



City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Mayor & City Council

From: Lori Saddler, Purchasing Director  
Jan Phillips, Police Chief  
Ben Chapman, Cemetery Sexton

Date: April 25, 2025  
for April 29, 2025 Study Session and May 8, 2025 Business Meeting

Subject: Consider items for surplus

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**Description:**

**Requesting to surplus the following through GovDeals.com:**

<u>Dept.</u>	<u>Item description</u>
Police	2013 Ford Interceptor Sedan VIN – 7024
	2013 Ford Interceptor Sedan VIN – 7012
	2013 Nissan Maxima (proceeds to Drug Fund) VIN - 2215

**Requesting to surplus the following for scrap parts and metal:**

<u>Dept.</u>	<u>Item description</u>
Police	2012 Dodge Charger VIN – 2788 (wiring harness melted, not feasible to repair or for resale)
Cemetery	Ferris 2100Z mower - Is not operable - More valuable to the department to keep usable parts for other mowers and recycle the remaining metal

Staff recommends these items be declared surplus and disposed of as listed above.

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**Economic Impact:**

Revenue from GovDeals.com auction unknown at this time, but we've had much success with selling our surplus with them.





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Mayor & City Council

From: Lori Saddler, Purchasing Director  
Buck Vallad, Public Works Director

Date: April 25, 2025

Subject: Requesting Authorization to let a Request for Proposal – Brush Grinding and Debris Removal Services

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**Description:**

Requesting authorization to let a Request for Proposal for brush grinding and debris removal services. This service is needed to take care of brush and debris that we are no longer able to burn.

This will come back to City Council for approval once proposals are let and received by Bid Committee.

TCA 12-3-1207 requires authorization of the governing body prior to letting a Request for Proposal. Our Purchasing Policy Chapter 1 Purchasing Limits, Section C Purchases Valued at, or equal to, \$30,000 or more, Item (7) reads:

*Pursuant to TCA 12-3-1207 sealed request for proposals require authorization of the governing body prior to letting.*

*(a) Request for Proposals (RFP) may be used only when qualifications, experience or competence are more important than price in making the purchase, and either:*

*(i) when there is more than one (1) solution to a purchasing issue and competitive sealed proposals would assist in choosing the best solution;*

*Or*

*(ii) when there is no readily identifiable solution to a purchasing issue and competitive sealed proposals would assist in identifying one (1) or more solutions.*

*The request for competitive sealed proposals shall state the relative importance of price and other evaluation factors. The award shall be made to the responsible respondent whose proposal the governing body determines is the most advantageous to the City, taking into consideration price and the evaluation factors set out in the request for competitive sealed proposals. No other factor may be used in the evaluation.*





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Mayor & City Council

From: Lori Saddler, Purchasing Director  
Trevor Freitas, Parks & Recreation Director

Date: April 25, 2025

Subject: Request for Qualifications received – Architectural/Engineering Professional Services for the Shelbyville Multipurpose Soccer Field Complex

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**Description:**

Nine submissions were received in response to the **Request for Qualifications for Architectural/Engineering Professional Services for the Shelbyville Multipurpose Soccer Field Complex**:

CSDG  
Nashville, TN

Lose Design  
Nashville, TN

GHP, Inc.  
Nashville, TN

M2Group, LLC  
Franklin, TN

Hitchcock Design Group  
Indianapolis, IN

Ragan Smith  
Murfreesboro, TN

Kimley-Horn  
Nashville, TN

Wold Architects & Engineers  
Brentwood, TN

Kiser Vogrin  
Franklin, TN

The five-member Evaluation Committee for this project is made up of City Council member Bobby Turnbow, Parks Board member Mary Grace Phillips, City Manager Scott Collins, Parks & Recreation Director Trevor Freitas, and Purchasing Director Lori Saddler.

The nine submittals were reviewed by the Evaluation Committee and scored based on the requirements



of the RFQ document. The top four firms were invited for in-person interviews:

Kimley-Horn  
Nashville, TN

Ragan Smith  
Murfreesboro, TN

Lose Design  
Nashville, TN

Wold Architects & Engineers  
Brentwood, TN

These interviews took place on Monday, April 21<sup>st</sup>. The four firms interviewed were scored by each committee member and the firm that scored the highest was Wold Architects & Engineers. Wold has been invited to submit a fee proposal prior to the Study Session on April 29<sup>th</sup>. If their proposal is received and acceptable, this will be an agenda item at the May 8, 2025 City Council Business Meeting.

Professional Service contracts are addressed in our Purchasing Policies and Procedures - Chapter 5 General Guidelines, Section L Professional Service Contracts:

*Although cost must be considered in awarding such contracts, it must not be the sole factor. Contracts for professional services shall not be awarded on the sole basis of competitive bids but shall be awarded on the basis of recognized competence and integrity, pursuant to TCA 12-4-107(a) (formerly 12-4-106 (a))*

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**Economic Impact:**

**Unknown at the time of this submittal. Hopefully we will have a document at the Study Session on Tuesday.**

**This project is utilizing a Local Parks and Recreation Fund (LPRF) grant.**





April 29, 2025

**Lori Saddler, Purchasing Director**

201 North Spring St.

Shelbyville, TN 37160

Re: Shelbyville Multipurpose Soccer Field Complex  
Project Agreement Letter

Dear Lori:

It was a pleasure meeting you last week. We are excited about the prospect of working with you and the City of Shelbyville and are pleased to submit the following proposal to complete architectural/ engineering documents for the implementation of the Shelbyville Multipurpose Soccer Field Complex. The attached scope of work summarizes the services and deliverables Wold will provide for this design and construction administration phase.

We understand this project is funded in part by a LPRF grant with a project budget of approximately \$3,000,000.00.

Based on the estimated construction costs, we propose a lump sum fee of \$212,750.00 for project design through close-out. This project fee includes Civil, landscape architecture, architectural, structural, MEP and grant administration. If the scope of work changes, the City and Wold shall agree upon a corresponding change to Wold's fee.

Reimbursable expenses are included in the above lump sum fee.

The proposed schedule of this project is as follows:

Design	May-October
Bidding (early site)	July
Bidding (remaining work)	October
Construction Start (early site)	September
Construction Start (remaining work)	February

If you would like to discuss the above services, please do not hesitate to call. Thanks again for the opportunity to assist the City of Shelbyville with this project. We look forward to building a successful long-term relationship with the City and Parks & Recreation Department.

**Wold Architects and Engineers**  
214 Centerview Drive, Suite 300  
Brentwood, TN 37027  
woldae.com | 615 370 8500

**PLANNERS  
ARCHITECTS  
ENGINEERS**



Sincerely,

Wold Architects and Engineers



Jim Gilliam | PE  
Principal

Accounting

Authorization

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City of Shelbyville





## SCOPE OF WORK

Wold Architects & Engineers will provide the construction documents and construction administration for the Shelbyville Multipurpose Soccer Field Complex located in Shelbyville, TN, based on the following:

Wold AE will prepare the working drawings for the multipurpose soccer field complex and associated amenities including: 6 soccer fields with drainage and irrigation, parking and driveways meeting ADA requirements, field and parking lot lighting and concessions restroom building with storage. Grant administration for the LPRF grant will also be provided through the internet portal as needed throughout the design, construction and closeout phases. An early site grading package will be provided if the scope determines it is best for the project.

Additionally, we suggest we have a review and comment at the schematic, design development and construction design phase plans prior to advancing to the next stage of work.

### *Construction Documents Phase*

- Engineering plans for six soccer fields, with adjacent parking area layouts.
- Architectural, structural and MPE engineering for buildings and site lighting (sports lighting and parking/walkway).
- Water and Sewer design to connect to infrastructure irrigation system, and to prepare for construction of building.
- Sports Field design including underdrains, irrigation, laser grading and sprigging.
- Erosion control design
- Stormwater quality and quantity treatment per city ordinance.
- Stormwater Pollution Prevention Plan for submittal to TDEC
- Construction Specifications.
- Submit Plans for Owner Review and Comment.
- Coordinate with local regulatory agencies for approval.
- Incorporate Owner Comments.

### *Bid Phase*

- Prepare advertisement for bids.
- Conduct one Pre-Bid Meeting with Owner and Perspective Bidders.
- Attend Bid Opening.
- Provide Bid Recommendation.

### *Construction Administration*

- Hold one (1) pre-construction conference with Owner and Contractor.
- Visit site twice monthly during twelve (14) month construction period to oversee construction.
- Review shop drawings/submittals.
- Process contractor pay requests; 14 anticipated
- Perform substantial completion inspection and provide punch list.

**Wold Architects and Engineers**  
214 Centerview Drive, Suite 300  
Brentwood, TN 37027  
woldaec.com | 615 370 8500

**PLANNERS  
ARCHITECTS  
ENGINEERS**





- Visit site to verify completion of punch list.
- Process project closeout documentation.
- Grant administration through TDEC portal

***Exclusions***

- Topographic Survey
- Geotechnical Exploration
- Wetlands Delineation
- Corps of Engineers permitting





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Honorable Mayor & Members of the City Council  
From: Thomas E. Batchelor, Director of Planning & Community Development  
Date: Study Session 4/29/2025 & Business Meeting 5/8/2025  
Subject: Public Hearing & 2nd Reading: SR437 Bypass (TRACT 2) rezoning from R-2, Medium Density Residential, to C-2, General Business (UNANIMOUS FAVORABLE RECOMMENDATION, 7- favorable, 0-opposed)

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**Description:**

An ordinance for 1<sup>st</sup> Reading to rezone a parcel, approximately (+/-) 4.68 acres addressed as 138 McDale Ln., referenced in Bedford Co. tax records as Tax Map 069 Parcel 031.00, staff identifies as "SR437" and "Tract 2", to distinguish from first application. Pleasant M. England (Roger Rich), property owner.

At the February 27, 2024, regular Planning Commission meeting, by unanimous vote, the Commission is recommending a Favorable Recommendation to the City Council for review and adoption of the rezoning of the reference parcel from R-2 to C-2 Present 7-members voted in favor, 0-opposed.

The Ordinance was approved on First Reading at the April 10, 2025, City Council meeting.

The Public Hearing and 2<sup>nd</sup> Reading will be May 8th.

**Economic Impact:**

1. Taxes will increase to commercial rate.
2. Parcel is vacant at this time. Higher tax revenue is anticipated once developed.



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF APPROXIMATELY (+/-) 4.68 ACRES OWNED BY PLEASANT M. ENGLAND ADDRESSED AS STATE ROUTE 437, REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL 031.00 ("TRACT 2"), AND ATTACHED AS EXHIBIT "A", AND EXHIBIT "B-FINAL PLAT", FROM RESIDENTIAL-2 (R-2, MEDIUM LOW DENSITY RESIDENTIAL) TO COMMERCIAL-2 (C-2, GENERAL BUSINESS) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

WHEREAS, the Future Land Use Map and Comprehensive Plan, also known as, "Spark Shelbyville 2040" adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

WHEREAS, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

WHEREAS, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

WHEREAS, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

WHEREAS, the parcel addressed as SR437 and identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 2"), is classified as "Bypass Corridor" Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan; and,

WHEREAS, the applicant is requesting rezoning of approximately (+/-) 4.68 acres referenced in Exhibit A and Exhibit B-Final Plat to C-2, a zoning district consistent with the Character Area and compatible with the neighboring land uses; and,

WHEREAS, the Planning Commission at the regular meeting on February 27, 2025, in the majority voted to provide a favorable recommendation to the City Council and providing a resolution of the same; and,

Now, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:

1. The City Council of the City of Shelbyville approves this rezoning and amendment to the Official Zoning Map, as supported by the Planning Commission by recommendation and resolution, for approximately (+/-) 4.68 acres, addressed as SR437 and identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 2"), which is shown in in Exhibits "A" and Exhibit B-Final Plat, below from the R-2 to the C-2 zoning district.
2. This Ordinance will take effect 15 days after its final approval.



**APPROVED:**

\_\_\_\_\_  
**Randy Carroll, Mayor**

\_\_\_\_\_  
**Date**

**ATTESTED:**

\_\_\_\_\_  
**Lisa Smith, City Recorder**

\_\_\_\_\_  
**Date**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**City Attorney Ginger Shofner**

\_\_\_\_\_  
**Date**

**Ordinance First Reading:** \_\_\_\_\_

**Ordinance Public Hearing:** \_\_\_\_\_

**Ordinance Second Reading:** \_\_\_\_\_



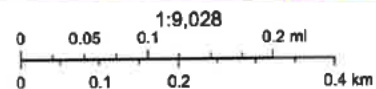
## EXHIBIT A

Bedford County - Parcel: 069 031.00



Date: February 23, 2025

County: BEDFORD  
Owner: ENGLAND PLEASANT M  
Address: MCDALE LN 138  
Parcel ID: 069 031.00  
Deeded Acreage: 0  
Calculated Acreage: 12.4

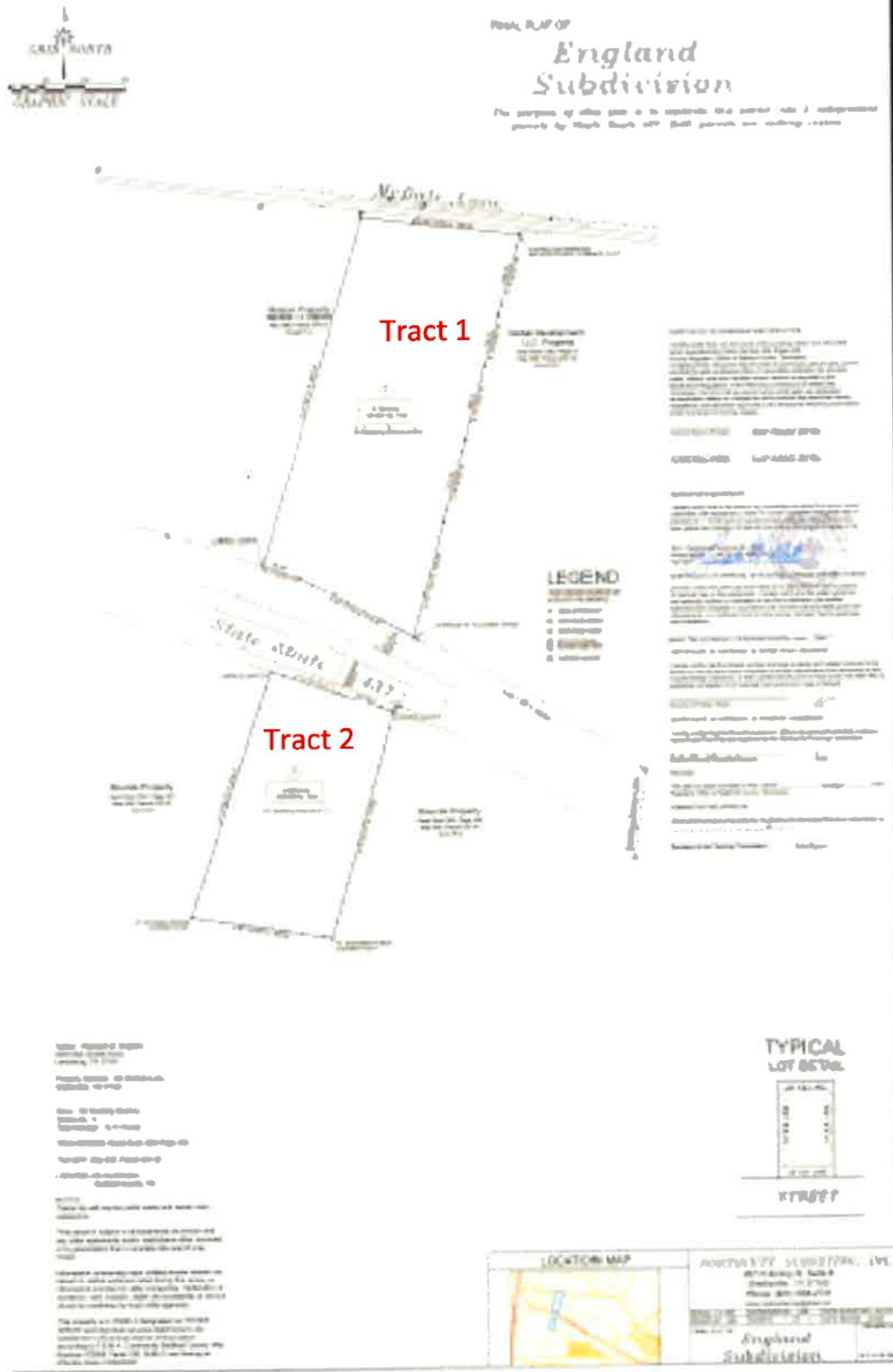


State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI, NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.



**EXHIBIT B-FINAL PLAT**







## PLANNING COMMISSION SUMMARY

Date 02/27/2025 From: Thomas E. Batchelor, Director

Application Type: **Rezoning from R-2 to C-4**

Project Name: SR437 Rezoning Zoning: R-2 (On or Before 2008)

Total Area: Split / "Tract 2" is 4.76 Acres

Applicant/Owner: Pleasant England (Roger Rich, Owner)

History: Initial Application (New). Related applications are 138 McDale Ln Rezoning, Minor Subdivision creating two parcels.

### SUMMARY.

1. Tax assessor initially notified the Planning Department of an improper subdivision of this parcel (TN Law permits the subdivision to allow lots to be subdivided having more than 5 acres for original and created parcels. The north Tract 1 is 8.75 acres and south Tract 2 is 4.76
2. This application was originally scheduled for January 2025 PC meeting but had not met all the requirements for a completed application (multiple concurrent applications required to achieve the intentions of the owner).
3. **This parcel is currently 1-lot zoned R-2. In 2012, SR4347 ("BYPASS") was completed and topographically 'splitting' the parcel and essentially creating two (2) parcels. (Editor emphasis to understand the inherent barriers in the related applications)**
4. The Owner applied concurrently with this application for Minor Subdivision to create the 2-parcels and rezone Subject to R-4, High Density Residential, and South C-2, General Business.
5. From Staff Report, the rezoning is consistent and compatible with Future Land Use Map, Comprehensive Plan, Major Thoroughfare Plan, and neighborhood conditions.
6. **BARRIER.** During minor subdivision, the south Tract 2 requires sewer and water extension to be created. This activity will occur during the development of Tract 2 and rezoning to C-2 is necessary for the development.

### STAFF OPINION AND RECOMMENDATION.

1. As reflected in the Staff Report, Staff practice requires subdivision *BEFORE* rezoning to avoid *Split zoning*. However, this condition is unique as summarized above.

Editor Note.

Full package for this application is available in Dropbox and OneDrive.



2. The *Shelbyville Municipal Zoning Ordinance* and *Shelbyville Municipal Subdivision Regulations* do not specifically disallow Split zoning. In this example, the split zoning is a *STEP-PROCESS* to meet the desired goals of the Applicant.
3. The rezoning is consistent with adopted plans and growth policies of the City and because of the human-made 'border' created by SR437, the recommendation is to support the application.

**ENCL.** February 2025 PC Staff Report, PC Resolution, Rezoning Ordinance, Application



**CITY OF SHELBYVILLE PRE-PLANNING**

**FINAL COMMENT SHEET**

**Date of Circulation for Review:** Monday, February 3, 2025  
**Date of Pre-Planning Meeting:** Monday, February 10, 2025  
**Date Comments Sent:** Friday, February 14, 2025  
**Type of Project:** REZONING  
**Type of Approval:** PC / CITY COUNCIL

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**Project Name:** Rezoning SR 437 Bypass ("Tract 2")  
**Project Description:** Rezoning of approximately 4.68 acres of parcel fronting on SR437 (Bypass) from R-2, Medium Low Density Residential to C-2, General Business.  
**Applicant:** Owner  
**Representative:** St. John Engineering  
**Property Owner:** Pleasant M. England  
**Current Zoning:** R-2, Medium Low Density Residential  
**Parcel ID:** Tax Map 069 Parcel No 031.00

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**Police Department:**

1. No comments at this time. **SATISFIED.**

**Fire Department:**

1. No comments at this time. **SATISFIED.**

**Building and Codes:**

1. No comments at this time. **SATISFIED.**

**Planning:**

1. This application was delayed because subdivision was improperly performed. Application to subdivide North and South parcels (In this review cycle) needs to be



- approved and recorded BEFORE rezoning application may be considered by Planning Commission. **GENERAL COMMENT.**
2. Application to rezone south portion (South of SR437) in same review cycle. Application to subdivide North and South parcels (In this review cycle) needs to be approved and recorded BEFORE rezoning application may be considered by Planning Commission. **GENERAL COMMENT.**
  3. Art. III, Sec. 3.11.1(B). Adjoining property owners are required to be notified by Certified Mail. Receipts have been submitted. **GENERAL COMMENT.**
  4. Refer to Initial Analysis Below.

#### **Shelbyville Power, Water, and Sewer**

1. Water/Sewer. This lot will require public water and sewer main extensions. **GENERAL COMMENT.**
2. Power: Will need to coordinate with SPS for power requirements. **GENERAL COMMENT.**

#### **Engineering and Public Works:**

1. No engineering comments..**SATISFIED.**

#### **REZONING ANALYSIS – BASIS.**

##### **Zoning History.**

1. Property owner met with Staff around October-November 2024 to discuss rezoning from current R-2, Medium Low Density Residential, to R-4, High Density Residential. R-2 zoning of the subject parcel is found in city zoning map as early as 2004.
2. Topics discussed included consistency and compatibility with Future Land Use Map and Comprehensive Plan Character Area for the parcel.
3. Staff included City Engineer, SPS power and water/sewer, Public Works, SWM, and Planning.
4. Applicant indicated the parcel to the South is to be zoned C-2, General Commercial.
5. There is a potential purchaser of the proposed C-2 zoning parcel for a commercial type of use.



Basis for Analysis.

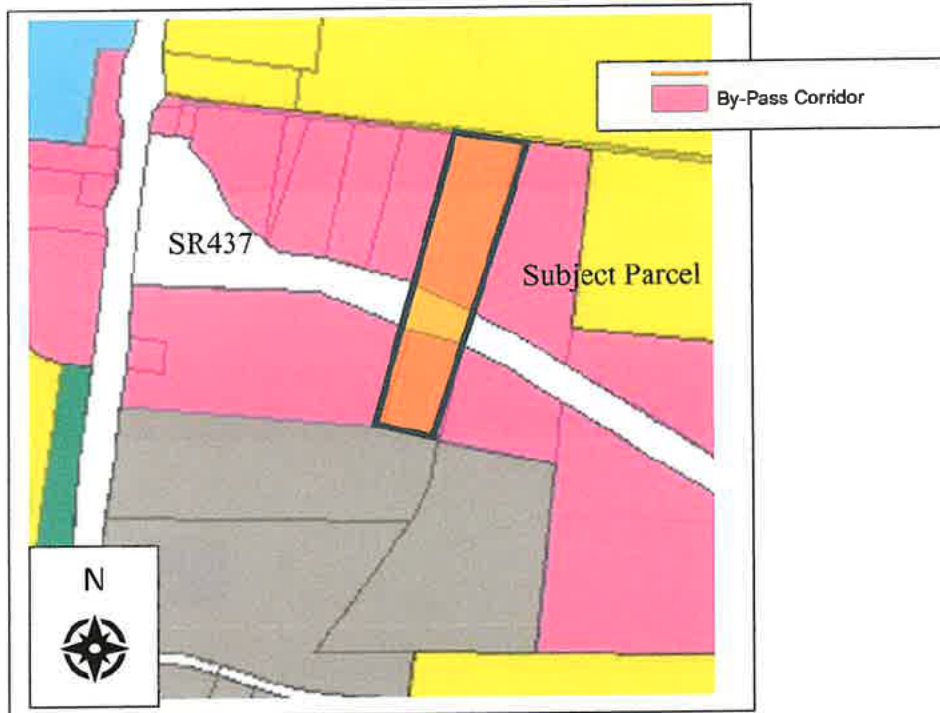
*Planning staff has adopted the following basis when reviewing rezoning applications to justify consistency and compatibility with City adopted maps and plans and identify where maps and plans may need to be improved or amended.*

1. Analysis is based on consistency and compatibility with City adopted maps and plans such as the Future Land Use Map, Character Area from the Comprehensive Plan, Major Thoroughfare Plan and city policy. These adopted plans and maps help to guide growth and development policies.
2. Zoning map and ordinance is referenced for detailed development standards for each land use designation and correlated with the Future Land Use Map and Comprehensive Plan to functionally coordinate the regulations and plans guiding future growth.
3. Underlying zoning of the neighborhood and adjoining parcels to avoid 'spot zoning' and because future land use policies and zoning regulations correlate to function in simultaneous cooperation towards the common development and growth goals.
4. Comparison for compatibility of potential highest and best use of the requested rezoning to existing neighborhood land use conditions.
5. Other considerations include whether a new zoning district has the potential to create adverse impacts such as noise, pollutants, etc., and may consider the effects of cumulative adverse impacts.
6. Identify conflicts, incompatibility, and inconsistencies within the adopted plans, maps, and regulations that may require future amendment and improvement.



### Initial Analysis.

1. From the Future Land Use Map and Comprehensive Plan, both the sending parcel and receiving parcel are in the Bypass. Corridor Character Area.



### **CHARACTER.**

The By-Pass Corridor Character Area is an important transportation link around the northside of City.

- *The intent of this Character Area is to provide a flexible set of growth and development policies for a new corridor that will complement the existing residential and non-residential development existing along this corridor, while opening new areas for appropriate development.*
- *The development pattern is largely unestablished and should be expected to evolve. Changes to the area are likely and are encouraged as development and redevelopment occurs.*
- *The new development should focus on a mix of local, regional retail uses and personal services that provide markets for customers if they have direct access to the By-pass.*
- *Hospitality, retail, restaurant, high density residential, and industrial/warehousing uses are particularly appropriate for these areas.*
- *The maximum residential density in this Character Area under a Mixed and Residential PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District.*



- *The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.*

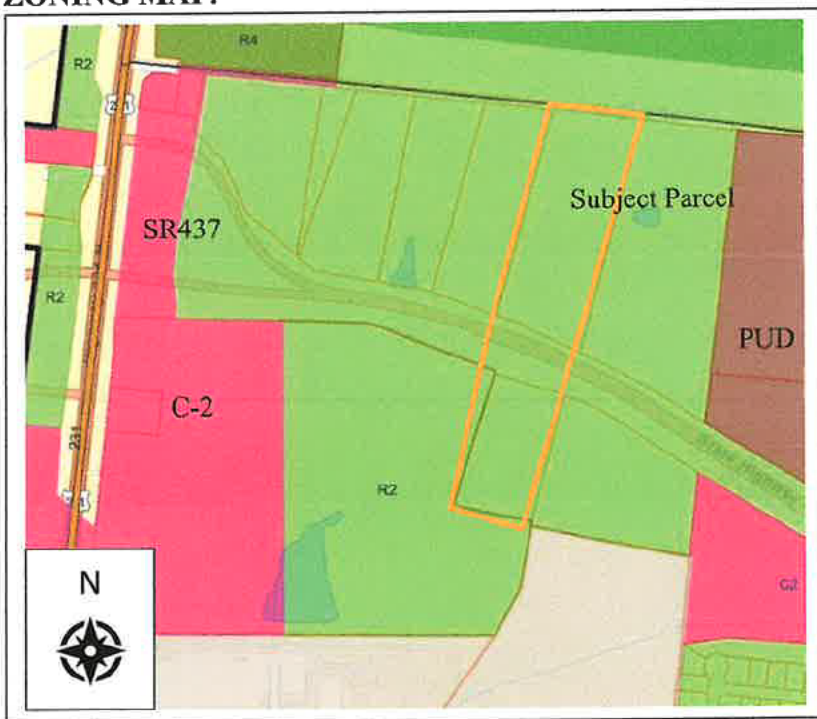
**PRIMARY FUTURE USES (Most Appropriate).**

- *Mixed use development is the most appropriate use.*
- *Planned Multifamily Residential, Restaurant, Office, Commercial, and Hospitality uses are all appropriate. Industrial/warehousing uses may be considered on a case-by-case basis related to site context.*
- *Only parcels with direct frontage on the By-Pass Road may be commercial or high density residential.*

**2. Zoning Map and Zoning Regulation and Existing Neighborhood Conditions.**

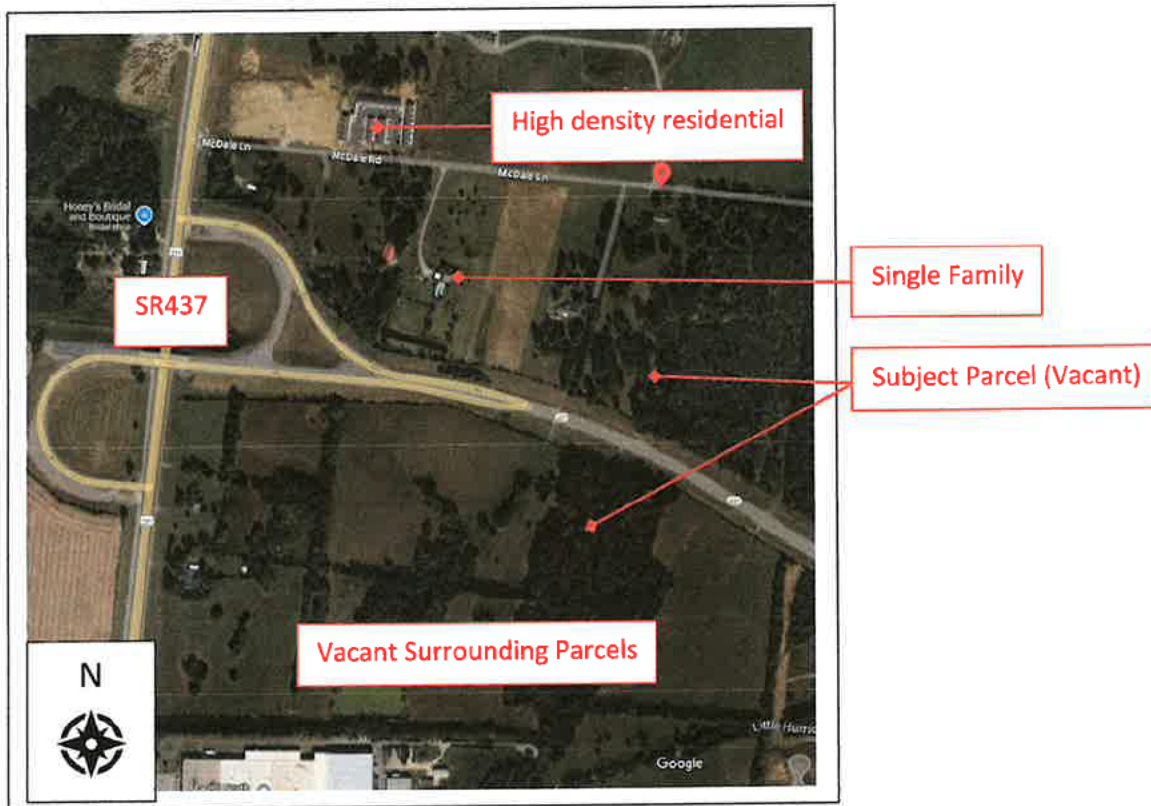
**CURRENT ZONING AND ADJACENT ZONING DISTRICTS.** Current land use surrounding the Subject Parcel are R-2, Medium Low Density Residential.

**ZONING MAP.**





## NEIGHBORHOOD.



## FUNCTIONAL CLASSIFICATION OF MCDALE LANE AND SR437 (From TDOT Long Range Planning Division, 07/27/2018 and City Major Throughfare Map).

- McDale Lane is a Local Road.
- SR437 (Bypass) is a Principal Arterial and part of the National Highway System.

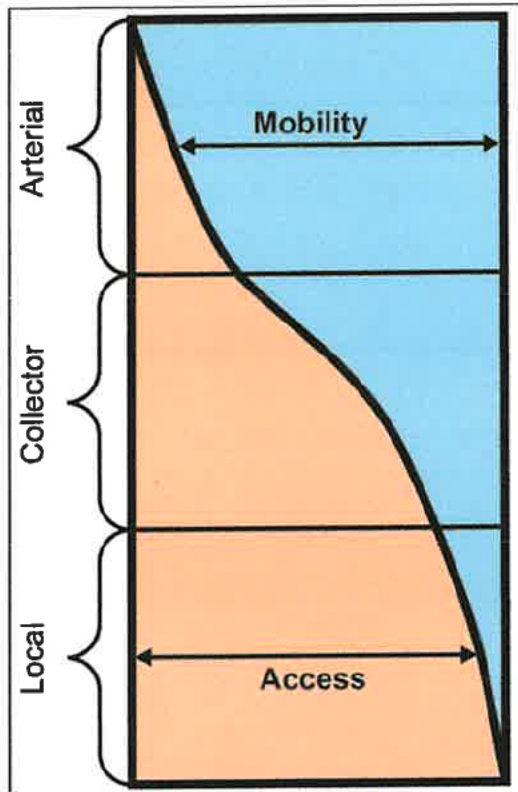
### DEFINITIONS.

Local Roads. Local Roads provide limited mobility and are the primary access to residential areas, businesses, farms, and other local areas. Local roads, with posted speed limits usually between 20 and 45 mi/h, are many roads in the U.S

Arterials. Arterials include freeways, multilane highways, bypasses and other important roadways supplementing the Interstate System. Arterials connect, as directly as practicable, the principal urbanized areas, cities, and industrial centers. Land access is limited. Posted speed limits on arterials usually range between 50 and 70 mi/h.



# RELATIONSHIP BETWEEN FUNCTIONALLY CLASSIFIED ROAD NETWORKS



**PENDING SUBDIVISION REQUIRING APPROVAL AND RECORDING.**







**STAFF CONCLUSION.**

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, once subdivision plat is recorded, total of 4.68 acres for parcel fronting on 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. For the referenced reasons, Staff is providing a FAVORABLE RECOMMENDATION for the rezoning.

Staff is requesting the Planning Commission upon thorough review to provide a FAVORABLE recommendation to the City Council for further review and adoption.

**PROCEDURAL NOTIFICATION.**

1. **THERE IS A MINOR SUBDIVISION PLAT REQUIRED TO BE RECORDED BEFORE THE 02/27/2025 Commission meeting.** If not recorded, there is no legal lot to rezone and the application as desired by the applicant and will need to be DEFERRED until the following meeting or such time the plat may be recorded, unless requested in writing otherwise by the applicant.
2. If a not deferred or delayed, the application will advance to the March 4, 2025 City Council Study Session.
3. March 13, 2025, 1<sup>st</sup> Reading.
4. If approved, April 10, 2025 Public Hearing and 2<sup>nd</sup> Reading.



**Resolution PC2025-002**

**A RESOLUTION OF THE SHELBYVILLE MUNICIPAL PLANNING COMMISSION TO RECOMMEND FAVORABLY TO CITY COUNCIL OF THE REZONING APPLICATION FROM RESIDENTIAL-2 (R-2) MEDIUM LOW DENSITY RESIDENTIAL TO COMMERCIAL-2 (C-2), GENERAL BUSINESS ZONING DISTRICT, FOR APPROXIMATELY (+/-) 4.68 ACRES ADDRESSED AS 138 MCDALE LANE IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL 031.00 ("TRACT 2"), AND RECOMMEND TO CITY COUNCIL THE REPEAL OF ANY ORDINANCE OR PART OF AN ORDINANCE IN CONFLICT HEREWITH.**

WHEREAS, the City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan, also known as, Spark Shelbyville, adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

WHEREAS, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate the general location, distribution, and extent of land uses within the Community; and,

WHEREAS, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

WHEREAS, future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

WHEREAS, the applicant is requesting a recommendation to City Council from the Municipal Planning Commission for the review and adoption of the rezoning from Residential-2 (R-2), Medium Low Density Residential, to Commercial-2 (C-2) General Business zoning district as submitted for review of approximately (+/-) 4.68 acres identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 2"); addressed as State Route ("SR") 437; and,

WHEREAS, the referenced parcel is classified as "Bypass Corridor" Corridor Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan and rezoning to C-2 is consistent with the adopted maps and growth development policies of the City, and compatible with the existing adjacent neighborhood land use and zoning pattern; and,



WHEREAS, the approval and recommendation, does not, in any way, indicate or imply approval by the City of Shelbyville of site plans or specific thereof; and,

WHEREAS, after final approval of the rezoning by the City Council, the applicant shall submit technical documents to the City for technical evaluation and review, with ultimate approval authority lying in the Building Code Official; and,

WHEREAS, the Planning Commission during their regular meeting of February 27, 2025, recommends favorably to the City Council for the rezoning.

**NOW, THEREFORE, MAY IT BE RECOMMENDED FAVORABLY** and further review for adoption for referenced parcel from R-2 to C-2 to the Shelbyville City Council this day, February 27, 2025

APPROVED:

\_\_\_\_\_  
Bo Gill, Substitute Chairman

ATTESTED:

\_\_\_\_\_  
City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
Ginger Shofner, City Attorney



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF APPROXIMATELY (+/-) 4.68 ACRES OWNED BY PLEASANT M. ENGLAND ADDRESSED AS STATE ROUTE 437, REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL 031.00 ("TRACT 2"), AND ATTACHED AS EXHIBIT "A", AND EXHIBIT "B-FINAL PLAT", FROM RESIDENTIAL-2 (R-2, MEDIUM LOW DENSITY RESIDENTIAL) TO COMMERCIAL-2 (C-2, GENERAL BUSINESS) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

WHEREAS, the Future Land Use Map and Comprehensive Plan, also known as, "Spark Shelbyville 2040" adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

WHEREAS, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

WHEREAS, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

WHEREAS, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

WHEREAS, the parcel addressed as SR437 and identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 2"), is classified as "Bypass Corridor" Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan; and,

WHEREAS, the applicant is requesting rezoning of approximately (+/-) 4.68 acres referenced in Exhibit A and Exhibit B-Final Plat to C-2, a zoning district consistent with the Character Area and compatible with the neighboring land uses; and,

WHEREAS, the Planning Commission at the regular meeting on February 27, 2025, in the majority voted to provide a favorable recommendation to the City Council and providing a resolution of the same; and,

Now, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:

1. The City Council of the City of Shelbyville approves this rezoning and amendment to the Official Zoning Map, as supported by the Planning Commission by recommendation and resolution, for approximately (+/-) 4.68 acres, addressed as SR437 and identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 2"), which is shown in in Exhibits "A" and Exhibit B-Final Plat, below from the R-2 to the C-2 zoning district.
2. This Ordinance will take effect 15 days after its final approval.



[PUBLIC]

**APPROVED:**

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**Randy Carroll, Mayor**

**Date**

**APPROVED AS TO FORM:**

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**City Attorney Ginger Shofner**

**Date**

**ATTESTED:**

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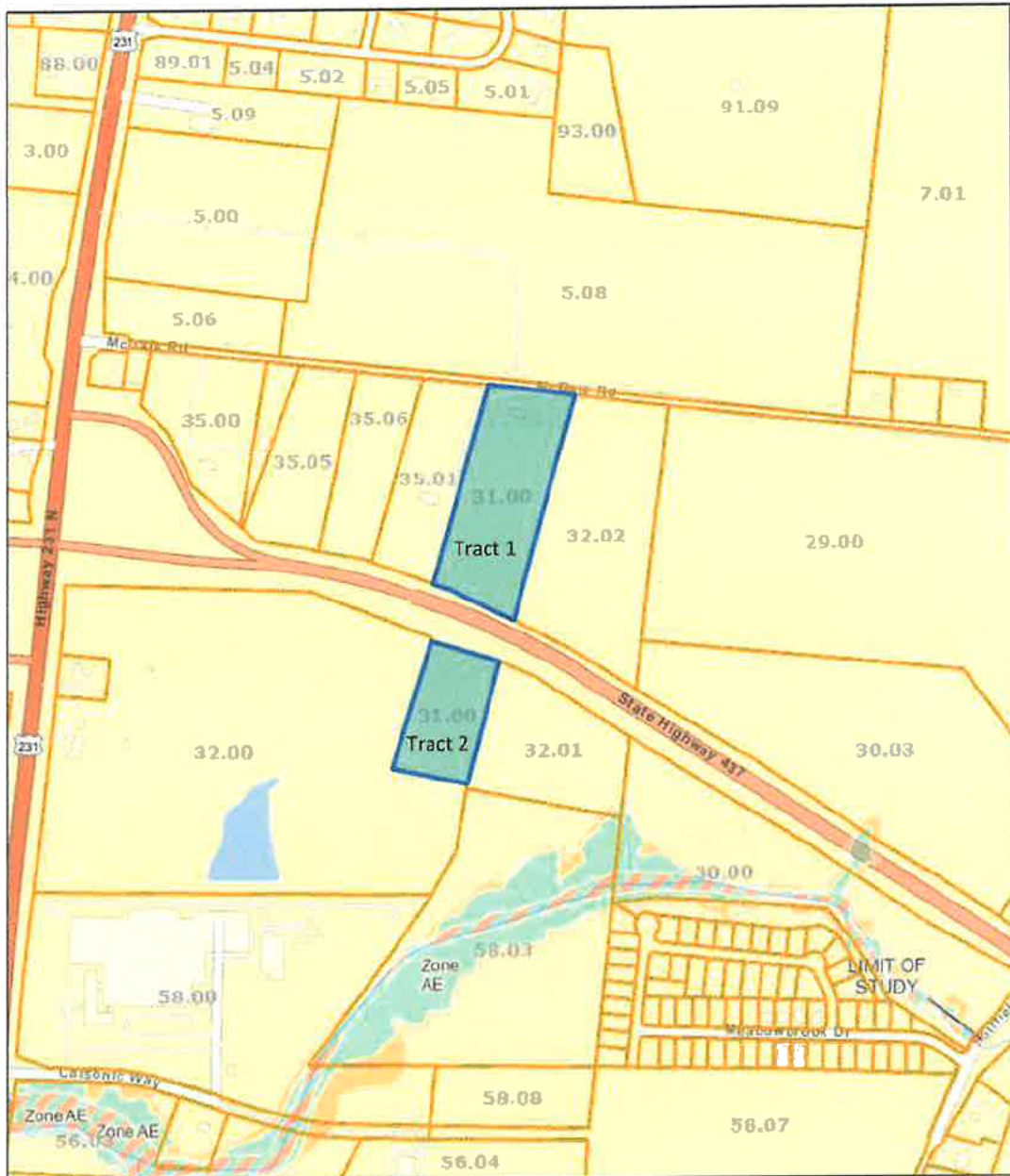
**Lisa Smith, City Recorder**

**Date**



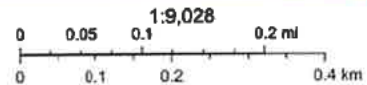
## EXHIBIT A

### Bedford County - Parcel: 069 031.00



Date: February 23, 2025

County: BEDFORD  
Owner: ENGLAND PLEASANT M  
Address: MCDALE LN 138  
Parcel ID: 069 031.00  
Deeded Acreage: 0  
Calculated Acreage: 12.4

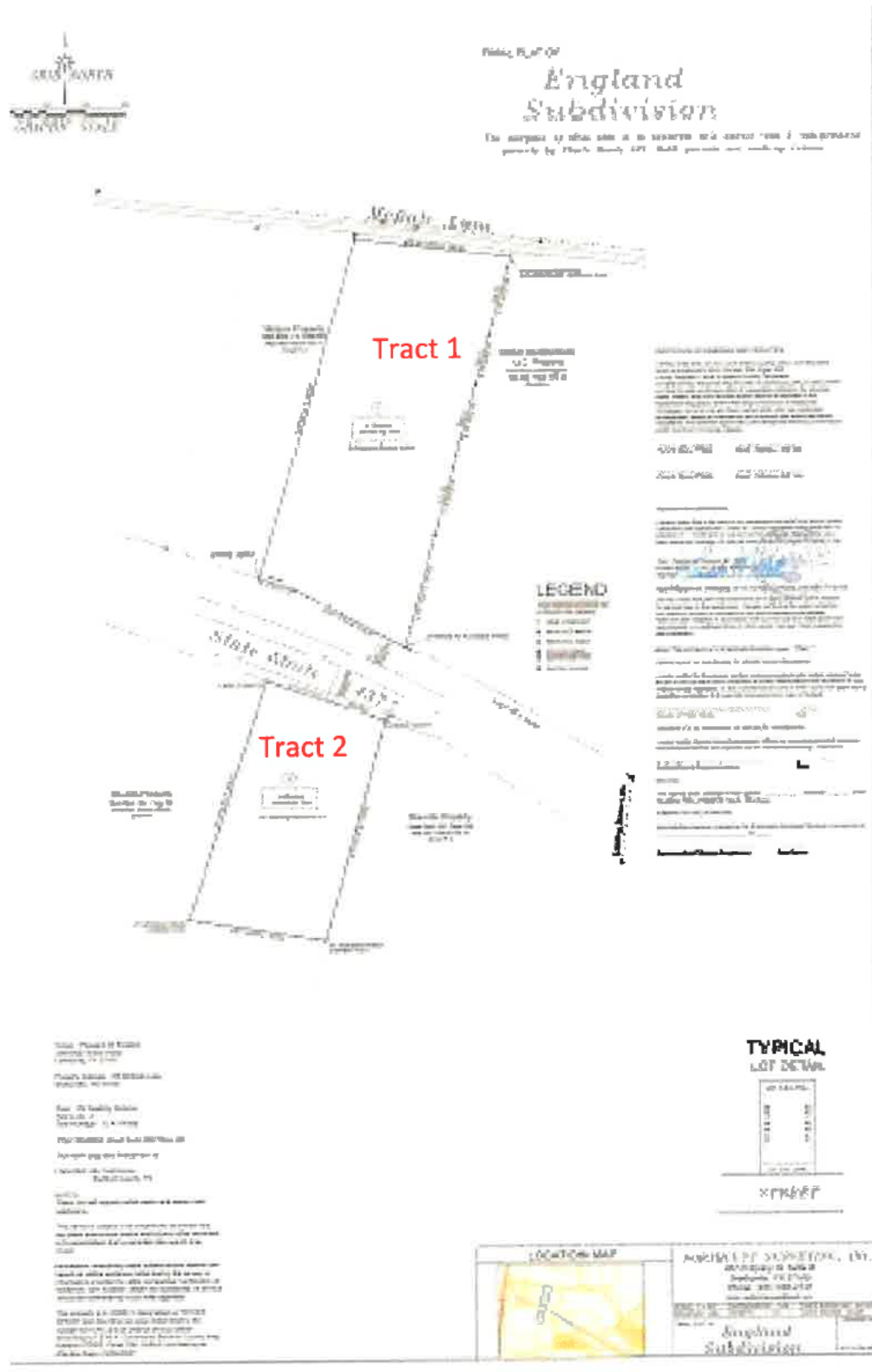


State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA). Esri Community Maps Contributors, S. OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.



# EXHIBIT B-FINAL PLAT





**CITY OF SHELBYVILLE, TENNESSEE  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT  
REZONING APPLICATION**

**PLEASE NOTE:** Failure to complete the process below will result in an incomplete application. Applications will not be considered until all items are submitted timely.

**APPLICATION PROCEDURE:** A complete application consists of the following submitted to the Planning and Community Development Department (PCD) Department in accordance with the approved Submittal Calendar to be placed on the current month's agenda:

1. Completion of this application and application fee submitted via cash or check to the City of Shelbyville. Please make checks payable to the City of Shelbyville.
2. Notification letters must be sent by Certified Mail to all adjoining property owners. All Certified Mail Receipts must be provided to the PCD by the applicant one week before the date of the Planning Commission meeting. The green "Certified Mail Card" should have in the "Sender" box: City Hall, Attn: Planning Department, 201 N. Spring Street, Shelbyville, TN 37160.



**REZONING PROCEDURE:**

**Planning Commission:** Once all application materials are received, the application will be placed on the Planning Commission's agenda for the month appropriate for submittal timing. Applicants or their representatives are highly encouraged to attend the Planning Commission meeting. The Planning Commission will hear the application, and give a recommendation to the City Council for approval or denial of the request. If recommended for approval, the application automatically moves forward to the City Council for consideration, unless the applicant requests otherwise.

**City Council:** The City Council will have a first reading (one month), and then a public hearing and second & final reading on the application (one month). If approved, the new zoning designation goes into effect fifteen (15) days after the Public Hearing/ 2<sup>nd</sup> & Final Reading. On the 15<sup>th</sup> day, the property is eligible for development under the new zoning classification.



**OWNERS OF RECORD:** Please note that all property owners of record must be denoted below. If there are additional Owners of Record, please provide their information on another sheet and attach to this application. Married individuals may be listed on this form as one

Name: Pleasant England

Address (no P.O. Box Numbers): [REDACTED]

Phone Number: [REDACTED]

Email: [REDACTED]

**PROPERTY OWNER'S REPRESENTATIVE** – This person shall serve as the applicant on behalf of the Property Owner(s) listed on this application. This person shall serve as the City of Shelbyville's primary contact during the review process. The Property Owner(s) agree that this person shall have the full authority to speak to and make representations to City staff about the project on behalf of the Property Owner(s).

Name: Northcutt Surveying, Inc

Address (no P.O. Box Numbers): 207 N Spring St, Suite B

Phone Number: ( 931 ) 684-2741

Email: northcuttsurvey@gmail.com

### PROPERTY INFORMATION

Property Address (if not numbered, nearest major cross streets): State Route 437

Tax Map and Parcel Number(s): p/o 069 031.00

Total Acreage of Property: 4.68 Ac

Current Zoning of Property: A-1

Requested Zoning Classification: C-2

Current Use of Property: Vacant



**REQUIRED SIGNATURES**

Property Owner Signature and Date *England* 1-21-25

Property Owner Signature and Date \_\_\_\_\_

Property Owner's **Representative** Signature and Date *Kathy S. Buckner* 1/21/25

*Na H. Smith-Sorey*

**IMPORTANT DATES**

**Date and Time of Planning Commission Meeting:** \_\_\_\_\_ at 6:00 PM

Recreation Centre, Meeting Room B, 220 Tulip Tree Road

Submit

**For Office Use Only**

**Date Application Received:**

**Amount of Fee Received:**

**Planning Commission Resolution No.:**

**Status:**

**City Council Ordinance No.:**

**Status:**

**Notification Letter Sent to Property Owner(s):**





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Honorable Mayor & Members of the City Council  
From: Thomas E. Batchelor, Director of Planning & Community Development  
Date: Study Session 4/29/2025 & Business Meeting 5/8/2025  
Subject: Ordinance updating City of Shelbyville Zoning Ordinance Table of Contents, amending Art. V, Section, Section 5.1, Classification of Districts, Section 5.8, Planned Unit Development (PUD's)

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**Description:**

An Ordinance amending the City of Shelbyville Design Standards by updating the zoning ordinance Table of Contents, Art. V, "Section", Art. V, Sec. 5.1, "Classification of Districts", and Art. V, Sec. 5.8, "Planned Unit Development". The attached amendments to the sections arose from the review and recommendations of the Planning Commission Growth Committee to improve quality in the design for Planned Unit Developments ("PUD's"), reconciling conflicting language and inconsistencies.

At the March 27, 2024, regular meeting, the Planning Commission by unanimous vote recommends a Favorable Recommendation to the City Council for review and adoption with minor amendments. Present 9-members voted in favor, 0-opposed.

The Ordinance was approved at the April 10, 2025, City Council meeting for 1<sup>st</sup> Reading.

The Public Hearing and 2<sup>nd</sup> Reading will be held on May 8, 2025.

**Economic Impact:** Increased property values with quality design.



ORDINANCE \_\_\_\_\_

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND TABLE OF CONTENTS, ARTICLE V, ZONING DISTRICTS, OF THE SHELBYVILLE MUNICIPAL ZONING ORDINANCE BY UPDATING TABLE OF CONTENTS, ARTICLE V, SECTION, AND SECTION 5.1, CLASSIFICATION OF DISTRICTS, ARTICLE V, SECTION 5.8, PLANNED UNIT DEVELOPMENT, AND REPEAL ALL PREVIOUS ORDINANCE OR PART OF AN ORDINANCE, IN CONFLICT HEREWITH.**

**WHEREAS**, the Planning Commission on May 23, 2024, regular meeting, formed a subcommittee, known as the “Planning Commission Growth Committee” comprised of members of the Planning Commission selected by the Mayor and support from the Planning Department to evaluate and recommend improvements to the adopted maps, *City of Shelbyville Municipal Zoning Ordinance*, and *Shelbyville Municipal Subdivision Regulations*; and,

**WHEREAS**, on January 6, 2025, the Planning Commission Growth Committee reviewed the proposed amendments to architectural design standards for multi-family residential developments in the *City of Shelbyville Design Standards*; and,

**WHEREAS**, the proposed amendments to the *City of Shelbyville Design Standards* were shared with all Planning Commission members during a review and commenting period from January 31, 2025, to February 13, 2025; and,

**WHEREAS**, the Growth Committee receiving comments from the Planning Commission members and incorporating into these amendments, hereby recommends to the Planning Commission amendments to Article V, Section 5.8, “Planned Unit Development District”; and,

**WHEREAS**, the Planning Commission reviewed the proposed amendments to Table of Contents, Article V Section, 5.1, and 5.8 of the *Shelbyville Municipal Zoning Ordinance* on their March 27, 2025, meeting, and

**WHEREAS**, the Planning Commission favorably recommended such amendments at their March 27, 2025, meeting; and,

**WHEREAS**, the Mayor and City Council believe it is in the best interest of the City of Shelbyville to enact the proposed amendments to the *Shelbyville Municipal Zoning Ordinance* and application of the standards.

**NOW, THEREFORE**, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:



**Section 1:** *Shelbyville Municipal Zoning Ordinance* Table of Contents is amended to correct the article number in and will read as follows [For reference see Exhibit "A" in which the original language is stricken and amending language italicized]:

Article V: Zoning Districts  
5.8 Planned Unit Development  
5.9 Floodplain Overlay District

**Section 2:** The *Shelbyville Municipal Zoning Ordinance* Article V, "Section" and Section 5.1, "Classification of Districts", is amended and will read as follows [For reference see Exhibit "B" in which the original language is stricken and amending language italicized]:

## **SECTION**

### **5.8 Planned Unit Development**

#### **SECTION 5.1 CLASSIFICATION OF DISTRICTS.**

Special Districts: Historic Overlay (H-1) and Planned Unit Development (PUD)

**Section 3:** *Shelbyville Municipal Zoning Ordinance* Article V, Section 5.8, retitling to read "Planned Unit Development", adding to "Sections" to include "5.8.3 Landscaping"; and Section 5.8.1, "Purpose" is amended and will read as follows [For reference see Exhibit "C" in which the original language is stricken and amending language italicized]:

**5.8.1 Purpose:** The Planned Unit Development District (PUD) is a distinct, stand-alone zoning district which is intended to encourage innovative land planning and design and avoid the monotony sometimes associated with large developments by:

- A. Providing flexibility in the application of land development regulations that will encourage innovative development and redevelopment for residential and nonresidential purposes so that a growing demand for other housing and other development and land use may be met by variety in type, design, and layout of dwellings and other buildings and structures, including traditional neighborhood development;
- B. Providing flexibility in architectural design, placement, and clustering of buildings, use of open areas, provision of circulation facilities, including pedestrian facilities and parking; and related site design considerations;
- C. Encouraging the conservation of natural features, preservation of open space and critical and sensitive areas, and protection from natural hazards;



- D. Providing efficient use of public facilities;
- E. Encouraging and preserving opportunities for energy-efficient development and redevelopment;
- F. Promoting attractive and functional environments for nonresidential areas that are compatible with surrounding areas; and
- G. Accommodating developments that are exclusively residential, exclusively non- residential, or a compatible and complementary mix of residential and non- residential land uses.
- H. To allow increases in density beyond what is typically found in a conventionally zoned tract of land or to offset any reduction in developable lands (i.e. land dedicated to open space).

**Section 4:** *Shelbyville Municipal Zoning Ordinance* Article V, Section 5.8.2, “Standards of Review” is amended and will read as follows [For reference see Exhibit “D” in which the original language is stricken and amending language italicized]:

**5.8.2, Standards of Review:** All applications for PUD approval will be evaluated using the following standards of review:

- A. Ownership and Division of Land:** An application for the approval of a PUD may be submitted by one (1) or more owners of the property to be included in the PUD. If multiple landowners exist, a letter of consent must be provided by each owner of the property. The holder of a written option to purchase must provide an owner with a signed letter of consent or have the property owner sign the PUD application. Any governmental agency shall be considered an owner for the purposes of this section. Unless otherwise provided as a condition of approval of the PUD, the landowner of an adopted planned development may divide and transfer parts of such development provided that the transferee shall be obligated to complete each such part and use and maintain it in strict conformance with the approved PUD.
- B. Adequate Public Facilities:** Approval of a PUD shall be based upon a finding that streets, utilities, and drainage features have adequate capacity to serve the proposed development. The applicant for a PUD shall present any applicable studies (i.e. traffic studies) and documentation with their application that demonstrates all relevant utility companies and governmental departments have been consulted and that adequate capacity exists for their development. If deficiencies do exist, all required upgrades will be the responsibility of the applicant/owner.



### C. Connectivity

1. *Street System Connectivity.* An interconnected street system is necessary to promote orderly and safe development by ensuring that streets function in an interdependent manner, provide adequate access for emergencies and service vehicles, enhance access by ensuring connected transportation routes and provide continuous and comprehensible traffic routes. Applications for planned developments are required to provide public street access to adjoining properties, including connections into any existing streets that currently stub into the property. At the same time, staff understand that connections to all properties may not be practical. Therefore, the following information shall be required with all PUD applications:

A. A plan showing all proposed vehicular connections to adjacent properties.

B. If the applicant feels that there are certain connections that are not practical or possible to make, or if they feel that their development meets the intent of this section with the connections proposed, a written explanation of their position shall be submitted with their plan.

2. *Bicycle/Pedestrian Connectivity.* Walkways are encouraged to be provided within the PUD in a manner which promotes pedestrian safety and circulation. Walkways shall be separated from vehicular traffic except where roadway crossings are necessary. Where appropriate the plan shall provide pedestrian/bicycle access to, between or through open space areas and appropriate off-site amenities. Informal trails may be constructed of gravel, wood chip or other similar material

D. **Off-Street Parking:** Off-street parking requirements shall conform to the standards located in *Article IV of this* Zoning Ordinance, unless otherwise stated in the applicant's regulating pattern book. A parking study may be submitted as part of the PUD application to demonstrate the amount of proposed off- street parking and its ability to accommodate the proposed uses. The parking study shall be submitted with and approved as part of the PUD Pattern Book.

E. **Perimeter Requirements:** PUDs shall be harmonious and not conflict with the surrounding residential neighborhood. Use of landscaping, screening, open space, architectural compatibility measures transition in density, and the placement of buildings shall be accepted land use planning tools by which this harmonious relationship can be created.



- F. **Architectural Design:** PUD architecture should demonstrate the cohesive planning of the development and present a clearly identifiable design feature throughout. It is not intended that buildings be totally uniform in appearance or that designers and developers be restricted in their creativity. Rather, cohesion and identity can be demonstrated in similar building scale or mass; consistent use of facade materials; similar ground level detailing, color, or signage; consistency in functional systems, such as roadway or pedestrian way surfaces, signage, or landscaping; the framing of outdoor open space and linkages, or a clear conveyance in the importance of various buildings and features on the site. The City of Shelbyville has adopted Design Standards that include architectural guidelines. All PUD developments shall comply with all applicable architectural guidelines found in Section E of the Shelbyville Design Standards.
- G. **Bulk Regulations:** The legislative body may approve a development plan that modifies and establishes lot size limits, setback requirements, height limits, maximum lot coverage and any other bulk requirements.
1. The PUD zone district does require a minimum lot width at the building setback of 40 feet.
    - A. The non- cul-de-sac lot width may be reduced to 30 feet, if the building design is completed to satisfy all applicable building and fire codes that may permit closer proximity of structures.
    - B. Lot widths shall be increased to improve function of utility separation as determined by the regulating utility provider. The developer is responsible for complying with all federal, state and local laws for underground utility separation.
  2. The minimum road frontage, for all residential land uses, is 40 feet and 25 feet if located on a cul-de-sac.
  3. The minimum side setback within a PUD development is 7.5 feet as dimensioned from the vertical face of the nearest building component.
  4. Any modifications to the bulk regulations shall adhere to all applicable buildings and fire codes.
- H. **Minimum Building Separation:**
1. The minimum building separation within any PUD development is fifteen (15) feet as measured between the vertical face of the nearest building element of adjacent structure or structures.



