyville-Bedford Co. Partnership. The following is an excerpt from the minutes: *Councilmember Christie questioned if we should hold off on this until a decision is made regarding rejoining the Shelbyville Bedford Partnership. He feels if we decide to go with the partnership we may not need this but if we don't we would definitely need them. Mayor Carroll agreed and Councilmember Ewing stated she would like to see a report of what they have accomplished or what is on the horizon. City Manager Collins stated he would work up a report but would wait until the determination is made on the Partnership and Councilmember Ewing stated that would be fine.*

5. *I have asked for an update concerning the Flock System License Plate Readers as they are now up and taxpayers have paid \$3,000.00 each for these devices. Are they making a difference? Do we Really need them? Can we get reports?

Installation updates were provided in the City Manager Briefs dated 03/28/2025, 03/14/2025, 03/07/2025, 02/28/2025, 02/21/2025, and 02/14/2025. Once fully installed and functional, regular reports will be provided to the Mayor & City Council by the Police Department as with other monthly reports uploaded to the iPads for each monthly meeting cycle.

6. *We should have started The Deery Street/Madison Street Sidewalk project a while ago....It seems reasons given are contracts not in place and/or weather issues. Never-the-less, I had rather see and hear an actual update on the very much needed Concern.

The Community Development Block Grant contract for the Deery Street Sidewalk Project that was awarded by the Tennessee Department of Economic Development has a date range from 12/14/2023 – 12/13/2028. The Environmental Reviews and processes were concluded on or about 07/01/2024, allowing the project to go to final design. Design was completed and the project was put out for bid on or about 02/27/2025. As reported in the 02/07/2025 City Manager Brief, bids were scheduled to be opened on 03/03/2025 and presented to the Mayor & City Council during the 03/13/2025 monthly business meeting. During the 02/13/2025 study session, a verbal report was presented to the Mayor & City Council reporting the project was out

for bids. However, as reported in the City Manager Brief on 02/28/2025, the bid opening was postponed until 03/17/2025 in hopes of getting more bids submitted. In the 03/14/2025 City Manager Brief, it was reported the bids would be opened on 03/17/2025 and presented to the Mayor & City Council during the 04/01/2025 study session. Information was presented to the Mayor & City Council at the 04/01/2025 Study Session and is an agenda item for the 04/10/2025 regular business meeting. With approval, the contractor will have 180 days for completion once the contract is signed, which would be on or about 10/15/2025, well within the CDBG contract range.

In reference to the Madison Street Sidewalk Improvement Project, this is a TDOT project funded through the Multimodal Access Grant (MMAG) program. Project Engineer Will Owen reported the following on 03/28/2025: *NEPA research including Section 106 historical has been completed and is ready for submission to TDOT. Due to TDOT standards, survey field work takes a long time to complete to make sure all necessary components are included in the survey data. Survey work was completed March 10, 2025. A 30% design plan set is being generated to submit with the NEPA document that has been completed. This submittal is anticipated to occur around the end of April. While NEPA is being reviewed by TDOT, mandatory utility notifications will be sent out to all utilities. Based on recent TDOT turnaround times, NEPA clearance and Design Notice to Proceed would be anticipated in 4-6 months from submittal date. That should result in final design being submitted to TDOT around end of year 2025 with a targeted bid opening in 1Q or 2Q of 2026.* This timeline was first reported in the 02/07/2025 City Manager Brief.