2. A reduction of the minimum building separation may be requested by the developer for Planning Commission approval provided the following conditions are met.
  - A. A whole building sprinkler system is provided for all buildings less than fifteen feet; or,
  - B. Fire resistance rated construction for the exterior building and building elements less than fifteen (15) feet are in accordance with the applicable building and fire codes; or,
  - C. A combination of Section 5.8.2(A) and Section 5.8.2(B) is provided for all buildings less than fifteen (15) feet.

#### J. Open Space

1. **Required Open Space.** In all residential PUDs, or portions or sections of residential PUDs, a minimum of 30 percent of the gross project area shall be set aside as open space. At least 50 percent of this land shall be Usable Open Space, as defined in Article II, Section 2.2, *Definitions*. All PUDs that exclusively contain nonresidential land uses are exempt from this open space requirement.
  - A. Required stream buffers not included in a lot or parcel shall be considered passive open spaces.
2. **Definitions.** Reference Article II, Section 2.2, for *Open Space* and *Usable Open Space*.
3. **Permitted Uses.**
  - A. Open space containing natural features worthy of preservation may be left unimproved. Permitted uses for open space may include, but are not limited to:
    - i. Greenbelts that serve as a buffer between land uses, using existing vegetation, or an aesthetic amenity such as boulevard trees.
    - ii. Preservation of important natural features.
  - B. Usable open space shall be improved, making it suitable for one or more of the uses listed below. Active recreation facilities are encouraged. Permitted uses for usable open space may include, but are not limited to:



- i. Pedestrian, bike, and multi-purpose trails.
  - ii. Passive recreation areas, including pocket parks; and
  - iii. Active recreation areas, such as ball fields and playgrounds, if they are limited in impervious area to 10 percent of the required open space.
- 4. **Location and Configuration.** Where relevant and appropriate, open, and usable open space shall be located so as to be readily accessible by residents and uses of the development. To the extent practicable, open space and usable open space should provide the following.
  - A. Focal points for the development, such as public gathering areas, fountains, etc.
  - B. Connectivity within the development so that an interconnected network of open space can be enjoyed by the residents.
  - C. An extension and enlargement of presently existing or planned trail, park, or other open area land adjacent to the development.
- 5. **Stormwater Management Facilities:** Stormwater detention/retention facilities may be allowed by the City as part of an open space plan subject to the following criteria:
  - A. The detention pond shall be constructed to drain fully when precipitation is not occurring (i.e. no standing water may be left) unless the pond is designed as an aesthetic amenity.
  - B. The side slope of the detention pond shall not exceed 33 percent unless slopes are existing, naturally and covered with vegetation.
  - C. If detention facilities are located adjacent to or near a natural, year-round stream or wetland, these systems shall be left in natural or near-natural condition.
  - D. The detention area shall be landscaped in a manner which is both aesthetic and able to withstand the inundation expected.
  - E. Use of a dedicated usable open space area for storm water detention/retention shall not be acceptable if the area is required to be fenced or otherwise rendered unsuitable or unavailable for recreation



use during dry weather.

- F. In the case of joint use of usable open space for detention and recreation, the property owners' association shall be responsible for maintenance of both the stormwater and recreation facilities.

**6. Areas not considered open space or usable open space.**

- A. The area is within a public street right-of-way or private road access easements or other easements that include roads, drives, or utility lines. Useable Open Space shall not include side yard or rear yard setbacks less than 8ft, required front yard setback.
- B. The area within any manmade storm water detention or retention pond, unless improved consistent with the above section.

**7. Phasing of open space and usable open space.**

- A. The phasing plan shall include the improvements of open space and common open space in the development. No occupancy permits shall be issued for any portion of a phase unless and until the open space and usable open space, which is part of that phase, has been improved and dedicated to a maintenance organization.

**8. Maintenance of open space and usable open space.** If the open space and usable open space are deeded to a property owners' association, the developer shall file with the Planning Commission a declaration of covenants and restrictions that will govern the association. It shall be submitted with the application for the preliminary subdivision plat or site plan approval. The City Attorney will review the documentation as to form prior to Planning Commission Approval. The provisions shall include, but not be limited to the following:

- A. The association must be set up before the properties are sold.
- B. Membership must be mandatory for each buyer and any successive buyer.
- C. The open space and usable open space restrictions must be in perpetuity and not just for a specific period of years.
- D. [DELETE IN ENTIRETY]



**K. Project Phasing:** The Shelbyville City Council may permit the development of a PUD in multiple phases; in which case, the following provisions shall be complied with:

1. Any phasing plan shall be approved during the PUD review process and shall be sufficient in terms of size and scope in order for the phase to exist as a “stand alone” project, in the event the applicant does not implement subsequent phases of the PUD as proposed and approved.
2. Each phase shall be designed and sequenced to ensure that the impacts of the development upon the surrounding community and properties will not be detrimental or a deterrent to further development of the community and adjacent properties.
3. Time extension for Concept Plans. The owner and/or applicant who requested the PUD may request an extension of the Concept Plan and Pattern Book, in one-year increments, following the expiration of the three (3) year vested rights period provided for in Tennessee Code Annotated (T.C.A.) 13-4-310(d)(1). The request shall require a revised phasing plan to be submitted. Approval of an extension is at the discretion of the Planning Commission.
4. Vesting Period following approval of an extension. The approval of an extension will create a new three (3) year period of vested right under T.C.A. 13-4-301(d).
5. Expiration of Vested Rights. Following the expiration of vested rights period, the concept plan and pattern book are required to comply with current regulations adopted since the original PUD approval.

**L. Inactive PUDs.**

1. A PUD shall be considered inactive if any of the following situations occur:
  - A. If the standards found within Tennessee Code Annotated 13-4-310 (d)(1) are not satisfied within three (3) years from the date of the City Council approval of the PUD Concept Plan and Pattern Book.
  - B. If a final subdivision plat has not been recorded by the Planning Commission within two (2) years of the Commission’s approval of a preliminary subdivision plat; or,
  - C. If actual construction has not begun on an approved site plan within 36 months of Planning Commission approval consistent with the Tennessee Vested Rights Act. For the purposes of this subsection,



actual construction is defined to include permanent fastening of construction materials on-site or extensive grading including demolition or removal of existing structures necessary for the development; or

- D. If at any time the PUD, or phase of the PUD has not been developed according to a schedule established with the original approval of the PUD, unless the Planning Commission has granted time extensions.

2. [DELETE IN ENTIRETY]

**Section 5:** *Shelbyville Municipal Zoning Ordinance* Article V, Section 5.8.3, "Landscaping" is amended and will read as follows [For reference see Exhibit "E" in which the original language is stricken and amending language italicized]::

**5.8.3, Landscaping:** Landscaping is intended to make land uses more compatible by requiring a screen or buffer between land uses to minimize adverse visual impacts, noise, light and air pollution. At a minimum, landscaping shall conform to the following minimum standards.

**A. Purpose.** The purpose of this section is to provide landscaping regulations that will enhance the environment and visual character as development occurs within the City. The preservation of existing trees and vegetation, and the planting of new trees and vegetation will protect public and private investments and promote high-quality development. Areas of transition will be created between land uses, to minimize adverse visual impacts, noise, light and air pollution. Therefore, this section requires landscaping to be planted to:

1. Encourage the preservation of existing trees and vegetation and replenish vegetation that is removed.
2. Facilitate the creation of attractive and harmonious communities with the intent to enhance property values
3. Improve the visual quality of the City by minimizing the negative impacts of development.
4. Reduce environmental impacts, such as noise, air and light pollution, reduce stormwater runoff and decrease soil erosion, improve soil and



water quality, protect wildlife habitat, and reduce heat convection from impervious surfaces.

5. Minimize conflicts between land uses, reduce visual impacts to adjoining properties and public rights-of-way, create a transition between dissimilar land uses, promote and preserve the character and value of an area, and provide a sense of privacy.
6. Establish standards for the location, spacing, quantity, type, size, protection, planting and maintenance of landscape materials to accomplish the objectives listed above.

**B. Applicability.**

1. **New Development.** No new building, structure or development shall be constructed, or parking area created or expanded, unless landscaping is provided as required in this section.
2. **Changes to Existing Buildings, Structure, and Developments.** The requirements of this section shall apply to existing buildings, structures, and developments under the following circumstances:
  - i. If there is a change in uses of an existing building, structure, or development, which requires rezoning of the property to allow the new use, then the entire building, structure or development including parking area shall comply with the requirements of this section
  - ii. If a new and separate building, structure, development, or parking area is constructed or expanded on the same lot of record as an existing building, structure, or development, only the separate and new building or parking area must meet the requirements of this section.

**C. Definitions.** The definitions listed below in this section are specific to these regulations and are, therefore, not included in Article II, Definitions.

1. Buffer Yard: A transitional space which consists of horizontal space (land) and vertical elements (plants, berms, fences, or walls) for the purpose of physically separating and visually screening adjacent land uses that are not fully compatible.
2. Critical Root Zone: A circular region measured outward from a tree



trunk representing the essential area of the roots that must be maintained for the tree's survival.

3. Deciduous: Those plants that annually lose their foliage.
4. Disturbed Area: The area of land where grading, excavation or other construction activities will take place on a site.
5. Evergreen: Those plants that retain their foliage throughout the year.
6. Landscaping: The area within the boundaries of a given lot that consists of planting materials, including but not limited to trees, shrubs, ground covers, grass, flowers, decorative rock, bark, mulch, and other similar materials.
7. Tree, Ornamental: A small to medium tree, growing 12 feet to 25 feet at maturity often used for aesthetic purposes such as colorful flowers, interesting bark or fall foliage.
8. Tree, shade or canopy: A large tree growing over 25 feet in height at maturity, usually deciduous, planted to provide canopy cover shade.
9. Shrub: A woody plant, smaller than a tree, consisting of several small stems from the ground or small branches near the ground. These plants may be deciduous or evergreen.

#### **D. General Requirements.**

- A. **Landscaping Plan Requirements:** A separate landscaping plan will be required as part of the PUD review process for all PUD developments that contain non-residential land uses. A licensed landscape architect shall be required to draw and stamp the landscaping plan if the total floor area of all buildings exceeds 50,000 square feet in size or the applicant is seeking an alternative method of compliance as described in this Article. The plan shall include

1. Project information includes the total square footage of the property, the total linear feet of property lines, the total



square footage of all buildings, total square footage of parking areas, and other vehicular use areas.

2. Each project's calculations, i.e., dimensional attributes and resulting amount of planted areas.
3. Location of proposed buildings, parking areas, and access points including required vision triangles including a note that the landscaping plan shall be reviewed when designing the lighting plan to avoid conflict.
4. Location, size, and type of planting material, both existing and proposed.
5. If applicable, a tree preservation plan with methods and details for protecting existing plants with critical root zones designated and established to receive tree credits.
6. Location and description of other improvements such as berms, fences, and walls.
7. Location of hose attachment or note that a permanent automatic irrigation system, designed/ built by an experienced designer and/ or contractor, shall be provided for all proposed landscape beds.
8. Location of utility and drainage easements.
9. Zoning designation of the subject property and all adjacent properties, including across any adjacent right-of-way.

**B. Landscaping Requirements for Parking and Vehicular Use Areas:** All off- street parking and vehicular use areas (including driveways and loading docks) shall have landscaping covering at least 10% of the entire parking and vehicular use area. Landscaping shall be provided in accordance with the following:

1. **Total Required Plant Material:** To determine the total required planting area, multiply the entire square footage of off-street parking and vehicular use area by 10%. Within the planting area, plant material is required as follows:
  - i. One (1) shade tree for every 200 square feet of required



planting area or one (1) ornamental tree for every 150 square feet.

- ii. Shrubs are required in addition to trees and at a rate of one (1) per every 50 square feet of planting area.

2. **Planting Area Location:** All landscaping must be located between parking spaces, at the end of parking columns, in the immediate vicinity of the structure, along street frontage, or between parking spaces and the property lines. The location of landscaping shall adhere to the following.

3. **Interior Landscaping:** Interior planting areas shall be located to provide shade in large expanses of paving and contribute to orderly circulation of vehicular and pedestrian traffic. Parking rows shall begin and be terminated with a landscape island. One (1) landscaped parking island, with a minimum dimension of 9 feet by 19 feet, shall be provided between every 10 to 15 spaces. Each island shall contain one (1) shade of tree. All the remaining area in the island shall be covered by shrubs, ground cover, sod, or mulched with a 3 to 4-inch layer of bark.

4. **Perimeter Landscaping:** the perimeters of parking areas shall be separated from the edge of the right-of-way and adjacent property lines by a minimum of 7.5 feet of green space. The remaining required planting area shall be dispersed along any adjacent right-of-way or within the front yard setback. Required landscaping is encouraged to be grouped in defined beds or mass planting areas as opposed to being placed in a linear design to achieve a more naturalistic appearance. No landscaping area shall be less than 100 square feet in area. All areas not covered by buildings, parking areas, vehicular use areas, sidewalks or other approved landscaping materials shall be landscaped with grass.

C. **Water Quality:** The use of water quality filters/ swales within landscaping areas to enhance stormwater drainage is strongly encouraged and must be approved by the Public Works Director and/or their designee.

D. **Tree Protection During Construction.**

- a. Protective barricades shall be placed around the critical root zone of all trees designated in the tree preservation plan, as



required in Section 5.8.3(D)(A)(5) of this ordinance, prior to the start of development activities and shall remain in place until development activities are complete.

- b. A protection barrier or tree fence shall be installed at a minimum of 3 feet in height around the tree or tree grove that is identified to be protected. The tree fence shall be constructed of a barrier material securely fastened to a wood or metal frame properly braced by 2 by 4-inch minimum structural members with cross braces, or another form of substantial barrier approved by the Director of Building Codes.
  - c. The area within the protective barricade shall remain free of all building materials, dirt or other construction debris, and vehicles. No substantial disturbance shall occur within the protective barricade including compaction of soil, trenching, placing backfill, grading, or dumping trash, oil, paint, or other materials detrimental to plant health.
  - d. Failure to comply with these requirements will result in the modification of the landscaping plan to represent the new tree plantings, requiring approval by the City Council and possible review fees.
- E. **Other Existing Landscape Material.** Existing landscape material which is proposed to be used to fulfill buffer yard/landscaping requirements shall be shown on the required Landscaping Plan, and any material in satisfactory condition may be used to satisfy these requirements in whole or in part when the Planning Director or Planning Commission determines such material meets the requirements and achieves the objectives of this section.
- F. **Utility and Drainage Easements:** Required landscaping shall not be permitted in utility easements unless approved by the utility provider in writing, and if approved, the property owner shall execute and record a restrictive covenant agreeing to full replacement of plant materials which may be removed by the utility in the exercise of its rights within the easement. Required landscaping shall not be permitted in drainage easements without the written consent of the Public Works Director and/or their designee.
- G. **Vision Triangle:** All required landscaping must incorporate vision triangles that preserve the visibility of pedestrians and motorist. Any



plant material taller than 30 inches shall not be permitted within vision triangles.

- H. **Mixture of Plants.** To promote variety and to minimize the potential impact of disease, sites that require the planting of more than six (6) trees shall provide a minimum of two (2) different tree species. Sites that require the planting of more than nine (9) shrubs shall provide at least two (2) different shrub species.

**7. Installation, Maintenance, and Enforcement.**

- A. **Timing of Installation and Surety Requirements:** Required landscaping must be installed on site before issuance of a Certification of Occupancy. With the concurrence of the Planning Director, the Director of Building Codes may authorize a delay where planting season conflicts would produce high probability of plant loss. In the event the Director of Building Codes authorizes a delay, a temporary certificate of occupancy may be issued. No temporary certificate of occupancy will be issued until a Letter of Credit from a bank chartered in Tennessee for 110% of the cost of any uncompleted landscaping, including labor, shall be submitted to the City Recorder and Planning Department. To determine the total cost, the applicant shall furnish a cost estimate prepared by a qualified landscape contractor or nurseryman using prevailing material and labor costs. The surety must be placed by the owner of the property. The life of the bond shall not exceed 14 months. The bond will be released after landscaping is installed in accordance with the landscaping plan.

- B. **Installation Standards.** All landscaping materials shown and listed on the approved plans shall be installed in a sound, workmanship-like manner and according to accepted, good construction and planting procedures. Plants installed shall meet the standards for size, form, and quality set out in the American Standard for Nursery Stock, latest edition. Any landscape material that fails to meet the minimum requirements of this section at the time of installation, shall be removed and replaced with acceptable materials. All landscaping shall be planted within 300 feet of a hose attachment or include an underground or aboveground irrigation system.

- C. **Maintenance.** The owner shall be responsible for the continued proper maintenance of all landscaping/ buffer yard materials and shall keep them in proper, neat, and orderly appearance, free from



refuse and debris at all times. Further:

- A. Proper maintenance shall include regular weeding, mowing of grass, watering, fertilizing, pruning, and other maintenance of all plantings as needed. Shrubs used in buffer yards shall not be pruned to a height less than 5 feet. Topping trees or the severe cutting of limbs to stubs larger than 3 inches in diameter within the tree crown to such a degree as to remove the normal canopy is not proper maintenance of trees as required by this section.
- B. Plants damaged, diseased or dead shall be replaced by the owner within 60 days of the occurrence of such a condition. Should any pre-existing vegetation approved as part of the landscaping plan die, the owner shall replace sufficient landscaping to maintain conformance with the approved Landscaping Plan within 60 days of the occurrence.
- C. If seasonal conditions are such that replacement cannot be accomplished immediately, this requirement can be temporarily delayed with the approval of the Director of Building Codes, subject to the same provisions as outlined in (J)(1), *Timing of Installation and Surety Requirements*.

## **8. Alternative Methods of Compliance.**

- 1. **Unique features prevent strict compliance.** It is recognized that, on occasion, complete compliance with the requirements in this section may be impractical. Accordingly, an applicant may request approval for an alternative landscaping scheme when one or combination of the below listed conditions exists: The site involves space limitation or unusually shaped parcels or Soil, natural rock formations, topography or other site conditions are such that full compliance is impossible or impractical.

To have landscape requirements modified due to one or a combination of the above, the applicant must submit a written justification to the Planning Department. Within the justification, the applicant must describe:

- A. Which of the landscaping requirements will be modified and which above condition justifies using



alternatives.

B. What alternative methods will be used (for example substituting ornamental grass for required shrubs due to poor soil conditions); and

C. How the proposed alternative meets or exceeds what is required.

A. **Approval of Alternative Landscaping Scheme.** The Planning Commission shall review the proposed alternative landscaping scheme and determine if it is equivalent and whether it meets the intent and purpose of this section. The Planning Commission shall grant final approval, denial, or approval with amendments. When making the decision, the Planning Commission should consider the unique features of the site; the land use classification of adjacent properties; the number of plantings, species, arrangement, and coverage proposed; and the level of screening, height, spread, and canopy of the proposed plantings at maturity.

**Section 6:** No amendments are made to *Shelbyville Municipal Zoning Ordinance* Article V, Section 5.8.4, “Procedures for Review”.

**Section 7:** *Shelbyville Municipal Zoning Ordinance* Article V, Section 5.8.5, “Application Requirements” is amended and will read as follows [For reference see Exhibit “F” in which the original language is stricken and amending language italicized]::

5.8.5 **Application Requirements:** The PUD application, as described in Section 5.8.4(D), shall be accompanied by a fee established by the City Council from time to time and shall include the following:

A. **Regulating Pattern Book:** The applicant shall submit 15 paper copies and 1 electronic version of the Regulating Pattern Book to the Planning Department, which shall include the following:

1. Name, address, contact information of applicant and professional architect, planner, or engineer responsible for preparing the Regulating Pattern Book.
2. A Concept Plan which contains the following minimal information:
  - i. Location, shape and size of property or properties involved in the project.
  - ii. The proposed street network within the project shall



- include the location and proposed improvements of any road depicted on the Major Thoroughfare Plan. The plan shall show all proposed connections to adjacent properties.
- iii. The location of proposed lots and an indication of the proposed uses for each lot.
  - iv. The location of common open space, pedestrian/bicycle connections, areas proposed for public use (i.e. school, fire station).
  - v. For any non-residential use show the general location of proposed buildings, parking areas, loading zones, and screening.
3. List of permitted uses within the development.
  4. List of exceptions from zoning and subdivision regulations that are otherwise applicable to the property including but not limited to setbacks, lot size, and street design.
  5. A plot plan, aerial photograph, or combination thereof depicting the subject and adjoining properties including the location of structures on-site and within two hundred feet of the subject property and the identification of the existing uses of those properties.
  6. A graphic rendering of existing natural features including but not limited to topography, soils, woodlands, wetlands, floodplain, and existing drainage patterns which affect the property.
  7. A map showing available utilities, easements, roadways, rail lines and public right-of-way crossing and adjacent to the property.
  8. Architectural renderings, architectural plans, or photographs of proposed structures with sufficient clarity to convey the appearance of proposed structures. The plan shall include a written description of proposed exterior building materials, including the siding and roof materials, porches, decks, and any proposed landscaping.



9. For projects that include residential uses, the proposed project density includes a tabulation of the maximum number of residential lots for each proposed square footage range.
  10. For projects that include non-residential uses, a tabulation of maximum total square feet of building floor area proposed for commercial and industrial uses, by general type of use; and the maximum total land area, expressed in acres and as a percent of the total development area, proposed to be devoted to commercial and/or industrial uses.
  11. A tabulation of the number of lots which would be allowed under the existing zoning. Provide a detailed explanation on how this tabulation was calculated.
  12. A tabulation and description of amenities within the PUD including the percentage of open space and usable open space.
  13. For projects that include non-residential uses, a photometric plan of the nonresidential areas, complete with light cut sheets and lighting fixtures examples.
  14. If the PUD is proposed to be constructed in stages during a period extending beyond a single construction season, then a Phasing plan shall be established. The Phasing Plan shall include:
    - i. The approximate date when construction of the project will begin.
    - ii. The order in which the phases will be built.
    - iii. The minimum area and approximate location of common open space and public improvements that will be required at each stage; and
    - iv. A breakdown by phase for subsections [9] and [10] above.
- B. **Concept Plan:** The applicant shall submit one 24" x 36" copy of the Concept Plan, as described in Subsection 5.835(A)(2) at an appropriate scale as determined by staff.
- C. **Continued Maintenance Assurance:** The applicant shall submit the proposed means of assuring the continued maintenance of common open



space or other common elements and governing the use and continued protection of the planned development. Any proposed restrictions or covenants to be placed on the development shall be submitted for the record.

- D. **Documentation of Adequate Public Facilities:** The applicant shall submit any applicable studies including but not limited to traffic and environmental studies and documentation that all relevant utility companies and governmental departments have been consulted, and that adequate capacity exists, or the applicant has agreed to upgrade the facilities.
- E. **Documentation of Neighborhood Meeting:** The applicant shall submit a summary of the neighborhood meeting as described in Subsection 5.8.4(4).
- F. **Additional information may be required:** The planning staff, Planning Commission or City Council may require additional information to be submitted, which may be necessary to decide regarding the PUD application.

**Section 8:** *Shelbyville Municipal Zoning Ordinance* Article V, Section 5.8.6, "Other Issues" is amended and will read as follows [For reference see Exhibit "G" in which the original language is stricken and amending language italicized]:



**5.8.6 Amendments to a PUD:**

**A. Modifications to a PUD:**

1. Following approval of the PUD by the City Council, it is possible that as the development of the PUD progresses, amendments to the approved concept plan may be necessary for a variety of reasons. Minor modifications only require administrative approval from the Planning Director. However, major modifications, as defined below, will be subject to further review by the Planning Commission and City Council and will be required to undergo the process for PUD approval as enumerated in 5.8.4, Procedure for Review.
2. A written request from the developer seeking an amendment to an approved planned unit development shall be submitted to the Planning Director. The request shall describe the overall effect of the proposed changes, a modified concept plan, the reasons for seeking such amendment, and provide a written description of how the proposed modifications accomplish the intent of the PUD as originally proposed. Upon receipt of a complete request, the Planning Director will make a written determination on whether the proposed modification is major or minor within ten (10) business days.
3. Amendments that result in the following will be classified as **major**:
  - A. The proposed amendment seeks to amend to change and/or remove specific condition conditions that was were imposed by the City Council.
  - B. The proposed amendment results in an increase to the number of dwelling units (increase density) or the total square footage (increase intensity) of non-residential land uses within a non-residential PUD or mixed-use PUD.
  - C. The proposed amendment modifies the location and/or number of the primary access points associated with the PUD.
  - D. The proposed amendment reduces the amount of approved open space.
  - E. The proposed amendment modifies any bulk and height regulations, and any other development regulations stated on the approved Concept Plan or in the approved Regulating Pattern Book.
4. Amendments that result in the following will be classified as minor:



- A. Any proposed amendment that does not meet the thresholds for a major amendment as stated in Section 5.8.6(A)(3).
- B. Any proposed amendment that after review by the Planning Commission is deemed to not meet the thresholds for a major amendment as stated in Section 5.8.6(A)(3).

- B. **Re-application if Denied:** If an application for a PUD is denied by the City Council, a re- application pertaining to the same property with the same regulating pattern book may not be filed within nine (9) months of the date of the City Council final action. An applicant may reapply, following a denial by the City Council, if changes have been made to the Concept Plan, the Regulating Pattern Book, or the size of the property has changed.

**Section 9:** *Shelbyville Municipal Zoning Ordinance* Article V, Section 5.9, "Floodplain Overlay District" is amended to correct the article number in and will read as follows [For reference see Exhibit "H" in which the original language is stricken and amending language italicized]:

#### **5.9 FLOODPLAIN OVERLAY DISTRICT**

Current and previous Flood Plain regulations have been removed from the Zoning Ordinance and re-established as a separate ordinance administered by the Building and Codes Department. All development in the City of Shelbyville located in an area of Special Flood Hazard Area must adhere to the applicable standards contained in the current Flood Plain Ordinance

**Section 10.** That any Ordinance, or part of an Ordinance in conflict therewith be repealed; and

**Section 11.** That said Ordinance shall go into effect 15 days following the passage by the City of Shelbyville Mayor and City Council.



[PUBLIC]

**APPROVED:**

\_\_\_\_\_  
**Randy Carroll, Mayor** **Date**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**Ginger B. Shofner, City Attorney** **Date**

**ATTESTED:**

\_\_\_\_\_  
**Lisa Smith, City Recorder** **Date**

**Ordinance First Reading:** \_\_\_\_\_

**Ordinance Public Hearing:** \_\_\_\_\_

**Ordinance Second Reading:** \_\_\_\_\_



## EXHIBIT A

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## EXHIBIT B

### ARTICLE V ZONING DISTRICTS

#### SECTION

- 5.1 Classification of Districts
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- 5.3 General Base Regulations Applicable to All Districts
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- 5.5 General Base District Regulations- Commercial Districts
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- 5.7 Historic Zoning Overlay District
- 5.8 *Planned Unit Development* District Overlay
- 5.9 Floodplain Overlay District

#### 5.1 CLASSIFICATION OF DISTRICTS.

For this ordinance, the following zoning districts are hereby established in the City of Shelbyville, Tennessee:

##### Residential

Low Density Residential	R-1
Medium Density Residential	R-2
High Density Residential	R-3
Multi-Family Residential	R-4
Mobile Home Park	MHP

##### Commercial

Central Business	C-1
General Commercial	C-2
Neighborhood Commercial	C-3

##### Industrial

Light Industrial	I-1
General Industrial	I-2
Outdoor Industrial	I-3

~~Overlay~~ *Special Districts*: Historic Overlay (H-1) and Planned Unit Development (PUD)



## EXHIBIT C

### 5.8 PLANNED UNIT DEVELOPMENT DISTRICT ~~OVERLAY~~

#### Sections:

5.8.1 Purpose

5.8.2 Standards of Review

~~5.8.3 Procedures for Review~~

~~5.8.4 Application Requirements~~

~~5.8.5 Other Issues~~

5.8.3 Landscaping

5.8.4 Procedures for Review

5.8.5 Application Requirements

5.8.6 Other Issues

**5.8.1 Purpose:** The Planned Unit Development District (PUD) is a distinct, stand-alone zoning district which is intended to encourage innovative land planning and design and avoid the monotony sometimes associated with large developments by:

- A. Providing flexibility in the application of land development regulations that will encourage innovative development and redevelopment for residential and nonresidential purposes so that a growing demand for other housing and other development and land use may be met by variety in type, design, and layout of dwellings and other buildings and structures, including traditional neighborhood development;
- B. Providing flexibility in architectural design, placement, and clustering of buildings, use of open areas, provision of circulation facilities, including pedestrian facilities and parking; and related site design considerations;
- C. Encouraging the conservation of natural features, preservation of open space and critical and sensitive areas, and protection from natural hazards;
- D. Providing efficient use of public facilities;
- E. Encouraging and preserving opportunities for energy-efficient development and redevelopment;
- F. Promoting attractive and functional environments for nonresidential areas that are compatible with surrounding areas; and
- G. Accommodating developments that are exclusively residential, exclusively non-residential, or a compatible and complementary mix of residential and non-residential ~~units~~ **land uses**.
- H. To allow increases in density beyond what is typically found in a conventionally



zoned tract of land or to offset any reduction in developable lands (i.e. land dedicated to open space).



## EXHIBIT D

**5.8.2 Standards of Review:** All applications for PUD approval will be evaluated using the following standards of review:

- A. Ownership and Division of Land:** An application for the approval of a PUD may be submitted by one (1) or more owners of the property to be included in the PUD. *If multiple landowners exist, a letter of consent must be provided by each owner of the property.* The holder of a written option to purchase *must provide an owner with a signed letter of consent or have the property owner sign the PUD application.* ~~or any~~ Any governmental agency shall be considered an owner for the purposes of this section. Unless otherwise provided as a condition of approval of the PUD, the landowner of an adopted planned development may divide and transfer parts of such development provided that the transferee shall be obligated to complete each such part and use and maintain it in strict conformance with the approved PUD.
- B. Adequate Public Facilities:** Approval of a PUD shall be based upon a finding that streets, utilities, and drainage features have adequate capacity to serve the proposed development. The applicant for a PUD shall present any applicable studies (i.e. traffic studies) and documentation with their application that demonstrates all relevant utility companies and governmental departments have been consulted and that adequate capacity exists for their development. If deficiencies do exist, ~~the applicant shall offer to upgrade or otherwise provide adequate facilities to support their development.~~ *all required upgrades will be the responsibility of the applicant/owner.*
- C. Connectivity**
1. *Street System Connectivity.* An interconnected street system is necessary to promote orderly and safe development by ensuring that streets function in an interdependent manner, provide adequate access for emergencies and service vehicles, enhance access by ensuring connected transportation routes and provide continuous and comprehensible traffic routes. Applications for planned developments are ~~encouraged to~~ *required* to provide public street access to adjoining properties, including connections into any existing streets that currently stub into the property. At the same time, staff ~~understands~~ *understand* that connections to all properties may not be practical. Therefore, the following information shall be required with all PUD applications:
- A. A plan showing all proposed *vehicular* connections to adjacent *properties.*
- B. If the applicant feels that there are certain connections that are not practical or possible to make, or if they feel that their development meets the intent of this section with the connections proposed, a written explanation of their position shall be submitted with their plan.



2. *Bicycle/Pedestrian Connectivity.* Walkways are encouraged to be provided within the PUD in a manner which promotes pedestrian safety and circulation. Walkways shall be separated from vehicular traffic except where roadway crossings are necessary. Where appropriate the plan shall provide pedestrian/bicycle access to, between or through open space areas and to appropriate off-site amenities. Informal trails may be constructed of gravel, wood chip or other similar material.



- D. **Off-Street Parking:** Off-street parking requirements shall conform to the standards located in *Article IV of this Zoning Ordinance*, unless otherwise stated in the applicant's regulating pattern book. A parking study may be submitted as part of the PUD application to demonstrate the amount of proposed off- street parking and its ability to accommodate the proposed uses. *The parking study shall be submitted with and approved as part of the PUD Pattern Book.*
- E. **Perimeter Requirements:** PUDs shall be harmonious and not conflict with the surrounding residential neighborhood. Use of landscaping, screening, open space, architectural compatibility measures *transition* in density, and the placement of buildings shall be accepted land use planning tools by which this harmonious relationship can be created.
- F. **Architectural Design:** PUD architecture should demonstrate the cohesive planning of the development and present a clearly identifiable design feature throughout. It is not intended that buildings be totally uniform in appearance or that designers and developers be restricted in their creativity. Rather, cohesion and identity can be demonstrated in similar building scale or mass; consistent use of facade materials; similar ground level detailing, color, or signage; consistency in functional systems, such as roadway or pedestrian way surfaces, signage, or landscaping; the framing of outdoor open space and linkages, or a clear conveyance in the importance of various buildings and features on the site. *The City of Shelbyville has adopted Design Standards that include architectural guidelines. All PUD developments shall comply with all applicable architectural guidelines found in Section E of the Shelbyville Design Standards.*
- G. **Bulk Regulations:** The legislative body may approve a development plan that modifies and establishes lot size limits, setback requirements, height limits, maximum lot coverage and any other bulk requirements. ~~Any modifications to the bulk regulations shall adhere to any applicable building codes. Unless otherwise stated in the applicant's regulating pattern book, bulk regulations shall be consistent with the zoning regulations most consistent with the development type (i.e. residential, commercial, etc.) based on the interpretation of the Planning Director. Regulations for accessory structures shall remain consistent with the provisions of the Zoning Ordinance, unless otherwise stated in the applicant's regulating pattern book and approved by the City Council.~~
1. *The PUD zone district requires a minimum lot width at the building setback of 40 feet.*
- A. *The non- cul-de-sac lot width may be reduced to 30 feet, if the building design*



*is completed to satisfy all applicable building and fire codes that may permit closer proximity of structures.*

B. *Lot widths shall be increased to improve function of utility separation as determined by the regulating utility provider. The developer is responsible for complying with all federal, state and local laws for underground utility separation.*

2. *The minimum road frontage, for all residential land uses, is 40 feet and 25 feet if located on a cul-de-sac.*

3. *The minimum side setback within a PUD development is 7.5 feet as dimensioned from the vertical face of the nearest building component.*

4. *Any modifications to the bulk regulations shall adhere to all applicable buildings and fire codes.*

H. **Minimum Building Separation:** ~~Required building separation is determined by applicable building and fire codes. In developments where building separation will be less than 15 feet, the applicant shall be required to demonstrate adequate fire protection.~~

1. *The minimum building separation within any PUD development is fifteen (15) feet as measured between the vertical face of the nearest building component of adjacent structure or structures.*

2. *Where building separation of less than fifteen (15) feet is requested, a whole building sprinkler protection shall be provided for all buildings that are less than fifteen (15) feet apart.*

3. *An alternative method of compliance in lieu of Section 5.8.2(H)(2), a minimum of 1-hour fire resistance rating is required for wall assemblies, including openings, and overhanging building elements for each five (5) foot reduction or a fraction thereof. Fire resistance rated assemblies shall conform to the building and fire codes for opening limitations, smoke development, and combustibility*

I. **Waiver of Board of Zoning Appeals Action:** No action of the Board of Zoning Appeals shall be required in the approval of a PUD.

J. **Open Space.**

1. **Required Open Space.** In all residential PUDs, *or portions or sections of residential PUDs* a minimum of ~~10 percent~~ *30 percent of the gross project area* shall be set aside as open space. At least 50 percent of this land shall



be Usable Open Space, as defined in Article II, Section 2.2, Definitions. All PUDs that exclusively contain nonresidential land uses are exempt from this open space requirement.

- A. Required stream buffers not included in a lot or parcel shall be considered passive open spaces.

**2. Definitions:** Reference Article II, Section 2.2, for Open Space and Usable Open Space.

~~A. 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.~~

~~B. Usable Open Space: 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.~~

**3. Permitted Uses.**

- A. Open space containing natural features worthy of preservation may be left unimproved. Permitted uses for open space may include, but are not limited to:

- i. Greenbelts that serve as a buffer between land uses, using existing vegetation, or an aesthetic amenity such as boulevard trees;
- ii. Preservation of important natural features.

- ~~B. Usable open space must be suitably improved for its intended use.~~ Usable open space shall be improved, making it suitable for one or more of the uses listed below. Active recreation facilities are encouraged. Permitted uses for usable open space may include, but are not limited to:



- i. Pedestrian, bike, and multi-purpose trails.
  - ii. Passive recreation areas, including pocket parks; and
  - iii. Active recreation areas, such as ball fields and playgrounds, if they are limited in impervious area to 10 percent of the required open space.
- 4. **Location and Configuration.** Where relevant and appropriate, open, and usable open space shall be located so as to be readily accessible by residents and uses of the development. To the extent practicable, open space and usable open space should provide the following;
  - A. Focal points for the development, such as public gathering areas, fountains, etc.
  - B. Connectivity within the development so that an interconnected network of open space can be enjoyed by the residents.
  - C. An extension and enlargement of presently existing or planned trail, park, or other open area land adjacent to the development.
- 5. **Stormwater Management Facilities:** Stormwater detention/retention facilities may be allowed by the City as part of an open space plan subject to the following criteria:
  - A. The detention pond shall be constructed to drain fully when precipitation is not occurring (i.e. no standing water may be left) unless the pond is designed as an aesthetic amenity.
  - B. The side slope of the detention pond shall not exceed ~~thirty-three percent~~ **33 percent** unless slopes are existing, ~~natural~~ **naturally** and covered with vegetation.
  - C. If detention facilities are located adjacent to or near a natural, year-round stream or wetland, these systems shall be left in natural or near-natural condition.
  - D. The detention area shall be landscaped in a manner which is both aesthetic and able to withstand the inundation expected.
  - E. Use of a dedicated usable open space area for storm water detention/retention shall not be acceptable if the ~~must be~~ **area is required to be** fenced or otherwise rendered unsuitable or unavailable for recreation use during dry weather.



F. In the case of joint use of usable open space for detention and recreation, the property owners' association shall be responsible for maintenance of the facilities of both the stormwater and recreation facilities.

**6. Areas not considered open space or usable open space.**

A. The area is within a public street right-of-way or private road access easements or other easements that include roads, drives, or utility lines. Useable Open Space shall not include side yard or rear yard setbacks less than 8ft, required front yard setback;

B. The area within any manmade storm water detention or retention pond, unless improved consistent with the above section.

**A. Phasing of open space and usable open space.**

A. The phasing plan shall coordinate include the improvements of open space and common open space in the development. No occupancy permits shall be issued for any portion of a phase unless and until the open space and usable open space, which is part of that phase, has been improved and dedicated to a maintenance organization.

**8. Maintenance of open space and usable open space.** If the open space and usable open space is are deeded to a property owners' association, the developer shall file with the Planning Commission a declaration of covenants and restrictions that will govern the association to be It shall be submitted with the application for the preliminary subdivision plat or site plan approval. The City Attorney will review the documentation as to form prior to Planning Commission Approval. The provisions shall include but not be limited to the following.

A. The association must be set up before the properties are sold;

B. Membership must be mandatory for each buyer and any successive buyer;

C. The open space and usable open space restrictions must be permanent, in perpetuity and not just for a specific period of years.

~~D. The association must be responsible for liability insurance, local taxes and the maintenance of recreational and other facilities. [DELETE IN ENTIRETY]~~

**K. Project Phasing:** The Shelbyville City Council may permit the development of a PUD in multiple phases; in which case, the following provisions shall be complied



with:

1. Any phasing plan shall be approved during the PUD review process and shall be sufficient in terms of size and scope in order for the phase to exist as a “stand alone” project, in the event the applicant does not implement subsequent phases of the PUD as proposed and approved.
2. Each phase shall be designed and sequenced to ensure that the impacts of the development upon the surrounding community and properties will not be detrimental or a deterrent to further development of the community and adjacent properties.
3. **Time extension for Concept Plans.** The owner and/or applicant who requested the PUD may request an extension of the Concept Plan and Pattern Book, in one-year increments, following the expiration of the three (3) year vested rights period provided for in Tennessee Code Annotated (T.C.A.) 13-4-310(d)(1). The request shall require a revised phasing plan to be submitted. Approval of an extension is at the discretion of the Planning Commission.
4. **Vesting Period following approval of an extension.** The approval of an extension will create a new three (3) year period of vested right under T.C.A. 13-4-301(d).
5. **Expiration of Vested Rights.** Following the expiration of vested rights period, the concept plan and pattern book are required to comply with current regulations adopted since the original PUD approval.

#### L. Inactive PUDs.

1. A PUD shall be considered inactive if any of the following situations occur:
  - A. ~~If a preliminary subdivision plan or site plan has not been approved by the Planning Commission within one year of the effective date of the PUD~~
  - A. **If the standards found within Tennessee Code Annotated 13-4-310 (d)(1) are not satisfied within three (3) years from the date of the City Council approval of the PUD Concept Plan and Pattern Book.**
  - B. If a final subdivision plat has not been recorded by the Planning Commission within two (2) years of the Commission’s approval of a preliminary subdivision plat; or
  - C. If actual construction has not begun on an approved site plan within 36 months of Planning Commission approval consistent with the Tennessee Vested Rights Act. For the purposes of this subsection, actual construction is defined to



## EXHIBIT E

include permanent fastening of construction materials on-site or extensive grading including demolition or removal of existing structures necessary for the development; or

D. If at any time the PUD, or phase of the PUD has not been developed according to a schedule established with the original approval of the PUD, unless the Planning Commission has granted time extensions.

~~2. If a PUD is inactive, the Planning Commission shall give notice by certified mail to the owner/applicant who requested the PUD and shall schedule a public hearing to take any of the following actions: [DELETE IN ENTIRETY]~~

~~A. Recommend extending, removing, or modifying the schedule for development;~~

~~B. Recommend amendments to the concept plan;~~

~~C. Recommend rezoning of the property to its former zoning classification.~~

**5.8.3. Landscaping:** Landscaping is intended to make **land uses** more compatible by requiring a screen or buffer between **land uses** to minimize the **potentially harmful impact of noise and objectionable views** **adverse visual impacts, noise, light and air pollution.** At a minimum, landscaping shall conform to the following minimum standards.

A. **Purpose:** The purpose of this section is to provide landscaping regulations that will enhance the environment and visual character as development occurs within the City. The preservation of existing trees and vegetation, and the planting of new trees and vegetation will protect public and private investments, and promote high-quality development. Areas of transition will be created between land uses, to minimize adverse visual impacts, noise, light and air pollution. Therefore, this section requires landscaping to be planted to:

1. Encourage the preservation of existing trees and vegetation and replenish vegetation that is removed;
2. Facilitate the creation of attractive and harmonious communities with the intent to enhance property values
3. Improve the visual quality of the City by minimizing the negative impacts of development;
4. Reduce environmental impacts, such as, noise, air and light pollution, reduce stormwater runoff and decrease soil erosion, improve soil and water quality, protect wildlife habitat, and reduce heat convection from impervious surfaces;



5. Minimize conflicts between land uses, reduce visual impacts to adjoining properties and public rights-of-way, create a transition between dissimilar land uses, promote and preserve the character and value of an area, and provide a sense of privacy;
6. Establish standards for the location, spacing, quantity, type, size, protection, planting and maintenance of landscape materials ~~in order~~ to accomplish the objectives listed above.

**B. Applicability:**

1. **New Development.** No new building, structure or development shall be constructed, or parking area created, *or expanded*, unless landscaping is provided as required in this section.
2. **Changes to Existing Buildings, Structure, and Developments.** The requirements of this section shall apply to existing buildings, structures, and developments under the following circumstances:
  - i. If there is change in uses of an existing building, structure, or development, which requires rezoning of the property to allow the new use, then the entire building, structure or development including parking area shall comply with the requirements of this section.
  - ii. If a new and separate building, structure, development, or parking area is constructed *or expanded* on the same lot of record as an existing building, structure, or development, only the separate and new building or parking area must meet the requirements of this section.

**C. Definitions:** The definitions listed below in this section are specific to these regulations and are, therefore, not included in Article II, Definitions.

1. Buffer Yard: A transitional space which consists of horizontal space (land) and vertical elements (plants, berms, fences, or walls) for the purpose of physically separating and visually screening adjacent land uses that are not fully compatible.
2. Critical Root Zone: A circular region measured outward from a tree trunk representing the essential area of the roots that must be maintained for the tree's survival.
3. Deciduous: Those plants that annually lose their foliage.
4. Disturbed Area: The area of land where grading, excavation or other



construction activities will take place on a site.

5. Evergreen: Those plants that retain their foliage throughout the year.
6. Landscaping: The area within the boundaries of a given lot that consists of planting materials, including but not limited to trees, shrubs, ground covers, grass, flowers, decorative rock, bark, mulch, and other similar materials.
7. Tree, Ornamental: A small to medium tree, growing 12 feet to 25 feet at maturity often used for aesthetic purposes such as colorful flowers, interesting bark or fall foliage.
8. Tree, shade or canopy: A large tree growing over 25 feet in height at maturity, usually deciduous, planted to provide canopy cover shade.
9. Shrub: A woody plant, smaller than a tree, consisting of several small stems from the ground or small branches near the ground. These plants may be deciduous or evergreen.

#### **D. General Requirements.**

A. **Landscaping Plan Requirements:** A separate landscaping plan will be required as part of the PUD review process ~~established in Ordinance~~ *for all PUD developments that contain non-residential land uses.* A licensed landscape architect shall be required to draw and stamp the landscaping plan if the total floor area of all buildings exceeds 50,000 square feet in size or the applicant is seeking an alternative method of compliance as described in this Article. The plan shall include

1. Project information includes the total square footage of the property, the total linear feet of property lines, the total square footage of ~~the building areas~~ *all buildings, total square footage of* parking *areas*, and other vehicular use areas.
2. Each project's calculations, i.e., dimensional attributes and resulting amount of planted areas;
3. Location of proposed buildings, parking areas, and access points including required vision triangles including a note that the landscaping plan shall be reviewed when designing the lighting plan to avoid conflict;



4. Location, size, and type of planting material, both existing and proposed;
5. If applicable, a tree preservation plan with methods and details for protecting existing plants with critical root zones designated and established to receive tree credits;
6. Location and description of other improvements such as berms, fences, and walls;
7. Location of hose attachment or note that a permanent automatic irrigation system, designed/ built by an experienced designer and/ or contractor, shall be provided for all proposed landscape beds;
8. Location of utility and drainage easements;
9. Zoning designation of the subject property and all adjacent properties, *including across any adjacent right-of-way.*

**B. Landscaping Requirements for Parking and Vehicular Use Areas:** All off-street parking and vehicular use areas (including driveways and loading docks) shall have landscaping covering at least 10% of the entire parking and vehicular use area. Landscaping shall be provided in accordance with the following:

1. **Total Required Plant Material:** To determine the total required planting area, multiply the entire square footage of off-street parking and vehicular use area by 10%. Within the planting area, plant material is required as follows:
  - i. *One (1)* shade tree for every 200 square feet of required planting area or ~~±~~ *one (1)* ornamental tree for every 150 square feet.
  - ii. Shrubs are required in addition to trees and at a rate of ~~± per~~ *one (1)* per every 50 square feet of planting area.
2. **Planting Area Location:** All landscaping must be located between parking spaces, at the end of parking columns, in the immediate vicinity of the structure, along street frontage, or between parking spaces and the property lines. The location of landscaping shall adhere to the following:
3. **Interior Landscaping:** Interior planting areas shall be located to provide shade in large expanses of paving and contribute to orderly



circulation of vehicular and pedestrian traffic. Parking rows shall ~~begin~~ *begin or and be* terminated with a landscape island. ~~Between every 10 to 15 spaces, 1 landscaped parking island with a minimum dimension of 9 feet by 19 feet shall be provided. Each island shall contain 1 shade tree.~~ *One (1) landscaped parking island, with a minimum dimension of 9 feet by 19 feet, shall be provided between every 10 to 15 spaces. Each island shall contain one (1) shade of tree.* All the remaining area in the island shall be covered by shrubs, ground cover, sod, or mulched with a 3 to 4-inch layer of bark.

4. **Perimeter Landscaping:** the perimeters of parking areas shall be separated from the edge of the right-of-way and adjacent property lines by a minimum of 7.5 feet of green space. The remaining required planting area shall be dispersed along any adjacent right-of-way or within the front yard setback. Required landscaping is *encouraged* to be grouped in defined beds or mass planting areas as *opposed* to being placed in a linear design to achieve a more naturalistic appearance. No landscaping area shall be less than 100 square feet in area. All areas not covered by buildings, parking areas, vehicular use areas, sidewalks or other approved landscaping materials shall be landscaped with grass.

C. **Water Quality:** The use of water quality filters/ swales within landscaping areas to enhance stormwater drainage is strongly encouraged and must be approved by the Public Works Director and/or their designee.

D. **Tree Protection During Construction:**

- a. Protective barricades shall be placed around the critical root zone of all trees designated in the tree preservation plan, *as required in Section 5.8.3(D)(A)(5) of this ordinance*, prior to the start of development activities and shall remain in place until development activities are complete.
- b. A protection barrier or tree fence shall be installed at a minimum of 3 feet in height around the tree or tree grove that is identified to be protected. The tree fence shall be constructed of a barrier material securely fastened to a wood or metal frame properly braced by 2 by 4 inch minimum structural members with cross braces, or another form of substantial barrier approved by the Director of Building Codes.



- c. The area within the protective barricade shall remain free of all building materials, dirt or other construction debris, and vehicles. No substantial disturbance shall occur within the protective barricade including compaction of soil, trenching, placing backfill, grading, or dumping trash, oil, paint, or other materials detrimental to plant health.
- d. Failure to comply with these requirements will result in the modification of the landscaping plan to represent the new tree plantings, requiring approval by the City Council and possible review fees.

E. **Other Existing Landscape Material:** Existing landscape material which is proposed to be used to fulfill buffer yard/landscaping requirements shall be shown on the required Landscaping Plan, and any material in satisfactory condition may be used to satisfy these requirements in whole or in part when the Planning Director *or Planning Commission* determines such material meets the requirements and achieves the objectives of this section

F. I. **Utility and Drainage Easements:** Required landscaping shall not be permitted in utility easements unless approved by the utility provider in writing, and if approved, the property owner shall execute and record a restrictive covenant agreeing to full replacement of plant materials which may be removed by the utility in the exercise of its rights within the easement. Required landscaping shall not be permitted in drainage easements without the written consent of the Public Works Director and/or their designee.



G. **Vision Triangle:** All required landscaping must incorporate vision triangles that preserve the visibility of pedestrians and motorist. Any plant material taller than 30 inches shall not be permitted within vision triangles.

H. **Mixture of Plants:** To promote variety and to minimize the potential impact of disease, sites that require the planting of more than ~~6~~ **six (6)** trees shall provide a minimum of ~~2~~ **two (2)** different tree species. Sites that require the planting of more than ~~9~~ **nine (9)** shrubs shall provide at least ~~2~~ **two (2)** different shrub species.

## 7. **Installation, Maintenance, and Enforcement**

A. **Timing of Installation and Surety Requirements:** Required landscaping must be installed on site before issuance of a Certification of Occupancy. With the concurrence of the Planning Director, the Director of Building Codes may authorize a delay where planting season conflicts would produce high probability of plant loss. In the event the Director of Building Codes authorizes a delay, a temporary certificate of occupancy may be issued. No temporary certificate of occupancy will be issued until a Letter of Credit from a bank chartered in Tennessee for 110% of the cost of any uncompleted landscaping, including labor, shall be submitted to the City Recorder and Planning Department. To determine the total cost, the applicant shall furnish a cost estimate prepared by a qualified landscape contractor or nurseryman using prevailing material and labor costs. The surety must be placed by the owner of the property. The life of the bond shall not exceed 14 months. The bond will be released after landscaping is installed in accordance with the landscaping plan.

B. **Installation Standards:** All landscaping materials shown and listed on the approved plans shall be installed in a sound, workmanship-like manner and according to accepted, good construction and planting procedures. Plants installed shall meet the standards for size, form, and quality set out in the American Standard for Nursery Stock, latest edition. Any landscape material that fails to meet the minimum requirements of this section at the time of installation, shall be removed and replaced with acceptable materials. All landscaping shall be planted within 300 feet of a hose attachment or include an underground or aboveground irrigation system.

C. **Maintenance:** The owner shall be responsible for the continued proper maintenance of all landscaping/ buffer yard materials and shall keep them in proper, neat, and orderly appearance, free from refuse and debris at all times. Further:

A. Proper maintenance shall include regular weeding, mowing of grass, watering, fertilizing, pruning, and other maintenance of all plantings as needed. Shrubs used in buffer yards shall not be pruned to a height less than 5 feet. Topping trees or the severe cutting of limbs to stubs larger than 3 inches in diameter within the tree crown to such a degree as to remove the normal canopy is not proper maintenance of trees as required by this section.



- B. Plants damaged, diseased or dead shall be replaced by the owner within 60 days of the occurrence of such condition. Should any pre-existing vegetation approved as part of the landscaping plan die, the owner shall replace sufficient landscaping to maintain conformance with the approved Landscaping Plan within 60 days of the occurrence.
- C. If seasonal conditions are such that replacement cannot be accomplished immediately, this requirement can be temporarily delayed with the approval of the Director of Building Codes, subject to the same provisions as outlined in (J)(1), *Timing of Installation and Surety Requirements*.

## **8. Alternative Methods of Compliance**

- 1. ***Unique features prevent strict compliance.*** It is recognized that, on occasion, complete compliance with the requirements in this section may be impractical. Accordingly, an applicant may request approval for an alternative landscaping scheme when one or combination of the below listed conditions exist: The site involves space limitation or unusually shaped parcels or; Soil, natural rock formations, topography or other site conditions are such that full compliance is impossible or impractical.

To have landscape requirements modified due to one or a combination of the above, the applicant must submit a written justification to the Planning Department. Within the justification, the applicant must describe:

- A. Which of the landscaping requirements will be modified and which above condition justifies using alternatives;
  - B. What alternative methods will be used (for example substituting ornamental grass for required shrubs due to poor soil conditions); and
  - C. How the proposed alternative meets or exceeds what is required.
- A. ***Approval of Alternative Landscaping Scheme.*** The Planning Commission shall review the proposed alternative landscaping scheme and determine if it is equivalent and whether it meets the intent and purpose of this section. The Planning Commission shall grant final approval, denial, or approval with amendments. When making the decision, the Planning Commission should consider the unique features of the site; the land use classification of adjacent properties; the number of plantings, species, arrangement, and coverage proposed; and the level of screening, height, spread, and canopy of the proposed plantings at maturity.

**5.8.4 Procedure for Review:** The review procedure for a PUD shall comply with the following steps:



A. **Step 1 – Preliminary Concept Meeting:** The applicant shall meet with the Planning Department to discuss the initial concepts of the PUD. The applicant shall supply preliminary information including but not limited to proposed uses, site constraints, road access, utility availability, and proposed density. Staff shall make the applicant aware of any applicable plans and ordinances. All staff comments are advisory in nature.

B. **Step 2 – Pre-Application Conference/ Pre-Planning Committee Meeting**

1. Within 90 days of the preliminary concept meeting, the applicant shall meet with the Planning Department and other departments, as appropriate, for a Pre-Planning Committee meeting.
2. The applicant shall supply preliminary information to the Planning Department in a form established by the Planning Department. Such information shall be submitted in accordance with the established Planning Commission Submittal and Review Calendar.
3. The purpose of the Pre-Planning Committee shall be to review refined plans and concepts for the PUD, the submittal requirements for the formal application, and the neighborhood meeting.

C. **Step 3 – Neighborhood Meeting**

1. Provide adequate notice to the Planning Department of the neighborhood meeting, including time, date, and location of the meeting. The meeting must be attended by a staff member of the Planning Department, and/or that Director's designee – coordination of schedules is vital to ensure staff attendance.
2. Conduct the neighborhood meeting within proximity of the location of the proposed development. If it is not possible to hold the meeting in proximity to the location of the proposed development, due to lack of public facilities, the meeting shall be held in a nearby convenient location.
3. An effort shall be made to provide adequate notice of the neighborhood meeting to the community. This notice may include but not be limited to a notice in a local newspaper or an informational letter distributed to area property owners. At a minimum, informational letters shall be distributed to property owners within a 500-foot radius of the proposed PUD. A copy of the letter shall be provided to the Planning Department.



4. Provide the Planning Department with a written summary of the meeting as part of the Concept Plan application. The summary shall include a brief description of the method used to provide notice of the neighborhood meeting to the community and highlight the primary concerns of the neighboring property owners raised at the neighborhood meeting. Staff may submit a supplemental summary with additional information if necessary.
5. The Planning Director may waive the neighborhood meeting requirement for modifications or reapplications under the following circumstances:
  - a. For reapplications: If a formal neighborhood meeting has been conducted for the PUD application in the last 12 months and no changes to the original application are being proposed.
  - b. For modifications: The proposed modifications to the PUD application will not alter the potential impact of the PUD on the neighboring properties.

**D. Step 4 – PUD Application**

1. Within 90 days of the pre-application conference, the applicant shall apply for formal review in accordance with this Article's PUD application requirements.
2. If the applicant fails to apply within 90 days of the pre-application conference, the applicant shall be required to begin the review procedure again from the pre-application conference (Step 2).

**E. Step 5 – Planning Commission Review and Recommendation:** The Municipal Planning Commission (Planning Commission) shall review the PUD application, hold a public hearing, and make a recommendation to the City Council. The Planning Commission shall recommend approval, denial, or approval with conditions within 60 days after the initial consideration of the application. The applicant may waive the 60-day time requirement and consent to an extension or extensions. Said consent shall be provided to the Planning Department in writing.

**F. Step 6 – City Council Review:** The City Council shall review the PUD application, hold a public hearing, and make a final decision. In making such a decision, the City Council shall consider but not be bound by the recommendation of the Planning Commission. The City Council shall approve, deny, or approve with conditions. The City Council may defer the application for a reasonable amount of time if more information is needed to make an informed decision. Within 30 days after approval



## EXHIBIT F

of a PUD, the zoning map will be amended to show the PUD as a zoning district.

### G. Step 7 - Site Plan and Subdivision Plat Requirements

1. If approved, the PUD Regulating Pattern Book, as described in Subsection 5.8.5(4), will become the controlling document for all future development in that established PUD zone. Parcels approved for a PUD will continue to be regulated by the Regulating Pattern Book regardless of future subdivision and sale of the property.
2. The procedure for Site Plan review will be required as established in this Ordinance.
3. The procedure for Preliminary and Final subdivision plats review will be required as established in the Shelbyville Municipal Subdivision Regulations.

**5.8.5 Application Requirements:** The **PUD** application, *as described in Section 5.8.4(D)*, shall be accompanied by a fee established by the City Council from time to time and shall include the following:

**A. Regulating Pattern Book:** The applicant shall submit 15 paper copies and 1 electronic version of the Regulating Pattern Book to the Planning Department, which shall include the following:

1. Name, address, contact information of applicant and professional architect, planner, or engineer responsible for preparing the Regulating Pattern Book.
2. A Concept Plan which contains the following minimal information:
  - i. Location, shape and size of property or properties involved in the project;
  - ii. The proposed street network within the project which shall include the location and proposed improvements of any road depicted on the Major Thoroughfare Plan. The plan shall show all proposed connections to adjacent properties;
  - iii. The location of proposed lots and an indication of the proposed uses for each lot;
  - iv. The location of common open space, pedestrian/bicycle connections, areas proposed for public use (i.e. school, fire station);



- v. For any nonresidential use show the general location of proposed buildings, parking areas, loading zones, and screening.
- 3. List of permitted uses within the development;
- 4. List of exceptions from zoning and subdivision regulations that are otherwise applicable to the property including but not limited to setbacks, lot size, and street design;
- 5. A plot plan, aerial photograph, or combination thereof depicting the subject and adjoining properties including the location of structures on-site and within two hundred feet of the subject property and the identification of the existing uses of those properties;
- 6. A graphic rendering of existing natural features including but not limited to topography, soils, woodlands, wetlands, floodplain, and existing drainage patterns which affect the property;
- 7. A map showing available utilities, easements, roadways, rail lines and public right-of-way crossing and adjacent to the property;
- 8. Architectural renderings, architectural plans, or photographs of proposed structures with sufficient clarity to convey the appearance of proposed structures. The plan shall include a written description of proposed exterior building materials, including the siding and roof materials, porches, decks, and any proposed landscaping;
- 9. For projects that include residential uses, the proposed project density including a tabulation of the maximum number of residential lots for each proposed square footage range;
- 10. For projects that include nonresidential uses, a tabulation of maximum total square feet of building floor area proposed for commercial and industrial uses, by general type of use; and the maximum total land area, expressed in acres and as a percent of the total development area, proposed to be devoted to commercial and/or industrial uses;
- 11. A tabulation of the number of lots which would be allowed under the existing zoning. Provide a detailed explanation on how this tabulation was calculated;
- 12. A tabulation and description of amenities within the PUD including the percentage of open space and usable open space;



## EXHIBIT G

13. For projects that include nonresidential uses, a photometric plan of the nonresidential areas, complete with light cut sheets and lighting fixtures examples;
  14. If the PUD is proposed to be constructed in stages during a period extending beyond a single construction season, then a Phasing plan shall be established. The Phasing Plan shall include:
    - i. The approximate date when construction of the project will begin;
    - ii. The order in which the phases will be built;
    - iii. The minimum area and approximate location of common open space and public improvements that will be required at each stage; and
    - iv. A breakdown by phase for subsections [9] and [10] above.
- B. Concept Plan:** The applicant shall submit one 24" x 36" copy of the Concept Plan, as described in Subsection 5.835(A)(2) at an appropriate scale as determined by staff.
- C. Continued Maintenance Assurance:** The applicant shall submit the proposed means of assuring the continued maintenance of common open space or other common elements and governing the use and continued protection of the planned development. Any proposed restrictions or covenants to be placed on the development shall be submitted for the record.
- D. Documentation of Adequate Public Facilities:** The applicant shall submit any applicable studies including but not limited to traffic and environmental studies and documentation that all relevant utility companies and governmental departments have been consulted and that adequate capacity exists or the applicant has agreed to upgrade the facilities.
- E. Documentation of Neighborhood Meeting:** The applicant shall submit a summary of the neighborhood meeting as described in Subsection 5.8.4(4).
- F. Additional information may be required:** The planning staff, Planning Commission or City Council may require additional information to be submitted which may be necessary to decide regarding the PUD application.

### 5.8.6 Other Issues

#### A. Modifications to a PUD:

1. Following approval of the PUD by the City Council, it is possible that as the



development of the PUD progresses, ~~modifications~~ *amendments* to the approved concept plan may be necessary for a variety of reasons. Minor modifications only require administrative approval from the Planning Director. However, major modifications, as defined below, will be subject to further review by the Planning Commission and City Council and will be required to undergo the process for PUD approval as enumerated in 5.8.4, *Procedure for Review*.

2. A written request from the developer seeking ~~a variation~~ *an amendment* to an approved planned unit development shall be submitted to the Planning Director. The request shall describe the overall effect of the proposed changes, a modified concept plan, the reasons for seeking such amendment, and provide a written description of how the proposed modifications *accomplishes* the intent of the PUD as originally proposed. Upon receipt of a complete request, the Planning Director will make a written determination on whether the proposed modification is major or minor within ten (10) business days.



3. ~~Modifications~~ **Amendments** that result in the following will be classified as major:

A. ~~The~~ proposed amendment seeks ~~to amend~~ **to change and/or remove** specific ~~condition~~ **conditions** that ~~was~~ **were** imposed by the City Council.

~~B. Proposed amendment results in the increase in the number or dwelling units (density) or maximum square footage (intensity) in the cases of non-residential PUDs~~

**B. The proposed amendment results in an increase to the number of dwelling units (increase density) or the total square footage (increase intensity) of non-residential land uses within a non-residential PUD or mixed-use PUD.**

C. ~~The proposed~~ amendment modifies the location and/or number of the primary access points **associated with the PUD.**

D. The proposed amendment reduces the amount of approved open space.

E. ~~The proposed amendment modifies any bulk and height regulations, and any other development regulations stated on the approved Concept Plan or in the approved Regulating Pattern Book.~~

4. **Amendments that result in the following will be classified as minor:**

A. **Any proposed amendment that does not meet the thresholds for a major amendment as stated in Section 5.8.6(A)(3).**

B. **Any proposed amendment that after review by the Planning Commission is deemed to not meet the thresholds for a major amendment as stated in Section 5.8.6(A)(3).**

**B. Re-application if Denied:** If an application for a PUD is denied by the City Council, a re- application pertaining to the same property with the same regulating pattern book may not be filed within nine (9) months ~~of the date final action was taken on the previous application, unless such re-application is initiated by the Planning Department or the City Council.~~ **of the date of the City Council final action. An applicant may reapply, following a denial by the City Council, if changes have been made to the Concept Plan, the Regulating Pattern Book, or the size of the property has changed.**



## EXHIBIT H

### **5.9    ~~5.8~~ FLOODPLAIN OVERLAY DISTRICT**

Current and previous Flood Plain regulations have been removed from the Zoning Ordinance and re-established as a separate ordinance administered by the Building and Codes Department. All development in the City of Shelbyville located in an area of Special Flood Hazard Area must adhere to the applicable standards contained in the current Flood Plain Ordinance





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Honorable Mayor & Members of the City Council  
From: Thomas E. Batchelor, Director of Planning & Community Development  
Date: Study Session 4/29/2025 & Business Meeting 5/8/2025  
Subject: Ordinance amending the City of Shelbyville Design Standards

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**Description:**

An Ordinance amending the City of Shelbyville Design Standards by updating Section III E, *Architectural Guidelines*, and Section III H, *Multi-Family Residential Developments*. The attached amendments to the sections arose from the review and recommendations of the Planning Commission Growth Committee to improve quality in the design for Multi-family Residential Developments.

At the March 27, 2024, regular meeting, the Planning Commission by unanimous vote recommends a Favorable Recommendation to the City Council for review and adoption. Present 9-members voted in favor, 0-opposed.

The ordinance Passed on First Reading on April 10, 2025 City Council meeting

The Public Hearing and Second Reading will be May 8, 2025.

**Economic Impact:** Increased property values with quality design.



ORDINANCE \_\_\_\_\_

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND, CITY OF SHELBYVILLE DESIGN STANDARDS BY UPDATING SECTION III (E), ARCHITECTURAL GUIDELINES, AND SECTION III (H), MULTI-FAMILY RESIDENTIAL DEVELOPMENTS, REPEAL ALL PREVIOUS ORDINANCE OR PART OF AN ORDINANCE, IN CONFLICT HEREWITH.**

**WHEREAS**, the City Council and Planning Commission recognize the importance of establishing specific design standards to ensure site planning and architectural details results in high quality development and supports the goals and values found in the *Shelbyville 2040 Comprehensive Plan*; and,

**WHEREAS**, the Planning Commission on May 23, 2024, regular meeting, formed a subcommittee, known as the “Planning Commission Growth Committee” comprised of members of the Planning Commission selected by the Mayor and support from the Planning Department to evaluate and recommend improvements to the adopted maps, *City of Shelbyville Municipal Zoning Ordinance*, and *Shelbyville Municipal Subdivision Regulations*; and,

**WHEREAS**, on January 6, 2025, the Planning Commission Growth Committee reviewed the proposed amendments to architectural design standards for multi-family residential developments in the *City of Shelbyville Design Standards*; and,

**WHEREAS**, the proposed amendments to the *City of Shelbyville Design Standards* were shared with all Planning Commission members during a review and commenting period from January 31, 2025, to February 13, 2025; and,

**WHEREAS**, the Planning Commission Growth Committee receiving comments from the Planning Commission members and incorporating into these amendments, hereby recommends to the Planning Commission amendments to the *City of Design Standards* Section III (E) and Section III (H); and,

**WHEREAS**, the Planning Commission reviewed the proposed amendments to the *City of Design Standards* Section III (E) and Section III (H); on their March 27, 2025, regular meeting, and,

**WHEREAS**, the Planning Commission favorably recommended such amendments at their March 27, 2025, regular meeting; and,



**WHEREAS**, the Mayor and City Council reviewed the proposed amendments to the *Shelbyville Design Standards* at their April 1, 2025, Study Session; and,

**WHEREAS**, the Mayor and City Council believe it is in the best interest of the City of Shelbyville to enact the proposed amendments to the *City of Shelbyville Design Standards* to ensure standards are of high quality for development in the City.

**NOW, THEREFORE**, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:

**Section 1:** The *City of Shelbyville Design Standards* Section III E, subsection “b”, by amending language below and shown highlighted in Exhibit “A” of the same:

- 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.

**Section 2:** The *City of Shelbyville Design Standards* Section III H, “Multi-Family Residential Developments” amending language in subsection “a”, “b”, “c”, “f” and “g” below and shown highlighted in Exhibit “B” of the same:

- a. 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.
- b. 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.
- c. Townhome and Condominium buildings should contain no more than six (6) units per building
- f. 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.
- g. Generally, there should be articulation, change of color, or material for each 20 feet in the exterior walls, or alternating façade plane.



**Section 3.** That any Ordinance, or part of an Ordinance in conflict therewith be repealed; and

**Section 4.** That said Ordinance shall go into effect 15 days following the passage by the City of Shelbyville Mayor and City Council.

**APPROVED:**

\_\_\_\_\_  
**Randy Carroll, Mayor**

\_\_\_\_\_  
**Date**

**ATTESTED:**

\_\_\_\_\_  
**Lisa Smith, City Recorder**

\_\_\_\_\_  
**Date**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**Ginger B. Shofner, City Attorney**

\_\_\_\_\_  
**Date**

**Ordinance First Reading:** \_\_\_\_\_

**Ordinance Public Hearing:** \_\_\_\_\_

**Ordinance Second Reading:** \_\_\_\_\_



# 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.



c. Rooftop Utilities

- Screen all rooftop mechanical and communications equipment from public view from adjacent streets and adjoining developments. Exceptions may be allowable when topography or other unchangeable conditions, such as elevated roadways, do not permit services to be sufficiently screened.
- Rooftop screening shall be integrated into the architecture of the building in terms of massing, materials, and details. Ideally, the screening for rooftop equipment shall be part of the roof form. Rooftop utilities and mechanical systems should 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.



Service bays and garages should be oriented away from the public domain.



Architectural elements and landscaping help define building entrances.



Buildings should have a defined base and cap.



Varying material colors and types allow this building to provide unique storefronts for each business.



Variations in roof line add interest and provide screening of rooftop utilities.



Elements of a building's architecture are coordinated with the site elements.



## 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.

- a. 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.
- b. 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.
- c. Townhome and Condominium buildings should contain no more than six (6) units per building
- d. A planting strip having a minimum width of 20 feet is required for properties fronting on arterial streets to reduce light and noise.
- e. Buildings should face streets, the common open spaces, and internal private streets.
- f. 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.
- g. Generally, there should be articulation, change of color, or material for each 20 feet in the exterior walls, or alternating façade plane.
- h. 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.
- i. 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.
- j. Trim, eaves, and soffits may incorporate the use of vinyl, aluminum, and other materials approved by the International Residential Code as adopted.
- k. Avoid repetition and apply subtle variations to building setbacks, planes, rooflines, and use architectural features such as awning, light fixtures, and eave details.
- l. No wall or window mounted air conditioning or heating units may be installed or placed in any window.
- m. 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.



Ordinance No. 2023-1204

**An Ordinance of the City of Shelbyville, Tennessee to Adopt the Design Standards for the City of Shelbyville, Tennessee.**

**WHEREAS**, the City Council and the Planning Commission of the City of Shelbyville recognize the importance of establishing specific urban design standards to ensure the integration of site planning and architectural details that result in high quality and compatible development; and

**WHEREAS**, the Planning Commission requested that the Planning Department develop urban design standards that will provide consistently applied design direction for projects during a period of increased development growth with competing public and private priorities; and

**WHEREAS**, the Planning and Community Development Department, in response, has developed the Design Standards derived through an intensive analysis of existing urban design policies found in the Shelbyville 2040 Comprehensive Plan, Spark Shelbyville, and from discussions with the Planning Commission and other stakeholders; and

**WHEREAS**, the Design Standards support the built environment goals and values found in the Shelbyville 2040 Comprehensive Plan, Spark Shelbyville, that calls for new projects to be contextual and reflect existing neighborhood architecture and urban patterns; contribute high quality design to the city based on best professional standards and practices; enhance neighborhood uniqueness and cultural character; support an active pedestrian environment and human-scaled design; and reinforce sustainability practices; and

**WHEREAS**, the Municipal Planning Commission finds that it is in the best interests of the City to adopt the attached Design Standards.

***NOW, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:***

- A. That the Design Standards Manual is adopted as the official Design Standards applicable to all site plan applications within the City of Shelbyville.

**WHEREUPON**, the Mayor declared the resolution adopted, affixed a signature and the date thereto, and directed that the same be recorded.

**PASSED AND ADOPTED** in regular session of the City Council of the City of Shelbyville, Tennessee, on JUN 8, 2023.

APPROVED

  
Randy Carroll, Mayor

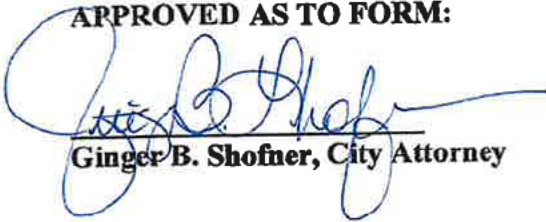


**ATTEST:**

  
Lisa Smith, City Recorder

1<sup>st</sup> Reading: 5/11/2023  
Public Hearing: 6/8/2023  
2<sup>nd</sup> Reading: 6/8/2023

**APPROVED AS TO FORM:**

  
Ginger B. Shofner, City Attorney



# City of Shelbyville, Tennessee





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# City of Shelbyville Design Standards

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## **I. INTRODUCTION**

Shelbyville's residents are increasingly demanding higher design standards for the built environment. There is also a growing realization of the importance of preserving the natural features of the land. Shelbyville residents wish to preserve a small-town atmosphere, while at the same time accommodating growth in a manner which preserves the quality of life. These are the challenges addressed in these design standards as the population in Shelbyville continues to grow.

## **II. GOALS FOR COMMUNITY APPEARANCE AND CHARACTER**

### **A. Natural Character**

New developments within Shelbyville should enhance and preserve the natural character of the city. Of special importance is the retention of mature trees and vegetation; the preservation of topography and other natural features where feasible; and the ensuring that new buildings sit within a landscaped setting. Guidelines and landscape designs will be addressed later in this manual for specific landscaping requirements.

### **B. Compatibility**

New buildings should be compatible with neighboring buildings, assuming that neighboring structures are a credit to the community. That does not imply uniformity of architectural style; rather, a sympathetic response to the height, scale, materials, color, site location, and other aspects of nearby structures.

### **C. Screening Utility Areas**

Utilitarian elements such as mechanical equipment, solid waste storage, loading docks, and the like shall be designed and screened from public view. Similarly, wherever practical, vehicle parking areas should be screened from the public view.



### III. SPECIFIC STANDARDS

#### A. SITE GUIDELINES

##### 1. Topography and Vegetation

- a. Buildings and improvements on the site should be organized to minimize changes to existing topography and the loss of existing mature vegetation.
- b. Smooth topographic transitions should be provided at the edges of properties. Slopes greater than 3:1 run to rise should be avoided wherever possible.
- c. Buildings should be situated to minimize destruction of existing vegetation. All existing trees with trunks over eight (8) inches in diameter (measured four feet above grade) should be shown on plans and, where proposed to be removed, justifications should be provided.
- d. Changes in elevation may be used along the perimeter of sites to reinforce planting screens. The slope of earth should not exceed 3:1 run to rise, and should be planted with ground cover or shrubs to prevent erosion.
- e. A minimum of 15% of all trees on any site are required to be protected. Tree protection measures are required to be included in all site plans. Tree protection involves activities designed to preserve and protect tree health by avoiding damage to tree parts such as roots, trunk, and crown.

##### 2. Run-off

- a. In order to minimize run-off and provide adequate open space, sites shall have a minimum pervious area of 20%.
- b. Peak post-development run-off rates from a site shall meet all the requirements of the City of Shelbyville Stormwater Management Manual.
- c. Where run-off rates require detention areas, the areas should be designed as a public amenity and be aesthetically pleasing to the public view. Use storm water retention ponds to create new park-like settings or natural areas within a development.
- d. Wetland areas, which are important for storm water retention, should be maintained in an undisturbed form.
- e. Flood prone areas and flood fringe areas should remain undisturbed.



Terrace parking lots to allow for grade change and minimize impact on a site.



Minimize the grading required on a site and allow for the retention of existing tree by organizing buildings on the site.



Stormwater retention ponds can be designed as a site amenity.



Landscaped basin areas can create natural areas within a development.



### 3. Curb Cuts and Site Entrances

- a. Whenever possible, adjacent site entrances should be combined.
- b. All site entrances shall be designed and located in accordance with the City of Shelbyville Subdivision Regulations and the relevant provisions of the City of Shelbyville Zoning Ordinance.

### 4. Sidewalks

- a. Sidewalks are required on both sides of the street.
- b. Sidewalk materials should blend with the natural landscape, avoid slick concrete or asphalt. Examples of acceptable finishes are broom finished, colored and exposed aggregate concrete, and brick or unit pavers.
- c. The width of sidewalks is specified in the City of Shelbyville Subdivision Regulations.
- d. Where space permits, sidewalks should be set back at least 3 feet from the curb.

### 5. Building Orientation

- a. Landscaping should be located between buildings and streets so that structures appear to be set in landscaped surroundings.
- b. Orient the front facades and main entrances of new buildings to public streets. If a building does not have public street frontage, it should be oriented to any public space or its most visible side from the public realm.
- c. Buildings should respect the orientation of neighboring buildings and neighboring developments. Front facades should face front facades, and sides should face sides.
- d. Avoid orienting the back of a building to the front of another building, especially at a transition between land uses. Front-to-front relationships are preferred.
- e. Use compact building arrangements to reduce the feeling of seas of parking, encourage pedestrian activity and define space.
- f. Orient service areas to limit their impact on the public realm, on the development, and on any neighboring developments or uses.
- g. Provide breaks in large developments and building masses to allow pedestrian connections between developments.
- h. The amount of parking spaces in the frontage should be minimized. Where parking lots front on public streets, they should be buffered by landscaping.
- i. When all sides of a building are seen from public rights-of-way, they should be constructed to screen utility areas.



The use of pavers and the addition of low-level landscaping help define pedestrian areas at corners.



Landscaping is provided between the building and street.



Buildings oriented to most visible side of the public realm. Facades facing facades.



## 6. Site Elements

The design of all site elements, including benches, trash receptacles, railings, bollards, and planters, should be incorporated as integral features of any development. These items should be coordinated with the architecture of the building or development and its lighting, as well as its signage, in style, materials, and color. All elements associated with one building or development should be of the same color, materials, and design character. The use of treated lumber or unfinished wood is discouraged.

### a. Bollards and Fences

- Bollards and fences should be painted to match the associated building, preferably dark colors.
- Bollards should be at least three inches in diameter.

### b. Benches, Chairs, and Tables

- Appropriate materials are metal, stone, or wrought iron.

### c. Planters

- Planters should be compatible with other site and building elements.
- Planters may not be constructed of unfinished wood or plastic.
- Alternate materials can be considered on a case-by-case basis.

### d. Trash Receptacles

- Trash receptacles should be compatible with other site and building elements.
- Metal, wrought iron, stone, or other durable materials are preferred.



Site furnishings like benches and trash receptacles should complement each other.



These bollards define the pedestrian area and match the other site elements.



## B. PARKING AREAS

Cars are so much a part of everyday life that space needs to be made for them wherever people live, work, and play. These guidelines will address how parking can be adequate and convenient, yet unobtrusive. These techniques are applicable to surface parking and parking structures for commercial, office, industrial, and multi-family residential uses. Refer to the Zoning Ordinance for additional requirements.

### 1. General Parking Guidelines

- a. See the City of Shelbyville Zoning Ordinance for parking requirements.
- b. The number and width of curb cuts should be the minimum necessary for effective on- and off-site traffic circulation. Whenever possible, curb cuts should be combined with adjacent entrances.
- c. All parking areas should be designed as an integral character-defining feature of the development to contribute to the quality of the image of the city. Use landscaping, pedestrian amenities, paving, and site features to achieve this goal.

### 2. Surface Parking Lots

- a. Reduce the amount of excess parking lots and spaces through such methods as providing pull-in spaces in front of shops, sharing parking lots between uses, and creating on-site overflow lots.
- b. To reduce the scale of parking lots, they should be divided into modules, or multiple smaller lots. Use techniques such as the natural topography, logically placed landscaped pedestrian paths to destinations, and linear aisles of plantings to separate parking areas.
- c. Portions of the parking should be located to the rear and sides of buildings whenever possible, limiting the amount of parking between the street and principal buildings oriented to the street.
- d. Screen parking lots from streets, parks, pedestrian spaces, and from adjoining developments using low fences or walls, and/or evergreen plantings that are at least 3 feet high.
- e. Provide landscaping within parking areas. Refer to the Parking Lot Landscape Guidelines, page 9, for specific guidelines.
- f. Accommodate pedestrian needs within parking areas.
  - Provide clear pedestrian paths and crossings from parking spaces to main entrances and to the street.
  - Plan parking so that it least interferes with appropriate pedestrian access and connections to adjoining developments.
  - Walkways within parking areas should be a minimum of five feet wide, not including any car overhang space.
  - Orient parking bays perpendicular to building entrances to allow pedestrian movement down, rather than across, rows of parking.



Pedestrian-only walkways and landscaping help reduce the scale of parking areas.



A large landscaped island within this parking lot helps to soften the appearance of a large expanse of asphalt.



### 3. Multi-family and Attached Residential Garages

- a. Reduce the visibility of garages in multi-family and attached housing; do not allow a garage to become the primary architectural feature when a development is viewed from the street.
- b. Place garages behind the building setback and behind the main facade of the building, preferably facing the side or rear of the lot.
- c. Place garages and parking in the rear with alley access when feasible.

### 4. Bicycle Parking

- a. If bicycle parking facilities are provided, they should be located in designated areas close to buildings and pedestrian paths.
- b. Coordinate the design, materials, and color of the bicycle racks with other site elements.



Bicycle parking should be located in convenient locations and fit into the overall design of a project.



Rear-loaded townhouses provide a continuous front or "face" and have garages facing the rear of the property.



## C. OPEN SPACE, LANDSCAPING, AND SCREENING

Landscaping plays many roles in a community. It provides scale and enclosure; it provides shade and buffers; and it creates cool, inviting gathering places in commercial districts and residential areas alike. It can tie together the character of a development, reinforce connections between neighborhoods, and provide a barrier to unsightly views. All developments should include well-designed open spaces and landscaping as an integral part of the project to highlight entryways, soften parking lots and buildings, buffer the transitions between uses, and create an image of quality throughout Shelbyville.

### 1. General Landscape Guidelines

- a. In order to minimize run-off and provide adequate open space, sites shall have a minimum pervious area of 20%.
- b. Landscaped areas shall be located along site edges, within parking areas, along unlined drainage or storm water management structures and retention areas, around buildings, and at building entries. Use combinations of fencing, trees, shrubs, and other landscaping features to provide screens for service areas, parking, and utilities.
- c. Evergreen plantings, which provide affective screening year-round, shall be used and enriched with plants of seasonal color variation.
- d. Landscape zones should be consolidated into areas large enough to give a natural character to a site rather than randomly distributed in small and narrow open spaces that do not match the context and scale of the project.
- e. Use street trees along pedestrian routes to provide shade and to define edges.
- f. Open space and landscaped areas shall be covered with a variety of trees, shrubs, ground cover, and sod. The use of mulch is encouraged to stabilize soil and landscaping areas.
- g. When possible, the use of existing natural features and open spaces can provide an effective transition between uses. Otherwise, the design of a green space, man-made retention basin, or plaza can provide a public amenity and soften a transition.
- h. All planting must be maintained by the respective property owners or owners' association.

### 2. Preservation of Existing Natural Features

- a. The existing topography and vegetation shall be preserved intact as much as possible to minimize disruptions in drainage.
- b. Large existing specimen trees and existing forested areas shall be incorporated into site design to the extent possible, and such features as mature woods and riparian areas shall be retained.



Natural areas and trails can be created in otherwise unusable areas.



Landscaping placed along a retaining wall can soften the appearance of the wall.



Retention areas can provide a public amenity



### 3. Street and Site Perimeter Landscaping

A consistent landscape treatment along public streets enhances the appearance of the public domain and provides an attractive unified setting for variations among individual developments.

- a. Where possible, sidewalks should be set back a minimum of three feet from the curb to provide a grass area between the pedestrian space and vehicular traffic. If a space greater than five feet is provided between the sidewalk and curb, the placement of additional landscaping is encouraged in that area. Planting is not permitted within utility easements.
- b. Street trees should be planted along streets and behind sidewalks to visually define them, enhance the pedestrian environment, and increase pedestrian comfort and safety by providing a barrier between the traffic and the sidewalk. Planting of trees should avoid conflict with overhead electric and street lighting.
- c. Refer to the landscape design in the Appendix of this document for additional landscape requirements.

### 4. Entryway Landscaping

- a. All entry signs and features to developments shall be highlighted with ornamental shrubs, ground cover, and small trees in addition to the required street tree landscaping.
- b. The design of entryway landscape features should respond in scale to the entry, the buildings, and the plant material of the rest of the site, to reinforce the character of the development.
- c. Landscaping at corners of intersections and of driveways should be carefully designed so as not to block sight lines and create a safety hazard for vehicles and pedestrians.

### 5. Building Foundation Landscaping

Buildings shall be softened with landscaping and pedestrian amenities where there are not building entrances or active storefronts. Use ornamental plants and ground covers with evergreen plantings as a backdrop. Building foundation landscaping shall be designed to respond in scale to the building and in plant material to the rest of the site. Walkways along these buildings should be separated from the building by a landscape area.



Landscaping can be provided along the perimeter of developments while still allowing views into the site,



The overall appearance of a development can be improved with landscaping along entrances and between uses within the development.



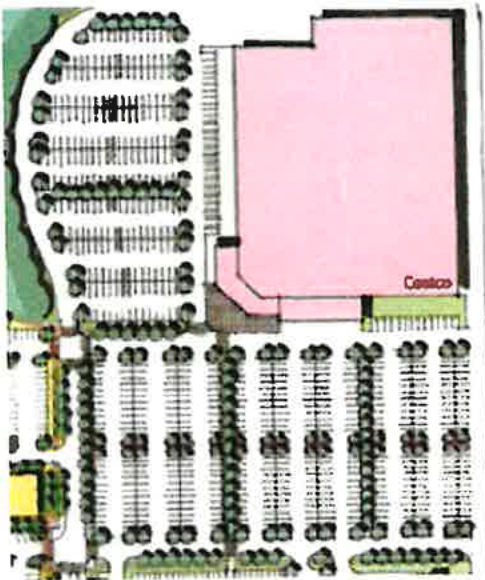
Foundation landscaping can soften a building's appearance and scale.



## 6. Parking Lot Landscaping

The landscaping of the interiors and perimeter of parking lots is required. Landscaping the interiors of parking lots softens the appearance of large expanses of pavement and provides shade for pedestrians and vehicles.

- a. The interiors of surface parking lots should have no more than fifteen spaces without a landscape island, which should be a minimum of 9 feet long to match the length of the parking spaces and 5 feet in width to provide adequate space for landscaping.
- b. Perimeter parking lot landscaping with a minimum depth of 3 feet shall be provided for all parking lots, to screen parking from view from streets, public areas, and adjacent uses. The use of landscaped hedges, low walls or a combination of these techniques, are effective screening methods.
- c. All parking lot landscape areas should contain trees as the primary landscape element to provide shade and visual barriers. Trees should be complemented by the use of drought-tolerant shrubs, ground cover, and ornamental plants.
- d. All parking lot landscaping should take into consideration the safety and visibility of pedestrians and vehicles, keeping hedges, walls, and groundcover low enough for safe visibility by pedestrians throughout parking areas, and from within cars, especially at entrances.
- e. Clear pedestrian connection routes from the parking area to the building entrance locations shall be included in the site plan.



Illustrative site plan for a parking lot



Parking areas adjacent to streets without landscaping dominate the site and are not allowed.



Landscaping can help reduce the visual impact of parking areas from street views.



## D. FENCES, WALLS, AND SCREENING

Fences and walls help define edges along major roadways and property lines and provide screening when landscaping alone is insufficient. They can serve as screens for service and loading areas. A buffer of landscaping, possibly in combination with a fence or wall, can serve to screen less intensive uses from undesirable views, noise, and light.

### 1. Locations of screening, fences, and walls

- a. Fences, walls, entrances and screens should be located and designed so as not to compromise safety by obstructing vision, especially at intersections. Refer to the Zoning Ordinance for specific requirements for the unobstructed view within the required sight triangle.

### 2. Design of screening, fences, and walls

- a. Choose high-quality designs and materials, such as: brick, stone, metal, and wood. Select materials used elsewhere on the property or the structures within the site. The use of brick, stone, and metal is encouraged because of their durability and the reduced cost of maintenance for homeowner associations and property owners.
- b. Chain link, or preferably vinyl-coated chain link fencing, may be used for industrial facilities, government facilities, animal care facilities, and public and/or institutional sports facilities.
- c. Use a scale and level of ornateness of the design on any new walls and fences that relate to the scale and ornateness of the building(s) within the site. Use simpler designs on small lots.
- d. Avoid exceeding the average height of other fences and walls of surrounding properties. A screening wall surrounding a dumpster, for example, shall be of sufficient height to screen the dumpster box from public view. Similarly, a screening wall, landscaping treatment, or hedges shall be of sufficient height to fully screened ground-mounted mechanical equipment.
- e. Design fences to be attractive from the public realm as well as functional for screening. Fence stringers (the structural framing of the fence) shall be located facing the interior of the lot or development, with the finished side facing out toward the public realm.

### 3. Industrial

- a. Chain link or preferably vinyl-coated chain link fencing may be allowed for side and rear yards of industrial sites that abut industrially zoned property.



Walls help define property boundaries and screen between land uses.



Screen walls around mechanical units and utility services can be part of the building.



Dumpster enclosures should match the building materials and be enhanced with landscaping.



#### 4. Multifamily and Single Family Residential

- a. For front yard fencing in residential areas, opaque fencing should be avoided except for brick walls. Appropriate fencing types include wood picket fencing, ornamental metal, brick walls, and combinations of brick and ornamental metal.
- b. Fencing for rear yard can be achieved by using either opaque fences, walls, or an evergreen planting scheme that combines evergreen trees and shrubs for a more naturalistic design approach.
- c. Privacy screening shall be provided in cases where single-family residential lots back up to Common Open Space areas adjacent to roadways.

#### 5. Screening Between Land Uses

- a. Transitional landscape screening between uses and developments should consist of a densely planted buffer strip to provide an adequate visual screen. The screen should be of appropriate plant materials to form an effective buffer for all seasons. Mature vegetation should be retained in such areas and supplemented as necessary by new vegetation to screen sight lines.
- b. Transitional screening must include an opaque fence six feet in height. Alternatively, the opaque fence can be replaced by a wall, or an evergreen planting scheme that combines evergreen trees and shrubs for a more naturalistic design approach.
- c. Sound protection in the form of solid fences or walls should be provided where service areas are adjacent to residential areas. Additional planting area may be required to provide for adequate screening.
- d. Transitional screening shall be located outside any rights-of-way or easements.
- e. Refer to the Landscape Design B-1 in the Appendix of this document for an acceptable example of transitional screening designs.



Screening with low wall and plant material.



Planting of double rows of large evergreens and a wooden privacy fence provide fuller visual screening.



A masonry wall with landscaping separates a residential area from an adjacent roadway.



## 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 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.



c. Rooftop Utilities

- Screen all rooftop mechanical and communications equipment from public view from adjacent streets and adjoining developments. Exceptions may be allowable when topography or other unchangeable conditions, such as elevated roadways, do not permit services to be sufficiently screened.
- Rooftop screening shall be integrated into the architecture of the building in terms of massing, materials, and details. Ideally, the screening for rooftop equipment shall be part of the roof form. Rooftop utilities and mechanical systems should not be visible from adjacent streets and shall not be visible to adjacent residential areas.



Service bays and garages should be oriented away from the public domain.



Architectural elements and landscaping help define building entrances.



Buildings should have a defined base and cap.



Varying material colors and types allow this building to provide unique storefronts for each business.



Variations in roof line add interest and provide screening of rooftop utilities.



Elements of a building's architecture are coordinated with the site elements.



## F. SIGNAGE

The overall objective of the sign standards is to ensure that signage does not detract from Shelbyville's environment. The emphasis is on using signage for identification purposes, not predominantly for advertising.

Steps can be implemented to improve the problem of visual clutter associated with signs by reducing the total number of signs and the height of signs. Sometimes this requires that there be a trade-off whereby signs may be permitted to be larger so long as each large sign effectively eliminates multiple signs as in a shopping center with multiple businesses.



The size and colors used on this sign met local standards and still allow for easy identification.



Appropriate materials and landscaping improve the overall look of signs.



A single large sign is provided for a business .



## G. LIGHTING

Lighting plays an important role and can reinforce an image within a site or along a corridor, or at an intersection when coordinated between sites. Lighting serves to illuminate parking areas and pedestrian paths and may be used to highlight architectural features and displays.

### 1. General Lighting Guidelines

- a. Lighting should provide appropriate and desirable nighttime illumination for all uses on and related to the site to promote safety and should be kept to the minimum level necessary for safety.
- b. Lighting should be designed as part of the architectural and landscape themes of the site. Coordinate the design of lighting fixtures with other site elements, with the architecture of the building, and with the lighting of surrounding developments and public spaces.
- c. Cut-off style lighting fixtures are required to minimize light pollution to adjoining properties. No direct lighting is permitted on adjacent properties.
- d. A lighting plan is required for all applications. A photometric plan may be required to confirm lumen levels at property line.
- e. Coordinate the lighting plan with the landscape plan to ensure pedestrian areas are well lit and that any conflict between trees and light fixtures is avoided.
- f. Lighting design should take neighboring uses into consideration.

- g. Ground-oriented, pedestrian-scale lighting may be used as an alternative to standard pole-mounted fixtures along pedestrian paths to parking lots and other destinations.
- h. Parking areas shall not be lighted by building mounted light fixtures. All wall mounted lights shall be downward directed, not outward.
- i. Lighting for all recreational facilities shall be reviewed on a case-by-case basis. New sports lighting systems shall be furnished with glare control. Lighting fixtures shall be mounted and aimed so that illumination falls within the primary playing field and immediate surroundings so that no direct light illumination is directed off site.



Unshielded floodlights are not acceptable.



Gooseneck light fixtures that are not angled downward leave the bulbs exposed and create glare.



Utilize shorter light poles in parking areas when possible.



Decorative pole fixtures used in a parking lot.



Gooseneck light fixtures angled and shielded so that the bulbs are not exposed.



## **H. Multifamily Residential Developments**

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

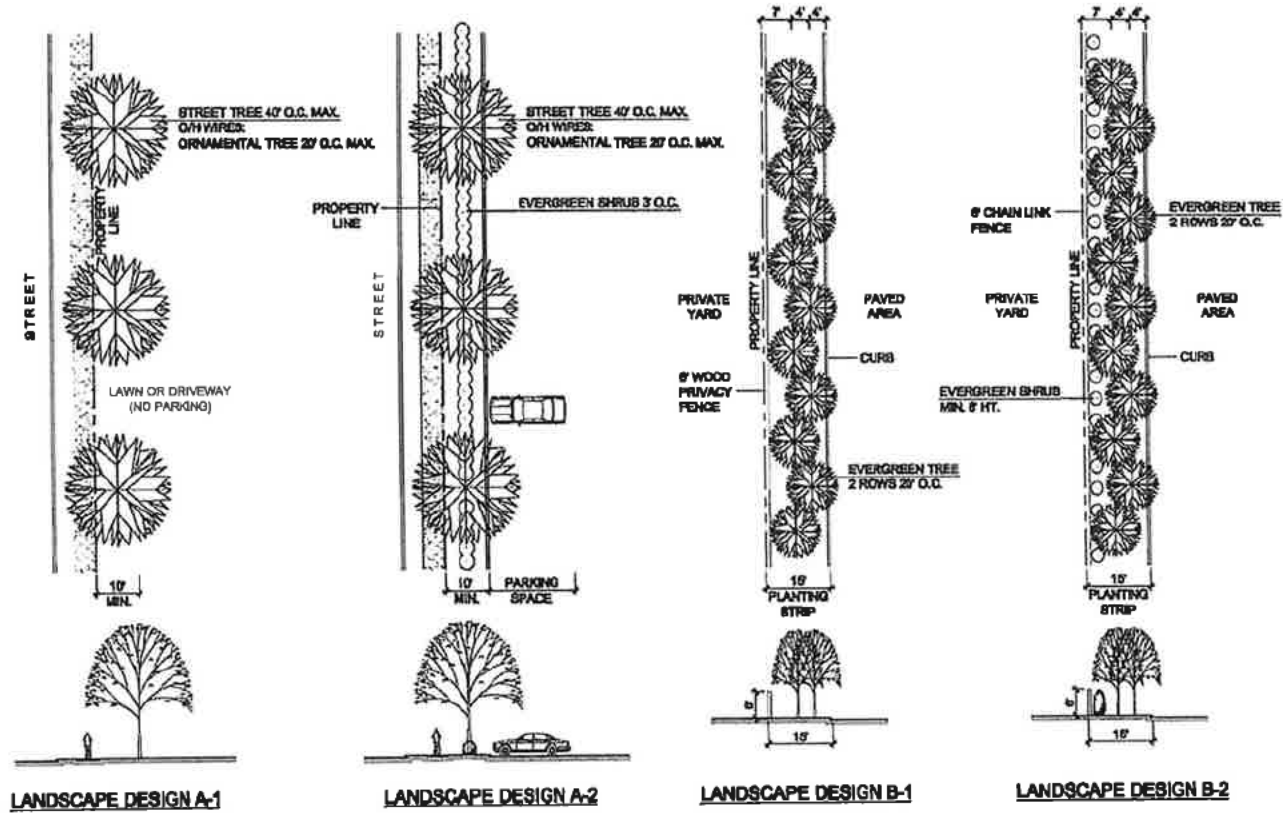
- a. Open space and/or recreational areas shall be integrated into the overall design of the project, and must constitute at least 10 percent of the total area of the site.
- b. Multifamily buildings should be compatible with and make respectful transitions to their neighborhood context. Proportional 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.
- c. A planting strip having a minimum width of 20 feet is required for properties fronting on arterial streets to reduce light and noise.
- d. Buildings should face streets, the common open spaces, and internal private streets.
- e. Buildings should be articulated into smaller segments. This can be accomplished with façade composition, changes of plane, breaks created by balconies or stairs, change of roof line, or changes of material.
- f. Avoid long uninterrupted exterior surfaces, including blank walls. Generally, there should be articulation, change of color, or material for each 20 feet in the exterior walls.
- g. The front façade 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.
- h. 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.
- i. Trim, eaves, and soffits may incorporate the use of vinyl, aluminum, and other materials approved by the International Residential Code as adopted.
- j. Avoid repetition and apply subtle variations to building setbacks, planes, rooflines, and use architectural features such as awning, light fixtures, and eave details.
- k. No wall or window mounted air conditioning or heating units may be installed or placed in any window.
- l. 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.



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## APPENDIX - LANDSCAPE DESIGNS







City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Mayor and City Council  
From: Lisa Smith, City Recorder  
Date: SS 4/29/2025 & Business Meeting 5/8/2025  
Subject: Budget Amendments for FY 2024-2025 – Public Hearing & 2<sup>nd</sup> Reading

---

**Description:** An Ordinance for the Budget Amendment to the FY 24-25 Budget.

This Ordinance passed a First Reading and is being presented on May 8<sup>th</sup> City Council meeting for a Public Hearing prior to the 2<sup>nd</sup> Reading.

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ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO MAKE AMENDEMENTS TO THE ADOPTED BUDGET ORDINANCE (AS AMENDED) OF THE CITY OF SHELBYVILLE, TENNESSEE VARIOUS FUNDS, FOR THE FISCAL YEAR 2024-2025, THE PERIOD ENDING JUNE 30, 2025.

WHEREAS, The Mayor and City Council of the City of Shelbyville on June 25, 2024, following public hearing adopted Ordinance No. 2024-1227 establishing the Fiscal Year 2024-2025 Annual Budget; and

WHEREAS, the City of Shelbyville, Tennessee is in need to make various adjustments and amendments to various funds within the Budget for FY 2024-2025 to reflect changes in revenues and expenditures.

NOW, THEREFORE, BE IT ORDAINED by the City of Shelbyville, Tennessee, as follows:

Section 1: That the FY 2024-2025 Annual Budget is amended in the following amounts:

SEE ATTACHMENT 1

Various Funds

Section 2: That this Ordinance shall repeal any Ordinance or parts of any Ordinance in conflict herewith, and shall take effect immediately upon its passage on second and final reading, and after public hearing, the general welfare of the City requiring same.

APPROVED:

\_\_\_\_\_  
Mayor Randy Carroll

ATTEST:

\_\_\_\_\_  
City Recorder Lisa Smith

APPROVED AS TO FORM:

1<sup>st</sup> Reading: \_\_\_\_\_  
Public Hearing: \_\_\_\_\_  
2<sup>nd</sup> Reading: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

\_\_\_\_\_  
City Attorney Ginger Shofner



## BUDGET AMENDMENTS / APRIL 2025

## 110 GENERAL FUND / 703 STATE STREET AID FUND / 707 HOTEL-MOTEL FUND / 807 CAPITAL PROJECTS FUND

				To appropriate funds to purchase properties needed in order to initiate Phase I of the Riverview District Project which includes acquiring property, expanding Fly Center parking, stormwater improvements, paving, and underground utilities. The Council approved \$185,000 plus closing costs in July 2024 and up to an additional \$25,000 in Nov 2024 to purchase these properties including the condemned 1/4 interest parcel on S. Spring St.
807-27100	Fund Balance - Capital Projects	210,000		
807-41990-906	Land Acquisition		210,000	
110-27100	Fund Balance - General Fund	36,000		To appropriate funds for 12 Flock Safety LPR's (license plate readers) at an annual cost of \$3,000/each for the Police Department to utilize as approved by the Council in October 2024.
110-42100-294	Lease & Rental of Equipment		36,000	
707-27100	Fund Balance - Hotel/Motel Fund	25,000		To appropriate funds for two items as approved by the Council in October 2024...First, a \$10,000 contribution to the Chamber of Commerce toward A Bedford County Christmas event on the Square on Dec. 3rd (\$5,000 was already budgeted for the Chamber) and secondly, \$20,000 for Special Events/Activities to include Christmas decorations, etc.
707-41605-789	Tourism - Special Events		20,000	
707-51000-792	Chamber of Commerce		5,000	
807-27100	Fund Balance - Capital Projects	25,000		In November 2024 the Council approved a \$770,000 cash match to be appropriated as needed for the New Soccer Fields project. This match along with the city's land match (valued at \$1,730,000) adds up to the city's \$2.5 million match of the State's \$2.5 million grant award. At this point, we do not know if we will need any funds prior to June 30, 2025; however, this amendment for \$25,000 gives us appropriated funds in FY24 if needed.
807-44400-975	Soccer Fields Capital Project		25,000	



			ATTACHMENT #1 (Cont'd)	page 2
BUDGET AMENDMENTS / APRIL 2025				
110 GENERAL FUND / 703 STATE STREET AID FUND / 707 HOTEL-MOTEL FUND / 807 CAPITAL PROJECTS FUND				
807-27100	Fund Balance - Capital Projects	6,823		In October 2024, the Council approved for the Mayor to sign a Work Order with Garver for Project #1 of the Community Project Funding (Aircraft Run-up Area). The dollar amount of the Work Order is \$68,230 which is 90% covered by grant funds. The local match is \$6,823.
807-36660	Airport Grant	61,407		
807-44800-916	Aircraft Run-up Area		68,230	
807-27100	Fund Balance - Capital Projects	3,750		In December 2024, the Council approved for the Mayor to sign a Work Order with Garver to develop utility corridors to serve existing and future hangar development within the midfield development area. The dollar amount of the Work Order is \$75,000 which is 95% covered by grant funds. (90% Federal, 5% state, and 5% local match).
807-36660	Airport Grant	71,250		
807-44800-909	Infrastructure - Midfield Utilities		75,000	
807-27100	Fund Balance - Capital Projects	19,422		To appropriate funds for the emergency purchase of an HVAC unit for the Airport as approved by the Council in January 2025.
807-44800-951	Building Improvements - Airport		19,422	
807-36475	Fire Grant - Capital Projects	28,000		In February 2025, the Council voted to accept the Firehouse Subs Public Safety Foundation Grant in the amount of \$27,999.99 to be used to purchase an ATV for the Fire Department.
807-42200-958	Vehicles - Fire Dept. Capital Projects		28,000	



## BUDGET AMENDMENTS / APRIL 2025

## 110 GENERAL FUND / 703 STATE STREET AID FUND / 707 HOTEL-MOTEL FUND / 807 CAPITAL PROJECTS FUND

110-27100	Fund Balance - General Fund	77,002		To appropriate funds to hire three (3) additional Firemen to help address staff shortages as approved by the Council in February 2025. Estimated annual payroll and benefit costs are \$231,005 with approximately \$77,002 needed to fund these positions for the remainder of FY24.
110-42200-121	Wages - Full-time (Fire Dept.)		57,500	
110-42200-141	Social Security Employer Match		4,402	
110-42200-142	Medical Insurance		15,100	
110-27100	Fund Balance - General Fund	250,000		To appropriate additional funds for legal fees related to the ongoing Local Option Sales Tax lawsuit as approved by the Council at their March 2025 meeting.
110-41990-127	Professional Services		250,000	
703-27100	Fund Balance - State Street Aid	20,000		To appropriate funds for the purchase of additional road salt for Public Works as approved by the Council at their March 2025 meeting. This particular purchase totaled \$17,327.34.
703-43100-490	Salt Expense		20,000	
110-36350	Insurance Recoveries	76,923		To appropriate funds received from insurance recoveries to the budgets of the departments that incurred the losses and made the repairs. Claims included repairs to a garbage truck, cemetery fence, fire trucks, bulldozer, pickup truck, and traffic light electric box at the intersection of Whitthorne and Madison Streets.
110-42200-261	Mtn & Repair Vehicles - Fire Dept.		7,804	
110-43100-261	Mtn & Repair Vehicles - Streets		2,729	
110-43100-262	Mtn & Repair Equipment - Streets		10,092	
110-43100-266	Mtn & Repair Facilities - Streets/Traffic Light Electric Box		51,775	
110-43200-261	Mtn & Repair Vehicles - Sanitation		3,338	
110-43400-266	Mtn & Repair Facilities - Cemetery		1,185	



			ATTACHMENT #1 (Cont'd)	page 4
BUDGET AMENDMENTS / APRIL 2025				
110 GENERAL FUND / 703 STATE STREET AID FUND / 707 HOTEL-MOTEL FUND / 807 CAPITAL PROJECTS FUND				
110-27200	Desig. Fund Balance-Sex Offender Registry	933.98		To appropriate/move funds from the Sex Offender Registry Designated Fund Balance to the Police Dept. budget to be used to purchase a computer for this program.
110-42100-390	SOR-related purchases - Police Dept.		933.98	
110-27205	Designated Fund Balance - Fire Dept.	8,488		Public donations have been made to the Fire Dept. to be used to purchase toys for children at Christmas, etc. This amendment will appropriate a portion of these funds from the Fire Dept. Designated Fund Balance to the Fire Dept. operating budget for this purpose.
110-42200-790	Miscellaneous - Fire Dept.		8,488	
706-27100	Fund Balance - Drug Fund	2,000		The Police Dept. now has two canines to use for drug-related policing activities. This amendment appropriates additional funds for their care and also includes the purchase of a bite suit, etc.
706-42100-781	Drug Dog Expense		2,000	
110-27100	Fund Balance - General Fund	32,800		The State of Tennessee paid two certified officer training supplements to Police Departments in 2024. The second supplement was posted to the city books on 6/30/24; however, it wasn't paid to the officers through payroll until after 7/1/24. Therefore, we need to increase this line item in the FY25 Police Dept. Operating budget.
110-42100-135	Salary Supplement - Police Dept.		32,800	





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Honorable Mayor & Members of the City Council  
From: Thomas E. Batchelor, Director of Planning & Community Development  
Date: Study Session 4/29/2025 & Business Meeting 5/8/2025  
Subject: 1<sup>st</sup> Reading: 138 McDale Ln (TRACT 1) rezoning from R-2, Medium Density Residential, to R-4, High Density Residential (MAJORITY FAVORABLE RECOMMENDATION, 6-favorable, 1-opposed)

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**Description:**

An ordinance for 1<sup>st</sup> Reading to rezone a parcel, approximately (+/-) 8.75 acres addressed as 138 McDale Ln., referenced in Bedford Co. tax records as Tax Map 069 Parcel 031.00, staff identifies as "Tract 1", Pleasant M. England (Roger Rich), property owner.

At the February 27, 2024, regular Planning Commission meeting, by majority vote, the Commission is recommending a Favorable Recommendation to the City Council for review and adoption of the rezoning of the reference parcel from R-2 to R-4. Present 6-members voted in favor, 1-opposed.

At the April 10, 2025, City Council deferred this item to the May Study Session for further discussion.

If approved, the ordinance will proceed to the June 12, 2025 City Council meeting for Public Hearing and 2<sup>nd</sup> Reading. If unapproved the ordinance will fail.

**Economic Impact:**

1. Taxes will increase to commercial rate.
2. Parcel is vacant at this time. Higher tax revenue is anticipated once developed.



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF APPROXIMATELY (+/-) 8.75 ACRES OWNED BY PLEASANT M. ENGLAND ADDRESSED AS 138 MCDALE LANE, REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL 031.00 ("TRACT 1"), AND ATTACHED AS EXHIBIT "A", AND EXHIBIT "B-FINAL PLAT", FROM RESIDENTIAL-2 (R-2, MEDIUM LOW DENSITY RESIDENTIAL) TO RESIDENTIAL-4 (R-4, HIGH DENSITY RESIDENTIAL) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

WHEREAS, the Future Land Use Map and Comprehensive Plan, also known as, "Spark Shelbyville 2040" adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

WHEREAS, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

WHEREAS, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

WHEREAS, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

WHEREAS, the parcel addressed as 138 McDale Lane and identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 1"), is classified as "Bypass Corridor" Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan; and,

WHEREAS, the applicant is requesting rezoning of approximately (+/-) 8.75 acres referenced in Exhibit A and Exhibit B-Final Plat to R-4, a zoning district consistent with the Character Area and compatible with the neighboring land uses; and,

WHEREAS, the Planning Commission at the regular meeting on February 27, 2025, in the majority voted to provide a favorable recommendation to the City Council and providing a resolution of the same; and,

Now, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:

1. The City Council of the City of Shelbyville approves this rezoning and amendment to the Official Zoning Map, as supported by the Planning Commission by recommendation and resolution, for approximately (+/-) 8.75 acres, addressed as 138 McDale Lane and identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 1"), which is shown in in Exhibits "A" and Exhibit B-Final Plat, below from the R-2 to the R-4 zoning district.
2. This Ordinance will take effect 15 days after its final approval.



**APPROVED:**

\_\_\_\_\_  
**Randy Carroll, Mayor**

\_\_\_\_\_  
**Date**

**ATTESTED:**

\_\_\_\_\_  
**Lisa Smith, City Recorder**

\_\_\_\_\_  
**Date**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**City Attorney Ginger Shofner**

\_\_\_\_\_  
**Date**

**Ordinance First Reading:** \_\_\_\_\_

**Ordinance Public Hearing:** \_\_\_\_\_

**Ordinance Second Reading:** \_\_\_\_\_



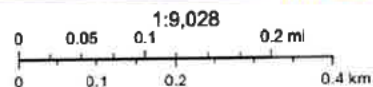
## EXHIBIT A

Bedford County - Parcel: 069 031.00



Date: February 23, 2025

County: BEDFORD  
Owner: ENGLAND PLEASANT M  
Address: MCDALE LN 138  
Parcel ID: 069 031.00  
Deeded Acreage: 0  
Calculated Acreage: 12.4



State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI, NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.









## PLANNING COMMISSION SUMMARY

Date 02/27/2025 From: Thomas E. Batchelor, Director

Application Type: **Rezoning from R-2 to R-4**

Project Name: 138 McDale Ln Rezoning Zoning: R-2 (On or Before 2008)

Total Area: Split / "Tract 1" is 8.75 Acres

Applicant/Owner: Pleasant England (Roger Rich, Owner)

History: Initial Application (New). Related applications are SR437 Rezoning application, to C-2, Minor Subdivision creating two parcels.

### SUMMARY.

1. Tax assessor initially notified the Planning Department of an improper subdivision of this parcel (TN Law permits the subdivision to allow lots to be subdivided having more than 5 acres for original and created parcels. The north Tract 1 is 8.75 acres and south Tract 2 is 4.76
2. This application was originally scheduled for January 2025 PC meeting but had not met all the requirements for a completed application (multiple concurrent applications required to achieve the intentions of the owner).
3. **This parcel is currently 1-lot zoned R-2. In 2012, SR4347 ("BYPASS") was completed and topographically 'splitting' the parcel and essentially creating two (2) parcels. (*Editor emphasis to understand the inherent barriers in the related applications*)**
4. The Owner applied concurrently with this application for Minor Subdivision to create the 2-parcels and rezone Subject to R-4, High Density Residential, and South C-2, General Business.
5. From Staff Report, the rezoning is consistent and compatible with Future Land Use Map, Comprehensive Plan, Major Thoroughfare Plan, and neighborhood conditions.
6. **BARRIER.** During minor subdivision, the south Tract 2 requires sewer and water extension to be created. This activity will occur during the development of Tract 2 and rezoning to C-2 is necessary for the development.

### STAFF OPINION AND RECOMMENDATION.

1. As reflected in the Staff Report, Staff practice requires subdivision *BEFORE* rezoning to avoid *Split zoning*. However, this condition is unique as summarized above.

Editor Note.

Full package for this application is available in Dropbox and OneDrive.



2. The *Shelbyville Municipal Zoning Ordinance* and *Shelbyville Municipal Subdivision Regulations* do not specifically disallow Split zoning. In this example, the split zoning is a *STEP-PROCESS* to meet the desired goals of the Applicant.
3. The rezoning is consistent with adopted plans and growth policies of the City and because of the human-made 'border' created by SR437, the recommendation is to support the application.

**ENCL.** February 2025 PC Staff Report, PC Resolution, Rezoning Ordinance, Application



**CITY OF SHELBYVILLE PRE-PLANNING**

**FINAL COMMENT SHEET**

**Date of Circulation for Review:** Monday, February 3, 2025  
**Date of Pre-Planning Meeting:** Monday, February 10, 2025  
**Date Comments Sent:** Friday, February 14, 2025  
**Type of Project:** REZONING  
**Type of Approval:** PC / CITY COUNCIL

---

**Project Name:** Rezoning 138 McDale Lane ("Tract 1")  
**Project Description:** Rezoning of approximately 8.75 acres of parcel fronting on McDale Lane from R-2, Medium Low Density Residential to R-4, High Density Residential  
**Applicant:** Owner  
**Representative:** St. John Engineering  
**Property Owner:** Pleasant M. England  
**Current Zoning:** R-2, Medium Low Density Residential  
**Parcel ID:** Tax Map 069 Parcel No 031.00

---

**Police Department:**

1. No comments at this time. **SATISFIED.**

**Fire Department:**

1. No comments at this time. **SATISFIED.**

**Building and Codes:**

1. No comments at this time. **SATISFIED.**

**Planning:**

1. This application was delayed because subdivision was improperly performed. Application to subdivide North and South parcels (In this review cycle) needs to be



- approved and recorded BEFORE rezoning application may be considered by Planning Commission. **GENERAL COMMENT.**
2. Application to rezone south portion (South of SR437) in same review cycle. Application to subdivide North and South parcels (In this review cycle) needs to be approved and recorded BEFORE rezoning application may be considered by Planning Commission. **GENERAL COMMENT.**
  3. Art. III, Sec. 3.11.1(B). Adjoining property owners are required to be notified by Certified Mail. Receipts have been submitted. **GENERAL COMMENT.**
  4. Refer to Initial Analysis Below.

#### **Shelbyville Power, Water, and Sewer**

1. Water/Sewer. This lot will require public water and sewer main extensions. **GENERAL COMMENT.**
2. Power: Will need to coordinate with SPS for power requirements. **GENERAL COMMENT.**

#### **Engineering and Public Works:**

1. No engineering comments..**SATISFIED.**

#### **REZONING ANALYSIS – BASIS.**

##### **Zoning History.**

1. Property owner met with Staff around October-November 2024 to discuss rezoning from current R-2, Medium Low Density Residential, to R-4, High Density Residential. R-2 zoning of the subject parcel is found in city zoning map as early as 2004.
2. Topics discussed included consistency and compatibility with Future Land Use Map and Comprehensive Plan Character Area for the parcel.
3. Staff included City Engineer, SPS power and water/sewer, Public Works, SWM, and Planning.
4. Applicant indicated the parcel to the South is to be zoned C-2, General Commercial.
5. There is a potential purchaser of the proposed C-2 zoning parcel for a commercial type of use.



Basis for Analysis.

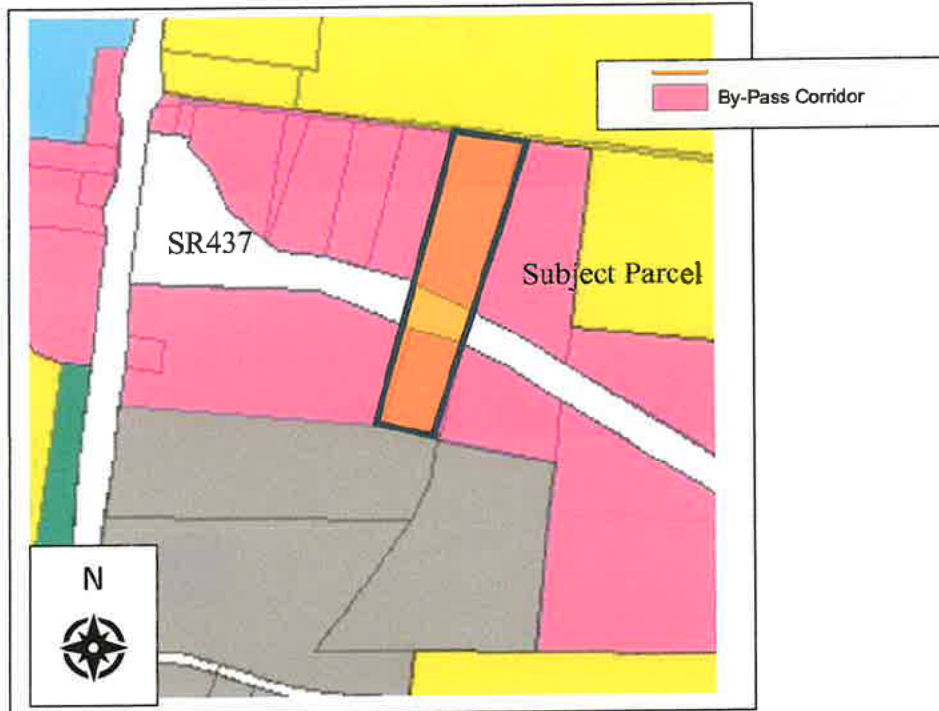
*Planning staff has adopted the following basis when reviewing rezoning applications to justify consistency and compatibility with City adopted maps and plans and identify where maps and plans may need to be improved or amended.*

1. Analysis is based on consistency and compatibility with City adopted maps and plans such as the Future Land Use Map, Character Area from the Comprehensive Plan, Major Thoroughfare Plan and city policy. These adopted plans and maps help to guide growth and development policies.
2. Zoning map and ordinance is referenced for detailed development standards for each land use designation and correlated with the Future Land Use Map and Comprehensive Plan to functionally coordinate the regulations and plans guiding future growth.
3. Underlying zoning of the neighborhood and adjoining parcels to avoid 'spot zoning' and because future land use policies and zoning regulations correlate to function in simultaneous cooperation towards the common development and growth goals.
4. Comparison for compatibility of potential highest and best use of the requested rezoning to existing neighborhood land use conditions.
5. Other considerations include whether a new zoning district has the potential to create adverse impacts such as noise, pollutants, etc., and may consider the effects of cumulative adverse impacts.
6. Identify conflicts, incompatibility, and inconsistencies within the adopted plans, maps, and regulations that may require future amendment and improvement.