7. ***Flood Pumps....??? Ordered, On Back Order, Too Crucial and more talk needed.**

In that the flood pumps were reportedly fabricated in 1961, the process for replacing them has been challenging. The formal process was initiated 01/03/2023 with action by the Mayor & City Council to allow negotiation of a contract with Griggs & Maloney to conduct a full study on the pump system and housing. In a proposal dated 01/27/2023, Griggs and Maloney submitted information for review and consideration by the Mayor & City Council. During the Study Session on 02/09/2023, on the Consent Agenda, the Mayor & City Council authorized the Mayor to sign the Professional Services Agreement in the amount of \$165,000 with Griggs & Maloney for a Preliminary Engineering Report on the City's Flume and Flood Pump System (minutes 02/09/2023). The Preliminary Engineering Report was issued in July 2023. On 08/01/2023, Project Engineer Will Owen presented a detailed review of the Preliminary Engineering Report to the Mayor & City Council during the Study Session, including information on probable cost and a tentative timeline. He reported *"the lead time for the equipment is currently around 10 – 14 months."* On 08/10/2023, the Mayor & City Council approved a *"motion to authorize the letting of Bids for the purchase of three (3) new flood pumps and the necessary parts and labor for installation. City Engineer Will Owen stated this part will not include installation."* The motion passed unanimously. The Mayor & City Council met in a Special Called City Council meeting on 10/24/2023 for *"consideration of a motion to award the Bid to purchase Flood Pumps based on the recommendation of the Bid Committee and City Engineer. City Engineer Will Owen reviewed the one bid received to order three (3) Flood Pumps and drives for control. The bid was received from Southern Sales/Tencarva Machinery, Nashville, TN and was in the amount of \$1,830,000.00. Owen explained this is for Item 1A listed in the Opinion of Probable Cost table in the 2023 Preliminary Engineering Report for Flood Protection System Replacement and Rehabilitation*

Actions previously presented to the Council. In that report the estimated cost was \$2.7 million so this bid is within budget. He reminded the Council this is a phased project and there will be other items brought before them for approval with an estimated timeline for installation in April of 2025. Councilmember Turnbow made a motion to approve the Bid and move forward with the purchase, Councilmember Haile seconded, and the motion carried by unanimous roll call vote" (minutes 10/24/2023). The next noteworthy actionable item was in October 2024. The issue was briefly mentioned in the 10/01/2024 Study Session and was on the agenda for action at the 10/10/2024 Business meeting. Action that occurred is as follows: "Consideration of a motion to approve and authorize the Mayor to sign the Griggs & Maloney Professional Services Proposal for Engineering Design, Creation of Bid Documents, Bid Phase Services & Construction Phase Services for the Rehabilitation of the City's Flood Pump System in the total amount of \$635,000. Councilmember Ewing made a motion to approve, Councilmember Haile seconded, motion was approved by unanimous roll call vote." On 02/07/2025 in the City Manager Brief, an update was provided that the pumps are still being manufactured with an anticipated delivery date in the 3rd or 4th quarter of this year. It was also reported on that date that design is continuing on the housing with construction/installation projected in the 4th quarter of this year or 1st quarter of 2026. Project Engineer Will Owen could not attend the 04/01/2025 Study Session, but information was provided that the housing was in design phase and "based on current progress of pump fabrication and design plans, the anticipated start of construction is like 4th quarter 2025 or 1st quarter 2026."

8. *City Building or Buildings sold to Keith and Fawn Weaver/ Uncle Nearest Green... what happened? Never hear of an update...
Additional information is respectfully requested on this issue. Staff is not familiar with any buildings sold to Keith and Fawn Weaver. Efforts have been made to meet with officials with Nashwood/Nearest Green, but a meeting has not been scheduled as of this date.
9. *Does no one feel Bass, Berry & Sims Should come before the Mayor & Council Prior to The Final Sales Tax Lawsuit date next month? They are getting Big Paid and Not talking....at least to me. At Least a Zoom meeting would work...We just keep giving up to \$250K Each quarter or so and they seem to kick the can down the road. It's the 11th hour and No One has said what We should expect, etc...for the April Court Hearing.
A Teams or Zoom meeting can be set at the direction of the Mayor & City Council. In the 03/28/2025 City Manager Brief it was asked if it was a consensus to schedule a meeting of that nature. No additional responses have been received. Notification was received on 04/07/2025 that the attorneys met with the City's key witness through a Zoom teleconference for an hour on that date. Additional witness prep meetings are scheduled for 04/16/2025 (two-hour Zoom), and 04/24/2025 in-person meeting for most of the day. A consensus from the Mayor & City Council is respectfully requested to determine if an additional full Council client-attorney executive session is needed prior to the 04/28/2025 court date.
10. *The change order on the Fly Bldg. Parking lot was approved, but The Riverview Outlook has been put off until next year....??? To me the priority is out of focus.