### Initial Analysis.

1. From the Future Land Use Map and Comprehensive Plan, both the sending parcel and receiving parcel are in the Bypass. Corridor Character Area.



### **CHARACTER.**

The By-Pass Corridor Character Area is an important transportation link around the northside of City.

- *The intent of this Character Area is to provide a flexible set of growth and development policies for a new corridor that will complement the existing residential and non-residential development existing along this corridor, while opening new areas for appropriate development.*
- *The development pattern is largely unestablished and should be expected to evolve. Changes to the area are likely and are encouraged as development and redevelopment occurs.*
- *The new development should focus on a mix of local, regional retail uses and personal services that provide markets for customers if they have direct access to the By-pass.*
- *Hospitality, retail, restaurant, high density residential, and industrial/warehousing uses are particularly appropriate for these areas.*
- *The maximum residential density in this Character Area under a Mixed and Residential PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District.*



- *The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.*

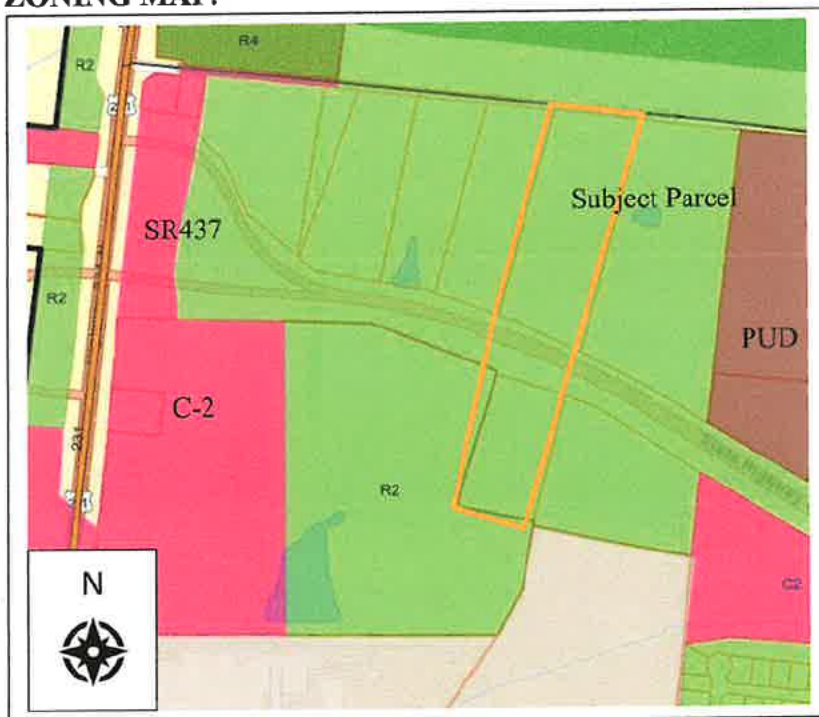
**PRIMARY FUTURE USES (Most Appropriate).**

- *Mixed use development is the most appropriate use.*
- *Planned Multifamily Residential, Restaurant, Office, Commercial, and Hospitality uses are all appropriate. Industrial/warehousing uses may be considered on a case-by-case basis related to site context.*
- *Only parcels with direct frontage on the By-Pass Road may be commercial or high density residential.*

**2. Zoning Map and Zoning Regulation and Existing Neighborhood Conditions.**

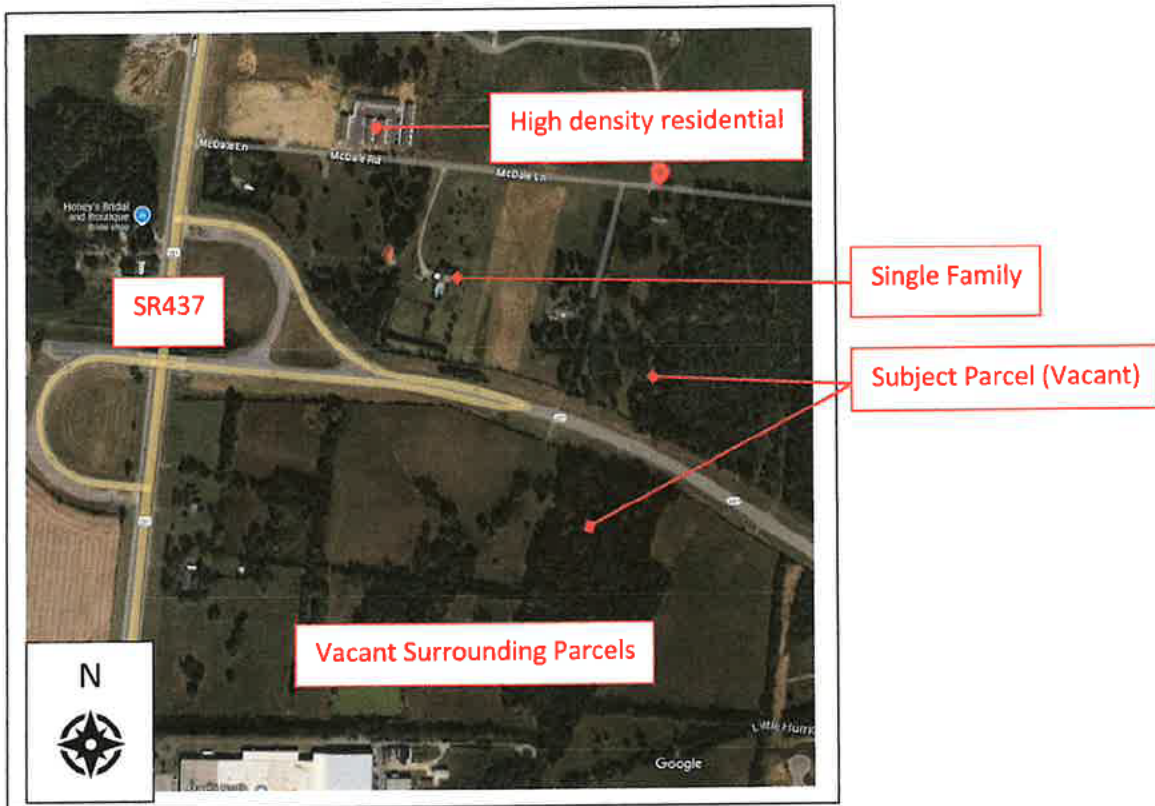
**CURRENT ZONING AND ADJACENT ZONING DISTRICTS.** Current land use surrounding the Subject Parcel are R-2, Medium Low Density Residential.

**ZONING MAP.**





## NEIGHBORHOOD.



## FUNCTIONAL CLASSIFICATION OF MCDALE LANE AND SR437 (From TDOT Long Range Planning Division, 07/27/2018 and City Major Throughfare Map).

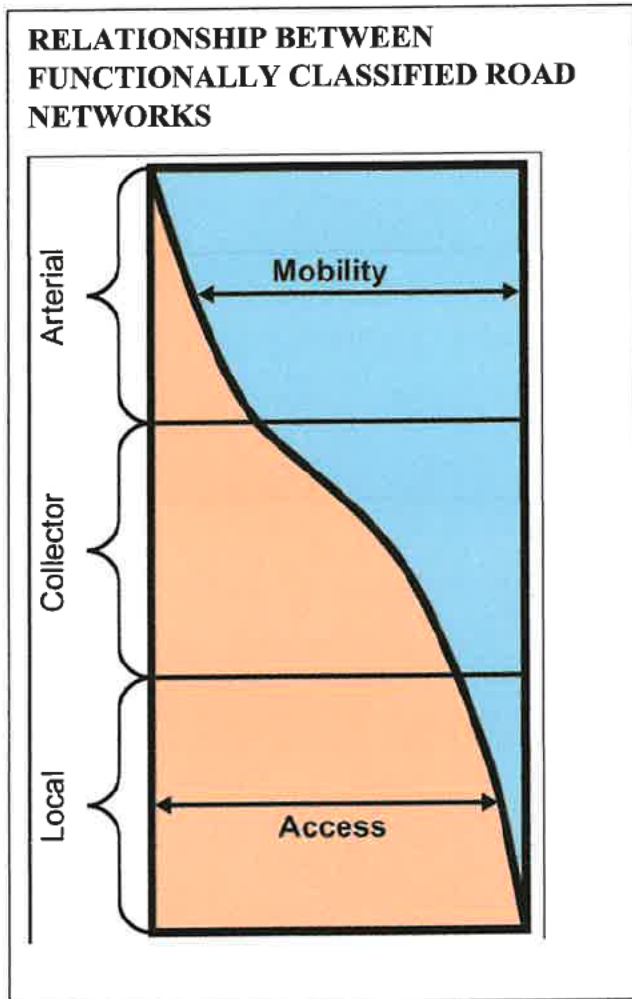
- McDale Lane is a Local Road.
- SR437 (Bypass) is a Principal Arterial and part of the National Highway System.

### DEFINITIONS.

Local Roads. Local Roads provide limited mobility and are the primary access to residential areas, businesses, farms, and other local areas. Local roads, with posted speed limits usually between 20 and 45 mi/h, are many roads in the U.S

Arterials. Arterials include freeways, multilane highways, bypasses and other important roadways supplementing the Interstate System. Arterials connect, as directly as practicable, the principal urbanized areas, cities, and industrial centers. Land access is limited. Posted speed limits on arterials usually range between 50 and 70 mi/h.





**PENDING SUBDIVISION REQUIRING APPROVAL AND RECORDING.**







**STAFF CONCLUSION.**

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, once subdivision plat is recorded, 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. For the reference reasons, Staff is providing a FAVORABLE RECOMMENDATION for the rezoning.

Staff is requesting the Planning Commission upon thorough review to provide a FAVORABLE recommendation to the City Council for further review and adoption.

**PROCEDURAL NOTIFICATION.**

1. **THERE IS A MINOR SUBDIVISION PLAT REQUIRED TO BE RECORDED BEFORE THE 02/27/2025 Commission meeting.** If not recorded, there is no legal lot to rezone and the application as desired by the applicant and will need to be DEFERRED until the following meeting or such time the plat may be recorded, unless requested in writing otherwise by the applicant.
2. If a not deferred or delayed, the application will advance to the March 4, 2025 City Council Study Session.
3. March 13, 2025, 1<sup>st</sup> Reading.
4. If approved, April 10, 2025 Public Hearing and 2<sup>nd</sup> Reading.



**Resolution PC2025-001**

**A RESOLUTION OF THE SHELBYVILLE MUNICIPAL PLANNING COMMISSION TO RECOMMEND FAVORABLY TO CITY COUNCIL OF THE REZONING APPLICATION FROM RESIDENTIAL-2 (R-2) MEDIUM LOW DENSITY RESIDENTIAL TO RESIDENTIAL-4 (R-4), HIGH DENSITY RESIDENTIAL ZONING DISTRICT, FOR APPROXIMATELY (+/-) 8.75 ACRES ADDRESSED AS 138 MCDALE LANE IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL 031.00 ("TRACT 1"), AND RECOMMEND TO CITY COUNCIL THE REPEAL OF ANY ORDINANCE OR PART OF AN ORDINANCE IN CONFLICT HEREWITH.**

WHEREAS, the City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan, also known as, Spark Shelbyville, adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

WHEREAS, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate the general location, distribution, and extent of land uses within the Community; and,

WHEREAS, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

WHEREAS, future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

WHEREAS, the applicant is requesting a recommendation to City Council from the Municipal Planning Commission for the review and adoption of the rezoning from Residential-2 (R-2), Medium Low Density Residential, to Residential-4 (R-4) High Density Residential zoning district as submitted for review of approximately (+/-) 8.75 acres identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 1"); addressed as 138 McDale Lane; and,

WHEREAS, the referenced parcel is classified as "Bypass Corridor" Corridor Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan and rezoning to R-4 is consistent with the adopted maps and growth development policies of the City, and compatible with the existing adjacent neighborhood land use and zoning pattern; and,



WHEREAS, the approval and recommendation, does not, in any way, indicate or imply approval by the City of Shelbyville of site plans or specific thereof; and,

WHEREAS, after final approval of the rezoning by the City Council, the applicant shall submit technical documents to the City for technical evaluation and review, with ultimate approval authority lying in the Building Code Official; and,

WHEREAS, the Planning Commission during their regular meeting of February 27, 2025, recommends favorably to the City Council for the rezoning.

**NOW, THEREFORE, MAY IT BE RECOMMENDED FAVORABLY** and further review for adoption for referenced parcel from R-2 to R-4 to the Shelbyville City Council this day, February 27, 2025

APPROVED:

\_\_\_\_\_  
Bo Gill, Substitute Chairman

ATTESTED:

\_\_\_\_\_  
City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
Ginger Shofner, City Attorney



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF APPROXIMATELY (+/-) 8.75 ACRES OWNED BY PLEASANT M. ENGLAND ADDRESSED AS 138 MCDALE LANE, REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL 031.00 ("TRACT 1"), AND ATTACHED AS EXHIBIT "A", AND EXHIBIT "B-FINAL PLAT", FROM RESIDENTIAL-2 (R-2, MEDIUM LOW DENSITY RESIDENTIAL) TO RESIDENTIAL-4 (R-4, HIGH DENSITY RESIDENTIAL) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

WHEREAS, the Future Land Use Map and Comprehensive Plan, also known as, "Spark Shelbyville 2040" adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

WHEREAS, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

WHEREAS, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

WHEREAS, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

WHEREAS, the parcel addressed as 138 McDale Lane and identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 1"), is classified as "Bypass Corridor" Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan; and,

WHEREAS, the applicant is requesting rezoning of approximately (+/-) 8.75 acres referenced in Exhibit A and Exhibit B-Final Plat to R-4, a zoning district consistent with the Character Area and compatible with the neighboring land uses; and,

WHEREAS, the Planning Commission at the regular meeting on February 27, 2025, in the majority voted to provide a favorable recommendation to the City Council and providing a resolution of the same; and,

Now, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:

1. The City Council of the City of Shelbyville approves this rezoning and amendment to the Official Zoning Map, as supported by the Planning Commission by recommendation and resolution, for approximately (+/-) 8.75 acres, addressed as 138 McDale Lane and identified in Bedford County tax records as Tax Map 069 Parcel 031.00 ("TRACT 1"), which is shown in in Exhibits "A" and Exhibit B-Final Plat, below from the R-2 to the R-4 zoning district.
2. This Ordinance will take effect 15 days after its final approval.

**APPROVED:**



\_\_\_\_\_  
**Randy Carroll, Mayor** **Date**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**City Attorney Ginger Shofner** **Date**

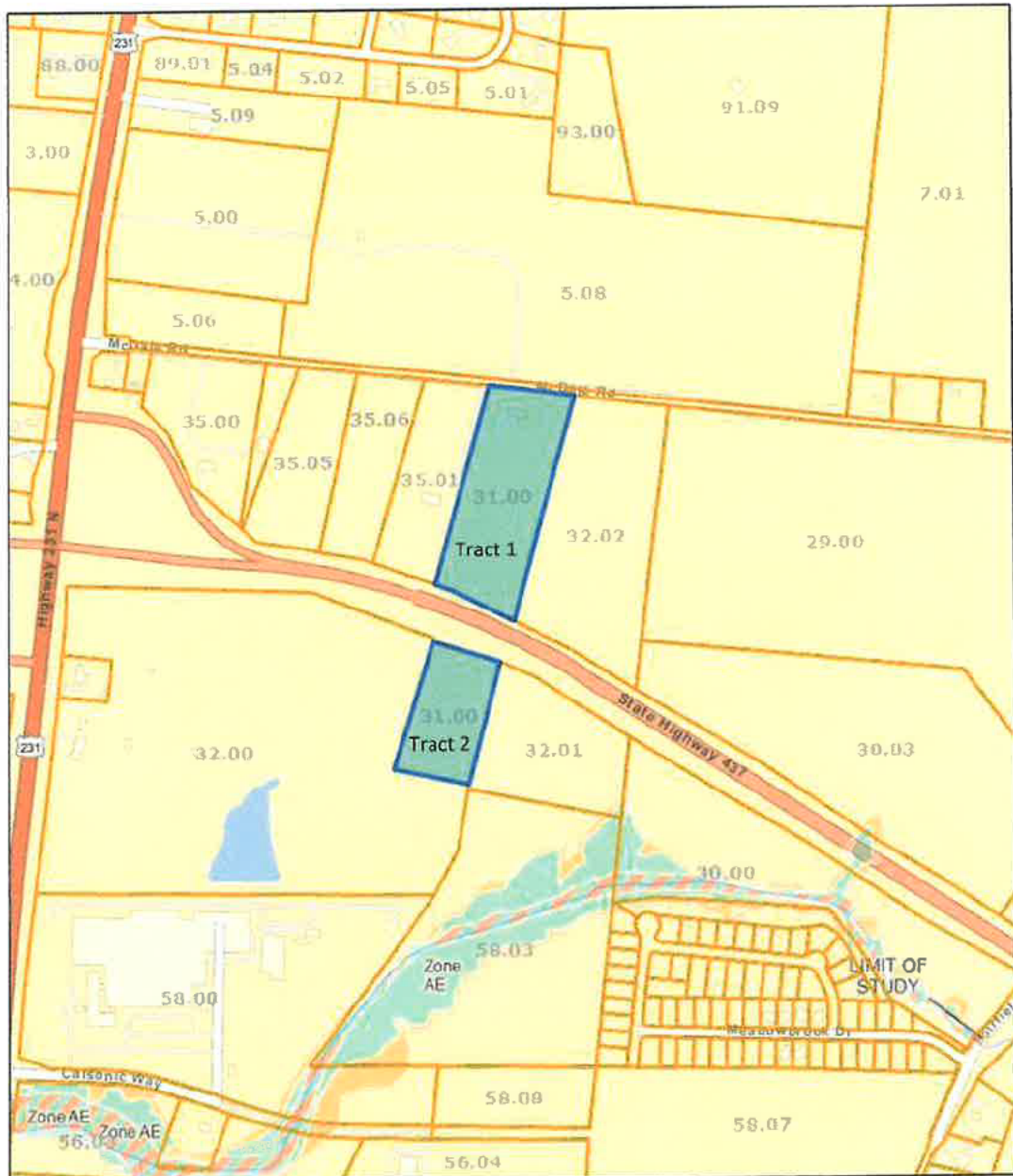
**ATTESTED:**

\_\_\_\_\_  
**Lisa Smith, City Recorder** **Date**



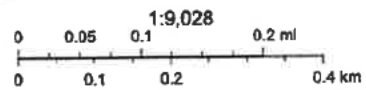
**EXHIBIT A**

**Bedford County - Parcel: 069 031.00**



Date: February 23, 2025

County: BEDFORD  
Owner: ENGLAND PLEASANT M  
Address: MCDALE LN 138  
Parcel ID: 069 031.00  
Deeded Acreage: 0  
Calculated Acreage: 12.4

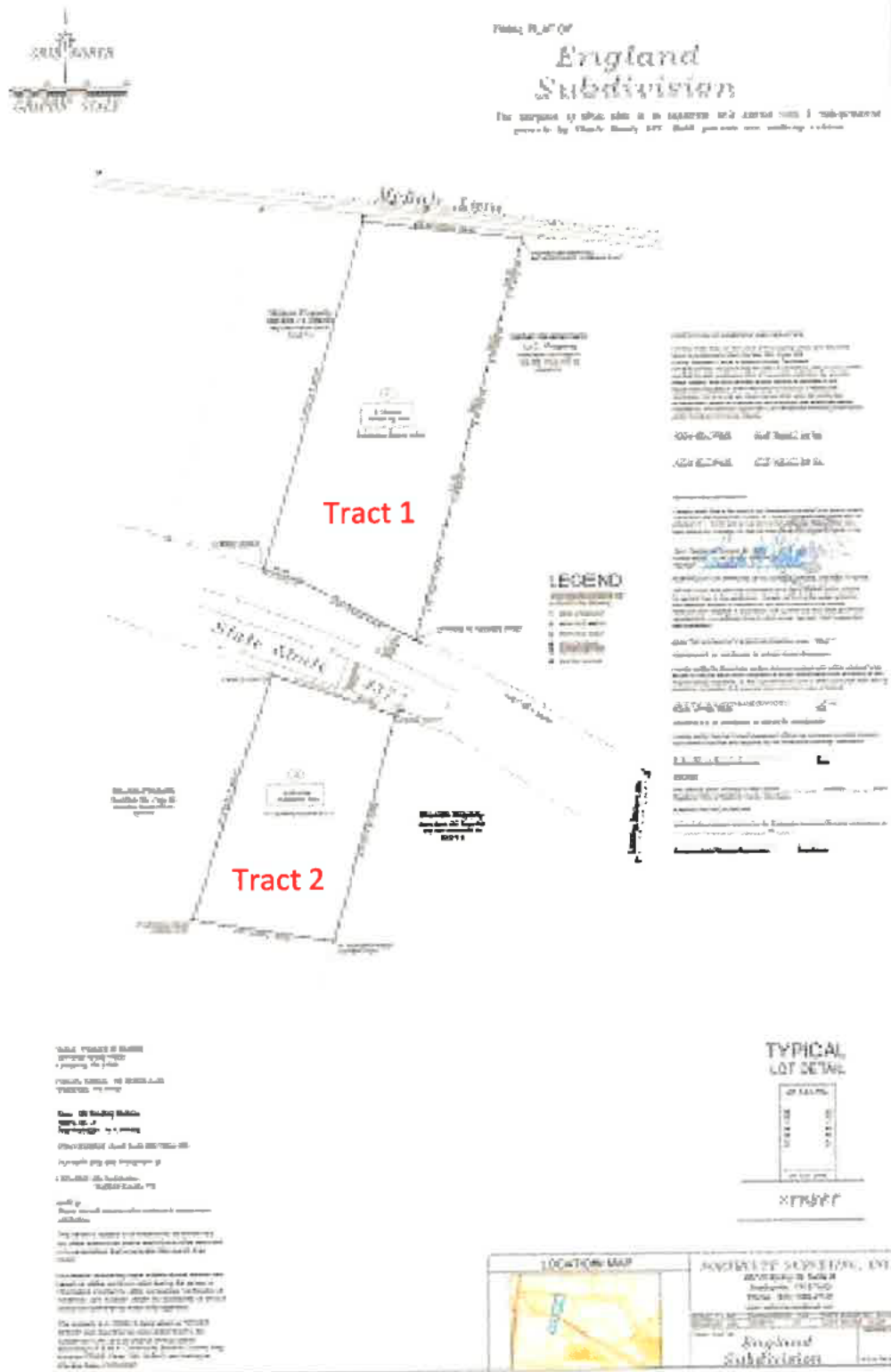


State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI, NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.



# EXHIBIT B-FINAL PLAT





**CITY OF SHELBYVILLE, TENNESSEE  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT  
REZONING APPLICATION**

**PLEASE NOTE:** Failure to complete the process below will result in an incomplete application. Applications will not be considered until all items are submitted timely.

**APPLICATION PROCEDURE:** A complete application consists of the following submitted to the Planning and Community Development Department (PCD) Department in accordance with the approved Submittal Calendar to be placed on the current month's agenda:

1. Completion of this application and application fee submitted via cash or check to the City of Shelbyville. Please make checks payable to the City of Shelbyville.
2. Notification letters must be sent by Certified Mail to all adjoining property owners. All Certified Mail Receipts must be provided to the PCD by the applicant one week before the date of the Planning Commission meeting. The green "Certified Mail Card" should have in the "Sender" box: City Hall, Attn: Planning Department, 201 N. Spring Street, Shelbyville, TN 37160.



**REZONING PROCEDURE:**

**Planning Commission:** Once all application materials are received, the application will be placed on the Planning Commission's agenda for the month appropriate for submittal timing. Applicants or their representatives are highly encouraged to attend the Planning Commission meeting. The Planning Commission will hear the application, and give a recommendation to the City Council for approval or denial of the request. If recommended for approval, the application automatically moves forward to the City Council for consideration, unless the applicant requests otherwise.

**City Council:** The City Council will have a first reading (one month), and then a public hearing and second & final reading on the application (one month). If approved, the new zoning designation goes into effect fifteen (15) days after the Public Hearing/ 2<sup>nd</sup> & Final Reading. On the 15<sup>th</sup> day, the property is eligible for development under the new zoning classification.



**OWNERS OF RECORD:** Please note that all property owners of record must be denoted below. If there are additional Owners of Record, please provide their information on another sheet and attach to this application. Married individuals may be listed on this form as one

Name: Pleasant M. England

Address (no P.O. Box Numbers):

Phone Number: (

Email:

**PROPERTY OWNER'S REPRESENTATIVE** – This person shall serve as the applicant on behalf of the Property Owner(s) listed on this application. This person shall serve as the City of Shelbyville's primary contact during the review process. The Property Owner(s) agree that this person shall have the full authority to speak to and make representations to City staff about the project on behalf of the Property Owner(s).

Name: Scot St. John, St. John Engineering, LLC

Address (no P.O. Box Numbers): 923 Jackson Street, Manchester, TN 37355

Phone Number: ( 931 ) 728-2638

Email: sstjohn@stjohnengineering.com

#### PROPERTY INFORMATION

Property Address (if not numbered, nearest major cross streets): 138 McDale Lane

Tax Map and Parcel Number(s): 069 031.00

Total Acreage of Property: 13.43 ac

Current Zoning of Property: R-2

Requested Zoning Classification: R-4

Current Use of Property: Undeveloped



**REQUIRED SIGNATURES**

Property Owner Signature and Date Pleasant M. England 12/5/24

Property Owner Signature and Date \_\_\_\_\_

Property Owner's **Representative** Signature and Date [Signature] 12/5/24

**IMPORTANT DATES**

**Date and Time of Planning Commission Meeting:** \_\_\_\_\_ at 6:00 PM

Recreation Centre, Meeting Room B, 220 Tulip Tree Road

**Submit**

For Office Use Only	
Date Application Received:	
Amount of Fee Received:	
Planning Commission Resolution No.:	Status:
City Council Ordinance No.:	Status:
Notification Letter Sent to Property Owner(s):	





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Honorable Mayor & Members of the City Council

From: Thomas E. Batchelor, Director of Planning & Community Development

Date: 04/25/2025

Subject: Ordinance to Rezone 231 N Tract 1 (Tax Map 069 P/O Parcel 04.00) from R-1, Low Density Residential to C-2, General Business.

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**Description:**

This parcel is related to another rezoning application of the same location. 231 N, staff designates as "Tract 1", is a 14.77 acre parcel located directly West of the Bypass (Refer to Staff Summary and Planning Report).

This parcel (and Tract 2) have a long history of various proposals.

- Annexation: 01/13/2022.
- Failed rezoning to R-4, High Density Residential, concurrent with annexation.
- Attempted PUD in 06/17/2022. Failed.
- Neighbors to the West of the parcel (Single family residential and agriculture use in the County boundary) opposed the PUD (for the high density residential) and oppose now for the C-2, General Business.

The rezoning to C-2 is consistent with the Future Land Use Map and Comprehensive Plan. The disparity between land uses (Commercial and County residential) is mitigated through buffering and screening required during site development.

The Planning Commission supported staff conclusion and unanimously voted to provide a favorable recommendation to City Council for review and adoption.

**Economic Impact:** Increased tax revenue. Opportunity for retail development that potentially would bring in sales and higher (commercial) tax revenues to the City.



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF APPROXIMATELY (+/-) 7.23 ACRES OWNED BY CURL PROPERTIES, LLC., ADDRESSED AS 231-N AND REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 P/O PARCEL 004.00 ("TRACT 2"), AND ATTACHED AS EXHIBIT "A", AND EXHIBIT "B-FINAL PLAT", A SPLIT ZONED VACANT PARCEL, FROM RESIDENTIAL-1 (R-1, LOW DENSITY RESIDENTIAL) AND RESIDENTIAL-2 (R-2, MEDIUM LOW DENSITY RESIDENTIAL) TO COMMERCIAL-2, (C-2, GENERAL BUSINESS) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

**WHEREAS**, the Future Land Use Map and Comprehensive Plan, also known as, "Spark Shelbyville 2040" adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

**WHEREAS**, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

**WHEREAS**, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

**WHEREAS**, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

**WHEREAS**, the parcel addressed as 231 N and identified in Bedford County tax records as Tax Map 069 Parcel 004.00 ("TRACT 2"), is classified as "North Gateway Corridor" Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan; and,

**WHEREAS**, the applicant by owner request is requesting the rezoning of approximately (+/-) 7.23 acres, Deed Book 368 Page 992, referenced in Exhibit A and Exhibit B-Final Plat to C-2, a zoning district consistent with the Comprehensive Plan Character Area for future development and neighboring land use in City boundary; and,

**WHEREAS**, the rezoning to C-2 will remove an undesirable split zone of R-1 and R-2, making the parcel one cohesive zone district, a goal consistent with city policy; and,

**WHEREAS**, the Planning Commission at the regular meeting on April 24, 2025, reviewed and by majority, voted to provide a favorable recommendation to the City Council and provide a resolution of the same; and,



Now, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:

1. The City Council of the City of Shelbyville approves this rezoning and amendment to the Official Zoning Map, as supported by the Planning Commission by recommendation and resolution, of approximately (+/-) 7.23 acres, addressed as 231 N and identified in Bedford County tax records as Tax Map 069 P/O Parcel 004.00 ("TRACT 2"), which is shown in in Exhibits "A" and Exhibit B-Final Plat, below from split zoned R-1 and R-2 to C-2 zoning district.
2. This Ordinance will take effect 15 days after its final approval.

**APPROVED:**

\_\_\_\_\_  
Randy Carroll, Mayor

\_\_\_\_\_  
Date

**ATTESTED:**

\_\_\_\_\_  
Lisa Smith, City Recorder

\_\_\_\_\_  
Date

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Attorney Ginger Shofner

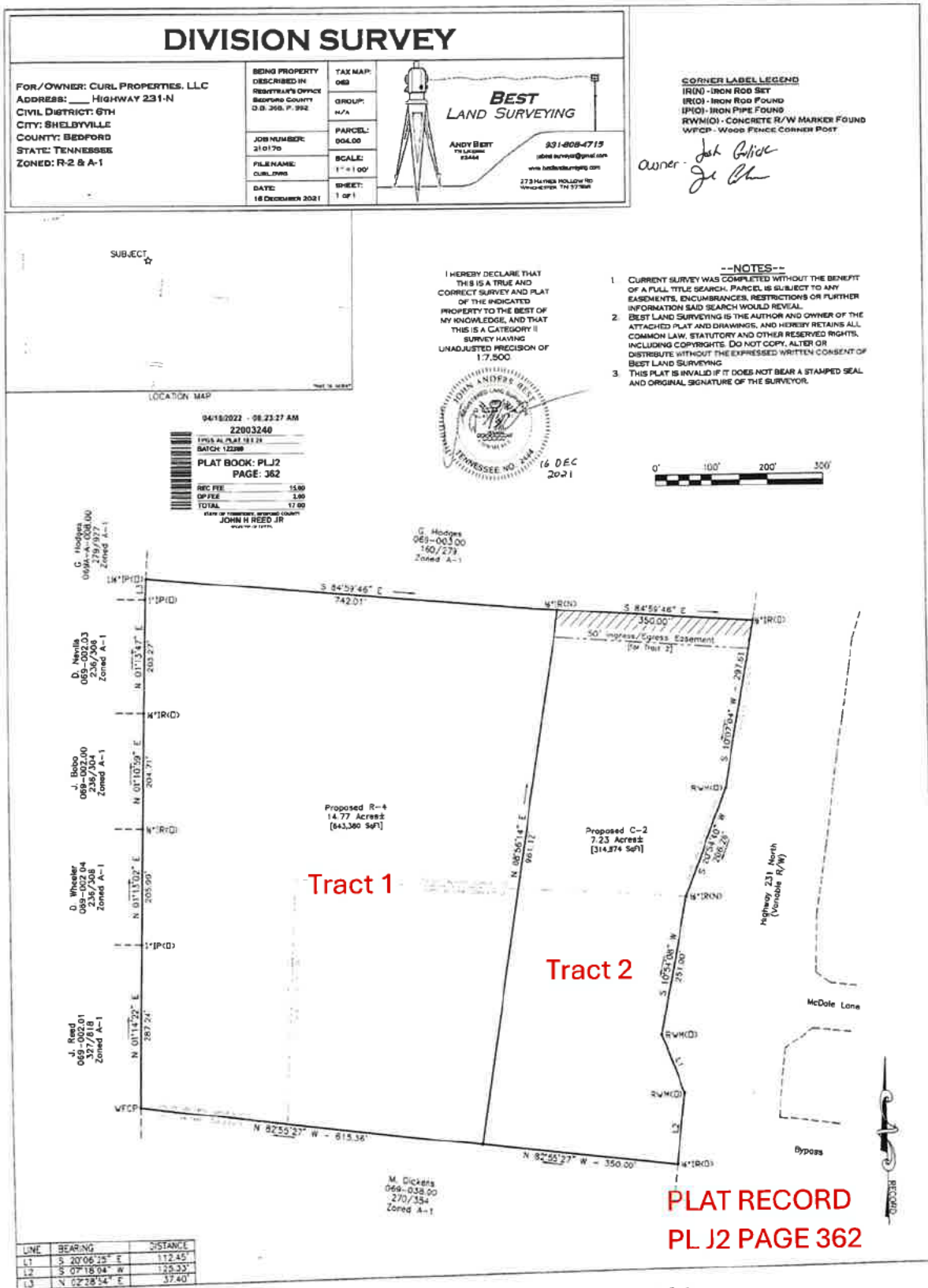
\_\_\_\_\_  
Date







## EXHIBIT B-FINAL PLAT







## STAFF SUMMARY

CASE/APPLICATION NUMBER

**R2025-02-003**

APPLICANT/PROPERTY OWNER

**Curl Properties, LLC.**

PUBLIC HEARING DATE

06/12/2025 (If approved at  
first reading)PROPERTY ADDRESS/LOCATION/TAX MAP – GRP – PARCEL /  
DEED

231 N

Map 069 P/O Parcel 04.00 (Tract 1)

Deed Bk 368 Page 992 / PL J2 Page 362

## BRIEF SUMMARY OF REQUEST

**Request to rezone 14.77 acre parcel from current zone R-1  
to C-2, General Business**



MAP SOURCE

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS	SIZE OF PROPERTY
<b>Split, R-1/R-2</b>	<b>Vacant</b>	<b>N-A-1, County, Single Family Dwelling</b> <b>S- C-2, Nonconforming Residential and conforming commercial</b> <b>E-231 N, C-2 across 231 N</b> <b>W-(4) A-1, County, Single Family</b>	<b>Vacant / None</b>	<b>14.77 ac (+/-)</b> <b>(643,381.2 +/- sf)</b>

## STAFF RECOMMENDATION TO PLANNING COMMISSION

FAVORABLE

~~UNFAVORABLE~~

COMPATIBILITY with the COMPREHENSIVE PLAN

### North Gateway Corridor Character Area

1. C-2 is consistent with FLU-Map and Plan

## PROPERTY HISTORY

Compatibility with the planned development (or other controlling documents); traffic/parking; public works/utilities; engineering/flood plain/soil; building code/fire or design

### Extensive Zoning History elaborated in the Final Comment Sheet.

1. This portion was partially in the city as R-2 as early 2009 and shown on the 2009 Official Zoning Map.
2. 11/17/2021. Favorable recommendation from the Planning Commission to City Council for annexation of 22.52 acres. The original POS resolution and Annexation resolution did not include a map. The annexation resolution indicated 22.52 acres received the favorable recommendation.
3. 11/17/2021. Unfavorable recommendation to City Council to rezone R-4.
4. 11/30/2021. Study Session agenda and minutes show rezoning to R-4 was





- discussed.
5. No indication the application advance further whether due to owner withdrawing the application or Council considered and denied.
  6. 12/19/2022. annexation and POS considered and approved by City Council.
  7. 01/13/2022. Annexation and POS public hearing held and adopted.
  8. Since no rezoning applications were adopted, the annexation made the two parcels R-1. The presumption is that the R-2 portion remains and this parcel contains the split zone R-1 and R-2.
  9. 06/17/2022. Application to rezone from R-2 to PUD (sic) made for approximately 20 acres for 07/28/2022 Planning Commission consideration.
  10. 06/27/2022. Pre-planning committee reviewed the PUD application. PUD Concept included 105 residential dwelling units (R-4 density) for Tract 1 and 2.
  11. 3-iterations of PUD Concept Book: Original, 06/24/2022, and 07/08/2022.
  12. Opposition letters received to the PUD Concept throughout August 2022.
  13. 08/15/2022. Neighborhood meeting held for PUD Concept Review.
  14. 08/17/2022. Applicant (Owner Representative) request deferral to September 2022 Planning Commission meeting.
  15. No other activity on the PUD.
  16. 01/21/2025. Application made to rezone 21.97 acres identified as PUD in error to C-2.
  17. 02/10/2025. Pre-Planning Committee review and commented.
  18. 03/27/2025. Planning Commission deferred Tract 1 application for further historic research and analysis.
  19. Compatibility of neighboring land uses and zoning is added to the Final Comment to discuss further the disparity between zone district and land uses, and mitigation necessary to buffer between disparate land uses.
  20. Received emails of opposition to the rezoning.

**COMPATIBILITY** with the ZONING ORDINANCE

Legally conforming. If rezoned, any development required to meet current zoning ordinance.

**ATTACHMENTS**  
(CIRCLE)

Final Comment  
Sheet (In depth  
analysis)

PC Resolution  
Ordinance to rezone

Application  
Deed

**OTHER** (DESCRIBE)



CASE/FILE NO. R2025-2-003

**CITY OF SHELBYVILLE PRE-PLANNING**

**FINAL COMMENT SHEET (UPDATED FOR APRIL PC)**

**Date of Circulation for Review:** Monday, February 3, 2025  
**Date of Pre-Planning Meeting:** Monday, February 10, 2025  
**Date Comments Sent:** Friday, February 14, 2025  
**Type of Project:** REZONING  
**Type of Approval:** PC / CITY COUNCIL

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**Project Name:** Rezoning 231N "Tract 1"  
**Project Description:** Rezoning of approximately 14.77 acres of vacant parcel located West of 231-N across from SR437 Bypass.  
**Applicant:** St. John Engineering, LLC.  
**Representative:** St. John Engineering, LLC.  
**Property Owner:** Curl Properties, LLC.  
**Current Zoning:** R-1, Low Density Residential  
**Parcel ID:** Tax Map 069 P/O Parcel No 004.00

---

**Police Department:**

1. No comments at this time. Satisfied – needs may be met.

**Fire Department:**

1. No comments at this time. Satisfied – needs may be met.

**Building and Codes:**

1. No comments at this time. Satisfied – building department will review when developed..

**Planning:**

1. Property owner signature required. Satisfied.
2. Has the fee been paid for this application? If so, please email receipt. If not, please pay the required application fee and email receipt. Satisfied (Receipt rec'd)



**CASE/FILE NO. R2025-2-003**

3. **Ref. PLJ2 Page 362**, plat recorded 04/18/2022. **REFER TO UPDATED ZONING HISTORY THAT FOLLOWS BELOW.**
4. Art. III, Sec. 3.11.1(B). Adjoining property owners are required to be notified by Certified Mail. Letters have been submitted. Please provide green certified mail postal receipts. **Satisfied.**
5. Initial analysis follows below.

**Shelbyville Power, Water, and Sewer**

1. Water/Sewer. This lot will require a road bore for water and fire protection. **General comment for site development.**
2. Power: No comments at this time. **Satisfied.**

**Engineering and Public Works:**

1. No Engineering requirements. **Satisfied.**



CASE/FILE NO. R2025-2-003

## **REZONING ANALYSIS – BASIS.**

### **Zoning History (Updated to Include withdrawn PUD and Zone District Research)**

- On November 17, 2021, Planning Commission made a favorable recommendation to City Council to annex 22.52 acres. The minutes (shown below) indicate that rezoning applications would follow if the parcel were annexed. Ref. recorded plat PL J2 Page 362.
- It is unclear if known that there were two (2) parcels. The annexation did not contain the recorded plat or a map of the portion to be incorporated into the city. **However, by deduction the annexation resolution indicated approximately 22.52 acres which is substantially similar to Tract 1 and 2 combined acreage. Subsequent surveys indicated the same.**
- On November 17, 2021, the Planning Commission made an unfavorable recommendation to City Council to rezone the entire parcel to R-4. Proceeded to the November Study Session.
- On November 30, 2021, rezoning application reviewed by City Council at the Study Session.
- Application did not advance to the regular City Council Meeting for December 2021.
- Neither Planning Staff or Applicant aware of reason application to rezone was not considered. Applicant was unsure if the application was withdrawn.
- Zoning ordinance mandates that annexations are zoned R-1 if no other zoning application is made and adopted.
- November 17, 2025 Minutes Below.

**Consideration for an Annexation Application for a property located the west side of Highway 231:** Planner Albakry advised the applicant is requesting 22.52 acres (Tax Map 69, Parcel 4.00) be annexed into the City. If annexed there is also a request to rezone the property across the front, next to Highway 231, to C-2 and then zone the back portion of the parcel to R-4. Albakry also covered the information concerning the rezoning. As for the Annexation he noted the parcel is connected to the Urban Growth Boundary and Staff does recommend approval for Annexation. On the matter of rezoning Albakry review the current zoning which is Bedford County A-1 and Shelbyville Residential (R-2) and advised the proposed zoning is not in compliance with the Future Land Use Map, the area is set to be low density (R-1 or R-2). The applicant's current general concept is showing a development with around 90 units and Low Density would only allow 45 or so. **Commissioner Gonzales made a motion to send the request to annex to the City Council with a favorable recommendation, Commission Isaacs seconded, and the motion carried unanimously upon roll call vote.**

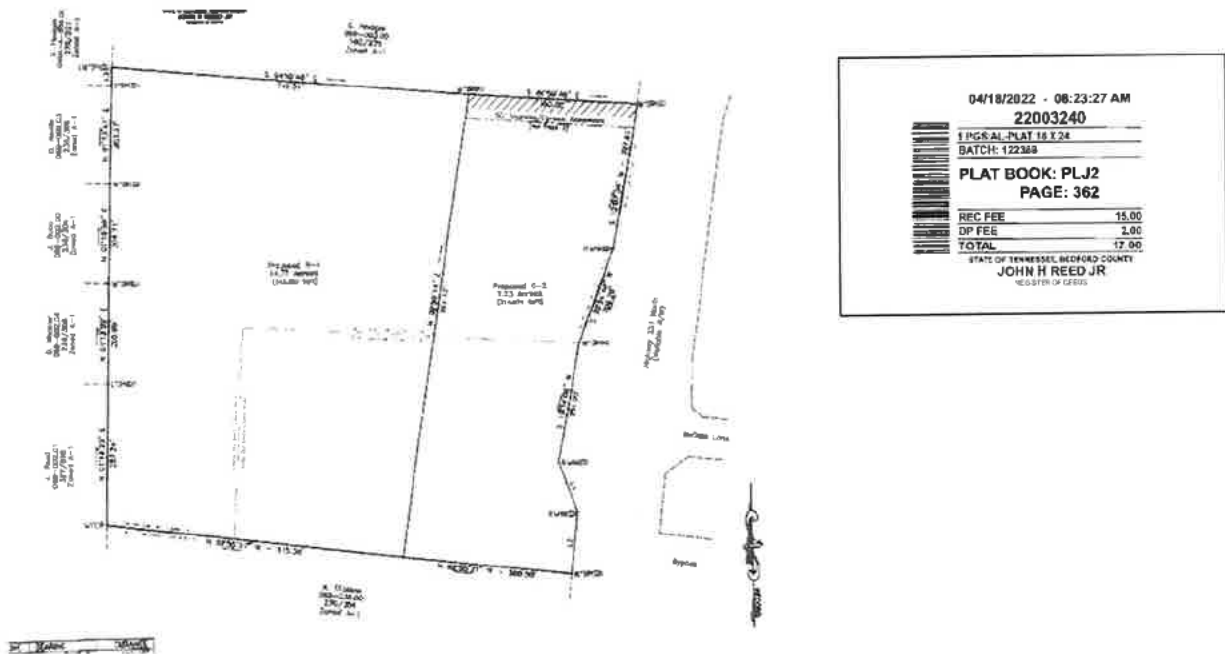
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CASE/FILE NO. R2025-2-003

**Consideration of a rezoning application for a property located on the west side of Highway 231:**  
 Albakry stated the Future Land Use Map does not allow for High Density (R-4) in this area nor does the proposed Future Land Use Map which has not been approved. Both show this area as Low Density (R-1 or R-2). Therefore, Staff recommends an unfavorable recommendation to the City Council. He did point out that in January of this year the Commission did approve a request of this type for a piece of property on the opposite side of the Highway. Chairman Landers allowed Scott St. John to speak on this request concerning the purposed sewer line extension to serve these developments. He also noted there is a similar development that has been approved on McDale Lane. Chairman Landers allowed Dana Bobo to speak. She is the adjacent property owner and spoke against rezoning this property to High Density.

Commissioner Gill made a motion to forward the rezoning request to the City Council with an unfavorable recommendation due to the Future Land Use Map designation, Commissioner Moore seconded and the motion upon roll call vote with Commissioner Gonzales abstaining and all other present members vote yes in favor of the motion.



- By Resolution nos. 05-22, *Plan of Services*, and 06-22, *Resolution to Annex*, the property was incorporated into the City: On 12/9/2021, 1<sup>st</sup> Reading, on 01/13/2022, Public Hearing and 2<sup>nd</sup> Reading. (Ref. to previous comment). As previously noted, although Resolution No. 06-22 did not include a map or the original plat, the total number of acreage substantially matches the acreage of Tract 1 and 2 and subsequent surveys support this finding.



CASE/FILE NO. R2025-2-003

**No adopted rezoning ordinances were found in this search. In accordance with *Shelbyville Municipal Zoning Ordinance*, Article V, Section 5.2(G), April 2017 ed. in effect at the time, unless an application is made to rezone otherwise, annexed properties incorporated into city boundaries are zoned R-1, Low Density Residential.**

G. ZONING OF ANNEXED TERRITORY: All territory which may hereafter be annexed to the City of Shelbyville shall be zoned Low-Density Residential, R-1. Such annexed territory shall retain such zoning classification until:

1. The necessary studies are made by the Planning Commission and the Official Zoning Map is amended in the manner provided in this ordinance, or
2. The Applicant specifically requests an alternative zoning designation at the time of annexation.

- 
- On or around 06/17/2022, an application dated 06/16/2022 requesting rezoning from a R-2 to PUD (sic) of approximately 20 acres was submitted for the 07/28/2022 Planning Commission for a consideration of recommendation to the City Council.
  - On 06/27/2022, Pre-planning Committee reviewed the PUD application. The original PUD Concept included 105 residential (R-4, High Density) dwelling units located on Tract 1 and Tract 2 left unidentified for zoning district.
  - There were (3) iterations of the PUD Pattern Book: Original, 06/24/2022, 07/08/2022.
  - Throughout August 2022, Planning Staff received multiple letters in opposition.
  - On 08/15/2022, communications via email between Waleed Albakry, former Planning Director, Scot St. John, applicant representative, Buck Vallad, Mike Clanton, owner representative, and Will Owen, City consulting engineer to discuss additional notes to be added to the Concept, including maintenance of the existing cemetery by and HOA.
  - Letter dated 08/08/2022 indicating a Neighborhood Meeting is scheduled for 0815/2025 at First Community Bank. A neighborhood meeting is a requirement for PUD applications.
  - On 08/17/2022, Mike Clanton, owner representative, requested deferring the PUD, known as "Brixey PUD" to the following month (September 2022).
  - On or around 01/30/2025, a rezoning application dated 01/21/2025, was made by the Owner Representative to rezone Tract 2, in error for 21.97 acres identified as a "PUD", and requesting rezoning to C-2.



**CASE/FILE NO. R2025-2-003**

- On 02/10/2025, Pre-Planning Committee reviewed and made comments.
- On 03/27/2025, Planning Commission considered the rezoning of Tract 1, a 14.77 acre portion, mistakenly from R-4, to C-2. To clarify the zoning history, Planning Commission deferred the application until the 04/24/2025 meeting.
- On or about 04/03/2025, a rezoning application dated 04/04/2025 (sic), was made by the Owner to rezone Tract 2, approximately 7.23 acres identified as a "R-1", and requesting rezoning to C-2. The property based on the historic research is split zoned R-2 and R-1.
- On 04/14/2025, Pre-Planning Committee reviewed and had no comments. The application for Tract 2 corrects the intention of rezoning total parcel (Tract 1 and 2) and therefore Planning Staff advancing this application to the 04/24/2025 Planning Commission meeting for consideration as a new business agenda item.
- On 04/24/2025 the Planning Commission is scheduled to consider both Tract 1 and 2 of this parcel, in consideration of rezoning from current R-1 and split zoned R-1/R-2 to C-2, General Business.



**CASE/FILE NO. R2025-2-003**

**Basis for Analysis.**

*Planning staff have adopted the following basis when reviewing rezoning applications to justify consistency and compatibility with City adopted maps and plans and identify where maps and plans may need to be improved or amended.*

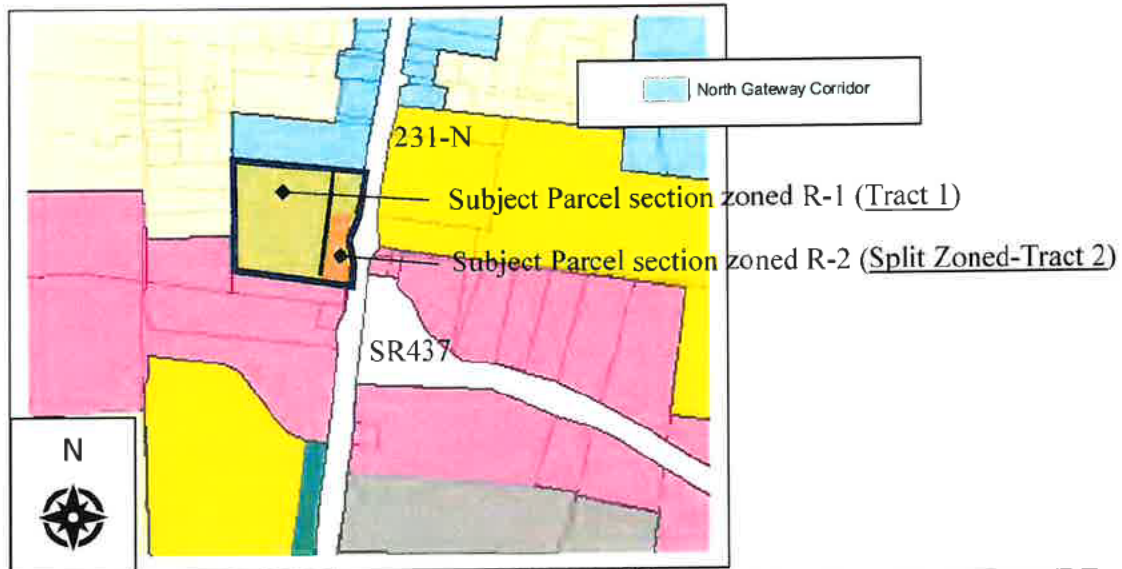
1. Analysis is based on consistency and compatibility with City adopted maps and plans such as the Future Land Use Map, Character Area from the Comprehensive Plan, Major Thoroughfare Plan and city policy. These adopted plans and maps help to guide growth and development policies.
2. Zoning map and ordinance is referenced for detailed development standards for each land use designation and correlated with the Future Land Use Map and Comprehensive Plan to functionally coordinate the regulations and plans guiding future growth.
3. Underlying zoning of the neighborhood and adjoining parcels to avoid 'spot zoning' and because future land use policies and zoning regulations correlate to function in simultaneous cooperation towards the common development and growth goals.
4. Comparison for compatibility of potential highest and best use of the requested rezoning to existing neighborhood land use conditions.
5. Other considerations include whether a new zoning district has the potential to create adverse impacts such as noise, pollutants, etc., and may consider the effects of cumulative adverse impacts.
6. Identify conflicts, incompatibility, and inconsistencies within the adopted plans, maps, and regulations that may require future amendment and improvement.



CASE/FILE NO. R2025-2-003

Initial Analysis.

1. From the Future Land Use Map and Comprehensive Plan, Subject Parcel is classified as the North Gateway Corridor Character Area.

**CHARACTER, APPROPRIATE ZONING CATEGORIES, AND INFRASTRUCTURE.**

*The North Gateway Corridor Character Area is intended to create an attractive and well-planned entrance to Shelbyville along US-231. The development pattern in this area is evolving. Changes to the area are likely and are encouraged as development and redevelopment occurs. Since this area includes the City's most direct connection to Interstate 24 and is evolving into a main gateway into the community, new development should focus on a mix of uses and services that are both local and regional. Hospitality, medical, office, retail, restaurant, and multifamily uses as part of Mixed Use Planned Unit Developments are particularly appropriate for these areas.*

*The maximum residential density in this Character Area under a Mixed Use PUD (Planned Unit Development) is the same as the maximum density allowable in the R-4 District.*

- *Appropriate zoning categories include C-2, General Business.*
- *Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by the Planning Commission, City Council and SPWSS as a primary element of approval.*

**PRIMARY FUTURE USES (Most Appropriate).**

- *The North Gateway Corridor Character Area is open to a wide range of primary future uses. Mixed use/Residential Planned Unit Developments, Commercial, Personal Services, Hospitality, Office, and Medical uses are the most generally appropriate uses throughout the corridor.*



CASE/FILE NO. R2025-2-003

**PRIMARY FUTURE USES (Appropriate with Restrictions).**

- *New industrial, warehousing, and manufacturing uses shall be located in the 231 North Business Park.*

**SITE DESIGN.**

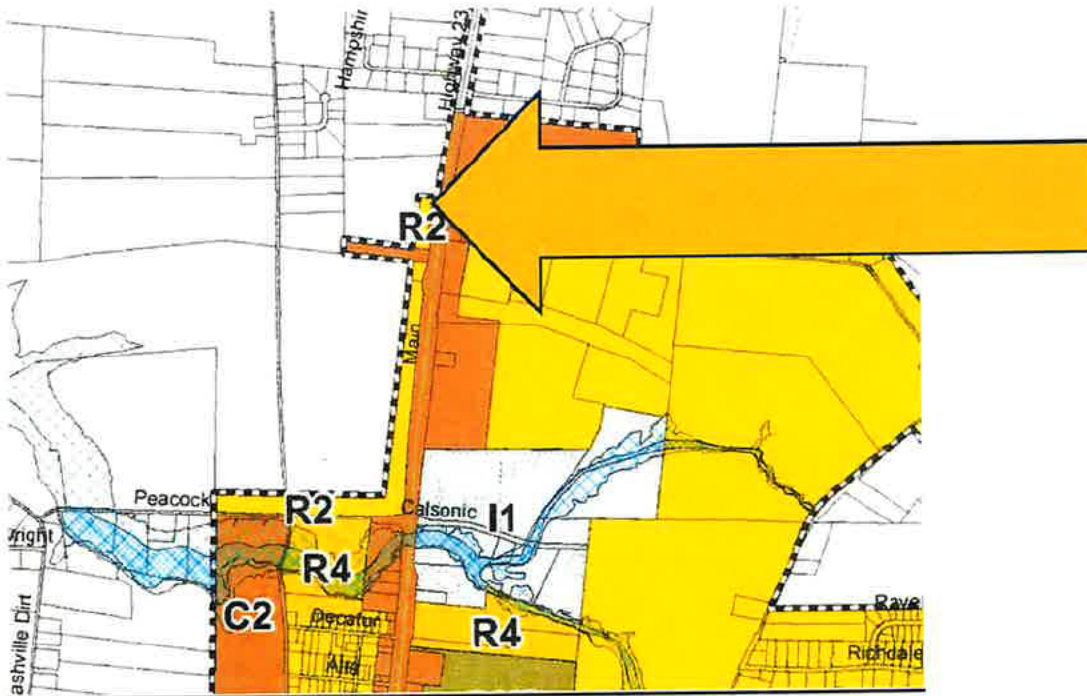
- *All uses along the North Gateway Corridor Character Area should be developed or redeveloped in conjunction with the State of Tennessee Department of Transportation (TDOT) access management requirements and should incorporate multimodal transportation elements, including sidewalks, and multiuse paths. Landscaping/streetscape elements should be utilized in new development. Since this is designed to create a gateway into the City of Shelbyville, attention should be paid to the architecture and site design of new developments.*

**2. Zoning Map and Zoning Regulation and Existing Neighborhood Conditions.**

**CURRENT ZONING AND ADJACENT ZONING DISTRICTS.** Current land use surrounding the Subject Parcel are R-2, Medium Low Density Residential.

Historic Maps. A unknown portion of the parcel is shown split zoned as R-2, Medium Density Residential in older maps. As

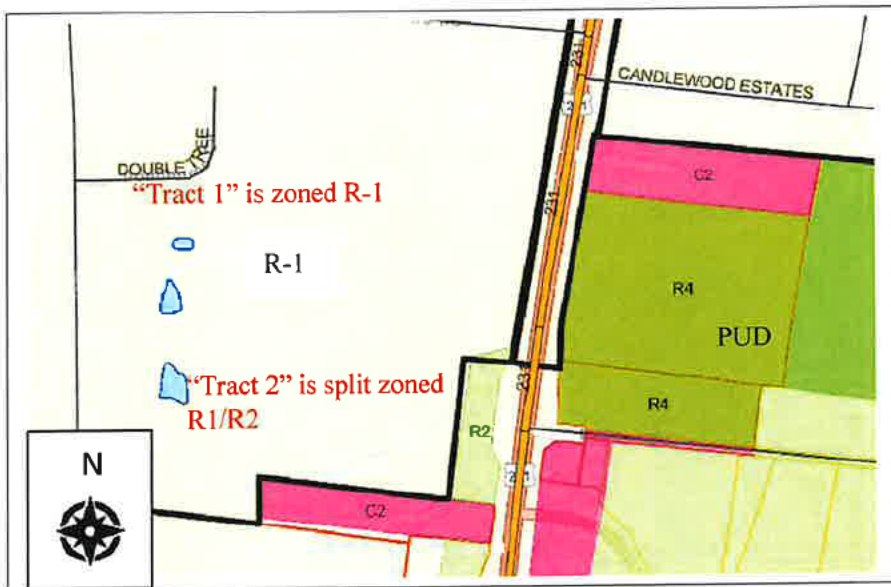
2009 Official Zoning Map



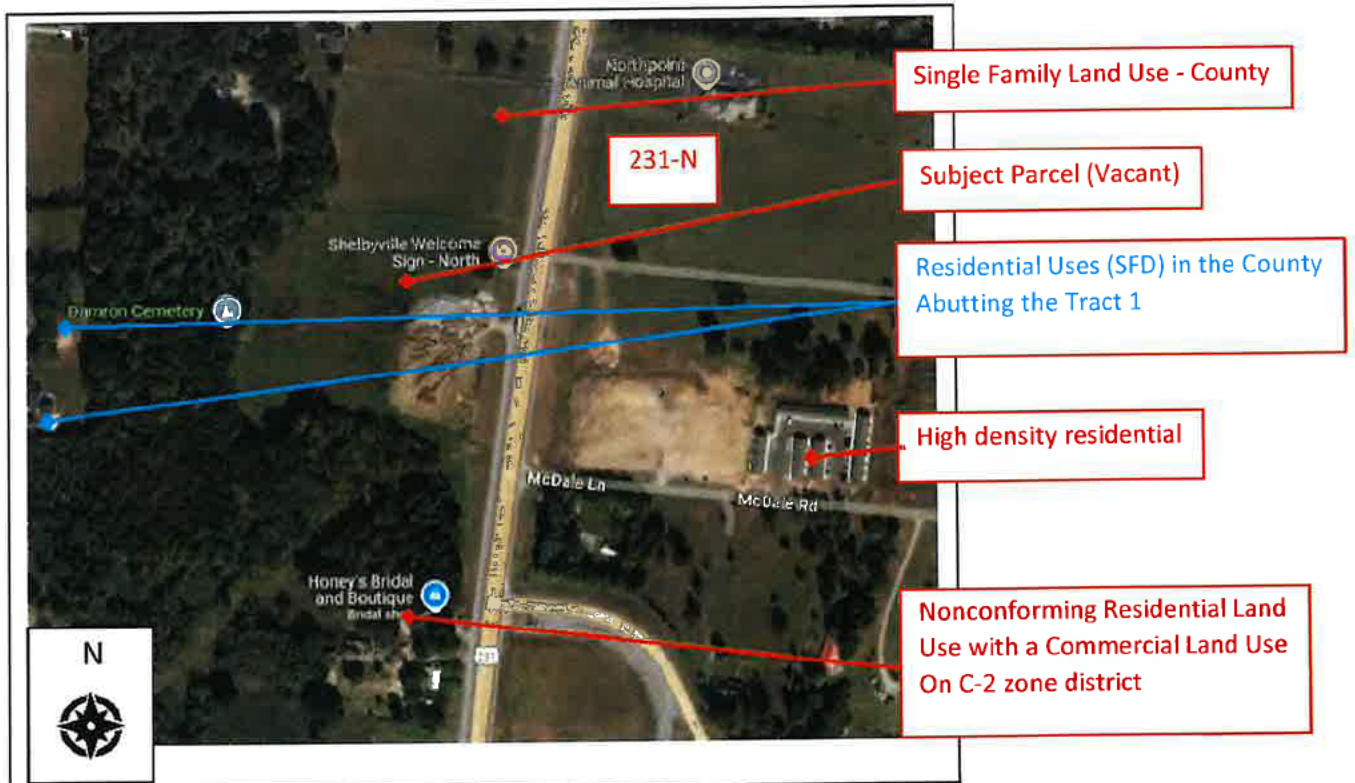


CASE/FILE NO. R2025-2-003

**ZONING MAP – Not Updated.**



**NEIGHBORHOOD (UPDATED).**





**CASE/FILE NO. R2025-2-003**

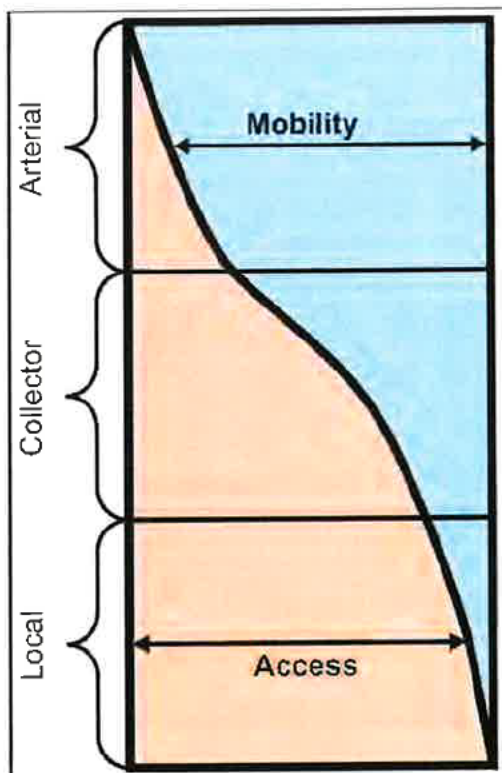
**FUNCTIONAL CLASSIFICATION OF 231N (From TDOT Long Range Planning Division, 07/27/2018 and City Major Throughfare Map).**

- 231 N is a Principal Arterial and part of the National Highway System.

**DEFINITIONS.**

Arterials. Arterials include freeways, multilane highways, bypasses and other important roadways supplementing the Interstate System. Arterials connect, as directly as practicable, the principal urbanized areas, cities, and industrial centers. Land access is limited. Posted speed limits on arterials usually range between 50 and 70 mi/h.

**RELATIONSHIP BETWEEN  
FUNCTIONALLY CLASSIFIED ROAD  
NETWORKS**





**CASE/FILE NO. R2025-2-003**

**3. COMPATIBILITY BASED ON ZONE DISTRICT AND LAND USES (UPDATED)**

- a. Rezoning may be considered for mistake, change in neighborhood, or City's desire to guide for future land use development from adopted plans.
- b. The compatibility C-2 and A-1 or R-1 (West and North) is dependent on the type of commercial land use. As square footage increases and type of commercial land use, such as mercantile vs. office, the incompatibility intensifies. For deliberation, consideration must be for highest and best use.
  1. The C-2 has a potential higher intensity for traffic (pedestrian and vehicular), lighting, noise, and smells than an R-1 or A-1, single family land use.
  2. Building, Traffic, and Operational impacts to the neighboring residential land use is expected. Operational and building impacts may be mitigated to a certain extent through required buffers and screening required in the site development phase.
  3. 231 N is an arterial and supports high volumes of traffic for the proposed zone district.
- c. The compatibility between the nonconforming residential use/commercial use bordering on the south of this parcel is less impactful because the commercial activities are substantially congruent.

**4. SPECIAL CONSIDERATIONS.**

- **DISPARATE LAND USE TYPES.** The A-1 and single-family residential land uses abutting the subject parcels are incompatible (Refer to Compatibility Based on Zoned District) and mitigation such as buffering and screening will be required during the site development phase.



**CASE/FILE NO. R2025-2-003**

**STAFF CONCLUSION.**

It is the opinion of Staff, based on this review, the rezoning request from R-4, High Density Residential, to C-2, General Business, zone district a total of 14.77 acres for parcel addressed as 231-N, referenced in Bedford Co., TN. tax records as Tax Map 069 Parcel 004.00 (Staff Identification as "Tract 1"), conforms and is consistent with the adopted plans and policies of the City. .

The rezoning conforms with Future Land Use Map and Comprehensive Plan for future development.

Staff is requesting the Planning Commission upon thorough review to provide a FAVORABLE recommendation to the City Council for further review and adoption.

Any future site development is necessary to meet the City zoning ordinance requirements for the zone district. Future requirements will be made as part of the site development, including buffering of uses, SWM, Building, etc.]

**PROCEDURAL NOTIFICATION. (UPDATED FOR APRIL PC)**

1. If a not deferred or delayed, the application will advance to the April 1, 2025 City Council Study Session. **Deferred.**
2. If not deferred or delayed, the application will advance to the April 29, 2025, City Council Study Session.
3. May 8, 2025, 1<sup>st</sup> Reading.
4. If approved, June 12, 2025, Public Hearing and 2<sup>nd</sup> Reading.



**Resolution PC2025-003**

**A RESOLUTION OF THE SHELBYVILLE MUNICIPAL PLANNING COMMISSION TO RECOMMEND FAVORABLY TO CITY COUNCIL OF THE REZONING APPLICATION FROM RESIDENTIAL-1 (R-1) LOW DENSITY RESIDENTIAL TO COMMERCIAL-2 (C-2), GENERAL BUSINESS ZONING DISTRICT, FOR APPROXIMATELY (+/-) 14.77 ACRES ADDRESSED AS 231-N AND IDENTIFIED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL P/O 04.00 ("TRACT 1"), AND RECOMMEND TO CITY COUNCIL THE REPEAL OF ANY ORDINANCE OR PART OF AN ORDINANCE IN CONFLICT HEREWITH.**

**WHEREAS**, the City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan, also known as, Spark Shelbyville, adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

**WHEREAS**, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate the general location, distribution, and extent of land uses within the Community; and,

**WHEREAS**, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

**WHEREAS**, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

**WHEREAS**, the applicant by owner request is requesting the rezoning of approximately (+/-) 14.77 acres, Deed Book 368 Page 992, referenced in Exhibit A and Exhibit B-Final Plat to C-2, a zoning district consistent with the Comprehensive Plan Character Area for future development and compatible with the neighboring land use in City boundary; and,

**WHEREAS**, this parcel is classified as "North Gateway Corridor" Character Area by the official City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan and rezoning to C-2 is consistent with the adopted maps and growth development policies of the City, and compatible with the existing adjacent neighborhood land use and zoning pattern; and,



**WHEREAS**, the approval and recommendation, does not, in any way, indicate or imply approval by the City of Shelbyville of site plans or specific thereof; and,

**WHEREAS**, after final approval of the rezoning by the City Council, the applicant shall submit technical documents to the City for technical evaluation and review, with ultimate approval authority lying in the Building Code Official; and,

**WHEREAS**, the Planning Commission, during their regular meeting of April 24, 2025, reviewed and recommends favorably to the City Council for the rezoning.

**NOW, THEREFORE, MAY IT BE RECOMMENDED FAVORABLY TO THE SHELBYVILLE CITY COUNCIL** for further review and adoption of this parcel from R-1 to C-2 on this day, April 24, 2025.

APPROVED:

---

Warren Landers, Chairman

ATTESTED:

---

City Recorder

Date:

APPROVED AS TO FORM:

---

Ginger Shofner, City Attorney

Date:



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF A VACANT PARCEL APPROXIMATELY (+/-) 14.77 ACRES OWNED BY CURL PROPERTIES, LLC., ADDRESSED AS 231-N AND REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL P/O 004.00 ("TRACT 1"), AND ATTACHED AS EXHIBIT "A", AND EXHIBIT "B-FINAL PLAT", FROM RESIDENTIAL-1 (R-1, LOW DENSITY RESIDENTIAL) TO COMMERCIAL-2, (C-2, GENERAL BUSINESS) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

**WHEREAS**, the Future Land Use Map and Comprehensive Plan, also known as, "Spark Shelbyville 2040" adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

**WHEREAS**, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

**WHEREAS**, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

**WHEREAS**, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

**WHEREAS**, the parcel addressed as 231 N and identified in Bedford County tax records as Tax Map 069 Parcel 004.00 ("TRACT 1"), is classified as "North Gateway Corridor" Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan; and,

**WHEREAS**, the applicant by owner request is requesting the rezoning of approximately (+/-) 14.77 acres, Deed Book 368 Page 992, referenced in Exhibit A and Exhibit B-Final Plat to C-2, a zoning district consistent with the Comprehensive Plan Character Area for future development and compatible with the neighboring land use in City boundary; and,

**WHEREAS**, the Planning Commission at the regular meeting on April 24, 2025, reviewed and by majority, voted to provide a favorable recommendation to the City Council and provide a resolution of the same; and,



Now, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE  
THAT:

1. The City Council of the City of Shelbyville approves this rezoning and amendment to the Official Zoning Map, as supported by the Planning Commission by recommendation and resolution, of approximately (+/-) 14.77 acres, addressed as 231 N and identified in Bedford County tax records as Tax Map 069 Parcel 004.00 ("TRACT 1"), which is shown in in Exhibits "A" and Exhibit B-Final Plat, below from the R-1 to C-2 zoning district.
2. This Ordinance will take effect 15 days after its final approval.

**APPROVED:**

\_\_\_\_\_  
Randy Carroll, Mayor

\_\_\_\_\_  
Date

**ATTESTED:**

\_\_\_\_\_  
Lisa Smith, City Recorder

\_\_\_\_\_  
Date

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Attorney Ginger Shofner

\_\_\_\_\_  
Date



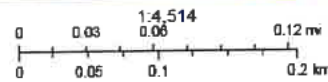
EXHIBIT A

Bedford County - Parcel: 069 004.00



Date: February 3, 2025

County: BEDFORD  
Owner: CURL PROPERTIES LLC  
Address: HWY 231-N  
Parcel ID: 069 004.00  
Deeded Acreage: 21.97  
Calculated Acreage: 0  
Vexcel Imagery Date: 2023



State of Tennessee, Controller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI, NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS.

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.



5-342



Prepared by & return to: *Mailed 10-29-21*  
Absolute Title & Escrow Services, LLC  
1421 McArthur Street  
Manchester, TN 37355  
File No. CP-HAR-BRIX 0921-21

BK/PG: D368/992-995  
21009683

STATE OF TENNESSEE  
COUNTY OF BEDFORD

4 PGS:AL-DEED  
DARLENE BATCH: 118307  
10/28/2021 - 12:25 PM  
VALUE 950000.00  
MORTGAGE TAX 0.00  
TRANSFER TAX 3515.00  
RECORDING FEE 20.00  
DP FEE 2.00  
REGISTER'S FEE 1.00  
TOTAL AMOUNT 3538.00

THE ACTUAL CONSIDERATION OR  
VALUE, WHICHEVER IS GREATER,  
FOR THIS TRANSFER IS \$950,000.00

STATE OF TENNESSEE, BEDFORD COUNTY  
JOHN H REED JR  
REGISTER OF DEEDS

This 28<sup>th</sup> day of Oct 20 21  
Ronda H. Clanton, T.C.A.  
Property Assessor, By: 23  
Bedford County, Tennessee



AFFIANT

SUBSCRIBED AND SWORN TO BEFORE  
ME THIS 25<sup>TH</sup> DAY OF OCTOBER, 2021.

NOTARY PUBLIC:

My Commission Expires: 1-21-2024

Address of New Owner:	Send Tax Bills to:	Map/Parcels:
Curl Properties, LLC. P. O. Box 8 Wartrace, TN 37183	Curl Properties, LLC. P. O. Box 8 Wartrace, TN 37183	069-004.00 & 069-004.00 S/I:001

#### WARRANTY DEED

FOR AND IN CONSIDERATION OF THE SUM OF TEN DOLLARS, CASH IN HAND PAID BY THE HEREINAFTER NAMED GRANTEE(S), AND OTHER GOOD AND VALUABLE CONSIDERATIONS, THE RECEIPT OF WHICH IS HEREBY ACKNOWLEDGED, WE, Ida Gladys Wilhoite Brixey, Susie Mai Wilhoite Hardy, Joy Francine Singer, Mary Raquel Alvarez, Hallie Alana Lauren Stohler, Aubrey Keith Wilhoite, and Christopher David Trail, HEREINAFTER REFERRED TO AS THE GRANTOR(S), HAVE BARGAINED AND SOLD, AND BY THESE PRESENTS DO TRANSFER AND CONVEY UNTO Curl Properties, LLC, a Tennessee Limited Liability Company, HEREINAFTER REFERRED TO AS THE GRANTEE(S), THEIR HEIRS AND ASSIGNS, A CERTAIN TRACT OR PARCEL OF LAND IN BEDFORD COUNTY, STATE OF TENNESSEE DESCRIBED AS FOLLOWS, TO-WIT:

A certain tract of land lying in the Sixth (6th) Civil District of Bedford County, Tennessee, described as follows:

Beginning at an iron rod 40.66 ft. west of the approximate center of Highway 231, the northeast corner of the Roy Morton Overcast et ux Lilly T. Overcast property of record in Deed Book 112, Page 561 and the southeast corner of the property described. Thence; leaving said highway, north 82 deg. 15 min. 29 sec. west 965.26 ft. to a corner post, the southwest corner of the property described. Thence; north 1 deg. 56 min. 07 sec. east 938.51 ft. to an iron pipe, the northwest corner of the property described. Thence; south 84 deg. 20 min. 01 sec. east 1,092.01 ft. to an iron rod 35.74 ft. west of the approximate center of said highway, the northeast corner of the property described. Thence: along said highway, south 10 deg. 52 min. 13 sec. west 297.25 ft. to a concrete highway right-of-way monument 38.89 ft. west of the approximate center of said highway. Thence; south 22 deg. 07 min. 36 sec. west 206.26 ft. to a concrete highway right-of-way monument 84.78 ft. west of the approximate center of said highway. Thence; south 11 deg. 09 min. 23 sec. west 251.00 ft. to a concrete highway right-of-way monument 94.52 ft. west of the approximate center of said highway. Thence; south 19 deg. 18 min. 22 sec. east 113.55 ft. to a concrete highway right-of-way monument 41.49 ft. west of the approximate center of said highway. Thence; south 7 deg. 53 min. 04 sec. west 124.96 ft. to the point of beginning containing 21.97 acres more or less, according to survey dated December 3, 1999, by Steven J. Caffey, a Tennessee registered land surveyor, License No. 1819, 319 Lane Parkway, Shelbyville, TN., 37160.

Being the same property conveyed to Ida Gladys Wilhoite Brixey (1/5 undivided interest), Susie Mai Wilhoite Hardy (1/5 undivided interest), Joy Francine Singer (1/15 undivided interest), Mary Raquel Alvarez, (1/15 undivided interest), Hallie Alana Lauren Stohler (1/15 undivided interest), Era Phillips Wilhoite (2/15 undivided interest), Aubrey Keith Wilhoite (2/15 undivided interest) and Christopher David Trail (2/15 undivided interest) by Quitclaim Deed and Affidavit of Heirship by heirs of Henry Wilhoite, deceased dated July 22, 2008 and recorded July 30, 2008 of record in Book D290, page 944, Register's Office of Bedford County, Tennessee. The said Aubrey Keith Wilhoite having since quitclaimed his 2/15 undivided interest unto Ida Gladys Wilhoite Brixey and Susie Mai Wilhoite Hardy, by Quitclaim Deed dated October 28, 2008 and recorded October 28, 2008 of record in Book D292, page 482, Register's Office of Bedford County, Tennessee. The said Era Phillips Wilhoite having since died June 17, 2017, testate, the said will being unprobated. The said Aubrey Keith Wilhoite (1/15 undivided interest) and Christopher David Trail (1/15 undivided interest) being the all the heirs at law of Era Phillips Wilhoite, deceased. See also Affidavit of Heirship executed by Jane Smith making oath of all the heirs at law of Era Albert Wilhoite dated July 19, 2018 and recorded July 23, 2018 of record in Book W389, page 19, Register's Office of Coffee County, Tennessee. See also Affidavit of Heirship attached as Exhibit "A" being recorded herewith.

This conveyance is subject to any and all existing easements and restrictions of record.



This is unimproved property known as: 0 Highway 231 North Shelbyville, TN 37160

TO HAVE AND TO HOLD the said tract or parcel of land, with the appurtenances, estate, title and interest thereto belonging to the said Grantee(s), their heirs and assigns forever; and I/we so covenant with the said Grantee(s) that I/we are lawfully seized and possessed of said land in fee simple, have a good right to convey it and the same is unencumbered, unless otherwise herein set out; and I/we do further covenant and bind my/ourselves, my/our heirs and representatives, to warrant and forever defend the title to the persons whomsoever. Wherever used, the singular number shall include the plural, and the use of any gender shall be applicable to all genders.

Dated this the 25th day of October, 2021.

GRANTORS:

Ida Gladys Wilhoite Brixey, Patricia Marlene Braddock  
Ida Gladys Wilhoite Brixey, by Patricia Marlene Braddock, her  
Attorney-In-Fact by DLPOA in Book 1029, Page 674, ROBCTN

Susie Mai Wilhoite Hardy, Patricia Marlene Braddock  
Susie Mai Wilhoite Hardy, by Patricia Marlene Braddock, her  
Attorney-In-Fact by DLPOA in Book 1029, Page 679, ROBCTN

Joy Francine Singer, Patricia Marlene Braddock  
Joy Francine Singer, by Patricia Marlene Braddock, her  
Attorney-In-Fact by DLPOA in Book 1029, Page 682, ROBCTN

Mary Raquel Alvarez, Patricia Marlene Braddock  
Mary Raquel Alvarez, by Patricia Marlene Braddock, her  
Attorney-In-Fact by DLPOA in Book 1029, Page 685, ROBCTN

Hallie Alana Lauren Stohler, Patricia Marlene Braddock  
Hallie Alana Lauren Stohler, by Patricia Marlene Braddock, her  
Attorney-In-Fact by DLPOA in Book 1029, Page 688, ROBCTN

Christopher David Trail, Patricia Marlene Braddock  
Christopher David Trail, by Patricia Marlene Braddock, his  
Attorney-In-Fact by DLPOA in Book 1029, Page 691, ROBCTN

Aubrey Keith Wilhoite  
Aubrey Keith Wilhoite

STATE OF TENNESSEE  
COUNTY OF Washington

Personally, appeared before me, the undersigned, a Notary Public in and for said State and County, the within Patricia Marlene Braddock, with whom I am personally acquainted or proved to me on the basis of satisfactory evidence, and who acknowledged that she executed the within instrument on behalf of Ida Gladys Wilhoite Brixey, Susie Mai Wilhoite Hardy, Joy Francine Singer, Mary Raquel Alvarez, Hallie Alana Lauren Stohler, and Christopher David Trail, as their Attorney in Fact as the free act and deed of the within named Ida Gladys Wilhoite Brixey, Susie Mai Wilhoite Hardy, Joy Francine Singer, Mary Raquel Alvarez, Hallie Alana Lauren Stohler, and Christopher David Trail, for the purpose therein contained.

Witness my hand and official seal this 26<sup>th</sup> day of October, 2021.

My Commission Expires: 10/29/2022

Carol A Arnett  
NOTARY PUBLIC:





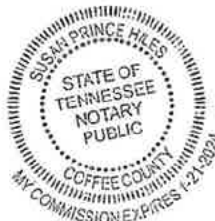
STATE OF TENNESSEE  
COUNTY OF COFFEE

Personally, appeared before me, the undersigned, a Notary Public in and for said State and County, the within Aubrey Keith Wilhoite, with whom I am personally acquainted or proved to me on the basis of satisfactory evidence, and who acknowledged that he executed the within instrument for the purpose therein contained.

Witness my hand and official seal this 25th day of October, 2021.

Susan Prince Hiles  
NOTARY PUBLIC:

My Commission Expires: 1-21-2024





PREPARED BY:  
Rambo & Trott  
P. O. Box 129  
Shelbyville, TN 37162

Exhibit (A)

AFFIDAVIT OF HEIRSHIP

STATE OF TENNESSEE  
COUNTY OF BEDFORD

BK/PG: W389/19-19

18005240

1 PGS:AL-AFFIDAVIT OF HEIRSHIP	
MARY BATCH: 88757	07/23/2018 - 01:20 PM
VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	10.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	12.00

STATE OF TENNESSEE, COFFEE COUNTY  
DONNA R TONEY  
REGISTER OF DEEDS

After being duly sworn according to law, the undersigned, makes oath as follows:

1. My name is Jane Smith and my address is 205 South Vine Street, Tullahoma TN 37388. I am familiar with Era Alberta Wilhoite and her family tree and make oath herein based on my personal knowledge.
2. Era Alberta Wilhoite was born on November 13, 1930 and died on June 17, 2017.
3. Era Alberta Wilhoite was married to Aubrey Comer Wilhoite, who predeceased her. Era Alberta Wilhoite did not re-marry.
4. Era Alberta Wilhoite and husband, Aubrey Comer Wilhoite had two (2) children, Aubrey Keith Wilhoite and Pamela Susan Wilhoite Hearn. He had no other natural born or adopted children, or step-children taken into his home.
5. Pamela Susan Wilhoite Hearn died May 23, 1992. She married David Trail. They later divorced. They had only one (1) child, Christopher David Trail. She then married Bill Buchanan whom she later divorced. They had no children. She then married George Hearn. She was married to him until the time of her death on May 23, 1982. They had no children together. She had no adopted children or step-children.
6. That Affiant acknowledges and agrees that all statements and representations in this Affidavit will be relied upon by Rambo & Trott, and Affiant agrees to indemnify the aforesaid law firm against any loss or damage if the information provided herein is fraudulent and/or false.

Further affiant saith not.

Jane Smith  
JANE SMITH

STATE OF TENNESSEE  
COUNTY OF Coffee

On this 19<sup>th</sup> day of July, 2018, before me personally appeared Jane Smith to me known (or proved to me on the basis of satisfactory evidence) to be the person(s) described in and who executed the foregoing instrument, and acknowledged that said instrument was executed as a free act and deed.

Witness my hand and official seal, this 19<sup>th</sup> day of July

Notary Public: Suzanne S Hall

My Commission Expires: 4-20-21  
relaffheir.wilhoite



Book W389 Page 19



FOR/OWNER: CURL PROPERTIES, LLC  
ADDRESS: \_\_\_ HIGHWAY 231-N  
CIVIL DISTRICT: 6TH  
CITY: SHELBYVILLE  
COUNTY: BEDFORD  
STATE: TENNESSEE  
ZONED: R-2 & A-1

**BEING PROPERTY  
DESCRIBED IN:  
REGISTRAR'S OFFICE  
BEDFORD COUNTY  
D.B. 368, P. 992**

JOB NUMBER:  
210170

FILE NAME:	CURL.DWG
DATE:	16 DECEMBER 2021

TAX MAP:	069
GROUP:	N/A

PARQUE	004.00
--------	--------

SCALE:  
1" = 100'

SHEET:  
1 OF 1



**BEST**  
LAND SURVEYING

ANDY BEST  
TN LICENSE  
#2046

931-808-4713  
bestsurveyor@gmail.com

[www.bentley.com](http://www.bentley.com)

273 HAYNES HOLLOW RD  
WINCHESTER, TN 37398

IR(N) - IRON ROD SET  
IR(O) - IRON ROD FOUND  
IP(O) - IRON PIPE FOUND  
RWM(O) - CONCRETE R/W MARKER FOUND  
WFCP - WOOD FENCE CORNER POST

owner - Jack Gulick  
Joe Chen

SUBJECT

I HEREBY DECLARE THAT  
THIS IS A TRUE AND  
CORRECT SURVEY AND FLAT  
OF THE INDICATED  
PROPERTY TO THE BEST OF  
MY KNOWLEDGE, AND THAT  
THIS IS A CATEGORY II  
SURVEY HAVING  
UNADJUSTED PRECISION OF  
1:7,500.

1. CURRENT SURVEY WAS COMPLETED WITHOUT THE BENEFIT OF A FULL TITLE SEARCH. PARCEL IS SUBJECT TO ANY EASEMENTS, ENCUMBRANCES, RESTRICTIONS OR FURTHER REVISIONS OR CORRECTIONS.
2. BEST LAND SURVEYING IS THE AUTHOR AND OWNER OF THE ATTACHED PLAT AND DRAWINGS, AND HEREBY RETAINS ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING COPYRIGHTS. DO NOT COPY, ALTER OR DISTRIBUTE WITHOUT THE EXPRESSED WRITTEN CONSENT OF BEST LAND SURVEYING.
3. THIS PLAT IS INVALID IF IT DOES NOT BEAR A STAMPED SEAL AND ORIGINAL SIGNATURE OF THE SURVEYOR.



16 DEC  
2021

LOCATION MAP

04/18/2022 - 08:23:27 AM  
22003240

1 PCB AL PLAT 18 X 24  
BATCH: 122389

PLAT BOOK: PLJ2  
PAGE: 362

REC FILE	15.00
DP FEE	2.00
TOTAL	17.00

STATE OF TENNESSEE, HANCOCK COUNTY  
JOHN H REED JR  
JULIUS DECEASED

G. Hodges  
069A-A-008.00  
279/927  
Zoned A-1

D. Nevills  
069-002.03  
236/306  
Zoned A-1

J. Babo  
069-002.00  
236/304  
Zoned A-1

D. Wheeler  
059-002.04  
236/308  
Zoned A-1

J. Reed  
069--002,01  
327/818  
Zoned A-1

G. Hodges  
069-003.00  
160/279  
Zoned A-1

Proposed R-4  
14.77 Acres±  
(643,380 Sqft)

Proposed C-2  
7.23 Acres±  
[314,874 SqFt]

Highway 231 North  
(Variable R/W)

McDale Lane

### Bypass

RECORD

LINE	BEARING	DISTANCE
L1	S 20°06'25" E	112.45'
L2	S 07°18'04" W	125.33'
L3	N 02°28'54" E	37.40'

J-342



**CITY OF SHELBYVILLE, TENNESSEE  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT  
REZONING APPLICATION**

**PLEASE NOTE:** Failure to complete the process below will result in an incomplete application. Applications will not be considered until all items are submitted timely.

**APPLICATION PROCEDURE:** A complete application consists of the following submitted to the Planning and Community Development Department (PCD) Department in accordance with the approved Submittal Calendar to be placed on the current month's agenda:

1. Completion of this application and application fee submitted via cash or check to the City of Shelbyville. Please make checks payable to the City of Shelbyville.
2. Notification letters must be sent by Certified Mail to all adjoining property owners. All Certified Mail Receipts must be provided to the PCD by the applicant one week before the date of the Planning Commission meeting. The green "Certified Mail Card" should have in the "Sender" box: City Hall, Attn: Planning Department, 201 N. Spring Street, Shelbyville, TN 37160.



**REZONING PROCEDURE:**

**Planning Commission:** Once all application materials are received, the application will be placed on the Planning Commission's agenda for the month appropriate for submittal timing. Applicants or their representatives are highly encouraged to attend the Planning Commission meeting. The Planning Commission will hear the application, and give a recommendation to the City Council for approval or denial of the request. If recommended for approval, the application automatically moves forward to the City Council for consideration, unless the applicant requests otherwise.

**City Council:** The City Council will have a first reading (one month), and then a public hearing and second & final reading on the application (one month). If approved, the new zoning designation goes into effect fifteen (15) days after the Public Hearing/ 2<sup>nd</sup> & Final Reading. On the 15<sup>th</sup> day, the property is eligible for development under the new zoning classification.



**OWNERS OF RECORD:** Please note that all property owners of record must be denoted below. If there are additional Owners of Record, please provide their information on another sheet and attach to this application. Married individuals may be listed on this form as one

Name: Curl Properties LLC

Address (no P.O. Box Numbers): [REDACTED]

Phone Number: [REDACTED]

Email: [REDACTED]

**PROPERTY OWNER'S REPRESENTATIVE** – This person shall serve as the applicant on behalf of the Property Owner(s) listed on this application. This person shall serve as the City of Shelbyville's primary contact during the review process. The Property Owner(s) agree that this person shall have the full authority to speak to and make representations to City staff about the project on behalf of the Property Owner(s).

Name: Scot St. John, St. John Engineering, LLC

Address (no P.O. Box Numbers): 923 Jackson St, Manchester, TN 37355

Phone Number: ( 931 ) 728-2638

Email: sstjohn@stjohnengineering.com

### PROPERTY INFORMATION

Property Address (if not numbered, nearest major cross streets): HWY 231-N

Tax Map and Parcel Number(s): 069, 004.00

Total Acreage of Property: ~~21.97~~

INCORRECT 04/23/2025  
Correct acreage is +/- 14.77

Current Zoning of Property: ~~PUD~~

Incorrect-correct zoning is R-1

Requested Zoning Classification: C-2

Current Use of Property: Undeveloped



**REQUIRED SIGNATURES**

Property Owner Signature and Date *Greg Carl*

Property Owner Signature and Date \_\_\_\_\_

Property Owner's **Representative** Signature and Date *[Signature]* 1/21/25

**IMPORTANT DATES**

**Date and Time of Planning Commission Meeting:** \_\_\_\_\_ at 6:00 PM

Recreation Centre, Meeting Room B, 220 Tulip Tree Road

**Submit**

For Office Use Only	
Date Application Received:	
Amount of Fee Received:	
Planning Commission Resolution No.:	Status:
City Council Ordinance No.:	Status:
Notification Letter Sent to Property Owner(s):	





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Honorable Mayor & Members of the City Council  
From: Thomas E. Batchelor, Director of Planning & Community Development  
Date: 04/25/2025  
Subject: Ordinance to Rezone 231 N Tract 2 (Tax Map 069 P/O Parcel 04.00) from split zone R-1, Low Density Residential/R-2, Medium Low Density Residential, to C-2, General Business.

---

**Description:**

This parcel is related to another rezoning application of the same location. 231 N, staff designates as "Tract 2", is a 7.23 acre parcel located directly West of the Bypass and fronting on 231-N (Refer to Staff Summary and Planning Report).

This parcel (and Tract 1) have a long history of various proposals.

- Annexation: 01/13/2022.
- Failed rezoning to R-4, High Density Residential, concurrent with annexation.
- Attempted PUD in 06/17/2022. Failed.
- Neighbors to the West of the parcel (Single family residential and agriculture use in the County boundary) are not opposed to the C-2 rezoning on this parcel. The single family residential land use (in County) to the north is silent on the matter.

The rezoning to C-2 is consistent with the Future Land Use Map and Comprehensive Plan. The disparity between land uses (Commercial and County residential) is mitigated through buffering and screening required during site development. The rezoning of Tract 2 also removes undesirable split zoning and makes the zoning cohesive.

The Planning Commission supported staff conclusion and unanimously voted to provide a favorable recommendation to City Council for review and adoption.

**Economic Impact:** Increased tax revenue. Opportunity for retail development that potentially would bring in sales and higher (commercial) tax revenues to the City.



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF A VACANT PARCEL APPROXIMATELY (+/-) 14.77 ACRES OWNED BY CURL PROPERTIES, LLC., ADDRESSED AS 231-N AND REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 069 PARCEL P/O 004.00 ("TRACT 1"), AND ATTACHED AS EXHIBIT "A", AND EXHIBIT "B-FINAL PLAT", FROM RESIDENTIAL-1 (R-1, LOW DENSITY RESIDENTIAL) TO COMMERCIAL-2, (C-2, GENERAL BUSINESS) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

**WHEREAS**, the Future Land Use Map and Comprehensive Plan, also known as, "Spark Shelbyville 2040" adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

**WHEREAS**, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

**WHEREAS**, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

**WHEREAS**, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

**WHEREAS**, the parcel addressed as 231 N and identified in Bedford County tax records as Tax Map 069 Parcel 004.00 ("TRACT 1"), is classified as "North Gateway Corridor" Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan; and,

**WHEREAS**, the applicant by owner request is requesting the rezoning of approximately (+/-) 14.77 acres, Deed Book 368 Page 992, referenced in Exhibit A and Exhibit B-Final Plat to C-2, a zoning district consistent with the Comprehensive Plan Character Area for future development and compatible with the neighboring land use in City boundary; and,

**WHEREAS**, the Planning Commission at the regular meeting on April 24, 2025, reviewed and by majority, voted to provide a favorable recommendation to the City Council and provide a resolution of the same; and,



Now, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:

1. The City Council of the City of Shelbyville approves this rezoning and amendment to the Official Zoning Map, as supported by the Planning Commission by recommendation and resolution, of approximately (+/-) 14.77 acres, addressed as 231 N and identified in Bedford County tax records as Tax Map 069 Parcel 004.00 ("TRACT 1"), which is shown in in Exhibits "A" and Exhibit B-Final Plat, below from the R-1 to C-2 zoning district.
2. This Ordinance will take effect 15 days after its final approval.

**APPROVED:**

\_\_\_\_\_  
Randy Carroll, Mayor

\_\_\_\_\_  
Date

**ATTESTED:**

\_\_\_\_\_  
Lisa Smith, City Recorder

\_\_\_\_\_  
Date

**APPROVED AS TO FORM:**

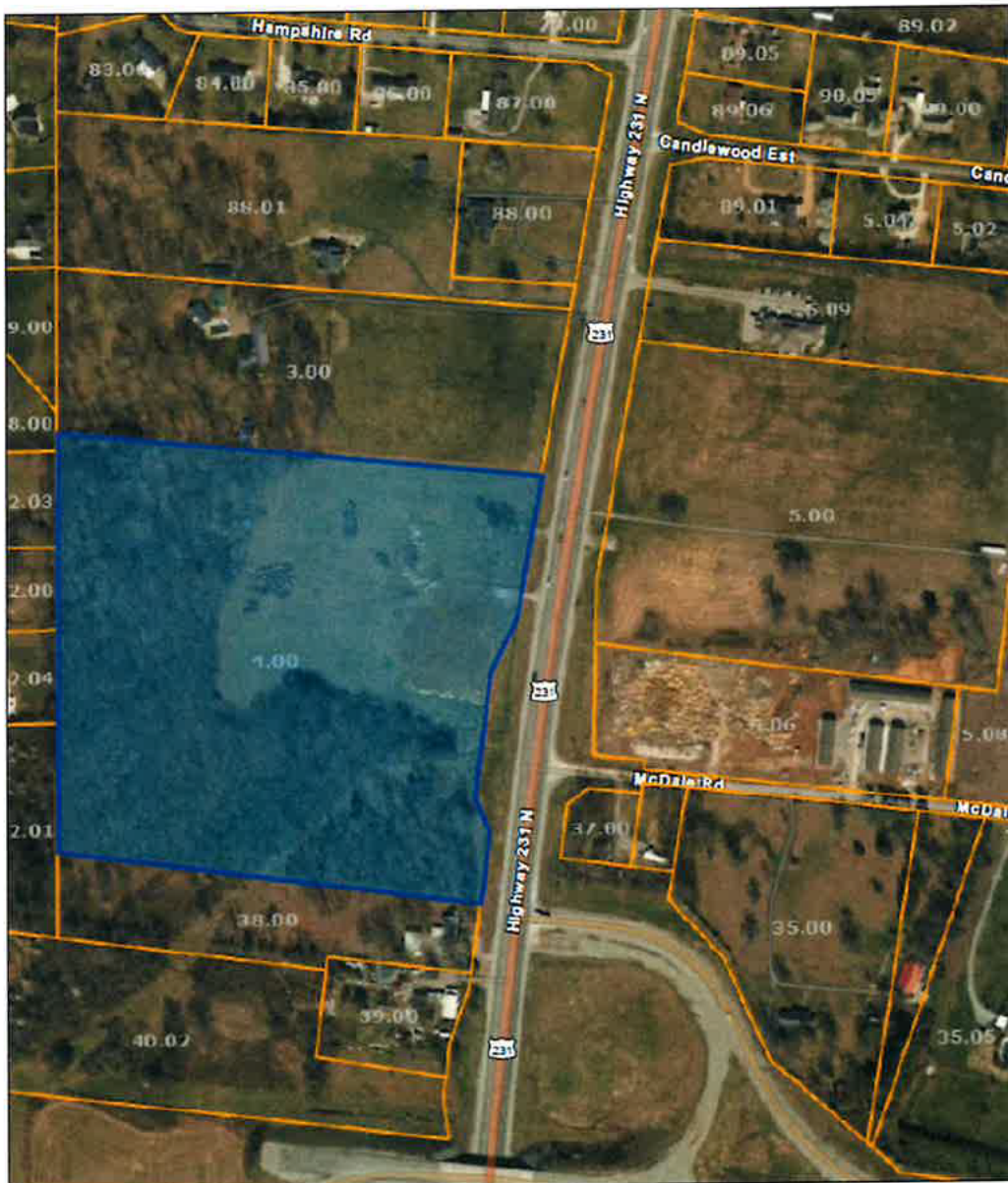
\_\_\_\_\_  
City Attorney Ginger Shofner

\_\_\_\_\_  
Date



## EXHIBIT A

Bedford County - Parcel: 069 004.00



Date: February 3, 2025

County: BEDFORD  
Owner: CURL PROPERTIES LLC  
Address: HWY 231-N  
Parcel ID: 069 004.00  
Deeded Acreage: 21.97  
Calculated Acreage: 0  
Vexcel Imagery Date: 2023

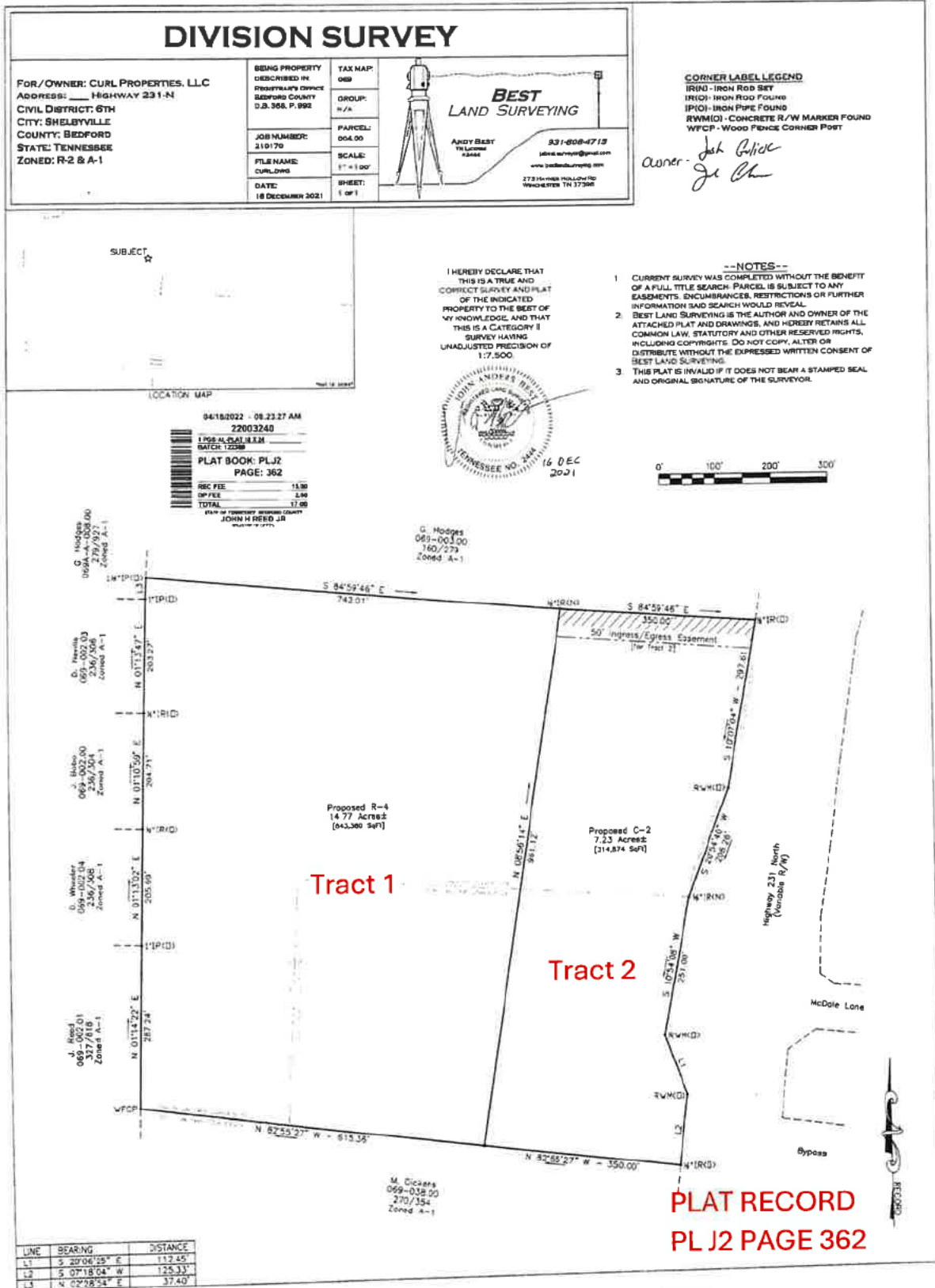


State of Tennessee, Controller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap contributors, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. METI, NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.



# EXHIBIT B-FINAL PLAT







## STAFF SUMMARY

CASE/APPLICATION NUMBER

**R2025-05-003**

APPLICANT/PROPERTY OWNER

**Curl Properties, LLC.**

PUBLIC HEARING DATE

06/12/2025 (If approved at  
first reading)PROPERTY ADDRESS/LOCATION/TAX MAP – GRP – PARCEL /  
DEED

231 N

Map 069 P/O Parcel 04.00 (Tract 2)

Deed Bk 368 Page 992 / PL J2 Page 362

## BRIEF SUMMARY OF REQUEST

**Request to rezone 7.23 acre parcel from current split zone  
R-1/R-2 to C-2, General Business**

MAP SOURCE

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS	SIZE OF PROPERTY
<b>Split, R-1/R-2</b>	<b>Vacant</b>	<b>N-A-1, County, Single Family Dwelling S- C-2, Nonconforming Residential and conforming commercial E-231 N, C-2 across 231 N W-(4) A-1, County, Single Family</b>	<b>Vacant / None</b>	<b>7.23 ac (+/-) (314,938.8 +/- sf)</b>

## STAFF RECOMMENDATION TO PLANNING COMMISSION

**FAVORABLE**~~UNFAVORABLE~~

COMPATIBILITY with the COMPREHENSIVE PLAN

**North Gateway Corridor  
Character Area**1. C-2 is consistent with  
FLU-Map and Plan

## PROPERTY HISTORY

Compatibility with the planned development (or other controlling documents); traffic/parking;  
public works/utilities; engineering/flood plain/soil; building code/fire or design**Extensive Zoning History elaborated in the Final Comment Sheet.**

1. This portion was partially in the city as R-2 as early 2009 and shown on the 2009 Official Zoning Map.
2. 11/17/2021. Favorable recommendation from the Planning Commission to City Council for annexation of 22.52 acres. The original POS resolution and Annexation resolution did not include a map. The annexation resolution indicated 22.52 acres received the favorable recommendation.
3. 11/17/2021. Unfavorable recommendation to City Council to rezone R-4.





4. 11/30/2021. Study Session agenda and minutes show rezoning to R-4 was discussed.
5. No indication the application advances further whether due to owner withdrawing the application or Council considered and denied.
6. 12/19/2022. annexation and POS considered and approved by City Council.
7. 01/13/2022. Annexation and POS public hearing were held and adopted.
8. Since no rezoning applications were adopted, the annexation made the two parcels R-1. The presumption is that the R-2 portion remains and this parcel contains the split zone R-1 and R-2.
9. 06/17/2022. Application to rezone from R-2 to PUD (sic) made for approximately 20 acres for 07/28/2022 Planning Commission consideration.
10. 06/27/2022. Pre-planning committee reviewed the PUD application. PUD Concept included 105 residential dwelling units (R-4 density) for Tract 1 and 2.
11. 3-iterations of PUD Concept Book: Original, 06/24/2022, and 07/08/2022.
12. Opposition letters received to the PUD Concept throughout August 2022.
13. 08/15/2022. Neighborhood meeting held for PUD Concept Review.
14. 08/17/2022. Applicant (Owner Representative) request deferral to September 2022 Planning Commission meeting.
15. No other activity on the PUD.
16. 01/21/2025. Application made to rezone 21.97 acres identified as PUD in error to C-2.
17. 02/10/2025. Pre-Planning Committee review and comments.
18. 03/27/2025. Planning Commission deferred Tract 1 application for further historic research and analysis.
19. To correct the previous application, application to rezone Tract 2 to C-2 made on 04/04/2025.
20. 04/14/2025. Pre-planning committee reviewed and commented.
21. Compatibility of neighboring land uses and zoning is added to the Final Comment to discuss further the disparity between zone district and land uses, and mitigation necessary to buffer between disparate land uses.
22. Received emails of opposition to the rezoning.

**COMPATIBILITY** with the ZONING ORDINANCE

Legally conforming. If rezoned, any development required to meet current zoning ordinance.

**ATTACHMENTS**  
(CIRCLE)

Final Comment  
Sheet (In depth  
analysis)

PC Resolution  
Ordinance to rezone

Application  
Deed

**OTHER** (DESCRIBE)

Author: Thomas E. Batchelor, Planning Director

Date: 04/23/2025





## STAFF SUMMARY

CASE/APPLICATION NUMBER

**R2025-05-003**

APPLICANT/PROPERTY OWNER

**Curl Properties, LLC.**

PUBLIC HEARING DATE

06/12/2025 (If approved at first reading)

PROPERTY ADDRESS/LOCATION/TAX MAP – GRP – PARCEL / DEED

231 N

Map 069 P/O Parcel 04.00 (Tract 2)

Deed Bk 368 Page 992 / PL J2 Page 362

BRIEF SUMMARY OF REQUEST

**Request to rezone 7.23 acre parcel from current split zone R-1/R-2 to C-2, General Business**



MAP SOURCE

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS	SIZE OF PROPERTY
<b>Split, R-1/R-2</b>	<b>Vacant</b>	<b>N-A-1, County, Single Family Dwelling</b> <b>S- C-2, Nonconforming Residential and conforming commercial</b> <b>E-231 N, C-2 across 231 N</b> <b>W-(4) A-1, County, Single Family</b>	<b>Vacant / None</b>	<b>7.23 ac (+/-)</b> <b>(314,938.8 +/- sf)</b>

STAFF RECOMMENDATION TO PLANNING COMMISSION

**FAVORABLE**

~~UNFAVORABLE~~

COMPATIBILITY with the COMPREHENSIVE PLAN

**North Gateway Corridor Character Area**

1. C-2 is consistent with FLU-Map and Plan

PROPERTY HISTORY

Compatibility with the planned development (or other controlling documents); traffic/parking; public works/utilities; engineering/flood plain/soil; building code/fire or design

**Extensive Zoning History elaborated in the Final Comment Sheet.**

1. This portion was partially in the city as R-2 as early 2009 and shown on the 2009 Official Zoning Map.
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10. 06/27/2022. Pre-planning committee reviewed the PUD application. PUD Concept included 105 residential dwelling units (R-4 density) for Tract 1 and 2.
11. 3-iterations of PUD Concept Book: Original, 06/24/2022, and 07/08/2022.
12. Opposition letters received to the PUD Concept throughout August 2022.
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22. Received emails of opposition to the rezoning.

**COMPATIBILITY with the ZONING ORDINANCE**

Legally conforming. If rezoned, any development required to meet current zoning ordinance.

**ATTACHMENTS  
(CIRCLE)**

Final Comment  
Sheet (In depth  
analysis)

PC Resolution  
Ordinance to rezone

Application  
Deed

**OTHER (DESCRIBE)**

Author: Thomas E. Batchelor, Planning Director

Date: 04/23/2025





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Honorable Mayor & Members of the City Council  
From: Thomas E. Batchelor, Director of Planning & Community Development  
Date: 04/25/2025  
Subject: Ordinance to Rezone W. Lane St. (Tax Map 088E Group A Parcel 01.00) from R-3, Medium Density Residential to R-3A, Medium High Density Residential

---

**Description:**

The parcel size is approximately 0.41 ac. And currently vacant. Rezoning to R-3A is consistent with the Future Land Use Map and Comprehensive Plan. The higher density residential is constrained by the property size.

Based on gross calculations for the parcel size, the maximum number of units is 3. Any future residential development is substantially compatible with the existing neighborhood (Refer to Summary and Staff Report).

The Planning Commission supported staff conclusion and unanimously voted to provide a favorable recommendation to City Council for review and adoption.

**Economic Impact:** Increased tax revenue. Parcel is a vacant lot and will be placed into service increasing tax revenue. The R-3A zoning permits higher density, such as multifamily, and would be taxed at commercial rates (higher than single family residential).



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF APPROXIMATELY (+/-) 0.41 ACRE VACANT PARCEL OWNED BY WAYNE NEESE, ADDRESSED AS WEST LANE STREET AND REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 088E GROUP A PARCEL 01.00, AND ATTACHED AS EXHIBIT "A",, FROM RESIDENTIAL-3 (R-, MEDIUM DENSITY RESIDENTIAL) TO RESIDENTIAL-3A, (R-3A, MEDIUM HIGH DENSITY RESIDENTIAL) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

**WHEREAS**, the Future Land Use Map and Comprehensive Plan, also known as, "Spark Shelbyville 2040" adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

**WHEREAS**, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

**WHEREAS**, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

**WHEREAS**, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

**WHEREAS**, the parcel addressed as West Lane Street and identified in Bedford County tax records as Tax Map 088E Group A Parcel 01.00, is classified as "Mixed Density Residential" Character Area by the adopted City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan; and,

**WHEREAS**, the applicant by owner request is requesting the rezoning of approximately (+/-) 0.44 acre, Deed Book 394 Page 248, referenced in Exhibit A to R-3A, a zoning district consistent with the Comprehensive Plan Character Area for future development and is compatible with the neighboring land use in City boundary; and,

**WHEREAS**, the Planning Commission at the regular meeting on April 24, 2025, reviewed and by majority, voted to provide a favorable recommendation to the City Council and provide a resolution of the same; and,



Now, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:

1. The City Council of the City of Shelbyville approves this rezoning and amendment to the Official Zoning Map, as supported by the Planning Commission by recommendation and resolution, of approximately (+/-) 0.41 acre, addressed as West Lane Street and identified in Bedford County tax records as Tax Map 088E Group A Parcel 01.00, which is shown in in Exhibits "A" below from split zoned R-3 to R-3A zoning district.
2. This Ordinance will take effect 15 days after its final approval.

**APPROVED:**

\_\_\_\_\_  
Randy Carroll, Mayor

\_\_\_\_\_  
Date

**ATTESTED:**

\_\_\_\_\_  
Lisa Smith, City Recorder

\_\_\_\_\_  
Date

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Attorney Ginger Shofner

\_\_\_\_\_  
Date



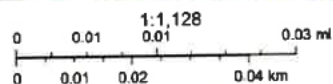
## EXHIBIT A

Bedford County - Parcel: 088E A 001.00



Date: April 22, 2025

County: BEDFORD  
Owner: NEESE WAYNE  
Address: WEST LANE ST  
Parcel ID: 088E A 001.00  
Deeded Acreage: 0  
Calculated Acreage: 0  
Vexxel Imagery Date: 2023



State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. METI, NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.



Prepared by:

RALPH MCBRIDE, JR.  
200 East Depot St.  
Shelbyville, TN 37160

Map 088E  
Group A  
Parcel 00100

Tax Bill to:

Mr. Wayne Neese

Name & address of  
property owner:

Mr. Wayne Neese

BK/PG: D394/248-250

24008335

3 PGS AL-DEED	
RONNIE BATCH. 150223	
12/17/2024 - 12:43 PM	
VALUE	17500.00
MORTGAGE TAX	0.00
TRANSFER TAX	64.75
RECORDING FEE	15.00
DP FEE	2.00
REGISTER'S FEE	1.00
TOTAL AMOUNT	82.75

**CLERK & MASTER'S DEED**

STATE OF TENNESSEE, BEDFORD COUNTY  
**JOHN H REED JR**  
REGISTER OF DEEDS

WHEREAS, in pursuance of a decree of the Chancery Court of Bedford County, Tennessee, entered on the 3rd day of November, 2023, in the cause of *Bedford County, Tennessee v. Delinquent Taxpayers*, Case No. 34,137, and entered of record in Minute Book 276, Page 368, the Clerk & Master of said Court did, on the 5th day of December, 2023, offer for sale at public outcry, the real estate hereinafter described, whereupon Wayne Neese became the purchaser thereof, at the price of \$17,500.00, as appears from the Clerk and Master's Report of Sale, which report was duly confirmed by decree of said Court, which decree and report are entered of record in Minute Book 277, Page 264, of said Court, and

WHEREAS, said purchaser has paid the aforesaid purchase price and has otherwise complied with the decree of the Court, and

WHEREAS, the said Court by its said decree confirming sale divested all the right, title, and interest in the following described land out of all of the parties to said suit, and vested same in the said purchaser, and authorized and directed the Clerk & Master of said Court to execute and deliver to said purchaser a deed conveying the said land to him at the end of the period of redemption.

NOW, THEREFORE, in consideration of the premises and the aforesaid sum so paid, I, CURT M. COBB, Clerk & Master of said Court, do hereby transfer and convey to Wayne Neese, his heirs and assigns,

this 17<sup>th</sup> day of Dec 2024  
Ronda H. Clanton, T.C.A.  
Property Assessor, By: [Signature]  
Bedford County, Tennessee



forever, the land which is more particularly bounded and described as follows, to-wit:--

Lying and being in the Seventh (7<sup>th</sup>) Civil District of Bedford County, Tennessee, and being more particularly described as follows:

Beginning at the northeast corner of said tract of land and on the south side and at the south margin, of the Highway and or Sim Road, and running thence in a southerly direction 225 feet along the line of Ernest and Alice Bell to a stake in garden fence; thence in a Western direction 80 feet along the garden fence to a stake; thence in a northerly direction 225 feet to a stake in the south margin of the Highway and or Sim Road; thence along the south margin of the Highway 80 feet to the point of beginning.

Being the same property conveyed to Martha Elizabeth Moore by deed of record in Deed Book 69, page 236, Register's Office of Bedford County, Tennessee.

TO HAVE AND TO HOLD said real estate, with all of the hereditaments and appurtenances thereunto belonging, to Wayne Neese, his heirs and assigns, forever.

This conveyance is subject to all county and municipal property taxes not paid with the proceeds of said sale.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name as said Clerk & Master, on this 17<sup>th</sup> day of December, 2024.

  
CLERK & MASTER

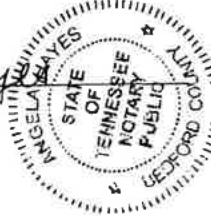


STATE OF TENNESSEE  
COUNTY OF BEDFORD

Personally appeared before me, the undersigned, a Notary Public in and for the state and county aforesaid, the within named bargainor, CURT M. COBB, with whom I am personally acquainted or proved to me on the basis of satisfactory evidence, and who, upon oath, acknowledged himself to be the Clerk and Master of the Chancery Court of Bedford County, Tennessee, and that he, as Clerk and Master, being authorized to do so, acknowledged that he executed the foregoing instrument for the purposes therein contained.

WITNESS my hand and official seal at Shelbyville, Tennessee on this the 17 day of December, 2024

Angela Hayes  
NOTARY PUBLIC



My Commission Expires:

12/17/25

STATE OF TENNESSEE  
COUNTY OF BEDFORD

I, or we, hereby swear or affirm that the actual consideration for this transfer is \$17,500.00.

Wayne Heese  
AFFIANT

Subscribed and signed by me, December, 2024.

before me this the 17<sup>th</sup> day of

Maria Cruces  
NOTARY PUBLIC OR REGISTER

My Commission Expires:

10/11/2028



**CITY OF SHELBYVILLE, TENNESSEE  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT  
REZONING APPLICATION**

**PLEASE NOTE:** Failure to complete the process below will result in an incomplete application. Applications will not be considered until all items are submitted timely.

**APPLICATION PROCEDURE:** A complete application consists of the following submitted to the Planning and Community Development Department (PCD) Department in accordance with the approved Submittal Calendar to be placed on the current month's agenda:

1. Completion of this application and application fee submitted via cash or check to the City of Shelbyville. Please make checks payable to the City of Shelbyville.
2. Notification letters must be sent by Certified Mail to all adjoining property owners. All Certified Mail Receipts must be provided to the PCD by the applicant one week before the date of the Planning Commission meeting. The green "Certified Mail Card" should have in the "Sender" box: City Hall, Attn: Planning Department, 201 N. Spring Street, Shelbyville, TN 37160.



**REZONING PROCEDURE:**

**Planning Commission:** Once all application materials are received, the application will be placed on the Planning Commission's agenda for the month appropriate for submittal timing. Applicants or their representatives are highly encouraged to attend the Planning Commission meeting. The Planning Commission will hear the application, and give a recommendation to the City Council for approval or denial of the request. If recommended for approval, the application automatically moves forward to the City Council for consideration, unless the applicant requests otherwise.

**City Council:** The City Council will have a first reading (one month), and then a public hearing and second & final reading on the application (one month). If approved, the new zoning designation goes into effect fifteen (15) days after the Public Hearing/ 2<sup>nd</sup> & Final Reading. On the 15<sup>th</sup> day, the property is eligible for development under the new zoning classification.