The change order for the Phase I segment of the Riverview District Project did not impact on the Riverwalk/River Overlook Project schedule. The Riverwalk/River Overlook project is funded through the TDOT Transportation Alternative Program which receives federal funds. Because of the federal funding, several environmental factors must be addressed. As reported on 02/14/2025 in the City Manager Brief, the archeological survey found artifacts, but the finding is not expected to have a negative impact on the design and location of the trail and overlook. It was reported on 02/28/2025 that the NEPA phase was near completion and would be submitted to TDOT. The challenging aspects of the NEPA phase are the reason for the request the extension and not the Riverview District project. As reported during the Study Session on 04/01/2025, the meeting with TDOT was very favorable.

11. *While we are spending Millions for what only a group of concerned citizens feel we need such as The Soccer Complex and The MTSU Flight Academy, (Which I am constantly beat up from Citizens), We have Way Too Many Streets and Roadways At Least need patching if not paving...Although we threw in an additional \$500,000.00 in last year's budget for paving, perhaps the taxpayers want to see more immediate needs and concerns from The Voices of Their Community. I love the square and what more is coming too, but there are so many people and other needs prior council and current council members have agreed to complete that have not been addressed.

Respectfully request further clarification on this point. The Soccer Complex, funded 50% with Local Parks & Recreation Fund grant, and the MTSU Aerospace Campus, funded with an estimated 95% of state and federal funds, were both approved by the Mayor & City Council.

12. *What happened to talks concerning the relocation of the City Hall, Police and Fire Departments? Talks without Council Input? Or No Talk At All Anymore? I Feel This is Crucial. Forward progress was put on hold in 2024 in order to fulfill the language of the Mayor & City Council approved contract with TLM Associates, Inc. which required a facilities assessment of City Hall, Fire Station 2, and the Public Works buildings and grounds. That assessment has been completed and is scheduled to be presented to the Mayor & City Council during the week of April 21, 2025.

13. *We all Know Willow Mount Cemetery is almost filled...there were talks some years ago to search for land....Should we not discuss? Or Run out of space and loved ones thrown around somewhere?

Until the recent Strategic Planning Sessions, staff on 02/25/2025 and the Mayor & City Council on 03/26/2025, there has not been any formal discussions on the need "to search for land". Staff stands ready to implement any directives on this issue the Mayor & City Council provides, including the possibility of a perpetual care policy/fund. There was no goal or objective stated in the 2019 Mayor & City Council Strategic Plan or the 2023 Mayor & City Council Strategic Plan.

14. *The Senior Citizen Building Issue...My thoughts are, City Staff should be scouting a place for relocation, not Sonia Miller. Since the hire of the administrative assistant at city hall, I would think time would allow the scouting and finding of an appropriate building by now as well as

other retail and industrial possibilities coming to our community. If The City Council is not told at a certain point due to trust issues not to spread discussions, there is a problem. When citizens asks me questions, I need to give answers.

Multiple meetings have been held with representatives from the Senior Citizen's Center in an effort to get guidance on the facility needs for the center. The City is not involved in the day-to-day operations of the center and therefore do not know the specific space requirements to meet their program needs. To date, staff has not received information on space requirements, therefore we do not know specifically what type of property to search for. The efforts to get the needed information was reported to the Mayor & City Council in City Manager Briefs dated 03/28/2025, 03/14/2025, 03/07/2025, and 02/14/2025.

In regard to the other statements, it is respectfully requested to provide additional clarification.

Again, I am bringing these issues before you as I feel are important and crucial as taxpayers should control and have input...not only with officials at Election time or officials thinking what might happen when they run again, but Every Single Vote!

Best Regards,
Marilyn