**REQUIRED SIGNATURES**

Property Owner Signature and Date Wayne Neese 2-14-25

Property Owner Signature and Date \_\_\_\_\_

Property Owner's **Representative** Signature and Date [Signature] 2-14-25

**IMPORTANT DATES**

**Date and Time of Planning Commission Meeting:** 4/24/25 at 6:00 PM

Recreation Centre, Meeting Room B, 220 Tulip Tree Road

**Submit**

For Office Use Only	
Date Application Received:	
Amount of Fee Received:	
Planning Commission Resolution No.:	Status:
City Council Ordinance No.:	Status:
Notification Letter Sent to Property Owner(s):	



**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE OF THE SHELBYVILLE CITY COUNCIL TO AMEND THE SHELBYVILLE ZONING MAP BY APPROVING THE REZONING OF APPROXIMATELY (+/-) 0.41 ACRE VACANT PARCEL OWNED BY WAYNE NEESE, ADDRESSED AS WEST LANE STREET AND REFERENCED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 088E GROUP A PARCEL 01.00, AND ATTACHED AS EXHIBIT “A”, , FROM RESIDENTIAL-3 (R-, MEDIUM DENSITY RESIDENTIAL) TO RESIDENTIAL-3A, (R-3A, MEDIUM HIGH DENSITY RESIDENTIAL) AND REPEALING ANY ORDINANCE OR PORTION OF ORDINANCE IN CONFLICT THEREWITH.**

**WHEREAS**, the Future Land Use Map and Comprehensive Plan, also known as, “Spark Shelbyville 2040” adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

**WHEREAS**, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate general location, distribution, and extent of land uses within the Community; and,

**WHEREAS**, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

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Randy Carroll, Mayor

\_\_\_\_\_  
Date

**ATTESTED:**

\_\_\_\_\_  
Lisa Smith, City Recorder

\_\_\_\_\_  
Date

**APPROVED AS TO FORM:**

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City Attorney Ginger Shofner

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Date



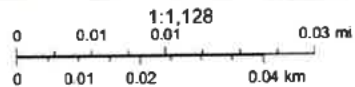
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Bedford County - Parcel: 088E A 001.00



Date: April 22, 2025

County: BEDFORD  
Owner: NEESE WAYNE  
Address: WEST LANE ST  
Parcel ID: 088E A 001.00  
Deeded Acreage: 0  
Calculated Acreage: 0  
Vexcel Imagery Date: 2023



State of Tennessee, Controller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

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Lisa Smith, City Recorder

\_\_\_\_\_  
Date

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Attorney Ginger Shofner

\_\_\_\_\_  
Date



## EXHIBIT A

Bedford County - Parcel: 088E A 001.00



Date: April 22, 2025

County: BEDFORD

Owner: NEESE WAYNE

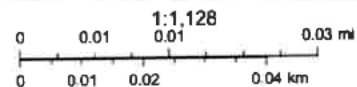
Address: WEST LANE ST

Parcel ID: 088E A 001.00

Deeded Acreage: 0

Calculated Acreage: 0

Vexcel Imagery Date: 2023



State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap contributors, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. METI, NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

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## STAFF SUMMARY

CASE/APPLICATION NUMBER

**R2025-04-001**

APPLICANT/PROPERTY OWNER

**Wayne Neese**

PUBLIC HEARING DATE

06/12/2025 (If approved at first reading)

PROPERTY ADDRESS/LOCATION/TAX MAP – GRP – PARCEL / DEED

W. Lane St.

Map 088E Group A Parcel 01.00

Deed Bk 394 Page 248

BRIEF SUMMARY OF REQUEST

**Request to rezone 0.41 acre parcel from current R-3 to R-3A**

MAP SOURCE

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS	SIZE OF PROPERTY
<b>R-3, Medium Density Residential</b>	<b>Vacant</b>	<b>N-R-3 (Across W. Lane St.) S- C-2 E-R-3 W-R-3 (Nonconforming Commercial)</b>	<b>Vacant / None</b>	<b>0.41 ac (+/-) (17,859.6 +/- sf)</b>

STAFF RECOMMENDATION TO PLANNING COMMISSION

**FAVORABLE**~~UNFAVORABLE~~

COMPATIBILITY with the COMPREHENSIVE PLAN

**Mixed Density Residential Character Area .**

- Needs to meet conditions for R-3A
- Meets 3, possibly all of the conditions.

PROPERTY HISTORY

Compatibility with the planned development (or other controlling documents); traffic/parking; public works/utilities; engineering/flood plain/soil; building code/fire or design

- No record of rezoning. Single owner since 1954 until property transfer on 12/17/2024.**
- 2004 (Unofficial) Zone Map and 2009 Zoning Map classifies the zone district as R-3.**
- Based on aerial and street photos, very little of the character of the neighborhood has changed since 16-18 years.**
- Parcel is served by W. Lane St., a major collector.**
- The R-3A zoning is compatible with R-3 depending on intensity. This parcel is**





less than an acre and the development impact is nominal to the R-3 zone district and single family use to the East and South East, and North across West Lane St.

The use to the South and West is greater intensity (C-2 and nonconforming market land use).

**COMPATIBILITY** with the ZONING ORDINANCE

Legally conforming. If rezoned, any development required to meet latest ordinance.

**ATTACHMENTS**  
(CIRCLE)

Final Comment  
Sheet (In depth  
analysis)

PC Resolution  
Ordinance to rezone

Application  
Deed

**OTHER** (DESCRIBE)

Author: Thomas E. Batchelor, Planning Director

Date: 04/23/2025



CASE/FILE NO. R2025-4-001

**CITY OF SHELBYVILLE PRE-PLANNING**

**FINAL COMMENT SHEET**

**Date of Circulation for Review:** Monday, March 3, 2025  
**Date of Pre-Planning Meeting:** Monday, March 10, 2025  
**Date Comments Sent:** Friday, March 14, 2025  
**Type of Project:** REZONING  
**Type of Approval:** PC / CITY COUNCIL

---

**Project Name:** Rezoning West Lane St.  
**Project Description:** Rezoning of approximately 0.41 acres of vacant parcel from R-3 to R-3A, Medium High Density Residential zone district. Vacant parcel located south of West Lane St., closest intersection is Earhart St. to the northeast.  
**Applicant:** Jessica White  
**Representative:** Same  
**Property Owner:** Wayne Neese  
**Current Zoning:** R-3, Medium Density Residential  
**Target Zoning:** R-3A, Medium High Density Residential  
**Parcel ID:** Tax Map 088E Group A Parcel No 001.00

---

**Updates in "Red".**

**Police Department:**

1. No comments at this time. **Will serve.**

**Fire Department:**

1. No comments at this time. **Will serve.**

**Building and Codes:**

1. No comments at this time. **Any future development may be addressed during construction.**



**CASE/FILE NO. R2025-4-001**

**Planning:**

1. Has the fee been paid for this application? If so, please email receipt. If not, please pay the required application fee and email receipt. **Satisfied.**
2. Art. III, Sec. 3.11.1(B). Adjoining property owners are required to be notified by Certified Mail. Letters have been submitted. Please provide green certified mail postal receipts. **Satisfied.**
3. Initial analysis follows below.

**Shelbyville Power, Water, and Sewer**

1. Water/Sewer. No comments at this time. **Will serve.**
2. Power: No Comments at this time. **Will serve.**

**Engineering and Public Works:**

1. No comments at this time. **Future developments may be addressed during construction.**



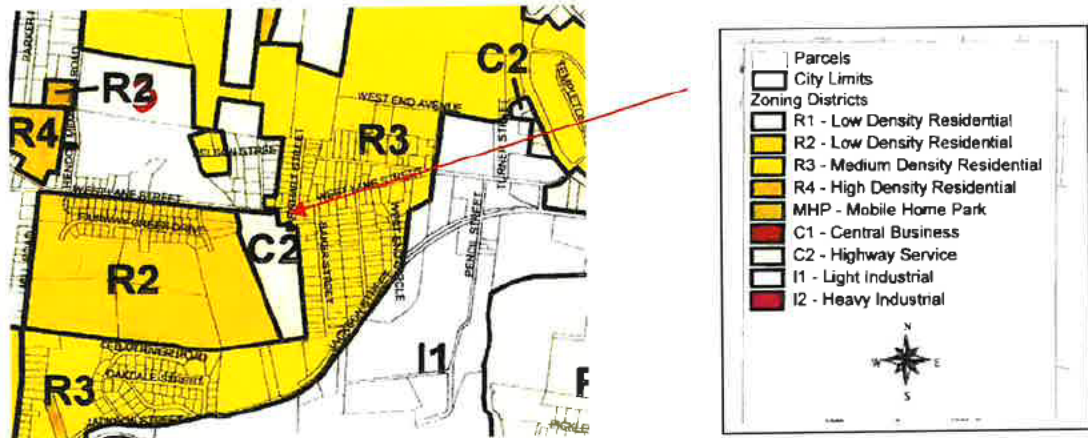
CASE/FILE NO. R2025-4-001

## REZONING ANALYSIS – BASIS.

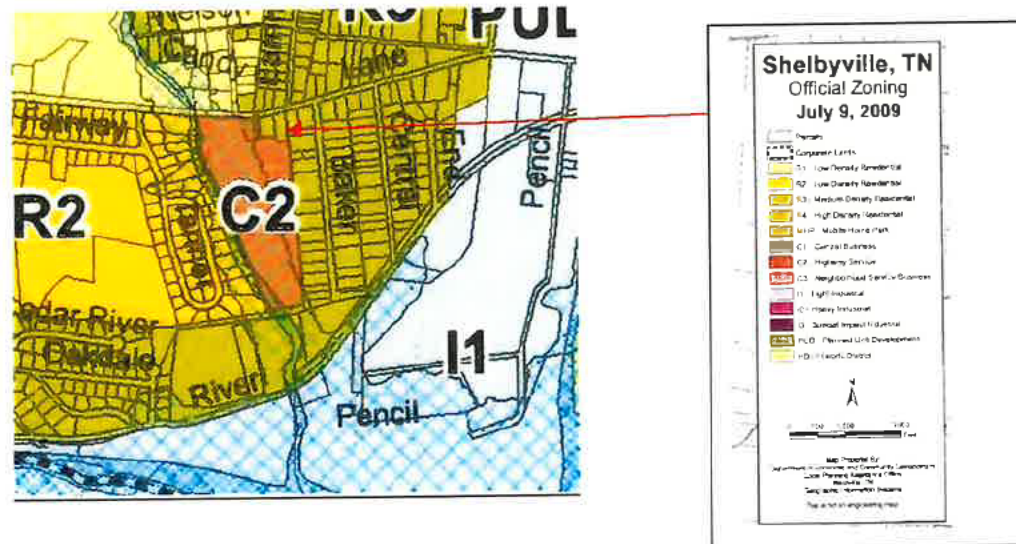
### Zoning History.

1. No record found of rezoning. Single owner from 1954 until transfer 12/17/2024 according to tax records (DB 394 Page 248-250)
2. From the unsigned (Unofficial) 2004 Zoning Map, the subject parcel underlying zoning is R-3, also known as, “Medium Density Residential”. 2009 Official Zoning Map indicates no change. The current Official Zoning Map shows the same. Therefore, the conclusion is there has been no change in the base zoning, at least since on or before 2004.

### 2004 (Unofficial) Zoning Map



### 2009 Official Zoning Map



3. No ordinances to rezone were found related to this parcel.



**CASE/FILE NO. R2025-4-001**

**Basis for Analysis.**

*Planning staff has adopted the following basis when reviewing rezoning applications to justify consistency and compatibility with City adopted maps and plans and identify where maps and plans may need to be improved or amended.*

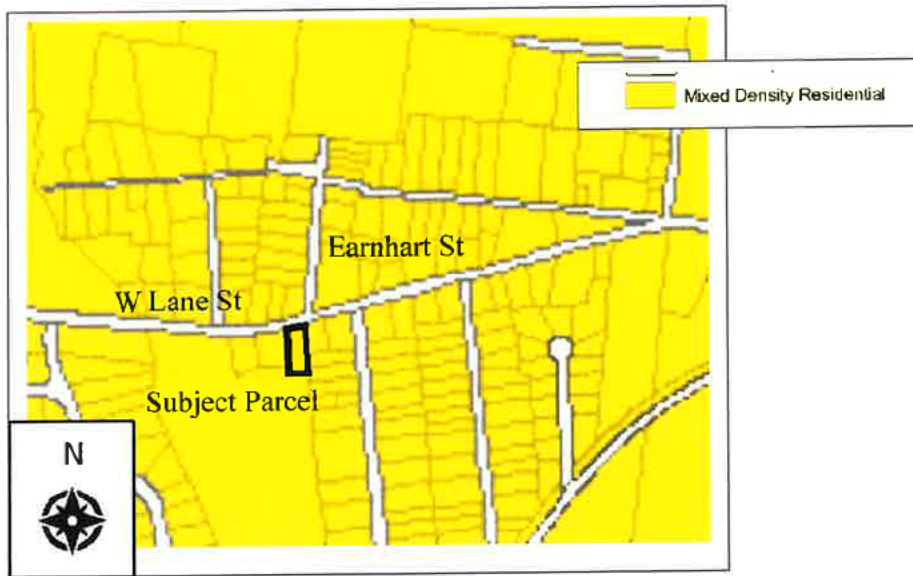
1. Analysis is based on consistency and compatibility with City adopted maps and plans such as the Future Land Use Map, Character Area from the Comprehensive Plan, Major Thoroughfare Plan and city policy. These adopted plans and maps help to guide growth and development policies.
2. Zoning map and ordinance is referenced for detailed development standards for each land use designation and correlated with the Future Land Use Map and Comprehensive Plan to functionally coordinate the regulations and plans guiding future growth.
3. Underlying zoning of the neighborhood and adjoining parcels to avoid 'spot zoning' and because future land use policies and zoning regulations correlate to function in simultaneous cooperation towards the common development and growth goals.
4. Comparison for compatibility of potential highest and best use of the requested rezoning to existing neighborhood land use conditions.
5. Other considerations include whether a new zoning district has the potential to create adverse impacts such as noise, pollutants, etc., and may consider the effects of cumulative adverse impacts.
6. Identify conflicts, incompatibility, and inconsistencies within the adopted plans, maps, and regulations that may require future amendment and improvement.



CASE/FILE NO. R2025-4-001

Initial Analysis.

1. From the Future Land Use Map and Comprehensive Plan, Subject Parcel is classified as the Mixed Density Character Area.



**CHARACTER, APPROPRIATE ZONING CATEGORIES, AND INFRASTRUCTURE.**

*The Mixed Density Residential Character Area is intended to serve as a Low and Medium-Density Residential Character Area. It consists of residential development that includes quality neighborhoods and housing options for the community at a low or medium density per acre, with a wider range of typical lot sizes, ranging from 7,500 to 15,000 square feet. Subdivisions in this Character Area allow a gross density of up to 5.8 single-family dwelling units per acre..*

*The maximum residential density in this Character Area for standard zoning districts corresponds with the maximum density stated in the Zoning Ordinance for each zoning district.*

*Appropriate zoning categories include R-1 & R-2 Low Density Residential Districts, R-3 Medium-Density Residential District, Residential Planned Unit Development (PUD).*

*Rezoning applications to the new zoning district, the R-3A zoning district, which permits medium to high density residential development could be considered in this character area if the following criteria are met:*

- *The property is located on an arterial or collector street or at the intersection of an arterial street and a collector street. W. Lane St. is a Major Collector*
- *The property is a corner lot, and one of the two streets is at least a collector street. Not a corner lot.*
- *The property has existing utility services. Confirm with SPS.*



**CASE/FILE NO. R2025-4-001**

- *The property is adjacent to commercial uses or existing higher intensity zones. Property adjacent and to the south is zoned C-2, General Business zone district and is a RV park land use.*

**PRIMARY FUTURE USES (Most Appropriate).**

*Low Density (R-1 & R-2) or Medium Density (R-3 & PUD) single family detached residential uses or duplex developments are the most appropriate use in this Character Area. Triplex or quadplex buildings are appropriate uses in the areas that meet the criteria for rezoning to the R-3A zoning district.*

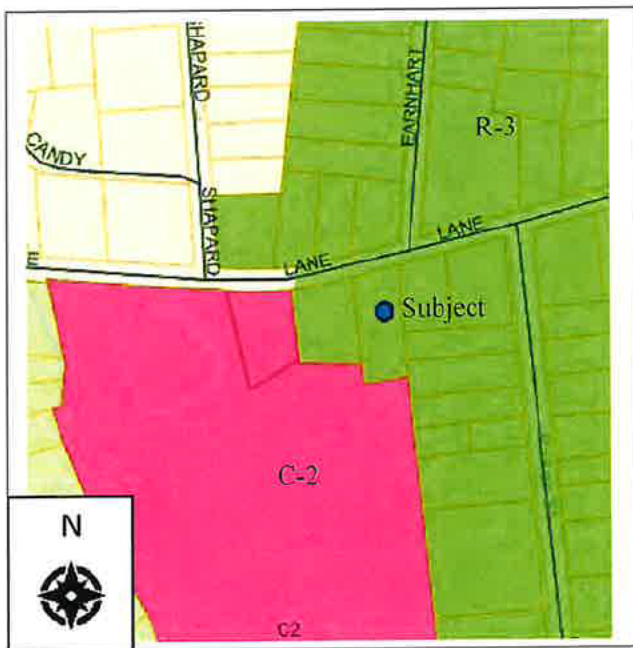
**PRIMARY FUTURE USES (Appropriate with Restrictions).**

*Governmental, Religious, and/or Civic Uses such as places of worship, schools, low impact governmental services, community centers, parks, or other passive recreational uses (including greenways and trails) are appropriate only if they are compatible with surrounding residential development and are located on a Collector or Arterial Street. **SITE DESIGN.***

**2. Zoning Map and Zoning Regulation and Existing Neighborhood Conditions.**

**CURRENT ZONING AND ADJACENT ZONING DISTRICTS.** Current land use surrounding the Subject Parcel are R-2, Medium Low Density Residential.

**ZONING MAP – Not Updated.**



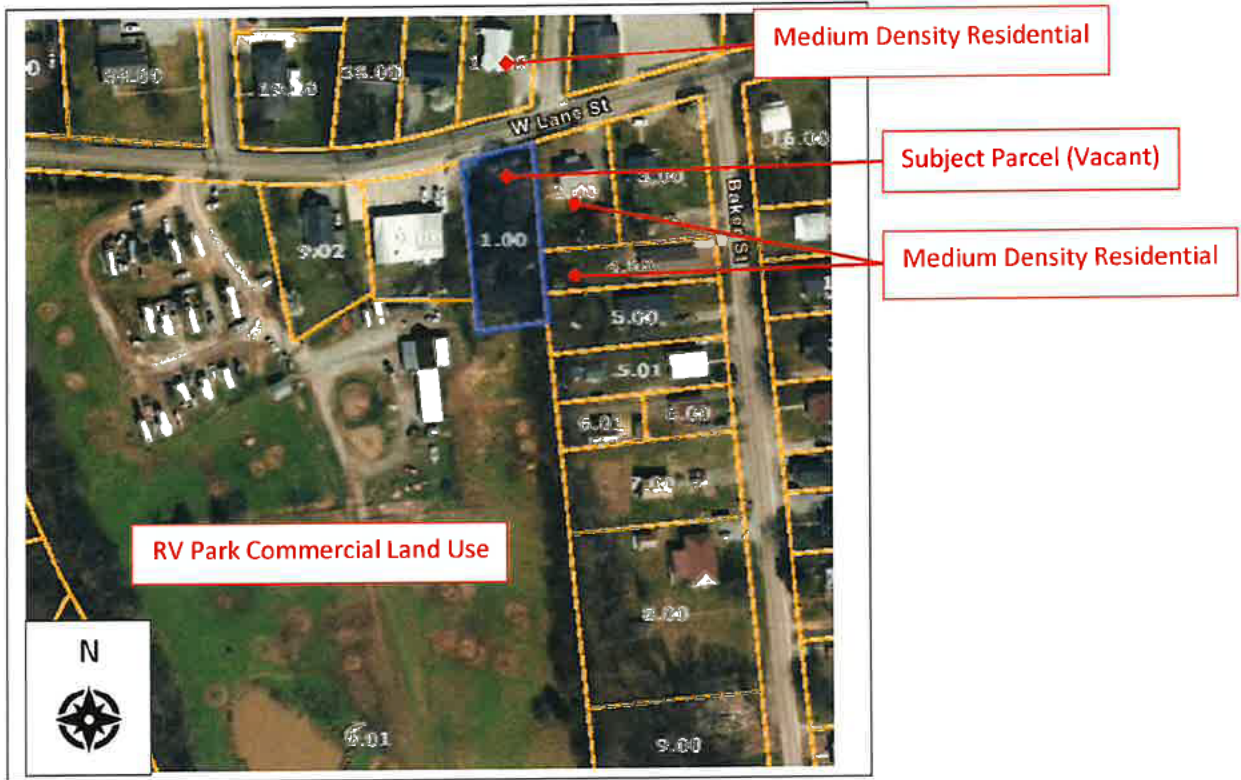
W. Lane St. is a Major Collector



CASE/FILE NO. R2025-4-001

## NEIGHBORHOOD.

The neighborhood has remained unchanged since at least 2009 based on Google Streetview of the time period.

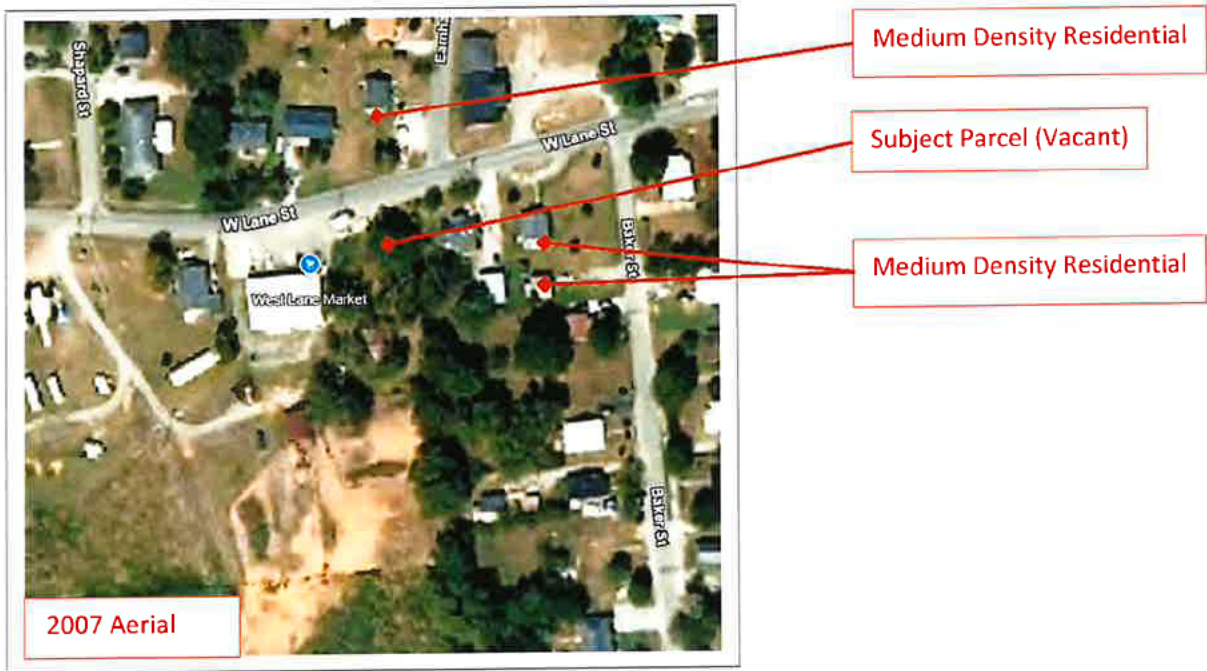


Google Streetview looking towards subject parcel. Predominant land uses have remained virtually unchanged.





CASE/FILE NO. R2025-4-001



**FUNCTIONAL CLASSIFICATION OF W. Lane St. (From TDOT Long Range Planning Division, 07/27/2018 and City Major Throughfare Map).**

1. W. Lane St. is Major Collector and not a part of the National Highway System.

**AVERAGE ANNUAL DAILY TRAFFIC (AADT) OF W. Lane St. (From TDOT Traffic Count ).**

2. Heading West on W. Lane St. AADT is 3,894 (2024 update) near intersection of Fairway Green Drive.



**DEFINITIONS.**

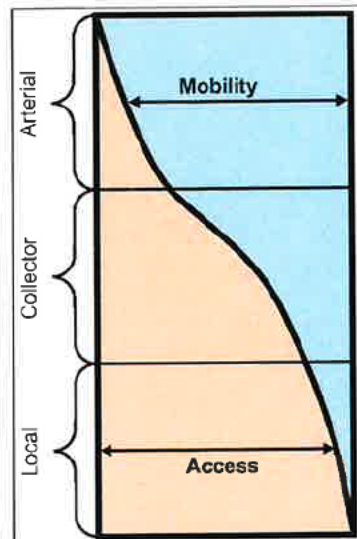
Major Collector. Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. All Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor.

In the rural environment, Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes. Consequently, more moderate speeds may be posted.

The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. Careful consideration should be given to these factors when assigning a Major or Minor Collector designation.

In rural areas, AADT and spacing may be the most significant designation factors. Since Major Collectors offer more mobility and Minor Collectors offer more access, it is beneficial to reexamine these two fundamental concepts of functional classification. Overall, the total mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network

**RELATIONSHIP BETWEEN  
FUNCTIONALLY  
CLASSIFIED ROAD  
NETWORKS**





CASE/FILE NO. R2025-4-001

**3. R-3 BULK REGULATIONS (COMPARISON).**

<u>MEASURED IN SQUARE FEET</u>	<u>SINGLE DETACHED</u>	
	<u>DWELLING</u>	<u>DUPLEX</u>
MIN. LOT SIZE	7,500	15,000
MIN. AREA PER FAMILY	7,500	7,500
MIN. LOT WIDTH AT BLDG. SETBACK	75	75
MIN. LOT WIDTH AT BLDG. SETBACK/CUL-DE-SAC	50	50
MIN. FRONT YARD SETBACK	25	40
MIN. SIDE YARD SETBACK	10	12
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	35%	35%

**R-3A BULK REGULATIONS (UPDATED).**

**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.

<u>MEASURED IN SQUARE FEET</u>	<u>DUPLEX</u>	<u>MULTI-FAMILY*</u>
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.



**CASE/FILE NO. R2025-4-001**

**GROSS DENSITY R-3 (HIGHEST / BEST USE): EST 17,859.6 SF / 7,500 SF = 2.38 UNITS**

**GROSS DENSITY R-3A (HIGHEST/BEST USE). EST 17,859.6 / 5,000 SF = 3.57 UNITS**

**3. PROFESSIONAL SURVEY REQUIRED.** Professional survey required to determine actual lot size, conformance with setbacks, frontage, lot coverage. On initial estimation appears to be able to meet.

**4. SPECIAL CONSIDERATIONS.**

- There are several ordinances that propose or pending those impacts R-3A Multifamily developments that include Open Space requirements.

**5. COMPATIBILITY BASED ON ZONE DISTRICT AND LAND USE.**

- a. Rezoning may be considered for mistake, change in neighborhood, or City's desire to guide for future land use development from adopted plans.
- b. Flexibility is the defining characteristic of land use types. Residential is the least flexible. Industrial land uses are most flexible because concerns are less about the use provided the use is not situated next to inflexible uses. There are varying degrees of flexibility from Industrial to Residential (4-categories are Industrial/Utility, Business office and mercantile, Residential).
- c. The compatibility C-2 and R-3A (South) zone district is made more compatible (between the zoning districts) with the rezoning. The commercial land use to the south has remained substantially similar based on the analysis of historic photos and zoning maps.
- d. The R-3A adjacent to the existing R-3 zoning, and single family residential land use types is similar and compatible. Various housing types are desired for visual and housing (type) diversity.

For deliberation, consideration must be for highest and best use.

1. The R-3A is made more compatible because of the potential intensification.
2. Building, Traffic, and Operational impacts to the neighboring residential land use is relatively similar or modestly intensified. Operational and building impacts may be mitigated to a certain extent through any buffer and screening required in the site development phase.
3. The amendment to R-3A with required open space for multifamily may further constrain the intensity of the residential development.



**CASE/FILE NO. R2025-4-001**

4. W. Lane St.. is a Major Collector and the development impact is modest or negligible for any additional traffic.

**STAFF CONCLUSION.**

It is the opinion of Staff, based on this review, the rezoning request from the existing R-3, Medium Low Density Residential, to R-3A, Medium High Density Residential zone district for a total of approximately (+/-) 0.41 acre for vacant parcel addressed as W. Lane St. referenced in Bedford Co., TN. tax records as Tax Map 088E Group A Parcel 001.00 conforms and is consistent with the adopted plans and policies of the City. Any future site development is necessary to meet the City zoning ordinance requirements for the zone district.

The rezoning makes the property more compatible with the C-2 zone district and commercial land use to the West and South and is conforms with Future Land Use Map and Comprehensive Plan.

For the reasons stated above, Staff recommendation is for the Planning Commission to provide a FAVORABLE RECOMMENDATION to City Council to the City Council for further review and adoption.

Incompatible land uses may be mitigated during site development phase. Future requirements will be made as part of the site development, including buffering of uses, SWM, Building, etc.

**PROCEDURAL NOTIFICATION.**

1. If a not deferred or delayed, the application will advance to the April 29, 2025, City Council Study Session.
2. May 8, 2025, 1<sup>st</sup> Reading.
3. If approved, June 12, 2025, Public Hearing and 2<sup>nd</sup> Reading.



**Resolution PC2025-005**

**A RESOLUTION OF THE SHELBYVILLE MUNICIPAL PLANNING COMMISSION TO RECOMMEND FAVORABLY TO CITY COUNCIL OF THE REZONING APPLICATION FROM SPLIT ZONE OF RESIDENTIAL-3 (R-3) TO RESIDENTIAL-3A (R-3A) ZONING DISTRICT, FOR APPROXIMATELY (+/-) 0.41 ACRE ADDRESSED AS WEST LANE STREET IDENTIFIED IN BEDFORD COUNTY TAX RECORDS AS TAX MAP 088E GROUP A PARCEL 01.00, AND RECOMMEND TO CITY COUNCIL THE REPEAL OF ANY ORDINANCE OR PART OF AN ORDINANCE IN CONFLICT HERewith.**

**WHEREAS**, the City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan, also known as, Spark Shelbyville, adopted by resolution of the City Council on September 8, 2022, to guide the growth and development policies of the Community; and,

**WHEREAS**, the adopted City of Shelbyville Future Land Use Map categories, also known as Character Areas, designate the general location, distribution, and extent of land uses within the Community; and,

**WHEREAS**, the adopted City of Shelbyville Municipal Zoning Map and Ordinance define specific and detailed development standards for each land use designation; and,

**WHEREAS**, the future land use policies and zoning regulations correlate to function in simultaneous cooperation towards a common goal; and,

**WHEREAS**, the applicant by owner request is requesting the rezoning of approximately (+/-) 0.41 acre, Deed Book 394 Page 248, to R-3A, a zoning district consistent with the Comprehensive Plan Character Area for future development and compatible with the neighboring land use in City boundary; and,

**WHEREAS**, this parcel is classified as "Mixed Density Residential" Character Area by the official City of Shelbyville Future Land Use Map and 2040 Comprehensive Plan and rezoning to R-3A is consistent with the adopted maps and growth development policies of the City, and compatible with the existing adjacent neighborhood land use and zoning pattern; and,

**WHEREAS**, the approval and recommendation, does not, in any way, indicate or imply approval by the City of Shelbyville of site plans or specific thereof; and,



**WHEREAS**, after final approval of the rezoning by the City Council, the applicant shall submit technical documents to the City for technical evaluation and review, with ultimate approval authority lying in the Building Code Official; and,

**WHEREAS**, the Planning Commission, during their regular meeting of April 24, 2025, reviewed and recommends favorably to the City Council for the rezoning.

**NOW, THEREFORE, MAY IT BE RECOMMENDED FAVORABLY TO THE SHELBYVILLE CITY COUNCIL** for further review and adoption of this parcel from R-3 to R-3A this day, April 24, 2025.

APPROVED:

---

Warren Landers, Chairman

ATTESTED:

---

City Recorder

Date:

APPROVED AS TO FORM:

---

Ginger Shofner, City Attorney

Date:





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Mayor and City Council

From: Lisa Smith, City Recorder

Date: Business Meeting 3/13/2025

Subject: Budget Amendments for FY 2024-2025 – 1<sup>st</sup> Reading

---

**Description:** An Ordinance for the Budget Amendment to the FY 24-25 Budget.

This Ordinance is presented for a First Reading and if passed will be presented at the June 12, 2025 Council meeting for a Public Hearing prior to the 2<sup>nd</sup> Reading.

---



ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO MAKE AMENDEMENTS TO THE ADOPTED BUDGET ORDINANCE (AS AMENDED) OF THE CITY OF SHELBYVILLE, TENNESSEE VARIOUS FUNDS, FOR THE FISCAL YEAR 2024-2025, THE PERIOD ENDING JUNE 30, 2025.

WHEREAS, The Mayor and City Council of the City of Shelbyville on June 25, 2024, following public hearing adopted Ordinance No. 2024-1227 establishing the Fiscal Year 2024-2025 Annual Budget; and

WHEREAS, the City of Shelbyville, Tennessee is in need to make various adjustments and amendments to various funds within the Budget for FY 2024-2025 to reflect changes in revenues and expenditures.

NOW, THEREFORE, BE IT ORDAINED by the City of Shelbyville, Tennessee, as follows:

Section 1: That the FY 2024-2025 Annual Budget is amended in the following amounts:

SEE ATTACHMENT 1

Various Funds

Section 2: That this Ordinance shall repeal any Ordinance or parts of any Ordinance in conflict herewith and shall take effect immediately upon its passage on second and final reading, and after public hearing, the general welfare of the City requiring same.

APPROVED:

\_\_\_\_\_  
Mayor Randy Carroll

ATTEST:

\_\_\_\_\_  
City Recorder Lisa Smith

APPROVED AS TO FORM:

1<sup>st</sup> Reading: \_\_\_\_\_  
Public Hearing: \_\_\_\_\_  
2<sup>nd</sup> Reading: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

\_\_\_\_\_  
City Attorney Ginger Shofner



			ATTACHMENT #1	page 1
BUDGET AMENDMENT / MAY 2025				
807 CAPITAL PROJECTS FUND				
				<p>To appropriate funds for final Phase 1 payment to TLM per their Agreement which included the Schematic Design of New Police and Fire Headquarters at \$146,625 and the Existing Facilities Study for City Hall, Fire Station #2, and Public Works at \$1.50/sq ft which calculated out to \$49,972.50 as approved by Council in May 2023. TLM also performed some additional work relative to a potential Fire Hall #4. The city has paid TLM a total of \$137,319.37 to-date. This amendment is relative to the remaining \$75,121.40 that is due to them for the above noted work.</p>
807-27100	Fund Balance - Capital Projects	77,000		
807-41990-913	Architectural/Engineering Services		77,000	





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Honorable Mayor & Members of the City Council  
From: Thomas E. Batchelor, Director of Planning & Community Development  
Date: 04/25/2025  
Subject: Resolution adopting the March 2025 Corridor Access Management Agreement ("CORRIDOR STUDY") to close the TDOT Transportation Planning Grant

---

**Description:**

On January 11, 2024, the City Council authorized applying to TDOT for a Transportation Planning Grant ("TPG") to perform corridor studies. Corridor studies are performed to evaluate access management standards and recommend improvements to address transportation demands caused by growth. Corridor studies typically involve other jurisdictions and require multi-jurisdictional agreements, also known as "Corridor Access Management Agreements ("CAMA's)". The CAMA's require each jurisdiction to collaborate and aspire to goals to improve the access management that are within the jurisdictional boundaries.

The TPG grant funded three study corridors:

1. US 231 from Snell Road and New Center Church Road to Volunteer Road (City of Shelbyville, Bedford County, and Rutherford County).
2. US 41A from Normandy Road to Rutherford County and Bedford County Boundary.
3. State Route 437 ("Bypass") in entirety including Bedford County.

KCI Technologies prepared the CAMA's and accompanying report in partnership with TDOT, City of Shelbyville, Bedford County, and Rutherford County, TN. as a planning document to improve mobility and access along the corridors.

By Resolutions 09-25, 10-25, and 11-25, the Mayor and City Council authorized the Mayor to sign the CAMA's at the April 10, 2025, regular meeting.

This resolution before the Mayor and City Council is to adopt the Corridor Study as a planning document and close out the TDOT TPG.

**Economic Impact:** The financial benefit is long term in potential reduction of crashes and other conflicts, maintenance, and indirect costs of addressing transportation concerns.



**RESOLUTION \_\_\_\_\_**

**A RESOLUTION OF THE SHELBYVILLE CITY COUNCIL TO ADOPT THE SHELBYVILLE, CORRIDOR ACCESS MANAGEMENT STUDY, DATED MARCH 2025, FOR UNITED STATES 231 / STATE ROUTE 82 / STATE ROUTE, 10, (COLLECTIVELY "US 231"), UNITED STATES 41A / STATE ROUTE 16, (COLLECTIVELY "US 41A") AND STATE ROUTE 437 / SHELBYVILLE BYPASS (ALSO KNOWN AS "STATE ROUTE 437").**

**WHEREAS**, the State of Tennessee Long Range Transportation Policy Plan recognizes the benefits of interregional highway corridors for citizens and businesses and promoting quality access along these transportation networks to commercial, educational, institutional, industrial, residential, and recreational opportunities supporting commerce and tourism; and,

**WHEREAS**, the City of Shelbyville and Bedford County are experiencing significant growth impacting their transportation network on US 231, US 41A, and State Route 437 ("SR 437"); and,

**WHEREAS**, the Shelbyville City Council. by Resolution Number 4-24 made an application partnering with Bedford County and Rutherford County for a Tennessee Department of Transportation ("TDOT") Tennessee Planning Grant ("TPG") to fund and produce corridor studies to evaluate access management standards to address transportation demands on US 231, US 41A, and SR 437, ant the result of studies is a planning document and multi-jurisdiction agreements, also known as "Corridor Access Management Agreements" ("CAMA's"), to promote increased mobility and accessibility along the corridors; and,

**WHEREAS**, the study entitled, "Shelbyville Corridor Access Management Agreements", final document dated March 2025, was prepared by KCI Technologies in partnership with TDOT, the City of Shelbyville, Bedford County, and Rutherford County, Tennessee, and delivered to the City of Shelbyville, Tennessee; and,

**WHEREAS**, the Shelbyville City Council. by Resolution Numbers 9-25, 10-25- and 11-25 authorized the Mayor to sign the CAMA's for US 231, US 41A, and SR 437; and,

**WHEREAS**, the adoption of this study is an integral part of closing the TDOT TPG grant, and the Mayor and City Council believe it is in the best interest of the City adopt the study for use as a planning document to promote increased mobility and accessibility along the US 231, US 41A, and SR 437 corridors.



**NOW, THEREFORE, LET IT BE ORDAINED BY THE CITY OF SHELBYVILLE, TENNESSEE THAT:**

**Section 1.** That the City adopts the Corridor Access Management Agreement study, dated March 2025, prepared by KCI Technologies in partnership with TDOT, City of Shelbyville, Bedford County, and Rutherford County, Tennessee and aspire to use the planning document to implement the recommendations set forth in the study.

**Section 2.** That the City uses the planning document to seek additional implementation funding.

Approved and adopted this 8<sup>th</sup> Day of May 2025.

**APPROVED:**

---

**Randy Carroll, Mayor**

ATTESTED:

---

**Lisa Smith, City Recorder**

**APPROVED AS TO FORM:**

---

**Ginger B. Shofner, City Attorney**



SHELBYVILLE

# CORRIDOR ACCESS MANAGEMENT AGREEMENTS



MARCH 2025



**TDOT**  
Department of  
Transportation





Prepared by



This report was prepared in partnership with the City of Shelbyville, Bedford County, and Rutherford County, Tennessee.



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## 1.0 Introduction

Middle Tennessee has experienced commercial, industrial, and residential growth in both urban and rural communities. This growth has largely occurred along existing transportation networks, especially regional arterial corridors, that connect multiple city and county jurisdictions. As development continues and travel demands increase, it can become difficult to maintain the safety, mobility, and operations of regional connectors.

The City of Shelbyville, Bedford County, and Rutherford County have experienced growth that has transformed the landscape surrounding their transportation networks. In 2023, Rutherford County was the fastest-growing county in the state in year-over-year population increase, while Bedford County ranked 21<sup>st</sup>. This study identifies access management standards for US 231, US 41A, and SR 437 to proactively address transportation demands related to this growth and develop multi-jurisdictional agreements to promote increased mobility, safety, and accessibility for each corridor.

This study is organized into the following components:

- An introduction to the study area, planning process, and study goals;
- An overview of access management principles, Corridor Access Management Agreements (CAMAs), and implementation at the Tennessee Department of Transportation (TDOT);
- An overview of relevant jurisdiction plans and policies;
- Individual corridor chapters summarizing existing conditions, socioeconomic context, and transportation characteristics. In addition, existing and future context classifications and associated recommended spacing standards are identified; and
- Programmatic access management recommendations to further support the context classification recommendations included in this report.

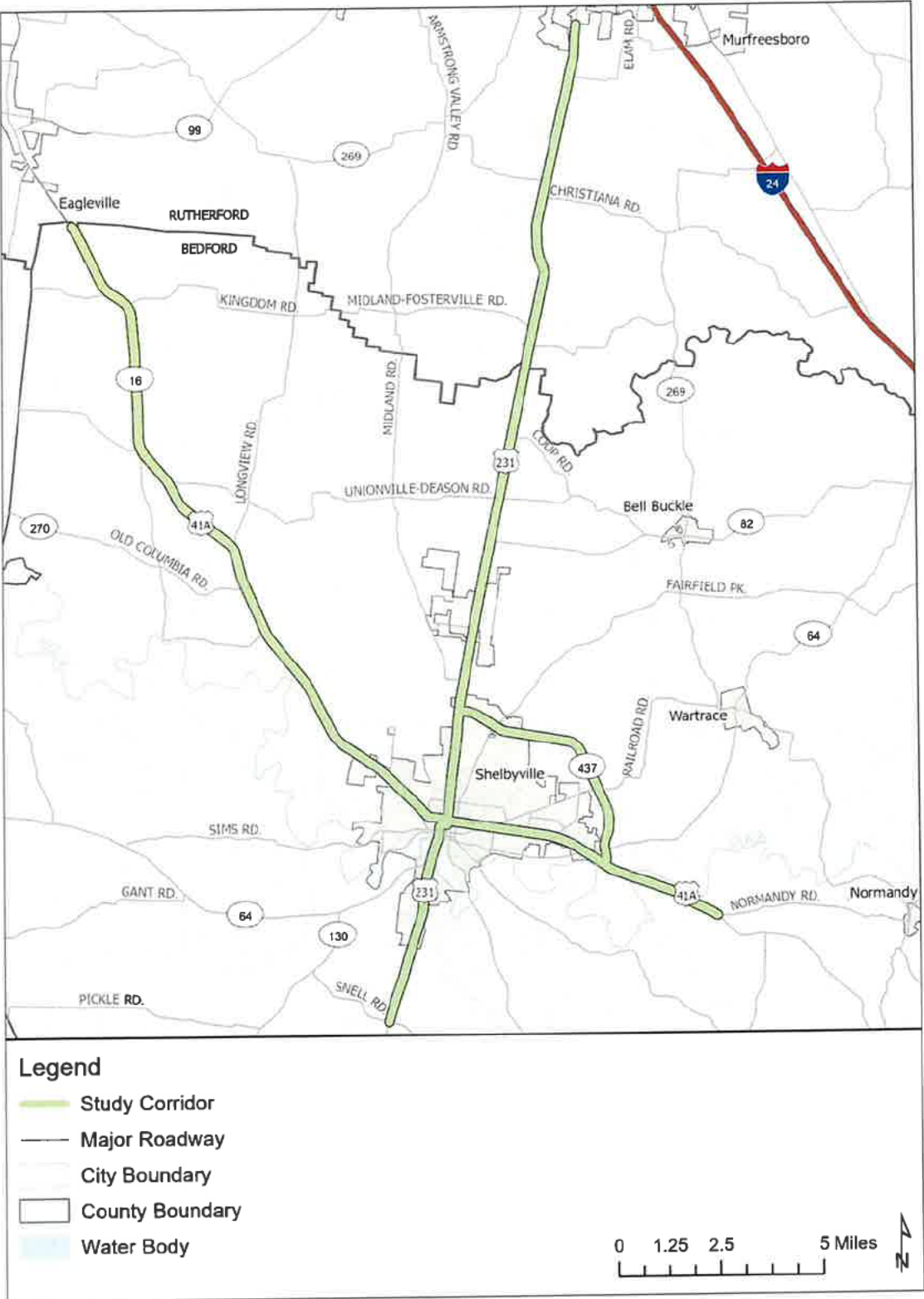
### 1.1 Study Area

This study encompasses three arterial corridors within the City of Shelbyville, Bedford County, and Rutherford County. These are US 231/SR 82/SR 10 (US 231), US 41A/SR 16 (US 41A), and SR 437/Shelbyville Bypass (SR 437). All three corridors are designated as state routes and are under the jurisdiction of TDOT. To best focus this study's efforts, termini were established for each corridor (Figure 1-1).

- US 231 North/South from Snell Road/New Center Church Road to the city of Murfreesboro city boundary
- US 41A North/South from Normandy Road to the Rutherford County line
- SR 437 in its entirety, located in both the City of Shelbyville and Bedford County



Figure 1-1. Study Corridors





1.2 Study Development Process

A virtual project kick-off meeting was held in July 2024 and focused on coordinating with stakeholders, clarifying the study elements and timeline, and aligning future meetings with project milestones. A project steering committee was established to provide guidance and input on access management goals (Figure 1-2), and the committee met three times throughout the project. These meetings focused on corridor issues and opportunities, study milestones and project progression, topics that required insight and feedback, and study deliverables. Representatives providing input through the steering committee included:

- City of Shelbyville;
- Bedford County;
- Rutherford County;
- South Central Tennessee Rural Planning Organization (RPO); and,
- TDOT.

Figure 1-2. Access Management Goals



In addition to stakeholder engagement, the study included a review of jurisdictional plans, policies, and ordinances, as well as an analysis of the existing conditions, development trends, access locations, and transportation context of the study corridors. This information informed the context classification recommendations developed for each corridor and supportive programmatic strategy recommendations. The study timeline (Figure 1-3) illustrates the stages of analysis, stakeholder input efforts, and major milestones completed. The culmination of this effort was a final presentation to the City of Shelbyville’s City Council in March 2025. Additional engagement details are included in Appendix A.

Figure 1-3. Study Timeline

Task	2024							2025		
	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Stakeholder Engagement										
Existing Conditions Assessment										
Recommendations Development										
Completion of Study Document										



### 1.3 Grant Overview

This study was developed for the City of Shelbyville and partners, Bedford and Rutherford Counties, through TDOT's Transportation Planning Grant (TPG) program. Each funded effort is selected through a competitive process and aims to meet a community or regional transportation need, which may include safety, accessibility, multimodality, or other transportation concerns. This study was selected for the 2024-2025 TPG funding cycle and supports TDOT goals by evaluating opportunities to improve access along study corridors, promote better traffic flow, and increase the safety and reliability of the transportation network.



*Looking westbound along SR 437 near Phillipi Road*



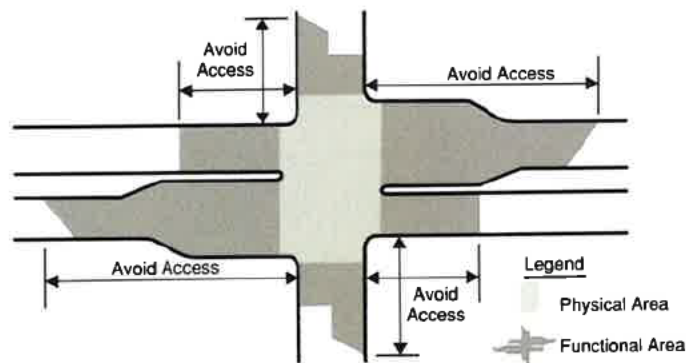
## 2.0 Access Management

The following sections provide an overview of access management, corridor management agreements, and the implementation of access management at TDOT.

### 2.1 Access Management Overview

Accessibility, as it relates to access management, is the ability of roadway users to access transportation networks and is influenced by land use, geography, and roadway network characteristics. Additional features, such as the frequency and location of driveways, intersections, median cuts, and interchanges, affect how a road functions. While access points are necessary for any roadway network, they also create conflict points between vehicular, bicyclist, and pedestrian traffic.

Access management is the practice of balancing access while promoting roadway safety through fewer interruptions, reductions in conflict points, and well-defined turning movements. Principles of access management include supporting the efficient movement of people and goods, increasing safety by reducing potential conflicts, and promoting sustainable and thoughtful community growth. This can be achieved systematically through planning for anticipated development, developing regulations or ordinances related to access, and adhering to established roadway design strategies. Although specific recommendations may change depending on the context and classification of the corridor, access management standards can be used to address a variety of roadway conditions, examine specific needs, and provide guidance for diverse transportation networks.



*Intersection access management principles  
Source: Transportation Research Board*

Generally, rural and less developed areas have fewer access points as destinations and intersecting roadways are less frequent, and parcel sizes tend to be larger. This reduces the level of access while improving traffic flow, especially on long stretches of roadway with few signalized intersections, other traffic control devices, or changes in roadway geometrics. In urban areas, access points along a corridor are typically more frequent, allowing for increased access to other roadways and destinations, while reducing the speed and flow of traffic. As development occurs, it is important to understand how adjoining roadways are expected to function and what the appropriate level of access should be.



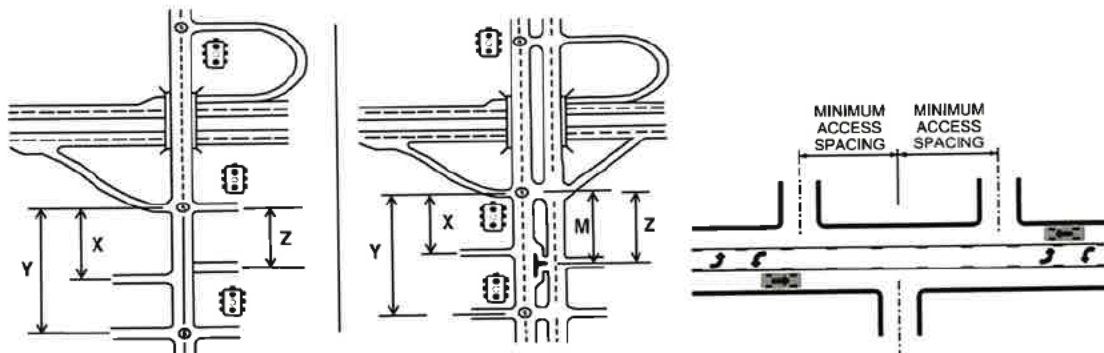
## 2.2 Corridor Access Management Agreements

Corridor Management Agreements (CMAs) are a category of multi-jurisdiction agreements that focus on coordinating and managing development and operations on a specific corridor. CMAs vary in form but at the most basic level, they establish the framework to preserve, develop, or manage roadways, regardless of jurisdictional boundaries. Common CMA strategies include traffic management and operations, transit, streetscaping, roadway capacity, and access management, among others.

Corridor Access Management Agreements (CAMAs), a subset of CMAs, are one of many tools a jurisdiction might use to achieve its access management goals. These agreements use best practice principles of access management to provide guidance on where access should be consolidated, where it should be avoided in the future, and how it should be designed. CAMAs can support the safe and efficient movement of goods and people by reducing conflict points and providing standards that align with regional and local accessibility goals as the corridor evolves. This study includes draft CAMAs to address access management needs specific for each corridor (Appendix B).

## 2.3 Implementation at TDOT

TDOT uses a variety of access management strategies to maintain the safety and operations of state routes. These strategies include standards and requirements regarding driveway permitting, traffic impact studies (TISs), access spacing for intersections and interchanges, and geometric design criteria tailored to each roadway's functional classification and land use context. Additionally, TDOT provides guidance to local jurisdictions regarding development regulations and CMAs to maintain or establish high-quality access management standards.



Examples diagrams from TDOT's HSAM

The majority of TDOT's access management guidance and regulations are outlined in the *Highway System Access Manual (HSAM)*, the successor to the *2016 Manual for Constructing Driveway Entrances on State Highways*. The HSAM provides updated standards for the design and permitting of access points along the state highway system and is organized into three volumes:



- Volume 1: Planning – provides guidance to local jurisdictions regarding the development of CMAs and land development regulations to support access management;
- Volume 2: Intersection and Interchange Evaluation – establishes a standardized process for the selection of intersection or interchange designs; and
- Volume 3: Geometric Design Criteria – outlines context-specific design requirements for intersection spacing and design, driveway spacing and design, medians, and turn lanes.

The HSAM's guidance regarding access design criteria was used as the foundation for this study's recommendations. Specifically, the HSAM's context classifications were applied to the study corridors to enable access management criteria to be tailored to the specific needs of each environment based on development density, land uses, parcel structures, street network characteristics, and building setbacks. These classifications were defined by the American Association of State Highway and Transportation Officials (AASHTO) in Section 1.5 of the *Green Book, 7<sup>th</sup> Edition*. The five context classifications consider roadways in both rural and urban areas and include the following categories.







1. Rural: Areas with sparse development, primarily agricultural or natural landscapes, and large parcels and building setbacks.
2. Rural Town: Small communities within rural settings characterized by diverse land uses and smaller parcels and setbacks. On-street parking and sidewalks may be present in some areas.
3. Suburban: Transitional zones typically located on the outskirts of urban areas, characterized by medium density, residential neighborhoods, and commercial corridors. Building setbacks are varied.
4. Urban: Higher-density areas with a mix of residential, commercial, and institutional land uses. On-street parking and sidewalks are likely in some areas.
5. Urban Core: Areas with the highest density, typically with multi-story buildings and significant pedestrian activity. This context class is not applicable to the study corridors. The Urban Core context applies to downtown Shelbyville in and around the square.

General roadway design guidance for each context classification is provided by the National Cooperative Highway Research Program (NCHRP), which informed the classifications adopted by AASHTO. The intent of this classification system is to provide flexibility in achieving balanced roadway designs that serve expected roadway user types and levels of activity while meeting the roadway's intended function within the greater transportation network. Target operating speed, mobility, and access are the three design elements for vehicular traffic. Table 2-1 outlines the guidance applicable to the context and functional classifications of the study corridors. Generally, speed and mobility increase when traveling from an urban to rural context, while accessibility



decreases. Similarly, speed and mobility increase across the functional classification spectrum (local to principal arterial), while accessibility decreases.

**Table 2-1. General Roadway Design Guidance by Context and Functional Classification**

Functional Classification	Criteria		Context Classification						
			Rural	Rural Town		Suburban		Urban	
Principal Arterial	 Speed		HIGH	LOW	MED	MED	HIGH	LOW	MED
	 Mobility		HIGH	MED		MED		MED	
	 Access		LOW	HIGH		MED		MED	
Minor Arterial	 Speed		HIGH	LOW	MED	MED		LOW	MED
	 Mobility		HIGH	MED		MED		MED	
	 Access		MED	HIGH		MED		MED	HIGH

Speed – Target speed (i.e., desired vehicle operating speeds)

Mobility – Acceptable congestion levels

Access – Spacing (i.e., distance between driveways and intersections)

Source: NCHRP Research Report 855, *An Expanded Functional Classification System for Highways and Streets*



*Rural context along US 231 south of Unionville-Deason Road*



### 3.0 Plans and Policies

Long-range planning documents establish goals and objectives for communities, sub-areas, and corridors. Most often these plans address land use, economic vitality, quality of life, utility systems, and transportation needs. Such plans offer the opportunity to establish policies and guidance related to access management, corridor preservation, safety, and mobility. Goals, objectives, and actions provide direction to support access management strategies. Ultimately, access management is implemented through a variety of mechanisms, such as policies, statutes, roadway geometric design standards, development review, and permitting.

For this study, relevant materials were reviewed to understand long-term transportation and land use visions, as well as development strategies and procedures in each jurisdiction. These included long-range planning documents, zoning ordinances, subdivision regulations, and engineering standards. This information served as the foundation for assigning future corridor context classifications and making access management recommendations. The materials reviewed for each jurisdiction are highlighted below.

- City of Shelbyville
  - 2040 Comprehensive Plan
  - Gateway Zoning Overlay
- Bedford County
  - Land Use and Transportation Plan (2008-2028)
  - Zoning Overlays – Airport, Shelbyville Gateway, State Route 437 Bypass
- Rutherford County
  - 2035 Comprehensive Plan

At a high level, Shelbyville, Bedford, and Rutherford County's mobility goals for the major corridors generally align across the various planning documents and ordinances that were reviewed. These corridors are viewed as opportunities for economic development, both for local destinations and services, and for accessing economic opportunities within the greater Nashville metropolitan region.

There are also few conflicts between the land use plans for the different jurisdictions. While the City of Shelbyville and Bedford County have stated access management goals for SR 437, the land use visions differ. Bedford County envisions less development, lower density, and less intense land uses to protect the controlled nature of the roadway through the specified Bypass zoning district. New residential and commercial development may only connect directly to the Bypass if an existing access is currently 50' or greater in width. No new public or private streets and parking lots may directly connect to the highway. On the other hand, Shelbyville's Comprehensive Plan Bypass Character Area Policy envisions a greater amount of development with medium to high intensities. The vision is to create focused and controlled growth that includes uses such as retail, personal services, hospitality, restaurant, high-density residential, and industry/warehousing uses where direct access to the Bypass currently exists, regardless of existing access widths. The City of



Shelbyville and Bedford County both recognize that SR 437 is a managed access facility and that new development, regardless of the type, should be developed in conjunction with TDOT access management requirements.



*Recently sold commercial property along SR 437*



## **4.0 US 231**

The following chapter summarizes existing conditions, socioeconomic context, and transportation characteristics for US 231. Across the 25 miles of US 231 within the study area, the characteristics shift between rural, suburban, and urban contexts. These changes in character are defined by the different land uses and communities along US 231, which influence the levels of access present along the corridor. This analysis of existing conditions helped inform the future context classification and spacing recommendations included below.

### **4.1 Populations and Land Use**

Population density is greatest on US 231 within the city of Shelbyville and in Rutherford County near the study termini. According to the U.S. Census, between 2010 and 2020, Shelbyville's population grew by 16%, from 20,335 to 23,557 residents. Bedford County's population also grew quickly, expanding from 45,058 residents to 50,237 - a growth rate of 12%. Rutherford County had the highest growth rate at 30%, increasing from a population of 262,504 in 2010 to 341,486 in 2020, which was over three times the growth rate of the state of Tennessee (9%).

Existing land use varies along the US 231 corridor (Figure 4-1). Within Rutherford and Bedford Counties, land uses are predominantly agricultural, interspersed with residential, general commercial, and public uses. Residential uses, though mostly single-family, are varied and include a few higher-density, multi-family developments. Within Shelbyville, a mix of industrial, public, commercial, residential, and agricultural land uses are present.

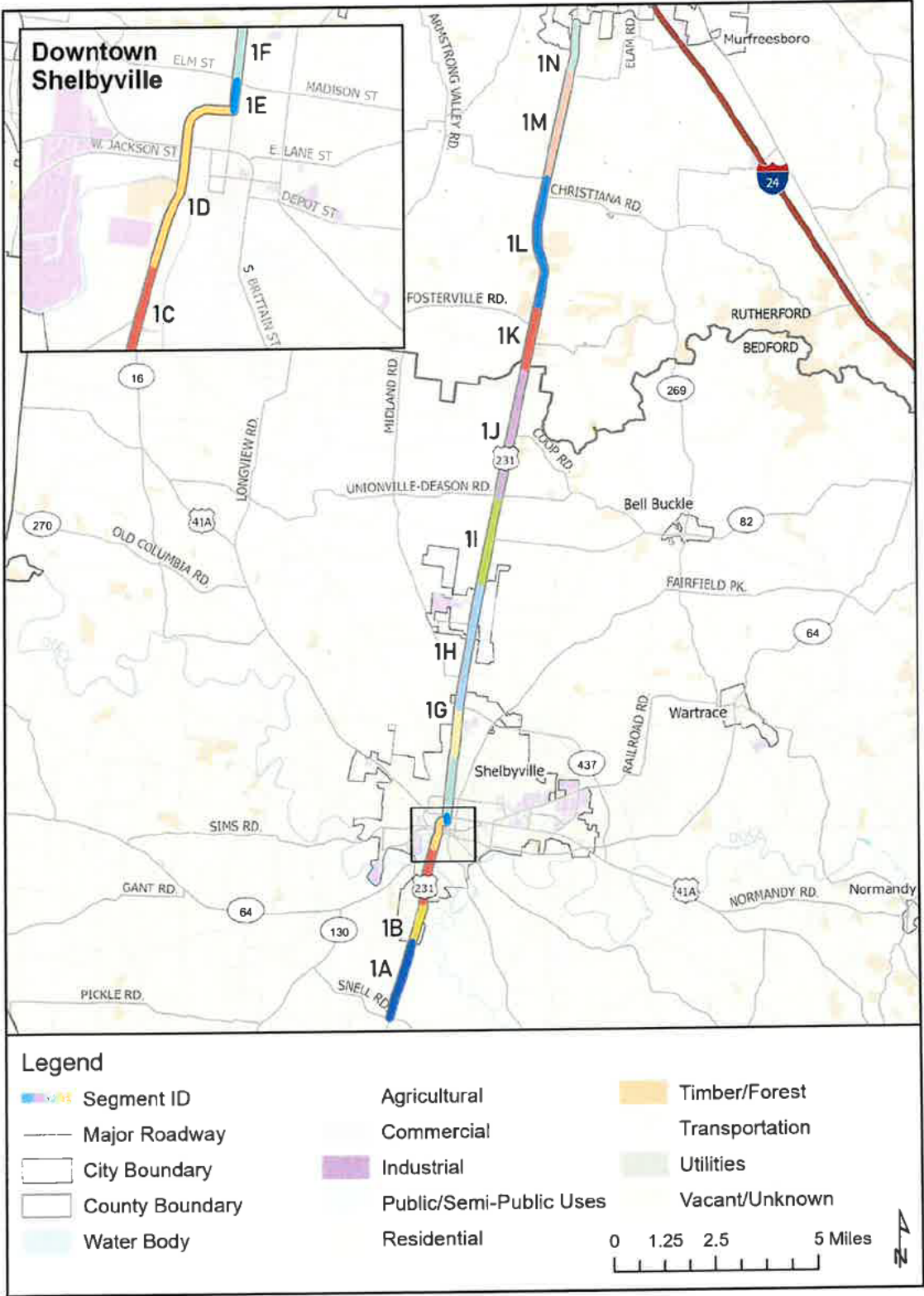
### **4.2 Transportation**

The US 231 corridor was split into 14 segments (Figure 4-1) to facilitate a more precise analysis of existing conditions. Corridor segments, roadway characteristics, access point information, and safety data are detailed in Table 4-1 and summarized below.

- **Traffic volumes** – Reported as annual average daily traffic (AADT), US 231 has the highest traffic volume north of the Rutherford County line near the city boundary of Murfreesboro. Near Shelbyville, the corridor averages approximately 19,500 to 23,000 daily vehicles. Volumes increase to over 26,000 vehicles within the Shelbyville city boundary and decrease south of downtown.
- **Access points** – 842 access points were identified on US 231 within the study area and are most highly concentrated towards the center of Shelbyville, where population and development density are the greatest.
- **Crashes** – Within a five-year period, 1,522 crashes occurred on US 231 within the study area. The frequency of crashes is more concentrated towards the center of Shelbyville, similar to the distribution of access point frequency. This is expected as the frequency of crashes is closely aligned to the frequency of access points.



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





**Table 4-1. US 231 Corridor Characteristics by Segment**

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.



### 4.3 Context Classifications

US 231 has three existing context classifications: rural, suburban, and urban. Both south and north of Shelbyville, the corridor is mostly rural with some suburban characteristics in Rutherford County, near the city boundary of Murfreesboro. Within Shelbyville, US 231 is mostly suburban; however, the context changes to a more urban context close to the city center. Throughout the study area, US 231 is functionally classified as a principal arterial and is a part of the National Highway System (NHS), which highlights the importance of the corridor for regional mobility.

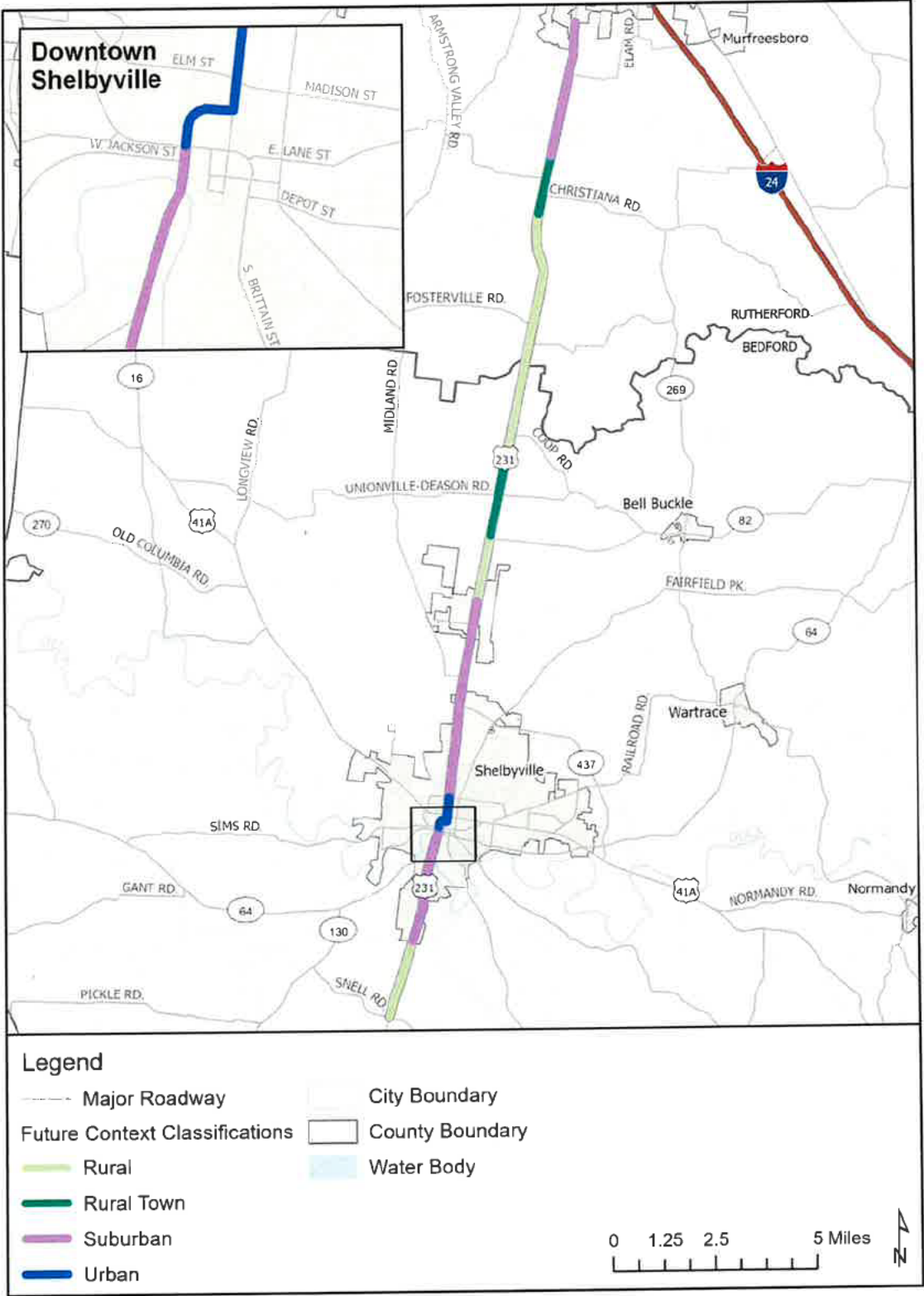
Based upon existing classifications and long-range land use visions, the anticipated future context classifications for US 231 are illustrated in Figure 4-2. Near the intersections of Christiana Road and Eady Road/Webb Highway with US 231, the recommended context classification is expected to change from rural to rural town to align with these areas' designation in planning documents as a crossroad community (Bedford County) and rural center (Rutherford County). Additionally, a small portion of US 231 north of Lane Parkway is anticipated to change from a suburban classification to urban to reflect further development and densification near Shelbyville's downtown core.



*Looking northbound south of Harts Chapel Road*



Figure 4-2. US 231 Future Context Classifications





Minimum access-related spacing recommendations for the corridor's context classifications are sourced from TDOT's HSAM (Table 4-2). These values should be used as guidance during the implementation of future roadway projects, driveway permitting, and development reviews. Deviations may be required based on local conditions.

The installation of traffic signals at intersections and driveways is highly contextual and is determined by warrant analyses, which are dependent on traffic volumes, crash history, and/or other network characteristics. Signals inherently slow traffic flow along a corridor, but they can also improve safety for all roadway users depending on adjacent contexts. Consult the HSAM Volume III (Version 1.0) for a more detailed explanation of how signal spacing impacts corridor progression speeds based on signal cycle lengths.

**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'	--
	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'
Driveways**	Adjacent to Signalized Interchange Off-Ramp	--	--	590' (Restricted); Absolute minimum: 100' 800'	--
	Adjacent to Signalized Interchange On-Ramp	--	--	(Full); Absolute minimum: 100'	--
Off-Set Access Points	Roadways or Driveways	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



## 5.0 US 41A

The following chapter summarizes existing conditions, socioeconomic context, and transportation characteristics along US 41A. The US 41A corridor includes nearly 26 miles of roadway within the study area. Like US 231, the corridor has different characteristics, influenced by the range of land uses, their intensity of use, and population density, all of which influence the levels of access present along the corridor. This analysis of existing conditions helped inform the future context classification recommendations included below.

### 5.1 Populations and Land Use

Population density is greatest on US 41A within the city of Shelbyville. While this density largely follows changes in jurisdictional boundaries, some pockets of residential development are present in Bedford County within unincorporated communities. Between 2010 and 2020, the city of Shelbyville grew from 20,335 to 23,557 residents, or 16%. Bedford County grew by 12%, expanding from 45,058 residents to 50,237. These are each higher than the growth rate of Tennessee, at 9%.

Within the more rural areas of Bedford County, land uses are predominantly agricultural and single-family residential. Additional land uses include commercial and public uses, which appear more frequently in unincorporated towns and near other clusters of residential development. Within the city of Shelbyville, commercial and industrial uses increase in frequency towards downtown, while residential and agricultural uses are more common near the city boundary with Bedford County. Existing land uses are depicted in Figure 5-1.

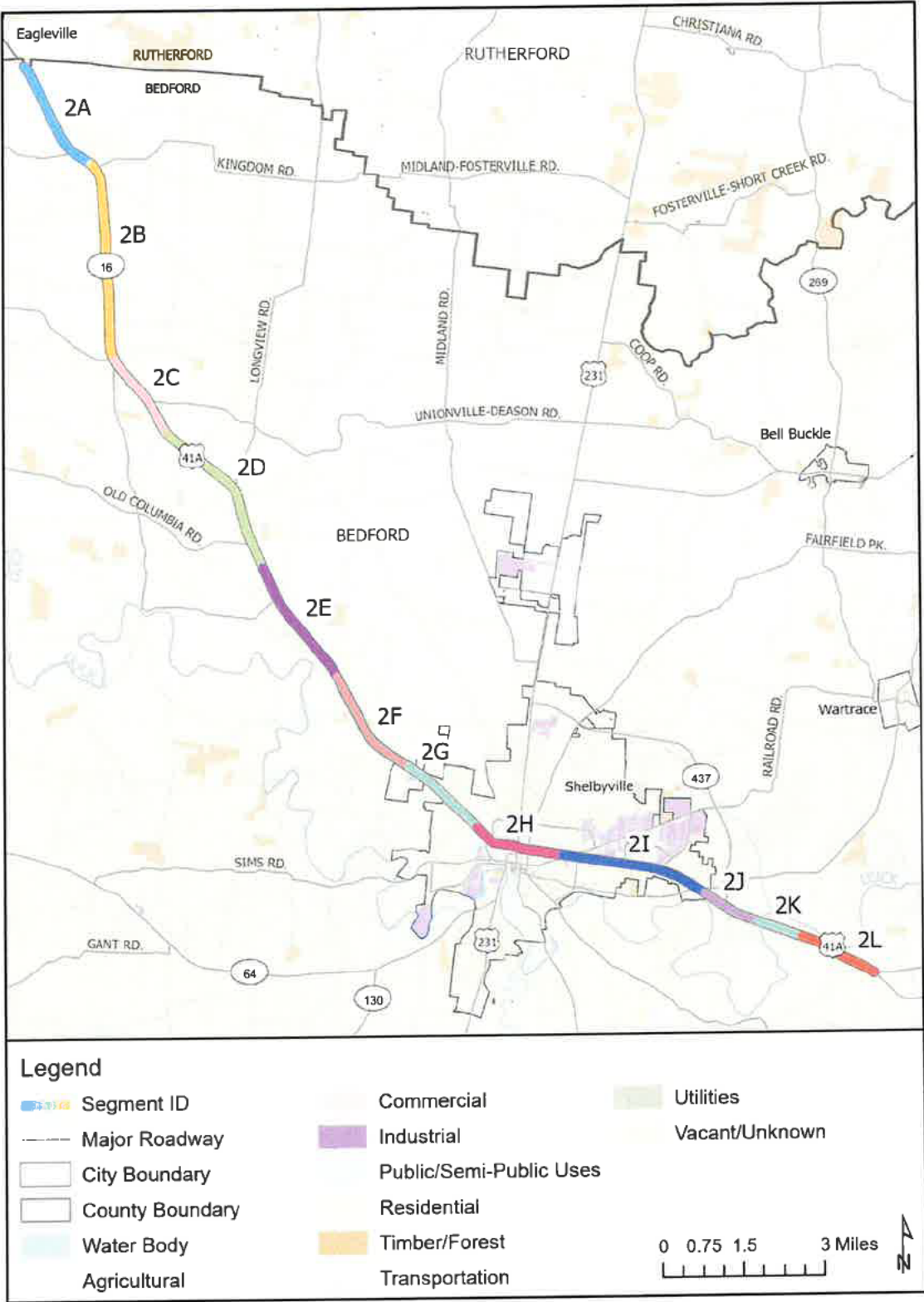
### 5.2 Transportation

The US 41A corridor was split into 12 segments (Figure 5-1). US 41A is classified as a minor arterial within Shelbyville and to the northwest of the city. Southeast of Shelbyville, the corridor is designated as a principal arterial and is part of the NHS. Corridor segments, roadway characteristics, access point information, and safety data are detailed in Table 5-1 and summarized below.

- Traffic volumes – US 41A has the highest AADT within the city of Shelbyville, at 15,830 vehicles. To the east of Shelbyville, the AADT is 12,290 and to the west, AADT ranges from 5,020 to 10,080.
- Access points – 910 access points were identified on US 41A within the study area and are most highly concentrated towards the center of Shelbyville, where population and development density is greatest. Open access driveways are also increasingly common for commercial properties near the US 41A/US 231 intersection.
- Crashes – Within a five-year period, 1,186 crashes occurred on US 41A within the study area. The frequency of crashes is also more concentrated towards the center of Shelbyville, similar to the distribution of access point frequency.



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





**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	Total Crashes	Annual Crashes Per Mile
2A	County Boundary	Old Rover Rd	2.3	45 - 55	5,100 - 5,130	49	21.8	24	2.1
2B	Old Rover Rd	Unionville-Chapel Hill Rd/ Sub Station Rd	3.7	45 - 55	5,130	101	27.3	22	1.2
2C	Unionville-Chapel Hill Rd/ Sub Station Rd	Clardy Rd	1.7	45 - 55	5,020	54	31.0	32	3.7
2D	Clardy Rd	Hickory Hill Church Rd	3.2	55	5,020 - 7,690	80	25.3	57	3.6
2E	Hickory Hill Church Rd	Gregory Mill Rd	2.5	55	7,690	67	27.1	59	4.8
2F	Gregory Mill Rd	Grand Station Blvd	2.2	55	7,690 - 10,080	57	25.9	91	8.3
2G	Grand Station Blvd	Vine St	1.7	45	10,080	83	48.8	99	11.6
2H	Vine St	E Lane St/ Celebration Dr	1.7	30	7,060 - 15,870	145	83.8	432	49.9
2I	E Lane St/ Celebration Dr	Stable Ln	2.8	30 - 45	12,290 - 15,830	182	66.2	280	20.4
2J	Stable Ln	Mullins Mill Rd	1.6	45	12,290	40	25	31	3.9
2K	Mullins Mill Rd	Jenkins Rd	0.8	45 - 55	12,290	20	24	27	6.4
2L	Jenkins Rd	Normandy Rd	1.5	55	12,290	32	21	32	4.2
<b>Notes:</b> - 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.									



### 5.3 Context Classifications

Within the study area, US 41A has four existing context classes: rural, rural town, suburban, and urban. Northwest of Shelbyville, the corridor is mostly rural with rural town characteristics as it passes through Unionville and other small unincorporated communities. Like US 231, the roadway character becomes more urban closer to the center of Shelbyville, and more suburban as it nears the city/county boundary. To the southeast of Shelbyville, US 41A maintains a rural context class.

The recommended future context classifications for US 41A are illustrated in Figure 5-2. Near the intersection of Beasley Road and US 41A, the recommended context classification changes from rural to rural town to reflect future land use visions for these areas. Within Shelbyville's boundaries and extending to the eastern intersection with SR 437, the existing rural classification is expected to increase to a suburban context classification to reflect forecasted growth patterns.

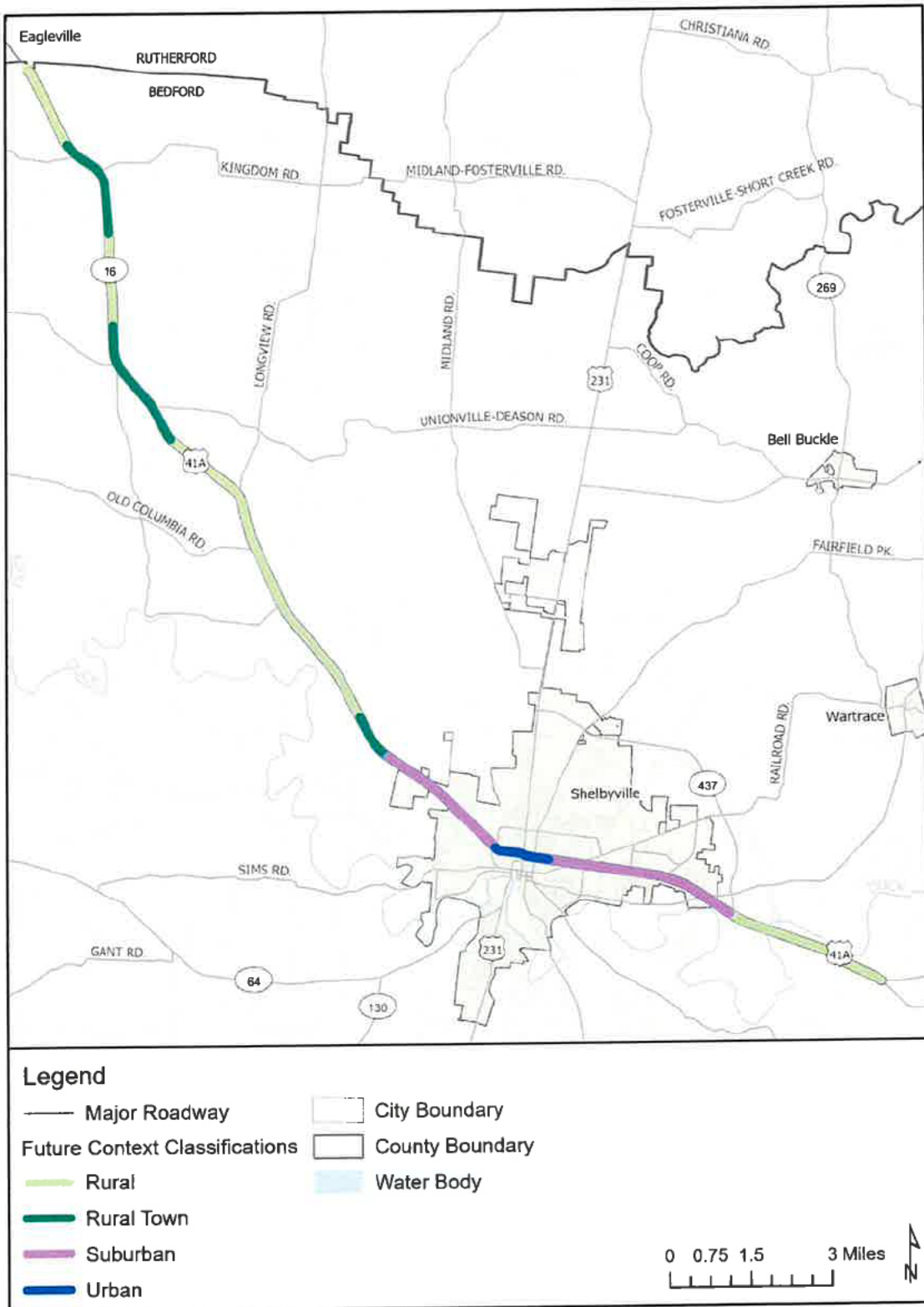


*Photo Credit: Parks Realty*

*Looking westbound west of Normandy Road*



**Figure 5-2. US 41A Future Context Classifications**





Relevant minimum access spacing recommendations for this corridor are included in Table 5-2 and Table 5-3. These values are sourced from TDOT's HSAM Volume III (Version 1.0). Distances should be used as guidance during the implementation of future roadway projects, driveway permitting, and development reviews. Local conditions may warrant deviations.

Traffic signal installation at intersections and driveways is highly contextual and is determined by warrant analyses, which are dependent on traffic volumes, crash history, and/or other network characteristics. Signals inherently slow traffic flow along a corridor, but they can also improve safety for all roadway users depending on adjacent contexts. The HSAM Volume III (Version 1.0) includes a more detailed explanation of the spacing impacts on corridor progression speeds.

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

Principal Arterial (Stable Ln to Normandy Rd)					
Category	Type	Rural	Minimum Spacing by Context Classification (Feet)		
			Rural Town	Suburban	Urban
Intersections	Unsignalized	2,640'	--	1,320'	--
	Major Signalized Intersection Near Interchange Ramp*	2,640'	--	1,320'	--
	Full Access, Non-Traversable Median	1,320'	--	1,320'	--
	Restricted Access, Non-Traversable Median	660'	--	330'	--
	Traversable or No Median	880'	--	880'	--
Driveways**	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'	--
	Off-Set Access Points	880'	--	880'	--



**Principal Arterial (Stable Ln to Normandy Rd)**

Category	Type	Rural	Minimum Spacing by Context Classification (Feet)		
			Rural Town	Suburban	Urban
Median	Full	1,320'	--	1,320'	--
Openings	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)**

Category	Type	Rural	Minimum Spacing by Context Classification (Feet)		
			Rural Town	Suburban	Urban
Intersections	Unsignalized	1,320'	660'	1,320'	1,320'
	Major Signalized Intersection Near Interchange Ramp*	1,320'	--	1,320'	--
	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'
Driveways**	Adjacent to Signalized Interchange Off-Ramp	535' (Restricted); Absolute minimum: 300'	--	590' (Restricted); Absolute minimum: 100' 660'	--
	Adjacent to Signalized Interchange On-Ramp	560' (Full); Absolute minimum: 300'	--	(Restricted); Absolute minimum: 100'	--
Off-Set Access Points	Roadways or Driveways	880'	330'	660'	330'



**Minor Arterial (Stable Ln to Rutherford County Boundary)**

Category	Type	Rural	Minimum Spacing by Context Classification (Feet)		
			Rural Town	Suburban	Urban
Median	Full	880'	440'	660'	660'
Openings	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*



*Looking westbound along US 41A approaching the SR 437 Bypass*



## **6.0 SR 437**

The following chapter summarizes existing conditions, socioeconomic context, and transportation characteristics along SR 437. The SR 437 corridor, also known as the Shelbyville Bypass, consists of 6.5 miles of roadway within the study area. This road connects US 231 to US 41A to the northeast of Shelbyville with most of the corridor in Bedford County. The following analysis of existing conditions helped inform the future context classification recommendations included below.

### **6.1 Populations and Land Use**

Along SR 437, population and development density is relatively low. Residential populations are largely concentrated near Fairfield Pike, although access to new subdivisions is off the corridor. Between 2010 and 2020, the City of Shelbyville grew from 20,335 to 23,557 residents, or 16%. Bedford County also experienced a high growth rate, expanding from 45,058 residents to 50,237. A growth rate of 12%. These are each higher than the growth rate of Tennessee, at 9%.

The majority of SR 437 is bordered by agricultural and low-intensity residential land uses, with most single-family residential developments having individual lots greater than five acres. Land uses along SR 437 are illustrated in Figure 6-1.

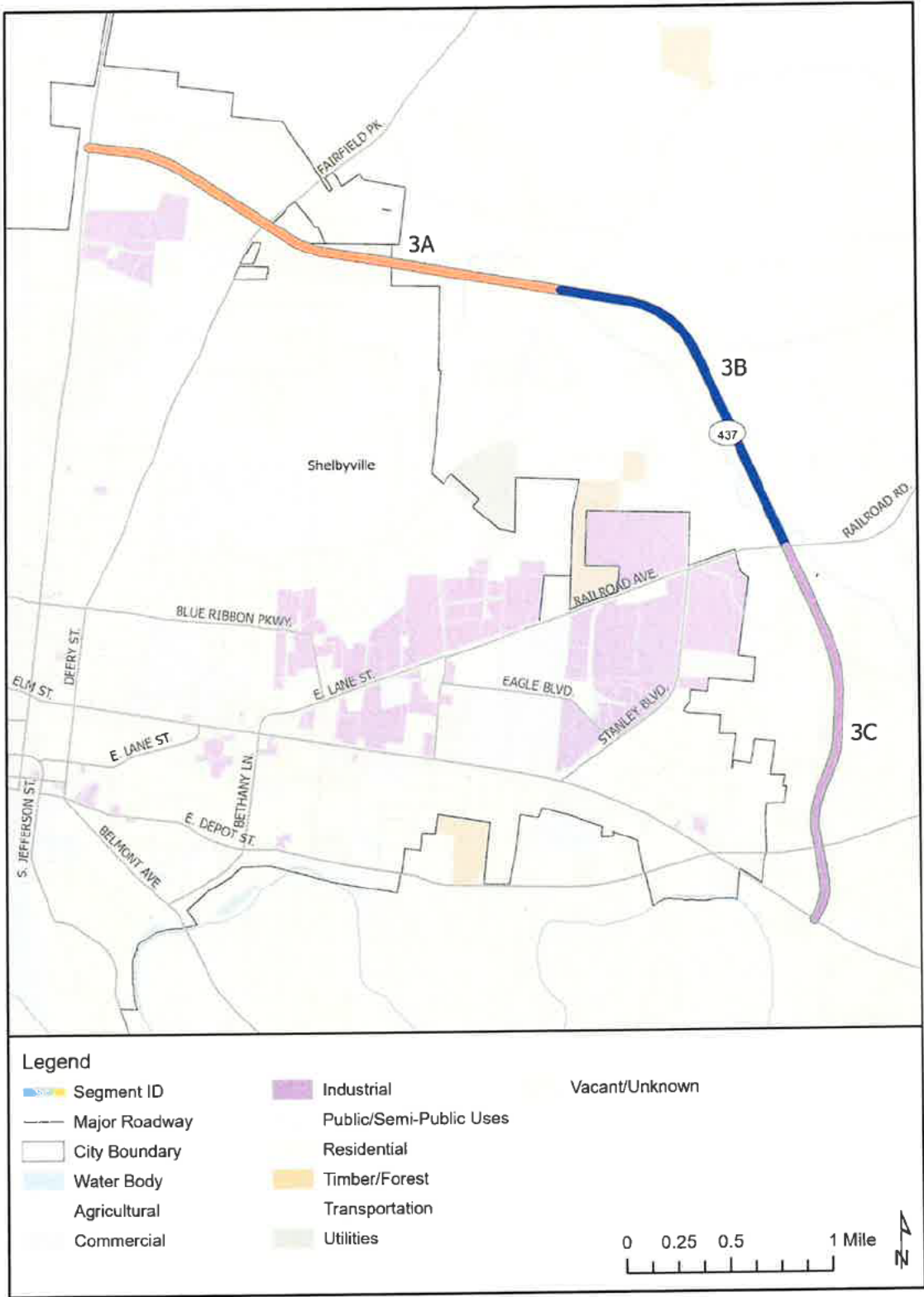
### **6.2 Transportation**

The SR 437 corridor is classified as a principal arterial and is part of the NHS. It was split into 3 segments for purposes of this study (Figure 6-1). Corridor segments, roadway characteristics, access point information, and safety data are detailed in Table 6-1 and summarized below.

- Traffic volumes – Volumes along SR 437 range from 4,070 to 5,190 AADT with the highest volumes north of Railroad Avenue.
- Access points – 91 access points were identified on SR 437 and are mostly concentrated near intersecting roadways, such as Fairfield Pike and Phillipi Road.
- Crashes – Within a five-year period, 91 crashes occurred on SR 437 and were distributed relatively evenly along the corridor; however, there was a concentration of angle crashes at the Fairfield Pike intersection totaling 16.



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





**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.

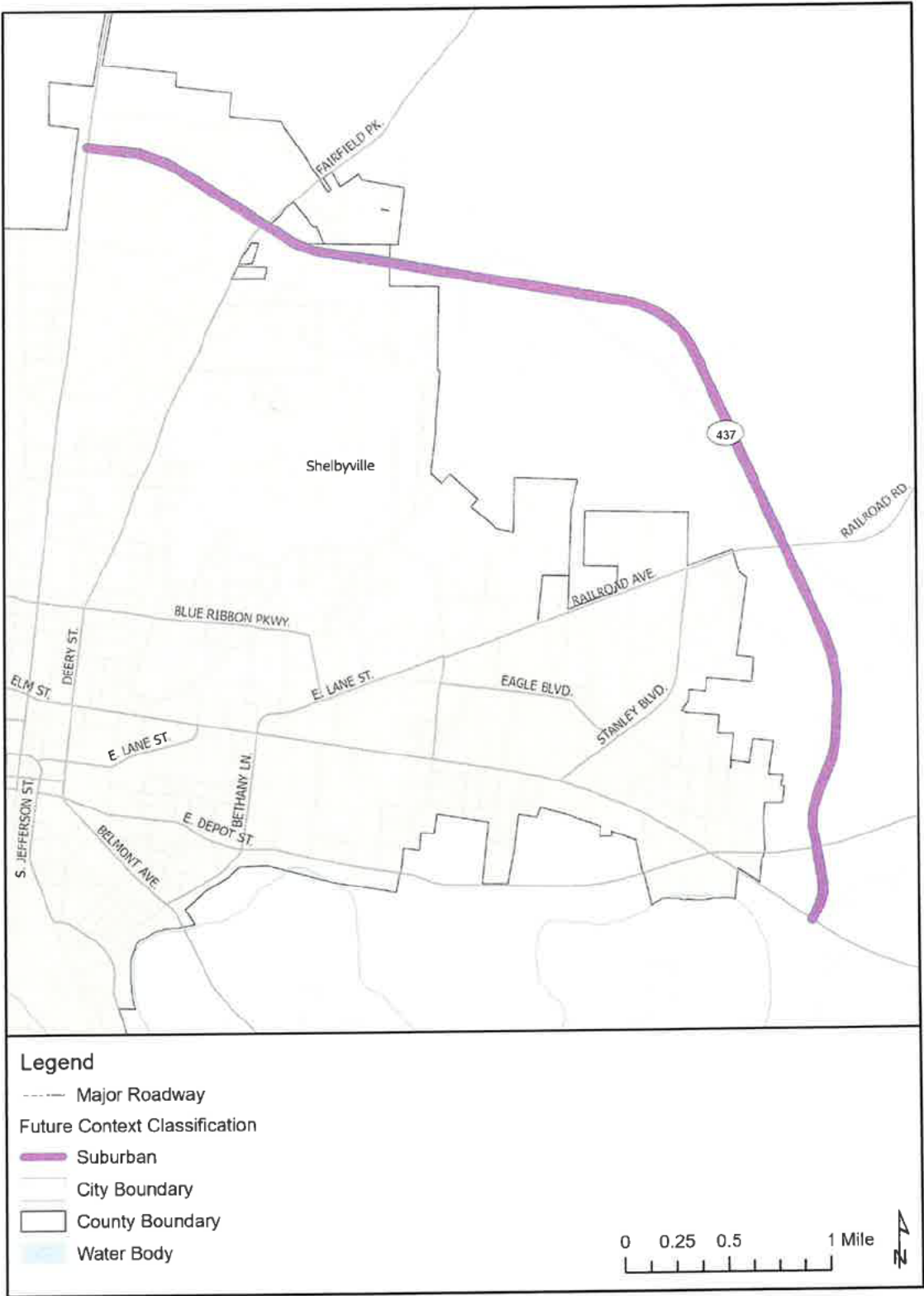
### 6.3 Context Classifications

Throughout its length, SR 437 maintains a rural context class, including within the Shelbyville city boundary. This is due to low development and population density, as well as a higher proportion of low-intensity land uses, namely agricultural uses. The corridor's rural character is protected in part by overlay regulations for SR 437 within Bedford County's zoning ordinance, which restricts certain development types and access locations.

The recommended future context classification for SR 437 is illustrated in Figure 6-2. As Shelbyville continues to grow, the land surrounding SR 437 will likely become desirable for additional residential and commercial development. Almost all of the Bypass is located within Shelbyville's Urban Growth Boundary (UGB). The recommended suburban context classification would support evolving development patterns in the area while still allowing for managed access to the Bypass.



Figure 6-2. SR 437 Future Context Classifications





Relevant minimum spacing recommendations are included in Table 6-2 and should be used as guidance during activities such as the implementation of future roadway projects, driveway permitting, and development reviews. Deviations may be required based on local conditions.

The installation of traffic signals at intersections and driveways is highly contextual and is determined by warrant analyses, which are dependent on traffic volumes, crash history, and/or other network characteristics. Signals inherently slow traffic flow along a corridor, but they can also improve safety for all roadway users depending on adjacent contexts. To better understand how signal spacing impacts corridor progression speeds, HSAM Volume III (Version 1.0) should be consulted.

**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'
	Full Access, Non-Traversable Median	1,320'
Driveways**	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	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



## 7.0 Programmatic Recommendations

The following sections describe programmatic recommendations to support the implementation of the context classification recommendations and further improve access management within the study area. These recommendations are grouped into three categories: planning, engineering, and coordination and resource recommendations.

### 7.1 Planning Recommendations

Planning activities can be used to implement access management by updating and integrating policies, design standards, and land use strategies that enhance roadway safety and mobility. Table 7-1 summarizes these recommendations, which include formalizing the context classifications and spacing standards, integrating access management policies into planning documents, and updating local ordinances and regulations.

**Table 7-1. Planning Recommendations**

Recommendation	Description
Formalize context classifications and associated access management standards	<ul style="list-style-type: none"><li>· Formally adopt the recommendations included in each corridor's CAMA.</li><li>· 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.</li></ul>
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"><li>· 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.</li><li>· Through planning documents, encourage activity centers with joint access and discourage strip development to support access management, safety, and operational goals.</li><li>· 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.</li><li>· Identify comprehensive infrastructure upgrades and/or safety countermeasures along study corridors and adjacent roadways to accommodate distributed traffic.</li></ul>
Update local planning ordinances, regulations, policies, and codes incorporating access management principles and standards	<ul style="list-style-type: none"><li>· Incorporate principles and standards for individual parcel development/redevelopment and roadway projects, where relevant.</li><li>· Review/update supportive zoning and subdivision regulations as needed, such as lot frontage and dimensions, creation of stub streets, cross-access requirements, setbacks, etc.</li></ul>



## 7.2 Engineering Recommendations

Engineering-specific recommendations to support access management are detailed in Table 7-2. These recommendations include updates to roadway design standards, implementation of access management principles during roadway and maintenance projects, and changes to site review and TIS processes.

**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"> <li>· 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.</li> <li>· Expand roadway standard drawings to include service/frontage roads, joint and cross-access driveways, and alternative driveway accesses (e.g., right-in/right-out).</li> </ul>
Identify and implement access management projects	<ul style="list-style-type: none"> <li>· Where roadway projects are planned, review designs to incorporate access management principles.</li> <li>· 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.</li> <li>· 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.</li> </ul>
Update TIS process	<ul style="list-style-type: none"> <li>· 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).</li> <li>· 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.</li> <li>· Consider requiring event traffic control plans for large events.</li> <li>· Consider requiring third-party TIS reviews.</li> </ul>
Update development review processes to include access management considerations in site design and subdivision review.	<ul style="list-style-type: none"> <li>· Incorporate access management best practices in permitting (building, change of use, driveway, etc.) and approval processes.</li> <li>· Provide a process for deviations and variances when access management standards cannot be met.</li> </ul>



### 7.3 Coordination and Resource Recommendations

The coordination and resource recommendations outlined in Table 7-3 seek to enhance local jurisdiction staff and elected officials' knowledge of access management, support the implementation of this study's recommendations through budget allocations, and strengthen existing coordination between local jurisdictions, developers, and TDOT.

**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"><li>· 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.</li></ul>
Support access management implementation through resource allocation	<ul style="list-style-type: none"><li>· 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.</li></ul>
Expand external coordination	<ul style="list-style-type: none"><li>· Notify TDOT of the approved access management plan and standards to ensure TDOT permit reviews are consistent with the CAMA recommendations.</li><li>· Participate in conceptual design reviews and other project-development activities implemented by TDOT to ensure access management principles and goals are incorporated.</li><li>· 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.</li><li>· 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.</li><li>· If applicable, update procedures to require the notification of abutting property owners and other stakeholders by the developer.</li><li>· 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.</li></ul>



## 8.0 Conclusion

US 231, US 41A, and SR 437 serve as important corridors for both regional connectivity and local accessibility in Middle Tennessee. Significant development, including regional destinations and employment centers, is occurring along US 231 north of Shelbyville, while residential development is occurring throughout both Rutherford and Bedford counties. Increases in traffic and congestion have led to safety and operational concerns for these roadways, especially given the access to I-24 that US 231 provides. The overarching goals of this study are to improve access management by establishing formal communication between the jurisdictions, acknowledging the need for a coordinated approach to access management, and identifying actions for improving plans, policies, and procedures.

The Shelbyville CAMA study acts as a coordinated first step for the City of Shelbyville, Bedford County, and Rutherford County to improve access management. Ultimately, each jurisdiction will be responsible for formally incorporating this study's recommendations into planning documents, codes, and land development processes. The progress of these updates should be coordinated and communicated with TDOT, in addition to critical access reviews. Improved communication between jurisdictions and TDOT that transcends local political cycles and staff turnover will ensure the corridors are actively managed as development continues.



*Developing parcel along SR 437*



## **Appendix A – Public and Stakeholder Documentation**



## Social Pinpoint Website



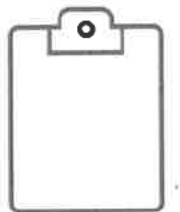
### Transportation Planning Grant Corridor Access Management Agreements Study

The City of Shelbyville is partnering with Bedford and Rutherford Counties to develop Corridor Access Management Agreements along three state routes.

US 41 (SR 10), US 41A (SR 16), and SR 47 (Shelbyville Bypass) are heavily traveled corridors that provide critical regional mobility. Bedford and Rutherford Counties have experienced unprecedented residential, commercial, and industrial growth over the past five years, and this trend is expected to continue. This study will result in draft Corridor Access Management Agreements for these three routes to address access, mobility, and safety concerns through local policies and procedures.

This site will be used to share updates about the planning process and provide information on the benefits of corridor access management. Check out the links below to learn more.

#### Stakeholder Survey



[Take the Survey](#)

#### Project Timeline

- ✓ **Study Kickoff and Data Collection**  
The study began in June 2024 and will continue through the end of the year.
- ✓ **Costing Conditions and Trends Analysis**  
The study team is currently analyzing data.
- ✓ **Draft Recommendations**  
The study team is currently drafting recommendations.
- **Final Report**  
The final report will be completed by the end of the year.

#### Corridor Access Management Agreement Resources



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## Steering Committee Meeting #1 Slides



1

### Agenda

- Project Overview
- Access Management
- CAMAs
- Corridor Conditions
- Group Discussion



2



3

### Project Overview

- TDOT Transportation Planning Grant (TPG)
  - ~\$90,000 (10% local match)
- Project team
  - City of Shelbyville\*
  - Bedford County
  - Rutherford County
  - TDOT
  - SCTDD
  - Consultant team



4

### Project Overview

- Growth and development
- Preserve function of key corridors through collaborative management



5

### Project Overview

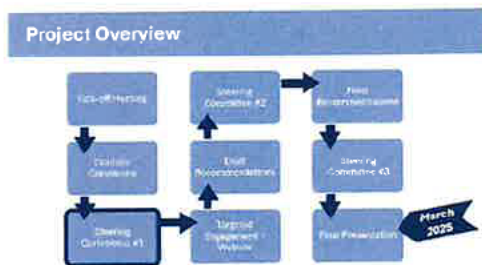
- Deliverables
  - Plan document
  - Three draft CAMAs (MOUs)
- Implementation
  - Act as a guide during development review process, infrastructure projects

*Preserve capacity & improve safety through access management*



6





7



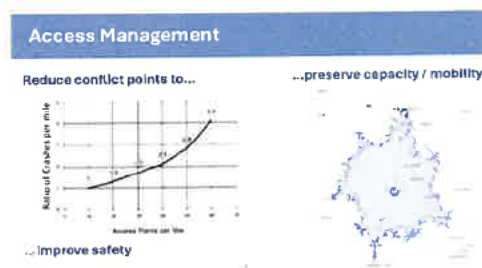
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9



10



11



12



## Access Management

- TDOT on state routes
  - Implement (updated) access standards
  - Grant permits for new or modified driveways or streets
  - Evaluate warrants for turn lanes
  - Participate in development, design processes
- Local jurisdictions
  - Can establish more stringent access management criteria
  - Controls land use decisions and development process



13

## Corridor Access Management Agreements (CAMAs)

14

## CAMAs



15

## CAMAs

- Corridor Access Management Agreements (CAMAs)
  - Solidify partnership
  - Identify long-term vision(s)
  - Agree upon access management standards
  - Improve land development regulations
  - Establish MOU
  - Update periodically
- Corridor committee, continuous education



16

## CAMAs

- Context classification-based standards
  - Signalized and unsignalized intersections and on/off-ramps
  - Driveway placement and design (spacing, width, turn radius, etc.)
  - Median openings, U-turns



17

## Corridor Conditions

18



### Corridor Conditions

- Roadway characteristics
- Crash history
- Rules and regulations



19

### Corridor Conditions

- Existing context classifications
  - Block, lot sizes
  - Uses
  - Building setbacks, density
  - Parking location



20

### Corridor Conditions

- Future context classifications
  - Future land use plans
  - Overlays



21



22

### Discussion

- Level of importance of each corridor to regional mobility
- Driveway / roadway permit process
- Coordination between jurisdictions
- Access management considerations/current uses
- Challenges and opportunities

23



## Steering Committee Meeting #2 Slides



1

### Agenda

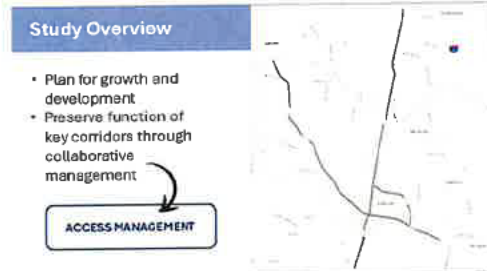
- Study Overview
- Survey Responses
- Draft Recommendations
  - Context Classes
  - Additional Recommendations
- Discussion



2



3



4

### Study Overview

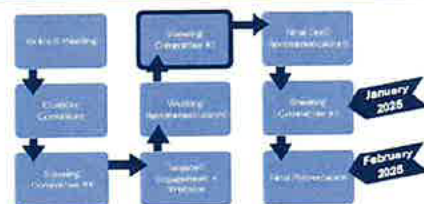
- Deliverables
  - Plan document
  - Three draft CAMAs (MOUs)
- Implementation
  - CAMAs to act as a guide during development review process, infrastructure projects

*Preserve capacity & improve safety through access management*



5

### Study Overview



6





7

## Survey Responses

US 41



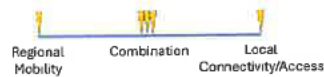
Threats to safety & operations:

- Traffic: Congestion, volumes, capacity needed
- Driveways: Too many, lack of shared/restricted driveways
- Safety

8

## Survey Responses

US 231



Threats to safety & operations:

- Traffic: Congestion, volumes, speeding
- Driveways: Too many, lack of shared/restricted driveways
- Ingress/egress

9

## Survey Responses

SR 437



Threats to safety & operations:

- Growth
- Lack of use / desire for commercial corridor
- Lack of shared/indirect access standards
- Traffic growth with development

10

## Survey Responses

- Implementation support for:
  - Fewer/joint driveways, restricted driveways
  - Turn lanes
  - Medians
  - Streetscape projects to better define access and coordinate aesthetics
- General needs for implementation:
  - Education for all stakeholders
  - Training for commissions
  - Technical guidance



11

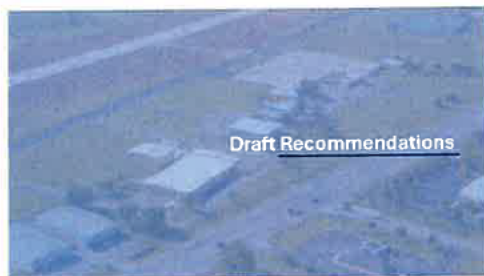
## Survey Responses

- Improvements to development review process
  - Regional coordination
    - TIS review
    - Committee/standing meeting (quarterly, bi-annual)
  - Improvements to TISs
    - Unbiased evaluations and reviews
    - Guidance for traffic engineering calculations



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13

## Draft Recommendations

- Functional classifications → context classifications
- Rural & urban



14

## Draft Recommendations

- Expanded context classifications as a guide for roadway design (2018) – AASHTO "Green Book" + TDOT
- 5+ contexts



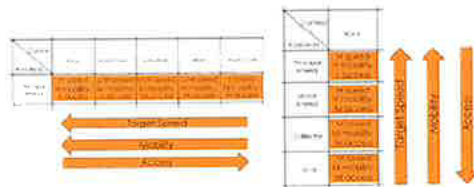
15

## Draft Recommendations

- Function: speed, mobility, & access
- User types: levels of use & priority

16

## Draft Recommendations



17

## Draft Recommendations

- Context classifications as a guide for access management



18



### Draft Recommendations

- Identification based on:
  - Density
  - Uses
  - Orientation of buildings, parking
  - Block structure
  - Parcel sizes



19

### Draft Recommendations

- Existing
- Urban core only in & around Shelbyville's square



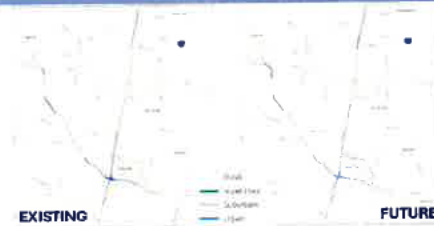
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### Draft Recommendations



21

### Draft Recommendations



22

### Draft Recommendations

- Use spacing standards to guide development review decisions
- Encourage stub streets/cross accesses for future connectivity



23

### Draft Recommendations

Type	Recommendation	Description
Planning	Adopt zoning ordinances and associated access management standards. Update local planning ordinances, regulations, policies, and codes to reflect current market standards.	<ul style="list-style-type: none"> <li>• "usually approve the recommendations included in each developer's CMAA;</li> <li>• re-evaluate standards for both individual parcel and overall project development and for in-arterial projects; specifically driveway spacing and design standards</li> <li>• Review standards for private zoning and subdivision regulations as needed, such as lot frontage and minimum lot area, street width, setbacks, etc.</li> </ul>

24



Draft Recommendations		
Type	Recommendation	Description
Planning	Update development plans, local planning documents (e.g., land use plan), conceptual site plans, and master plans.	<p>Develop policy bases and establish in planning documents by which future actions will be taken (e.g., policies, and policies, the plan to meet development, and development action management standards into plans.</p> <p>Through planning documents, encourage activity centers with better access and discourage strip development.</p> <p>Identify large urban management capital projects for future implementation, such as widening (W.T.) streets, pedestrian projects, transportation and projects and</p> <p>Oversee and coordinate regulatory and implementation of DMAs, objectives and provide emergency goals and objectives. Coordinate with a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project.</p>

25

Draft Recommendations		
Type	Recommendation	Description
Planning	Update development plans, local planning documents (e.g., land use plan), conceptual site plans, and master plans.	<p>Update policy bases and establish in planning documents by which future actions will be taken (e.g., policies, and policies, the plan to meet development, and development action management standards into plans.</p> <p>Through planning documents, encourage activity centers with better access and discourage strip development.</p> <p>Identify large urban management capital projects for future implementation, such as widening (W.T.) streets, pedestrian projects, transportation and projects and</p> <p>Oversee and coordinate regulatory and implementation of DMAs, objectives and provide emergency goals and objectives. Coordinate with a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project.</p>

26

Draft Recommendations		
Type	Recommendation	Description
Planning	Update development plans, local planning documents (e.g., land use plan), conceptual site plans, and master plans.	<p>Update policy bases and establish in planning documents by which future actions will be taken (e.g., policies, and policies, the plan to meet development, and development action management standards into plans.</p> <p>Through planning documents, encourage activity centers with better access and discourage strip development.</p> <p>Identify large urban management capital projects for future implementation, such as widening (W.T.) streets, pedestrian projects, transportation and projects and</p> <p>Oversee and coordinate regulatory and implementation of DMAs, objectives and provide emergency goals and objectives. Coordinate with a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project.</p>

27

Draft Recommendations		
Type	Recommendation	Description
Planning	Update development plans, local planning documents (e.g., land use plan), conceptual site plans, and master plans.	<p>Update policy bases and establish in planning documents by which future actions will be taken (e.g., policies, and policies, the plan to meet development, and development action management standards into plans.</p> <p>Through planning documents, encourage activity centers with better access and discourage strip development.</p> <p>Identify large urban management capital projects for future implementation, such as widening (W.T.) streets, pedestrian projects, transportation and projects and</p> <p>Oversee and coordinate regulatory and implementation of DMAs, objectives and provide emergency goals and objectives. Coordinate with a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project.</p>

28

Draft Recommendations		
Type	Recommendation	Description
Coordination	Update development plans, local planning documents (e.g., land use plan), conceptual site plans, and master plans.	<p>Update policy bases and establish in planning documents by which future actions will be taken (e.g., policies, and policies, the plan to meet development, and development action management standards into plans.</p> <p>Through planning documents, encourage activity centers with better access and discourage strip development.</p> <p>Identify large urban management capital projects for future implementation, such as widening (W.T.) streets, pedestrian projects, transportation and projects and</p> <p>Oversee and coordinate regulatory and implementation of DMAs, objectives and provide emergency goals and objectives. Coordinate with a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project.</p>

29

Draft Recommendations		
Type	Recommendation	Description
Coordination	Update development plans, local planning documents (e.g., land use plan), conceptual site plans, and master plans.	<p>Update policy bases and establish in planning documents by which future actions will be taken (e.g., policies, and policies, the plan to meet development, and development action management standards into plans.</p> <p>Through planning documents, encourage activity centers with better access and discourage strip development.</p> <p>Identify large urban management capital projects for future implementation, such as widening (W.T.) streets, pedestrian projects, transportation and projects and</p> <p>Oversee and coordinate regulatory and implementation of DMAs, objectives and provide emergency goals and objectives. Coordinate with a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project, provide a corresponding map to each planning project.</p>

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Discussion

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## Discussion

- Feedback on context classes
- Future land use changes that should be considered / progress of overlays
- Any additional policy, programmatic, or procedural recommendations?

32



## **Stakeholder Survey Responses**

**Stakeholder Survey Responses:** Bedford County, 2 respondents

**Q1 - What jurisdiction are you associated with?**

**Respondent:** Bedford County

**Question 1a: The operational vision of US 231 should emphasize...**

**Response:** A combination of regional mobility and local access.

**Question 1b: The operational vision of US 41A should emphasize...**

**Response:** A combination of regional mobility and local access.

**Question 1c: The operational vision of SR 437 should emphasize...**

**Response:** A combination of regional mobility and local access.

**Question 2: What are the greatest threats to safety and/or operations along each corridor?**

**Response:**

- US 231 - The greatest threats are the addition of numerous new connections to driveways and parking lots. Driving efficiency to Murfreesboro and Nashville will suffer dramatically without a plan to mitigate the continued development of the corridor.
- US 231 - High increase in traffic--speeding-- Need access roads to Uncle Nearest
- US 41A - I would mimic my thoughts from the observation for 231, but change focus from a Murfreesboro/Nashville efficiency, to a local, Williamson and Marshall (I-65), because the stretch of US 41A in Bedford is quite a lot longer than 231 North, and touches far more local citizens driving to and from work, home, shopping, recreation, dining, hospital and education/higher ed..
- US 41A - Big dips in the road going to Tullahoma
- SR 437 - Its value is as a by-pass. It keeps the truck traffic away from congested city streets. The development of the by-pass is its greatest threat, allowing it to become just another city street with numerous traffic signals and places to exit and enter the fast paced highway. It should be protected for what it was designed to do. If our government wants more opportunities for commercial development, it should just build new roads with that purpose in mind.
- SR 437 - The entrance and exits on 231 N



**Question 3: What are access management practices your jurisdiction employs that seem to be working well (e.g., joint access driveways, right-in/right-out driveways, medians, etc.)?**

**Response:** I'm looking for something that doesn't require a lot of maintenance, something that works in both directions and prevents people from making dangerous turns. I like the idea of joint driveways. With respect to the rest of the question, I have to admit that I think physical barriers seem to work best, because so many people refuse to honor suggestive traffic models, especially when in a hurry. And once they successfully avoid a traffic sign, they will continue to do it regularly, even when not in a hurry, until one day when someone gets killed over it.

**Question 4: What would be helpful in implementing access management in your jurisdiction (e.g., staff training, planning commission training, technical guidance, tools, etc.)?**

**Response:** Local staff and planning commission training, as well as technical guidance.

**Question 5: What are ways the traffic impact study process could be improved to address access management, such as adjusting policies or procedures, requirement thresholds, etc.?**

**Response:** I am not sure.

**Question 6: What does successful coordination with TDOT regarding access permits look like?**

**Response:** Perhaps the submission of proposed plans to TDOT should be followed up with an electronic meeting between TDOT and local government to discuss the project, once engineering has weighed in.

**Question 7: How could coordination be improved between adjacent jurisdictions during the development review process?**

**Response:** Perhaps something done at the staff level.

**Question 8: Are there any near-term plans to formalize corridor character areas through overlays?**

**Response:** Yes

**Question 9: What measures do you see as being the most effective ways to address access management concerns along the corridors (e.g., driveway consolidation, median treatments, and traffic signal spacing)?**

**Response:** All of the above

**Question 10: Are there larger-scale access management projects that are needed today that could address safety and/or operational concerns on the corridors? If so, what are they? Examples could include a streetscape project that addresses open-access driveways or the strategic placement of medians to manage access.**

**Response:** I want to express support for the nearest green access management project, which I believe should be implemented soon. I agree that decisions about this project have



been made, but I think there will be plenty of other similar decisions to be made soon and I'd like to see this one advance.

**Question 11: Thinking towards implementation, would a standing steering committee consisting of the jurisdictions be beneficial for coordinating and implementing access management, discussing upcoming developments, and/or coordinating larger transportation needs or projects? If yes, how often should it meet?**

**Response:** Perhaps quarterly

**Stakeholder Survey Responses:** Rutherford County, 1 respondent

**Q1 - What jurisdiction are you associated with?**

**Respondent:** Rutherford County

**Question 1a: The operational vision of US 231 should emphasize...**

**Response:** Regional mobility

**Question 2: What are the greatest threats to safety and/or operations along US 231?**

**Response:** The number of access points. Excessive speeds along US 231 (I know this is an enforcement issue). Potential development may exacerbate these issues.

**Question 3: What are access management practices your jurisdiction employs that seem to be working well (e.g., joint access driveways, right-in/right-out driveways, medians, etc.)?**

**Response:** We have requested developments to employ joint access driveways and right-in/right-out driveways. We also request driveway locations for new developments to line up with existing driveways across from them to reduce the number of conflict points.

**Question 4: What would be helpful in implementing access management in your jurisdiction (e.g., staff training, planning commission training, technical guidance, tools, etc.)?**

**Response:** I think that a combination of staff training, planning commission training, including technical guidance, would be the most helpful.

**Question 5: What are ways the traffic impact study process could be improved to address access management, such as adjusting policies or procedures, requirement thresholds, etc.?**

**Response:** In Rutherford County, we recently contracted with a third-party traffic firm to help us evaluate traffic studies among other responsibilities. We plan to ask them to review our current TIS regulations for possible amendments and would like to incorporate access management tools.



**Question 6: What does successful coordination with TDOT regarding access permits look like?**

**Response:** I think an open dialogue with our jurisdictions would be helpful so we can understand TDOT's concerns and they can understand our concerns/needs for property access along state roads.

Understanding everyone's responsibilities during the permitting process is important. For example, who needs to provide what information, who do they need to provide it to, and when is it required.

Having a realistic expectation on permitting timelines would also be helpful.

**Question 7: How could coordination be improved between adjacent jurisdictions during the development review process?**

**Response:** I think better communication among the various jurisdictions would be helpful.

**Question 8: Are there any near-term plans to formalize corridor character areas through overlays?**

**Response:** We've had some discussions about corridor overlays, but they pertained more to development appearance than function (i.e., increased building setbacks, landscaping, etc.).

**Question 9: What measures do you see as being the most effective ways to address access management concerns along the corridors (e.g., driveway consolidation, median treatments, and traffic signal spacing)?**

**Response:** I think driveway consolidation is the most important measure. Having more certainty on median treatments and signal spacing is beneficial, as well.

**Question 10: Are there larger-scale access management projects that are needed today that could address safety and/or operational concerns on the corridors? If so, what are they? Examples could include a streetscape project that addresses open-access driveways or the strategic placement of medians to manage access.**

**Response:** Please see my response to Question 8. Nothing beyond that response.

**Question 11: Thinking towards implementation, would a standing steering committee consisting of the jurisdictions be beneficial for coordinating and implementing access management, discussing upcoming developments, and/or coordinating larger transportation needs or projects? If yes, how often should it meet?**

**Response:** Instead of a standing steering committee, I envision the various Planning Commissions (PCs) handling this role within each respective jurisdiction. That's another reason why staff and PC training is so important.



**Stakeholder Survey Responses:** City of Shelbyville, 5 respondents

**Q1 - What jurisdiction are you associated with?**

**Respondents:** City of Shelbyville

**Question 1a: The operational vision of US 231 should emphasize...**

**Response:**

- A combination of regional mobility and local access – 3 votes
- Local Connectivity – 1 vote
- Regional Mobility – 1 vote

**Question 1b: The operational vision of US 41A should emphasize...**

**Response:**

- A combination of regional mobility and local access – 3 votes
- Local Connectivity – 2 votes

**Question 1c: The operational vision of SR 437 should emphasize...**

**Response:**

- A combination of regional mobility and local access – 4 votes
- Local Connectivity – 3 votes

**Question 2: What are the greatest threats to safety and/or operations along each corridor?**

**Response:**

- US 231 - traffic volume, multiple driveways; Traffic congestion; Lack of mutual and indirect access, median, full access; Allowing too many access points; Ingress/egress
- US 41A - Traffic volume, multiple driveways; Traffic congestion and lack of turn lanes in the west corridor; Full access driveways, lack of shared access drive; Not wide enough. It should be 4-lane divided highway; Traffic safety and density. We really are in dire need of the northwestern portion of 437 bypass
- SR 437 – future growth; Lack of use; No standard for shared and indirect access; It should receive a turn lane and be allowed to develop as a commercial corridor around Shelbyville; More ways to improve traffic flow in anticipation of future commercial and residential development



**Question 3: What are access management practices your jurisdiction employs that seem to be working well (e.g., joint access driveways, right-in/right-out driveways, medians, etc.)?**

**Response:**

- just starting to implement joint access drive ways and intersection alignments
- Have implemented in recent months requirements for joint access driveways, right in right out on commercial developments.
- Joint and indirect access, restricted access (right in, right out)
- nothing
- Right in and right out have started to get more accepted. We could use improvement to secondary roads

**Question 4: What would be helpful in implementing access management in your jurisdiction (e.g., staff training, planning commission training, technical guidance, tools, etc.)?**

**Response:**

- Training from top down including council to planning members.
- Staff training and Planning Commission training is critical.
- Technical guidance, tools, and planning commission training
- education of all stakeholders
- Staff and PC Training. Not just once a year. Maybe bi-annual at least.

**Question 5: What are ways the traffic impact study process could be improved to address access management, such as adjusting policies or procedures, requirement thresholds, etc.?**

**Response:**

- greater emphasis on traffic flow and safety
- Don't know
- First, for higher view, development of policies and procedures with unbiased evaluation of the impact of the development on surrounding traffic systems. Second, establishing standards for by-pass trip reduction assumptions, seasonal variations, and input of other modes, regional demand models vs. growth rates.
- Educate government regulators as well as developers to long term future desires.
- Larger scope and also requiring at least 2 independent TIS to avoid bias.



**Question 6: What does successful coordination with TDOT regarding access permits look like?**

**Response:**

- Coordination through the whole process
- The City enjoys a favorable relationship with TDOT Region 3
- We are in TDOT Region 3 and Stanley Sumner and Fatima Farhangi are our contacts. TDOT and City have a great relationship in coordination for nonresidential access permits. TDOT in all cases thus far have provided a balanced approach and supports the City decisions on different types of access (full, mutual/shared etc.) based on local conditions and future planning. Individual residential (single family home) access permits at times which is another department is the area for improved coordination.
- I have no contact with this type of process.
- Easy access to TDOT staff. Friendly staff with people skills. Strength in leadership with all voices heard

**Question 7: How could coordination be improved between adjacent jurisdictions during the development review process?**

**Response:**

- better communication between jurisdictions
- Perhaps have quarterly meetings to share information on developments on the major corridors.
- Maybe a regional transportation organization comprised of multiple jurisdictions.
- Make sure Bedford County planning commission understands the growth requirements along all corridors.
- More contact with other jurisdictions and real world conversations, sharing experiences. Learn from each other and support each other.

**Question 8: Are there any near-term plans to formalize corridor character areas through overlays?**

**Response:**

- Yes. City Planning and County Planning working well together and coordinating with TDOT.
- The next two (more or less) years the Planning Dept. the City will focus on completing Bypass Corridor and Airport overlay to coincide with the current County overlays for the locations, Access Management Ordinance, and improvement of current TIS standards.
- Yes. 437 should receive more commercial overlays before housing is built too near the highway. Highway 320 should be commercial all the way to Murfreesboro.
- Not that I am aware of



**Question 9: What measures do you see as being the most effective ways to address access management concerns along the corridors (e.g., driveway consolidation, median treatments, and traffic signal spacing)?**

**Response:**

- driveway consolidation
- On major developments, it is critical to have limited entry/exit points and utilize connectivity with secondary roads.
- I believe to start driveway consolidation, and internal access requirements (my thoughts are predominantly on the Bypass)
- Keep driveways connections to a minimum. Turn lanes should be promoted. Traffic signals should be added on 231 at highway 82 (Bell Buckle) highway intersection.

**Question 10: Are there larger-scale access management projects that are needed today that could address safety and/or operational concerns on the corridors? If so, what are they? Examples could include a streetscape project that addresses open-access driveways or the strategic placement of medians to manage access.**

**Response:**

- right turn lanes at traffic signals would help improve congestion.
- Medians and turn lanes are critical in developed areas such as the Nearest Green development. Also coordinated features on streetscapes with the City and County would prove beneficial.
- I cannot think of a specific and maybe the City Engineer and Public Works Director will provide input.
- Fairfield Pike should be enhanced to help traffic flows on 231 and serve as an emergency route if 231 is closed briefly.
- Construction of the 437 bypass!!!

**Question 11: Thinking towards implementation, would a standing steering committee consisting of the jurisdictions be beneficial for coordinating and implementing access management, discussing upcoming developments, and/or coordinating larger transportation needs or projects? If yes, how often should it meet?**

**Response:**

- monthly to quarterly
- Yes. Would recommend a minimum of quarterly meetings.
- Yes. I believe at the beginning before implementation, monthly or bi-monthly, then quarterly.
- Yes. They should meet quarterly to communicate new developments and promote a coordinated plan with traffic management.
- Yes. And it should meet quarterly. And attendance be required and not an option. We all have to be on the same page, and that only can happen by being present.



## **Appendix B – CAMAs**



**US 231/SR 82/SR 10 (US 231)**  
**CORRIDOR ACCESS MANAGEMENT AGREEMENT**

Memorandum of Understanding  
Corridor Access Management Along US 231

**I. Purpose**

This agreement provides a framework for the signatory parties within the City of Shelbyville, Bedford County, Rutherford County, and the Tennessee Department of Transportation (TDOT) to cooperatively manage access along US 231 (from Snell Road/New Center Church Road to Volunteer Road) to promote mobility, safety, and accessibility along the corridor.

**II. Agreement**

WHEREAS, the City of Shelbyville, Bedford County, and Rutherford County desire to improve the mobility, safety, and accessibility of US 231.

WHEREAS, growth within the region, if left unmanaged, will potentially negatively impact the safety and operations of the corridor.

WHEREAS, the City of Shelbyville, Bedford County, and Rutherford County staff and stakeholders developed access management recommendations for US 231 as part of the Shelbyville Corridor Access Management Agreement Study (attached), funded through a TDOT Transportation Planning Grant.

WHEREAS, the City of Shelbyville, Bedford County, and Rutherford County will implement the context classification and spacing standards included in the study to the extent possible as resources are available.

NOW, THEREFORE, the City of Shelbyville, Bedford County, Rutherford County, and TDOT agree to cooperatively implement the following strategies and actions to improve access management along US 231:

**1. Planning Strategies**

- a. Formalize context classifications and associated access management standards included in the Shelbyville Corridor Access Management Agreement Study.
- b. Update/develop major thoroughfare plans and other planning documents (e.g., land use plans, comprehensive plans, and corridor studies) to incorporate access management policies.



- c. Update local planning ordinances, regulations, policies, and codes incorporating access management principles and standards.
- 2. Engineering Strategies
  - a. Review and update roadway design standards, including traffic signal, intersection, and driveway standards to align with access management best practices.
  - b. Identify and implement access management projects, including planned roadway projects, local maintenance projects, and others.
  - c. Update the Transportation Impact Study (TIS) process as part of development review and permitting.
  - d. Update development review processes to include access management considerations in site design and subdivision review.
- 3. Coordination Strategies
  - a. Improve understanding of access management for jurisdiction staff, commission members, and elected officials by developing training materials.
  - b. Support access management implementation through resource allocation and budgets.
  - c. Expand external coordination between local jurisdictions and TDOT, particularly during design reviews, permitting, and roadway projects.

### **III. Governance**

- 1. Adoption, Amendment, and Termination
  - a) This agreement will become effective when an appointed and authorized representative of the City of Shelbyville, Bedford County, Rutherford County, and TDOT have placed their signature in the block below.
  - b) This Agreement may be amended by mutual agreement of all parties as evidenced by signatures on an amended agreement.
  - c) This Agreement shall remain in force until terminated by written agreement of the signatory parties, who may withdraw from this Agreement at any time, provided that the withdrawing party notifies the other signatories sixty (60) days in advance of the date of withdrawal to allow time to remedy the reason for withdrawal.
- 2. Programming, Funding, Budgeting, and Reimbursement
  - a) Nothing in this Agreement constitutes a fiscal or funding obligation.
  - b) Nothing in this Agreement obligates the signatories to expend appropriations or obligate funds.



**IV. Signatures**

**IN WITNESS WHEREOF**, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

**CITY OF SHELBYVILLE**

\_\_\_\_\_  
Randy Carroll, Mayor                      Date

Attest:

\_\_\_\_\_  
Lisa Smith  
Shelbyville City Recorder

Approved as to Form:

\_\_\_\_\_  
Ginger Bobo Shofner  
Shelbyville City Attorney

**BEDFORD COUNTY**

\_\_\_\_\_  
Chad Graham, Mayor                      Date

**RUTHERFORD COUNTY**

\_\_\_\_\_  
Joe Carr, Mayor                              Date



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

---

Jay Norris, Director  
TDOT Region 3

Date

**V. Appendix**

- Shelbyville Corridor Access Management Agreement Study (2025)



**US 41A/SR 16 (US 41A)**  
**CORRIDOR ACCESS MANAGEMENT AGREEMENT**

Memorandum of Understanding  
Corridor Access Management Along US 41A

**I. Purpose**

This agreement provides a framework for the signatory parties within the City of Shelbyville, Bedford County, and the Tennessee Department of Transportation (TDOT) to cooperatively manage access along US 41A from Normandy Road to the Rutherford/Bedford County boundary to promote mobility, safety, and accessibility along the corridor.

**II. Agreement**

WHEREAS, the City of Shelbyville and Bedford County desire to improve the mobility, safety, and accessibility of US 41A.

WHEREAS, growth within the region, if left unmanaged, will potentially negatively impact the safety and operations of the corridor.

WHEREAS, the City of Shelbyville and Bedford County staff and stakeholders developed access management recommendations for US 41A as part of the Shelbyville Corridor Access Management Agreement Study (attached), funded through a TDOT Transportation Planning Grant.

WHEREAS, the City of Shelbyville and Bedford County will implement the context classification and spacing standards included in the study to the extent possible as resources are available.

NOW, THEREFORE, the City of Shelbyville and Bedford County and TDOT agree to cooperatively implement the following strategies to improve access management along US 41A:

**4. Planning Strategies**

- a. Formalize context classifications and associated access management standards included in the Shelbyville CAMA Study.
- b. Update/develop major thoroughfare plans and other planning documents (e.g., land use plans, comprehensive plans, and corridor studies) to incorporate access management policies



- c. Update local planning ordinances, regulations, policies, and codes incorporating access management principles and standards.
- 5. Engineering Strategies
  - a. Review and update roadway design standards, including traffic signal, intersection, and driveway standards to align with access management best practices.
  - b. Identify and implement access management projects, including planned roadway projects, local maintenance projects, and others.
  - c. Update Transportation Impact Study (TIS) process as part of development review and permitting.
  - d. Update development review processes to include access management considerations in site design and subdivision review.
- 6. Coordination Strategies
  - a. Improve understanding of access management for jurisdiction staff, commission members, and elected officials by developing training materials.
  - b. Support access management implementation through resource allocation and budgets.
  - c. Expand external coordination between local jurisdictions and TDOT, particularly during design reviews, permitting, and roadway projects.

### **III. Governance**

- 3. Adoption, Amendment and Termination
  - d) This agreement will become effective when an appointed and authorized representative of the City of Shelbyville, Bedford County, and TDOT have placed their signature in the block below.
  - e) This Agreement may be amended by mutual agreement of all parties as evidenced by signatures on an amended agreement.
  - f) This Agreement shall remain in force until terminated by written agreement of the signatory parties, who may withdraw from this Agreement at any time, provided that the withdrawing party notifies the other signatories sixty (60) days in advance of the date of withdrawal to allow time to remedy the reason for withdrawal.
- 4. Programming, Funding, Budgeting and Reimbursement
  - c) Nothing in this Agreement constitutes a fiscal or funding obligation.
  - d) Nothing in this Agreement obligates the signatories to expend appropriations or obligate funds.



**IV. Signatures**

**IN WITNESS WHEREOF**, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

CITY OF SHELBYVILLE

\_\_\_\_\_  
Randy Carroll, Mayor      Date

Attest:

\_\_\_\_\_  
Lisa Smith  
Shelbyville City Recorder

Approved as to Form:

\_\_\_\_\_  
Ginger Bobo Shofner  
Shelbyville City Attorney

BEDFORD COUNTY

\_\_\_\_\_  
Chad Graham, Mayor      Date

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Jay Norris, Director      Date  
TDOT Region 3



## **V. Appendix**

- Shelbyville Corridor Access Management Agreement Study (2025)



**SR 437/Shelbyville Bypass (SR 437)**  
**CORRIDOR ACCESS MANAGEMENT AGREEMENT**

Memorandum of Understanding  
Corridor Access Management Along SR 437

**I. Purpose**

This agreement provides a framework for the signatory parties within the City of Shelbyville, Bedford County, and the Tennessee Department of Transportation (TDOT) to cooperatively manage access along SR 437 in its entirety, located in both the City of Shelbyville and Bedford County, to promote mobility, safety, and accessibility along the corridor.

**II. Agreement**

WHEREAS, the City of Shelbyville and Bedford County desire to improve the mobility, safety, and accessibility of SR 437.

WHEREAS, growth within the region, if left unmanaged, will potentially negatively impact the safety and operations of the corridor.

WHEREAS, the City of Shelbyville and Bedford County staff and stakeholders developed access management recommendations for SR 437 as part of the Shelbyville Corridor Access Management Agreement Study (attached), funded through a TDOT Transportation Planning Grant.

WHEREAS, the City of Shelbyville and Bedford County will implement the context classification and spacing standards included in the study to the extent possible as resources are available.

NOW, THEREFORE, the City of Shelbyville, Bedford County, and TDOT agree to cooperatively implement the following strategies to improve access management along SR 437:

**7. Planning Strategies**

- a. Formalize context classifications and associated access management standards included in the Shelbyville CAMA Study.
- b. Update/develop major thoroughfare plans and other planning documents (e.g., land use plans, comprehensive plans, and corridor studies) to incorporate access management policies



- c. Update local planning ordinances, regulations, policies, and codes incorporating access management principles and standards.
- 8. Engineering Strategies
  - a. Review and update roadway design standards, including traffic signal, intersection, and driveway standards to align with access management best practices.
  - b. Identify and implement access management projects, including planned roadway projects, local maintenance projects, and others.
  - c. Update the Transportation Impact Study (TIS) process as part of development review and permitting.
  - d. Update development review processes to include access management considerations in site design and subdivision review.
- 9. Coordination Strategies
  - a. Improve understanding of access management for jurisdiction staff, commission members, and elected officials by developing training materials.
  - b. Support access management implementation through resource allocation and budgets.
  - c. Expand external coordination between local jurisdictions and TDOT, particularly during design reviews, permitting, and roadway projects.

### **III. Governance**

- 5. Adoption, Amendment, and Termination
  - g) This agreement will become effective when an appointed and authorized representative of the City of Shelbyville, Bedford County, and TDOT have placed their signature in the block below.
  - h) This Agreement may be amended by mutual agreement of all parties as evidenced by signatures on an amended agreement.
  - i) This Agreement shall remain in force until terminated by written agreement of the signatory parties, who may withdraw from this Agreement at any time, provided that the withdrawing party notifies the other signatories sixty (60) days in advance of the date of withdrawal to allow time to remedy the reason for withdrawal.
- 6. Programming, Funding, Budgeting, and Reimbursement
  - e) Nothing in this Agreement constitutes a fiscal or funding obligation.
  - f) Nothing in this Agreement obligates the signatories to expend appropriations or obligate funds.



**IV. Signatures**

**IN WITNESS WHEREOF**, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

CITY OF SHELBYVILLE

\_\_\_\_\_  
Randy Carroll, Mayor                      Date

Attest:

\_\_\_\_\_  
Lisa Smith  
Shelbyville City Recorder

Approved as to Form:

\_\_\_\_\_  
Ginger Bobo Shofner  
Shelbyville City Attorney

BEDFORD COUNTY

\_\_\_\_\_  
Chad Graham, Mayor                      Date

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Jay Norris, Director                      Date  
TDOT Region 3



## **V. Appendix**

- Shelbyville Corridor Access Management Agreement Study (2025)





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Mayor & City Council  
From: Lisa Smith, City Recorder  
Date: Business Meeting 5/8/2025  
Subject: Winnett Associates, PLLC Engagement Letter

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**Description:** The engagement letter from Winnett Associates, PLLC for the Audit of the City of Shelbyville for the year ending June 30, 2025, is attached for consideration. The annual audit total cost is \$40,000. There is no Single Audit expected but if one is needed it would be an additional fee.





Certified Public Accountants and Consultants

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514 Elm Street, P.O. Box 745  
Shelbyville, Tennessee 37162  
Phone 931-684-7142  
Fax 931-680-2954  
Email: [admin@winnettcpa.com](mailto:admin@winnettcpa.com)

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Established 1969

May 2, 2025

Ms. Kay Parker, City Treasurer  
City of Shelbyville, Tennessee  
P. O. Box 185  
Shelbyville, Tennessee 37162

Dear Ms. Parker:

Per your request enclosed are two copies of our engagement letter for the audit of the City of Shelbyville, Tennessee for the year ended June 30, 2025. Please have the appropriate persons sign one copy and return it to us. The second copy is for your records.

You will notice that the engagement letter requires a signature from management and another from governance. Your signature or Scott Collins' will suffice for management while either the Mayor or a member of the City Council can sign as governance.

The engagement letter includes a fee for the annual audit totaling \$40,000. It is our understanding that management does not anticipate the need for a Single Audit and thus the fee does not include the cost of a Single Audit. If it is determined that a Single Audit is required, we will be happy to discuss a fee for those services at that time. Consistent with the past, we agree to perform the conversion of your audited financial data into a condensed chart of accounts by use of a Microsoft Excel crosswalk tool as required by the State of Tennessee. While these procedures are included in the enclosed engagement letter, we are not including a firm fee for these procedures and instead will bill them at our standard hourly rates.

Please let me know if you have any questions.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Patrick R. Lile".

Patrick R. Lile

Enclosures





Certified Public Accountants and Consultants

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514 Elm Street, P.O. Box 745  
Shelbyville, Tennessee 37162  
Phone 931-684-7142  
Fax 931-680-2954  
Email: admin@winnettcpa.com

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Established 1969

May 2, 2025

Honorable Mayor, City Council, and City Manager  
City of Shelbyville  
P. O. Box 185  
Shelbyville, Tennessee 37162

We are pleased to confirm our understanding of the services we are to provide City of Shelbyville, Tennessee for the year ended June 30, 2025.

### **Audit Scope and Objectives**

We will audit the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information, and the disclosures, which collectively comprise the basic financial statements of City of Shelbyville, Tennessee as of and for the year ended June 30, 2025. Accounting standards generally accepted in the United States of America (GAAP) provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement City of Shelbyville, Tennessee's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to City of Shelbyville, Tennessee's RSI in accordance with auditing standards generally accepted in the United States of America (GAAS). These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient appropriate evidence to express an opinion or provide any assurance. The following RSI is required by GAAP and will be subjected to certain limited procedures, but will not be audited:

1. Management's Discussion and Analysis
2. Schedule of Changes in Net Pension Liability and Related Ratios
3. Schedule of Contributions
4. Schedule of Money-Weighted Rate of Return on Pension Plan Investments
5. Schedule of Changes in Net OPEB Liability and Related Ratios

We have also been engaged to report on supplementary information other than RSI that accompanies City of Shelbyville, Tennessee's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with GAAS, and we will provide an opinion on it in relation to the financial statements as a whole in a report combined with our auditor's report on the financial statements:

1. Schedule of Expenditures of Federal Awards and State Financial Assistance
2. Combining and Individual Nonmajor Fund Financial Statements and Budgetary Schedules



In connection with our audit of the basic financial statements, we will read the following other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

1. Miscellaneous Schedules
2. Introductory Section

The objectives of our audit are to obtain reasonable assurance as to whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; issue an auditor's report that includes our opinion about whether your financial statements are fairly presented, in all material respects, in conformity with GAAP; and report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements.

The objectives also include reporting on internal control over financial reporting and compliance with provisions of laws, regulations, contracts, and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.

#### **Audit Responsibilities for the Audit of the Financial Statements**

We will conduct our audit in accordance with GAAS and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and will include tests of your accounting records and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS and *Government Auditing Standards*, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of waste and abuse is subjective, *Government Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is an unavoidable risk that some material misstatements may not be detected by us, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

We will also conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for a reasonable period of time.



Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will also request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry.

We are required to identify significant risks of material misstatement as part of our audit planning and to list them here. According to GAAS, significant risks include management override of controls, and GAAS presumes that revenue recognition is a significant risk. Accordingly, we have considered these as significant risks.

Our audit of financial statements does not relieve you of your responsibilities.

#### **Audit Procedures - Internal Control**

We will obtain an understanding of the government and its environment, including the system of internal control, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control. An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards and *Government Auditing Standards*.

#### **Audit Procedures - Compliance**

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of City of Shelbyville, Tennessee's compliance with the provisions of applicable laws, regulations, contracts, agreements, and grants. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

#### **Responsibilities of Management for the Financial Statements**

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for designing, implementing, establishing, and maintaining effective internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, and for evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; following laws and regulations; and ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles, for the preparation and fair presentation of the financial statements and all accompanying information in conformity with accounting principles generally accepted in the United States of America, and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.



Management is responsible for making drafts of financial statements, all financial records, and related information available to us; for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers); and for the evaluation of whether there are any conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for the 12 months after the financial statements date or shortly thereafter (for example, within an additional three months if currently known). You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters; (2) additional information that we may request for the purpose of the audit; and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by GAAS and *Government Auditing Standards*.

Your responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants and for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements that we report.

You are responsible for the preparation of the supplementary information, which we have been engaged to report on, in conformity with accounting principles generally accepted in the United States of America (GAAP). You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Scope and Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or other studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions for the report, and for the timing and format for providing that information.



**Other Services**

We will also assist in preparing the financial statements and related notes of City of Shelbyville, Tennessee, in conformity with accounting principles generally accepted in the United States of America as well as preparing the journal entry necessary to record property taxes receivable and deferred as of June 30, 2025, and converting audited financial data appearing in the financials using the municipal chart of account crosswalk, based on information provided by you. These nonaudit services do not constitute an audit under *Government Auditing Standards* and such services will not be conducted in accordance with *Government Auditing Standards*. We will perform the services in accordance with applicable professional standards. The other services are limited to the financial statements, conversion of financial data, and journal entry services previously defined. We, in our sole professional judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming management responsibilities including determining account coding and approving journal entries.

You agree to assume all management responsibilities relating to the financial statements and related notes, conversion of financial data, journal entry and any other nonaudit services we provide. You will be required to acknowledge in the management representation letter our assistance with preparation of the financial statements and related notes, conversion of financial data, and journal entries and that you have reviewed and approved the financial statements and related notes, conversion of financial data, and journal entries prior to the issuance of the auditor's report and you have accepted responsibility for the financial statements. Further, you agree to oversee the nonaudit services by designating an individual with suitable skill, knowledge, or experience; evaluate the adequacy and results of those services; and accept responsibility for them.

**Engagement Administration, Fees and Other**

The audit documentation for this engagement is the property of Winnett Associates, PLLC and constitutes confidential information. However, subject to applicable laws and regulations, we may be requested to make certain audit documentation available to oversight agencies. We will notify you of any such request.

The audit documentation for this engagement will be retained for a minimum of five years after the report release date.

Patrick R. Lile is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

We propose an audit fee that includes all expenses of \$40,000. This fee is based on anticipated cooperation from your personnel and on the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

The above fees do not include the performance of a Single Audit in accordance with the OMB's *Uniform Administration Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). If an audit in accordance with OMB's Uniform Guidance is required, upon your request we will provide an estimate of our fees necessary to perform such an audit. The above fees also do not include converting financial data into a condensed chart of accounts by use of a Microsoft Excel crosswalk tool prescribed by the Comptroller of the Treasury, State of Tennessee. Our fee to perform the conversion procedures will be billed at our standard rates.

We intend to issue our report within the State of Tennessee's requirement of December 31st. However, issuance of the audit is contingent upon the cooperation of management as well as the receipt of the Shelbyville Power, Water, and Sewerage Systems audit. We will perform our fieldwork in a manner that anticipates receiving the System's audit in time sufficient to complete the audit by December 31st. We anticipate beginning our fieldwork on approximately October 16, 2025.

The Tennessee Comptroller of the Treasury requires that we provide you with a copy of our most recent external quality control review report. Our most recent peer review report accompanies this letter.



**Reporting**

We will issue a written report upon completion of our audit. Our report will be addressed to the City Council and Mayor of the City of Shelbyville, Tennessee. We will make reference to Edmondson, Betzler, and Dame, PLLC's audit of the Shelbyville Power, Water, and Sewerage System in our report on your financial statements. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinions, add a separate section, or add an emphasis-of-matter paragraph to our auditor's report, or if necessary, withdraw from this engagement. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or issue reports, or we may withdraw from this engagement.

We will also provide a report (that does not include an opinion) on internal control related to the financial statements and compliance with the provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements as required by *Government Auditing Standards*. The report on internal control and on compliance and other matters will state (1) that the purpose of the report is solely to describe the scope of testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control on compliance, and (2) that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. The report will also state that the report is not suitable for any other purpose.

We appreciate the opportunity to be of service to City of Shelbyville, Tennessee, and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Very truly yours,



Winnett Associates, PLLC

**RESPONSE:**

This letter correctly sets forth the understanding of the City of Shelbyville, TN.

Management signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Governance signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_





CERTIFIED PUBLIC ACCOUNTANTS

## Report on the Firm's System of Quality Control

December 30, 2022

To The Owners of Winnett Associates, PLLC and the Peer Review Committee of the Tennessee Society of CPAs.

We have reviewed the system of quality control for the accounting and auditing practice of Winnett Associates, PLLC (the firm) in effect for the year ended June 30, 2022. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants (Standards). A summary of the nature, objectives, scope, limitations of, and the procedures performed in a System review as described in the standards may be found at [www.aicpa.org/prsummary](http://www.aicpa.org/prsummary). The summary also includes an explanation of how engagements identified as not performed or reported in conformity with applicable professional standards, if any, are evaluated by a peer reviewer to determine a peer review rating.

### Firm's Responsibility

The firm is responsible for designing and complying with a system of quality control to provide the firm with reasonable assurance of performing and reporting in conformity with the requirements of applicable professional standards in all material respects. The firm is also responsible for evaluating actions to promptly remediate engagements deemed as not performed or reported in conformity with the requirements of applicable professional standards, when appropriate, and for remediating weaknesses in its system of quality control, if any.

### Peer Reviewer's Responsibility

Our responsibility is to express an opinion on the design of and compliance with the firm's system of quality control based on our review.

### Required Selections and Considerations

Engagements selected for review included engagements performed under *Government Auditing Standards*, including a compliance audit under the Single Audit Act, and an audit of an employee benefit plan.

As a part of our peer review, we considered reviews by regulatory entities as communicated by the firm, if applicable, in determining the nature and extent of our procedures.

### Opinion

In our opinion, the system of quality control for the accounting and auditing practice of Winnett Associates, PLLC in effect for the year ended June 30, 2022, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies)*, or *fail*. Winnett Associates, PLLC has received a peer review rating of *pass*.

*Henderson Hutcherson*  
*& McCullough, PLLC*

1200 Market Street, Chattanooga, TN 37402 | T 423.756.7771 | F 423.265.8125

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City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Mayor & City Council  
From: Lisa Smith, City Recorder  
Date: Study Session 4/29/2025 & Business Meeting 5/8/2025  
Subject: Power Board Applications Received

---

**Description:** There was only one Power Board Application received by the deadline of Thursday, April 25<sup>th</sup> at 4:00 PM. The application was from William Crews, who is currently serving on the Board. He meets all qualifications under the Charter and is eligible for reappointment.



**City of Shelbyville**  
**Application for Board Appointment**

**Volunteer Opportunity**

Name: William Crews

Residence: Shelbyville Tenn.

Mailing Address: \_\_\_\_\_

Daytime Phone: \_\_\_\_\_

Additional Phone: None

E-Mail Address: \_\_\_\_\_

Occupation/Employer: Retired

**Please check the Boards on which you are interested in serving:**

\_\_\_\_ Airport Authority

\_\_\_\_ Industrial Development

\_\_\_\_ Argie Cooper Public Library

\_\_\_\_ Municipal Planning Commission

\_\_\_\_ Beer Board

\_\_\_\_ Parks & Recreation Board

\_\_\_\_ Board of Zoning Appeals

\_\_\_\_ Public Works Board

\_\_\_\_ Historical Zoning Commission

\_\_\_\_ Shelbyville Housing Authority

\_\_\_\_ ADA/Title VI Authority Board

☒ Power, Water & Sewerage (see attached)

Why do you think you are qualified to serve on this Board? Having served  
6 yrs. on the board, I feel I've gotten to know  
how to best meet the needs of the people of Shelbyville

What knowledge and experience do you have that will be helpful in serving on the Board? I've learned the overall operation of  
the system and how to be proactive in approach.

Describe why you are interested in serving on a City Board. What goals and objectives do you have? My desire is to serve the citizens of Shelbyville  
so as to be efficient, organized and looking  
ahead to what the future may hold.



Give a brief description of your Education & Experience: Resume' may be attached

Graduate SCMS with one year of college MTJL  
Retired military where I served as an NCO

Do you currently serve on any City Boards, Committees or other Governmental Boards or

Committees? ☒ Yes ☐ No

If yes, please list: Power, Water, Sewerage Board

Have you served on a past City Board? ☒ Yes ☐ No

If yes, please list: AAA Board

Until such time that you are selected for the Board of your choice, may we submit your application as vacancies occur? ☒ Yes ☐ No

Are you a registered voter? ☒ Yes ☐ No

Are you a City resident? ☒ Yes ☐ No

If yes, for how long? all my life (73 yrs.)

Applicants interested in serving on the Shelbyville Power, Water, and Sewage Board please see attached qualifications and complete the following questions:

Are you a bona fide freeholder or householder in Bedford County? ☒ Yes ☐ No

Are you a rate payer with Shelbyville Power, Water, and Sewage? ☒ Yes ☐ No

How long have you been a rate payer with Shelbyville Power, Water, and Sewage? 55 yrs.

Other comments and/or information: \_\_\_\_\_

Signature: William Prew Date: 4-10-25

This application will be kept on file for one year. If you are not chosen to serve on the Board for which you applied, would you consider being contacted to serve on another Board?

☒ Yes ☐ No

If so, please list other interest: Industrial Development, Public Works  
Municipal Planning Commission

For Office Use only

Date Received: 4/14/25

By: Beverly Reynolds



## **ATTACHMENT**

**Qualifications for Citizen Members of the Shelbyville Power, Water and Sewage Board as stated in the City of Shelbyville Charter, Private Chapter No. 40, House Bill No. 2902, Senate Bill No. 2911, 111<sup>th</sup> General Assembly.**

**“No person shall be eligible to hold office as a citizen member on the board until such person shall have been a resident and bona fide freeholder or householder in Bedford County, ratepayer of the utility system for at least two (2) years next preceding the time of his or her appointment, and shall be at least thirty (30) years of age, and a citizen of the United States. No person who holds any kind of office, executive, judicial or legislative, under the United States, the State of Tennessee, Bedford County, Utility Boards, or an employee of the City of Shelbyville, Tennessee, shall be eligible to serve as a citizen member of the board during such term of office or employment; provided, this shall not apply to notaries public, or to the state national guard. If any member of the board shall cease to possess any of the qualifications for the office, a vacancy shall thereupon immediately be declared. An appointment to complete an unexpired term of office shall be made in the same manner as the original appointment.”**





City of Shelbyville, Tennessee  
City Council Meeting Staff Summary

To: Mayor & City Council  
From: Lisa Smith, City Recorder  
Date: Business Meeting 5/8/2025  
Subject: Public Works Committee

---

**Description:** In September of 2020, the City formed a Public Works Committee to review items that affect the Public Works Department and make recommendations to the City Council. The Committee consisted of 2 City Council Representatives and 3 Citizen Members. They have not meet since 2020 and Director Buck Vallad has requested to have this committee begin to have meetings again.

The member terms have all expired and will have to be reappointed.

---

**Economic Impact:**



Approved by City Council: \_\_\_\_\_  
Adopted by The Shelbyville Public Works Committee: \_\_\_\_\_

## **BYLAWS**

### **THE SHELBYVILLE PUBLIC WORKS COMMITTEE**

#### **ARTICLE 1**

##### **Purpose and Organization**

**Section 1 (A)** The purpose of the Shelbyville Public Works Committee, hereafter referred to as “the Committee”, is to provide advice and recommendation to the Mayor and City Council, City Manager and other State and local officials on matters of policy and strategic long-term development issues affecting the City of Shelbyville Public Works Department. The Committee will serve in an advisory capacity.

**Section 1 (B)** The principal office of the Committee shall be City Hall, Shelbyville, Tennessee.

**Section 2 (A)** The Committee shall consist of five total members, two City Councilmembers and three citizen members.

(B) All appointments of members shall be subject to the City Code of Ordinances of the City of Shelbyville, which establishes terms and conditions for members of appointive boards and commissions of the City of Shelbyville. The City Code shall take precedence over these By-laws when it conflicts.

(C) Committee members will be appointed by the Mayor and ratified by a majority vote of the Shelbyville City Council.

(D) The term of all member shall be three (3) years. If a member serves less than their full, three-year term, a new individual will be appointed to serve out the remainder of that term. Terms for appointments will stagger annually.

(E) After two consecutive three (3) year terms are served, the Committee member will not be eligible for re-appointment for one (1) year following a second term served. After one (1) year not serving on the Committee, a member may choose to be eligible for another three (3) year term.

(F) The members shall receive no compensation for their service, but may be reimbursed for all necessary expenses incurred in the performance of their duties as members of such Committee, provided, that all such expenses shall be approved for reimbursement by the City Manager prior to the time they are incurred. Members must comply with the City of Shelbyville’s purchasing guidelines.



(G) A member may be removed by the Mayor with or without cause; however, such removal shall be approved by a majority vote of the City Council. Notice of such removal shall be given to the member advising of date and time of the City Council meeting.

## **ARTICLE II**

### **Powers and Duties**

**Section 1** The Committee will be advisory to the City Council and City Manager acting in its capacity as the Shelbyville Public Works Committee and may take no action that binds the City of Shelbyville or the Shelbyville Public Works Committee. Committee members shall abstain from participation in discussions or matters in which they may have a financial or vested interest. In the event of such an interest, any Committee member shall disclose to the Committee that such an interest exists and excuse themselves from further participation.

**Section 2.** The purpose and general powers of the Committee shall encompass those purposes and powers specified in:

- A. Applicable sections of the Shelbyville City Charter and the Shelbyville Municipal Code, including any amendments and supplements thereto.
- B. Any regulations, rules, bylaws, and policies adopted and enunciated from time to time by the Commission.

## **ARTICLE III**

### **Meetings**

**Section 1.** Regular meetings of the Committee shall be held as needed when determined by the Public Works Director and/or the Chairman. Meetings of the Committee are open and public meetings in accordance with State Law.

**Section 2.** The Chairman or other authorized representative shall prepare a notice of the meeting and an agenda of all matters to come before the Committee. Any member of the Committee may cause matters to be placed on the agenda by advising the Chairman no later than 12:00 noon on the Wednesday preceding the next regular meeting.

**Section 3.** Special meeting of the Committee may be called by the Chairman at any time by giving proper notice of the time and place of the meeting to all members. Special or called meetings must be published in the local newspaper and are open to the public for attendance.



**Section 4.** A quorum shall consist of a majority of the members (3) of the Committee. A quorum must be established to make any decisions regarding any matters. A majority of those present is required for any action taken.

**Section 5.** The Secretary shall prepare the minutes of the any meetings. The minutes shall be attested by the Secretary and signed by the Chairman. The written record shall remain on file in the City Records office at City Hall. All minutes recorded, and related documents are public records in accordance with State Law.

## **ARTICLE IV**

### **Officers and Duties**

**Section 1.** The offices of the Shelbyville Public Works Committee shall be as follows:

**Chairperson:** A Chairperson shall be elected by the Committee from its number and shall preside at all meetings of the Committee. A Chairperson shall be elected every year in January or otherwise with advance notice. The maximum term for the Chairperson is two (1) year consecutive terms.

**Vice Chairperson:** A Vice Chairperson shall be elected by the Committee from its number and shall preside at all meetings of the Committee if the Chairperson is absent. A Vice Chairperson must be elected every year in January or otherwise advance noted. The maximum term for the Vice Chairperson is two (1) year consecutive terms.

**Section 2.** The City Recorder shall serve as Secretary.

**Section 3.** Should the Chairperson resign or be unable to continue to serve as Chair, then the Vice-Chair shall serve for the remainder of the term, or until such time as the Committee elects a new Chairman.

**Section 4.** The Committee may appoint such other officers as the Committee deems necessary.

## **ARTICLE V**

### **Rules and Procedures**

**Section 1.** The Committee may adopt appropriate rules and procedures for the conduct of meetings and for the transaction of the Committee's business.

**Section 2.** Special Committees may be appointed by the Chair for the purposes and terms which the Committee must approve.



## ARTICLE VI

### Amendments to Bylaws

**Section 1.** The Committee may, by a three-fifths (3/5) majority vote, amend these Bylaws or any provisions or section thereof, at any time when the same is not in conflict or in contravention of any of the laws of the State of Tennessee, Or Ordinances applicable thereto, and such amendments shall be subject to approval by the City Council. Provided, however, that notice of the proposed amendments be furnished to the Committee members not less than ten (10) days prior to the meeting at which said amendments are to be considered. A copy of the Bylaws will be filed with the office of the City Recorder.

## ARTICLE VII

### Approval and Adoption Dates

The Bylaws of the Shelbyville Public Works Committee have been approved by the Shelbyville City Council, adopted by the Shelbyville Public Works Committee on the following dates(s):

**APPROVED** by the Shelbyville City Council on the 10<sup>th</sup> day of September 2020.

**ADOPTED** by the Shelbyville Public Works Committee on the \_\_\_\_ day of \_\_\_\_\_, 2021.

---

CHAIRMAN

ATTESTED:

---

CITY RECORDER, Lisa Smith



Custom ▾ Apr 1, 2025 - Apr 30, 2025 ▾

22%

FIRE

78%

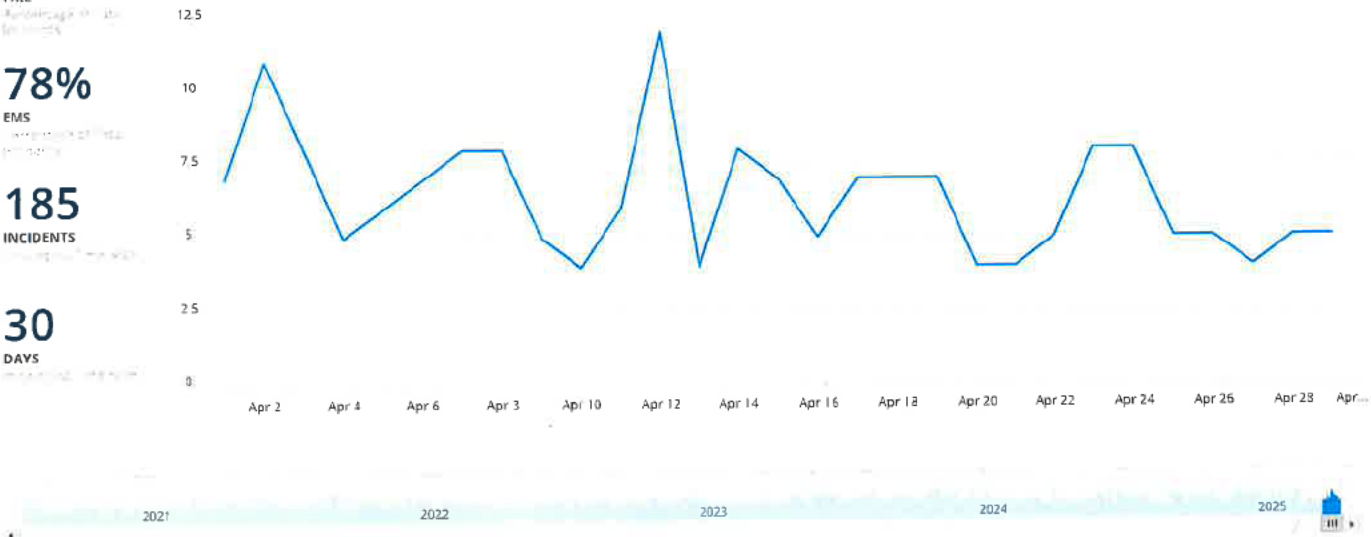
EMS

185

INCIDENTS

30

DAYS



Counts	% Rows		% Columns		% All									
Week Ending	4/6/25	4/13/25	4/20/25	4/27/25	5/4/25	5/11/25	5/18/25	5/25/25	6/1/25	6/8/25	6/15/25	6/22/25	6/29/25	Total
(11) Structure Fire			1											1
(13) Mobile property (vehicle) fire				1										1
(15) Outside rubbish fire	1	1	1											3
(30) Rescue, emergency medical call (EMS), other	1		1											2
(31) Medical assist	30	33	30	28	8									129
(32) Emergency medical service (EMS) incident	4	4	2	3										13
(41) Combustible/f... spills & leaks			1											1
(42) Chemical release, reaction, or toxic condition					1									1
(50) Service call, other		1												1
(51) Person in distress			1											1
(55) Public service assistance			1	2										3
(61) Dispatched and canceled en route	3	2	2	1	1									9
(67) HazMat release investigation w/no HazMat			1											1
(70) False alarm and false call, other	4	5	4	4										17
(73) System or detector malfunction	1													1



Week Ending	4/6/25	4/13/25	4/20/25	4/27/25	5/4/25	5/11/25	5/18/25	5/25/25	6/1/25	6/8/25	6/15/25	6/22/25	6/29/25	Total
(74) Unintentional system/detect.. operation (no fire)		1												1
Total	44	47	45	39	10									185



**Parks and Recreation Department**  
**Monthly Report**  
**April 2025**

Submitted by: Trevor Freitas

**SHELBYVILLE RECREATION CENTER**

**Center Membership Update:**

Memberships (full, gym, track, pool, corporate)	1,455
Silver Sneaker Program	224
Silver and Fit	466
Renew Active	<u>256</u>
<b>Total Membership</b>	<b><u>2,401</u></b>

**Recreation Program Participation:**

Aerobics Class Attendance	1,432
Class/Activities Attendance	633
Special Needs Programming	<u>19</u>
<b>Total Program Participation</b>	<b><u>2,084</u></b>

**Center Daily Attendance:**

Center	5,315
Pool	1,687
Athletics	964
Silver and Fit	957
Renew Active	513
Silver Sneakers	<u>387</u>
<b>Total Daily Facility Use</b>	<b><u>9,823</u></b>

**Year To Date Attendance:** **49,368**

**Administration**

Trevor Freitas, Director

- The RFQ for the Soccer complex engineering documents has been completed. Nine firms submitted proposals. Four were selected for an interview, and Wold was our finalist.
- Dog Park lights have been adjusted so we don't have light spill onto adjacent properties.
- Rail Survey field work has been completed. I am waiting for them to complete the project with a final report.
- Attended the Trails and Greenways forum at Montgomery Bell State Park.



## **Parks Division**

Jace Mallory, Assistant Director

### **PARKS AND FACILITIES MAINTENANCE:**

H. V. Griffin Park/Never Rest Park/Purdy Court/River Bottom/Fisherman's/Shoma

- Continued regular groundskeeping (mowing, weed eating, landscaping, litter removal, leaf removal, etc.)
- Continued safety checks throughout park system (playgrounds, bleachers, etc.)
- Removed dead trees and stumps at multiple parks
- Cleaned up fence line on New Property
- Shelbyville Power removed hazardous tree near light fixture on walking trail
- Install new toilet paper fixtures at Purdy Court

### **EQUIPMENT REPAIRS AND MAINTENANCE:**

- Routine maintenance on all equipment
- Two John Deere mowers repaired by TriGreen (one on warranty)

### **GAME AND PRACTICE FIELDS/COURTS:**

- Dragged, lined and cleaned fields, dugouts and press boxes for all athletic competitions
- Spray application of pre-emerge and fertilizer for all athletic fields on April 30
- Tennis Court maintenance for school practices
- Field maintenance for Harris Baseball, Harris Softball and Liberty Softball practices
- Youth baseball and softball practices and games took place on all baseball/softball fields
- Light outage on Softball 2: one fixture repaired April 17, the second fixture scheduled for repair May 8 (Musco)
- Light outage on Big Babe Ruth repaired

### **SPECIAL PROJECTS:**

- ADA Restroom Conversion:
  - All interior fixtures purchased and ready for install after doors are set
  - Preferred Glass scheduled to cut new doorframes and install doors on May 8

### **STAFF:**

- Opened PT/Seasonal position for Parks Maintenance



## **Senior Programming**

Cindy Allen, Seniors Coordinator

### **SENIOR PROGRAMMING:**

Senior Programming activities in April included:

1. Game Time (Weekly on Thursdays)
2. Chair Volleyball (Weekly on Wednesdays)
3. Birthday & Bingo
4. Chocolate Bingo
5. Eating Out with Friends – Legends
6. Life in the Second Half Seminar with Glenn Forsee (2 Sessions)
7. Easter Egg Hunt for the Young at Heart

On Easter Sunday, the Recreation Center hosted our Annual Seniors Easter Potluck Luncheon for 29 individuals who joined us instead of spending the day alone.

### **ARTS & CRAFTS:**

Craft opportunities offered during April included:

Painting with Zeal – Choose the Picture You Want to Paint on 4 – 8"x8"

Canvases

Painting with Cindy – "Floppy Bunny"

Open Paint Time

### **SENIOR OLYMPICS:**

The Senior Women's Basketball Teams continue to practice on Wednesday and Sunday evenings.

The 17<sup>th</sup> Annual Bedford County Olympics for the Young at Heart took place April 5 – 17.

65 participants, aged 43 to 87, took part in the following events: Basketball 3-Point Shooting, Bowling Singles, Doubles, & Mixed Doubles, 1 Mile Fitness Walk, Table Tennis, Chair Volleyball, Badminton, Corn Hole Singles & Doubles, Mini Golf, Horseshoe Pitching, Disc Golf, Softball Throw, Track & Field Events, and Shuffleboard Singles & Doubles.

### **TRAINING / EDUCATION:**

Cindy attended the TRPA Central District Workshop on April 1<sup>st</sup> and attended the following sessions: Decreasing Childhood Obesity in Your Community with the Coach Program, Customer Service 101, Inclusive Pay Matters, Civility in the Workplace, Unlocking the AI Wonderland, and Kids in the Creek Bug Hunt. She also led a program about Chair Volleyball and Hockey.



## **Athletics**

Olivia Leverette, Athletics Coordinator

### **CONFERENCE:**

- The Athletics Coordinator attended the Central District conference in McMinnville on April 1

### **ADULT BASKETBALL:**

- Adult Basketball games continued through April.
- Registration was completed at 114 people out of 144 maximum.
- A total of 3 players received short-term program suspensions this season due to misconduct.
- Shirts were ordered from 580 Graphics on April 9.

### **ADULT VOLLEYBALL:**

- As of April 30, 95 people are registered for Adult Volleyball.
- Registration has closed to those who do not have an established team.
- 12 teams were created, and 8 free agents were assigned amongst the teams.
- There were a total of 115 signed up in 2024 at the end of the season.

### **SCHOOLS:**

- Harris Middle School continued baseball and softball practices and games, closing out their season the last week of April.
- Liberty Softball continued baseball practices and games, closing their season out the fourth week of April.
- Shelbyville Central High School and Harris Middle School continued tennis practices and matches.
- Community High School held tennis practices.
- Administration determined that all six tennis courts would be reserved for school use between the hours of 4:30-6:00 P.M. on weekday evenings.

### **BEDFORD COUNTY BASEBALL:**

- Bedford County Baseball held their first games the first day of April.

### **BATTING CAGES:**

- Batting cages continued to be open for business throughout April.
- Batting cages were closed on April 12 due to staffing.

### **GLOW IN THE PARK 5K:**

- Registration opened on April 15, 2025
- As of April 30, 26 people were signed up for the race.

### **TOURNAMENTS:**

- Play Local held tournaments using two to five fields on April 5, 12, 19, and 26.
- ISA held a tournament using four fields on April 12.



## **Aquatics**

Michelle Cantrell, Aquatics Coordinator

### **STAFF:**

In-service:

- April 26
  - Pre-summer in-service
    - Went over rules and regulations, the red emergency go bag – went over all the details and medical necessities in it. Talked about first aid scenarios. Completed a dry land heart attack scenario and several different water emergency scenarios

Jordan (Assistant Aquatics Coordinator) went to get her Lifeguard Instructor Certification – she will now be able to help teach lifeguarding classes

### **PROGRAMMING/SPECIAL EVENTS:**

NEW: Race the Duck

- Race Day – July 19<sup>th</sup> at 10am
- Trying to secure sponsors
- Flyer and registration is finished – will go out for registration middle of May
- Meeting with Lucky Duck Kayak Rentals next month
- Purchased an inflatable duck for the finish line
- Talked with Shelbyville Fire to have them with their watercraft start the race and be at the end of the race in the water directing participants to the takeout spot

EXISTING:

Egg Hunt

- Saturday, April 5<sup>th</sup> at 4pm
  - 47 participants

Swim Lessons

- Private Lessons April 7-10

### **FACILITY:**

- Visit pump rooms 2-3x daily to check on chlorinators, adding tabs if needed, pH, and CO2 levels
- Outdoor Pump Room / Pool
  - Backwash every other couple of days or when necessary
  - Change the basket every day or when necessary
- Indoor Pump Room / Pool
  - Vacuum runs every night
  - Change CO2 2x per week
  - Backwash 1x per week
    - Every Friday
  - Clean strainer basket 1x per week
    - Every Friday



**GENERAL:**

- Monthly Staff Meeting – April 15
- Purchased lifeguard shirts and suits
- Replaced the AED pads for the front desk and athletics
- Purchased the chlorine order for the summer
- Outdoor Pool
  - Took cover off April 22, put the umbrellas up and top of slide canopy on, tables and umbrella stands on the pool deck
  - Run the automatic vacuum daily
- Helping w/ 5k related set up
- Met with the head coach and treasurer of the Sharks swim team to go over the required financial forms that are due at the end of the season

**Programming**

Jennifer Swann, Programming Coordinator

**STAFF:**

Comments/Concerns/Compliments:

- N/A

**PROGRAMMING/SPECIAL EVENTS:**

NEW:

- N/A

EXISTING:

- Community Garden- all are booked.
- Planning/booking/hiring for all summer events.
- Launched Summer camp registrations/hiring for summer camp leaders.
  - All camp counselors have been selected for hiring
- Researched new games for Homeschool PE
- Mother/Son Picnic registration opened April 1.
- Children's Activity Program – Total participation for the month- 22
- Homeschool PE participation attendance- 132
- Bunny Brunch was canceled due to low registration

EXTRAS:

- Staff uniforms were ordered.



# FISCAL YEAR 2025 - BUILDING & CODES MONTHLY REPORT

PERMITS	2024 July	2024 August	2024 September	2024 October	2024 November	2024 December	2025 January	2025 February	2025 March	2025 April	2025 May	2025 June	YEAR TO DATE TOTAL
Bldg/Demo Permits	37	45	24	37	20	53	26	31	55	38	0	0	366
Sign Permits	1	11	13	5	2	3	7	4	4	6	0	0	56
Plumbing Permits	0	2	3	0	2	5	6	1	11	6	0	0	36
Mechanical Permits	0	2	2	0	1	0	3	1	3	1	0	0	13
Demolition-1&2 Family	1	2	0	4	0	2	3	0	2	0	0	0	14
Demolition-Multi-Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Demolition-Commercial	0	1	0	2	0	0	0	2	0	1	0	0	6
Demolition-Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family-New	18	14	12	8	10	27	9	11	32	12	0	0	153
Single Family-Additions	1	1	6	1	0	1	0	1	1	0	0	0	12
Single Family-Misc.	15	21	0	21	9	14	10	11	16	17	0	0	134
Duplex-New	0	0	0	0	0	5	1	1	1	0	0	0	8
Duplex-Additions	0	0	0	0	0	0	0	0	0	0	0	0	0
Duplex-Misc.	1	0	0	0	1	0	0	0	0	0	0	0	2
Footings/Addtn-Modular	0	0	1	0	0	0	0	0	0	0	0	0	1
Multi-Family-New	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family-Additions	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family-Misc.	0	0	0	0	0	0	0	0	0	0	0	0	0
Commercial-New	0	0	0	1	0	4	1	2	3	2	0	0	13
Commercial-Additions	0	2	0	0	0	0	0	0	0	1	0	0	3
Commercial-Misc.	1	4	5	0	0	0	2	2	0	5	0	0	19
Industrial-New	0	0	0	0	0	0	0	1	0	0	0	0	1
Industrial-Additions	0	0	0	0	0	0	0	0	0	0	0	0	0
Industrial-Misc.	0	0	0	0	0	0	0	0	0	0	0	0	0
PERMIT TOTAL	38	60	42	42	25	61	42	37	73	51	0	0	471
PERMIT REVENUE (FEES)													
Bldg/Demo Permits	\$27,549.50	\$29,136.20	\$24,163.50	\$15,932.50	\$2,644.00	\$51,485.00	\$65,010.50	\$30,848.75	\$55,803.00	\$61,202.00	\$0.00	\$0.00	\$363,774.95
Sign Permits	\$104.00	\$320.00	\$110.00	\$550.00	\$88.00	\$72.00	\$226.00	\$164.00	\$260.00	\$590.00	\$0.00	\$0.00	\$2,484.00
Plumbing Permits	\$0.00	\$110.00	\$600.00	\$0.00	\$300.00	\$260.00	\$700.00	\$200.00	\$695.00	\$530.00	\$0.00	\$0.00	\$3,395.00
Mechanical Permits	\$0.00	\$200.00	\$300.00	\$0.00	\$200.00	\$0.00	\$500.00	\$200.00	\$600.00	\$200.00	\$0.00	\$0.00	\$2,200.00
Grading Permits	\$1,400.00	\$0.00	\$1,750.00	\$500.00	\$250.00	\$1,850.00	\$600.00	\$350.00	\$100.00	\$900.00	\$0.00	\$0.00	\$7,700.00
Reinspections	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$35.00	\$0.00	\$0.00	\$0.00	\$0.00	\$35.00
Misc/Indemnity Agreements	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL REVENUE	\$29,053.50	\$29,766.20	\$26,923.50	\$16,982.50	\$3,482.00	\$53,667.00	\$67,036.50	\$31,797.75	\$57,458.00	\$63,422.00	\$0.00	\$0.00	\$379,588.95
VALUATION													
NEW RES. 1 & 2 FAMILY	\$4,810,491.10	\$3,712,104.63	\$3,201,348.15	\$1,741,096.55	\$2,752,541.10	\$7,608,991.10	\$2,426,633.25	\$3,126,843.40	\$8,305,714.00	\$3,095,453.45	\$0.00	\$0.00	\$40,781,216.73
ALL OTHER CATEGORIES	\$489,851.49	\$3,597,245.06	\$1,642,534.00	\$1,796,293.41	\$442,409.17	\$2,873,966.83	\$20,154,974.07	\$4,358,628.25	\$3,692,792.70	\$16,425,700.16	\$0.00	\$0.00	\$55,474,395.14
TOTAL VALUATION	\$5,300,342.59	\$7,309,349.69	\$4,843,882.15	\$3,537,389.96	\$3,194,950.27	\$10,482,957.93	\$22,581,607.32	\$7,485,471.65	\$11,998,506.70	\$19,521,153.61	\$0.00	\$0.00	\$96,255,611.87



**PUBLIC WORKS DEPARTMENT  
MONTHLY REPORT  
MAY 2025**

**SIGN MAINTENANCE**

A. Install sign	0
B. Install sign and post	0
C. New street markers	0
D. Install street markers	0
E. Straighten sign	5
F. Replace sign	11
G. Replace post	0
H. New signs	2

*Total for Month 18*

**ABATEMENTS/CODES**

ZERO

**SOLID WASTE DISPOSAL (WM)**

*See Attached Report*

**ACCIDENT REPORTS**

NONE

**CHIP PIT REPORT**

A. FULL DUMPSTERS	18
B. TOTAL LOADS FOR THE MONTH	<b>696</b>
BRUSH	375
GRASS/LEAVES	67
WOOD/PALLETS	31
SWEEPER	11
DIRT/ROCK	43
RESIDENTIAL WASTE	169

**SANITATION**

• NOTICES ISSUED	7
• PRE-PAYS	7
• NEW CARTS ISSUED	16
• 2 <sup>ND</sup> CARTS ISSUED	6
• NOTICES TO CODES	4
• REPLACEMENT CARTS	5



### **LANDSCAPE CREWS**

- |                      |                     |
|----------------------|---------------------|
| • LITTER             | 21 STREETS/70 BAGS  |
| • SWEEPER            | 11 STREETS          |
| • BRUSH              | 4 DAYS              |
| • BUSHHOG            | 39 AREAS            |
| • MOWED              | 106 STREETS         |
| • COLD PATCH         | 16 STREETS/63 HOLES |
| • CITY WIDE CLEAN UP | 4 DAYS              |

### **STREET CONSTRUCTION CREWS**

- CLEAR PIPES & DRAINS FROM HEAVY RAIN
- COLD PATCHED BAD SPOTS ON HARTS CHAPEL ROAD
- CLEAR PIPE INLET ON WEST LANE
- WORKED ON PLUGGED SEWER AT FIREHALL 1
- PICK UP BRUSH
- RUN NEW PHONE & INTERNET WIRES AT CITY HALL
- INSTALL NEW WATER HEATER AT CITY HALL
- PACK BURN PIT DUMPSTERS
- REPAIR DRIVEWAY BURM AT 115 OAKDALE
- CLEAN OUT PIPE INLETS AT WEST JACKSON, CENTRAL AND BAKER
- CLEAN OUT ENTRANCE OF TUBE C AT THE FLUME
- REPAIR HAND RAILING ON THE SQUARE
- CLEAN OUT DITCH AT S. CANNON & NARROWS
- CLEAN DITCH AT 305 ROLLING ROAD
- WORK ON ROAD AT WILLOWMOUNT
- PICK UP BAGGED LEAVES
- DITCH W. JACKSON FROM CENTRAL TO BAKER
- REPAIR DRIVEWAY AT 106 ANNA LANE
- CLEAN OFF ENTRANCE TO THE FLOOD GATES
- CUT AND MOVE TREES ON SPRING STREET
- COLD PATCH HOLES ON NORTH MAIN
- CUT OFF SHOULDER IN LOW SPOT ON SHELBYVILLE MILLS RD
- REPAIR DITCH AT 1907 MIDLAND
- DITCH & REPLACE PIPE AT 221 E. CEDAR ST.
- REPAIR HOLE AT RAILROAD AVE & 437 BYPASS
- REPAIR BENT CULVERT AT 1221 UNION STREET
- INSTALL NEW PIPE AT 106 METHVIN DRIVE
- FIXED ELECTRICAL PLUGS NOT WORKING AT CITY HALL
- REPLACED HOT WATER HEATER AT CITY HALL
- INSTALLED NEW GFI OUTLET AT POLICE DEPT
- REPLACED ALL LIGHT BULBS IN GARAGE AT POLICE DEPT
- INSTALLED NEW WINDOW AIR UNIT AT TRANSFER



- REPLACED PARTS IN TOILET AT ANIMAL CONTROL
- INSTALLED NEW LIGHT IN LAWNMOWER SHED
- FIXED FLAGPOLE LIGHT AT AIRPORT
- REMOVED GRAFETTI OFF SIGNS ON MCDALE
- INSTALLED NEW WATER FOUNTAIN AT POLICE DEPT
- INSTALLED NEW HOT WATER HEATER FOR CODES DEPT
- DIAGNOSED ISSUE WITH EXHAUST FANS AT ANIMAL CONTROL



**WASTE MANAGEMENT TRANSFER TICKETS**  
**APRIL 2025**

DATE	TICKET #	LOADS	TONS	COST
April 1, 2025	744648	1	21.57	\$1,062.32
April 1, 2025	744735	1	21.37	\$1,052.47
April 2, 2025	744909	1	20.49	\$1,009.13
April 2, 2025	744977	1	22.9	\$1,127.83
April 3, 2025	745098	1	22.45	\$1,105.66
April 3, 2025	745165	1	19.78	\$974.17
April 4, 2025	745579	1	23.36	\$1,150.48
April 4, 2025	745643	1	22.47	\$1,106.65
April 8, 2025	745810	1	22.52	\$1,109.11
April 8, 2025	745905	1	21.42	\$1,054.94
April 9, 2025	746096	1	16.94	\$834.30
April 9, 2025	746187	1	19.11	\$941.17
April 10, 2025	746294	1	19.8	\$975.15
April 10, 2025	746353	1	17.05	\$839.71
April 10, 2025	746414	1	21.04	\$1,036.22
April 14, 2025	746864	1	16.75	\$824.94
April 15, 2025	747065	1	20.25	\$997.31
April 15, 2025	747160	1	19.18	\$944.62
April 16, 2025	747320	1	18.41	\$906.69
April 16, 2025	747421	1	17.86	\$879.61
April 16, 2025	747504	1	17.12	\$843.16
April 17, 2025	747625	1	21.7	\$1,068.73
April 17, 2025	747739	1	15	\$738.75
April 17, 2025	747811	1	19.55	\$962.84
April 21, 2025	748210	1	18.56	\$914.08
April 21, 2025	748259	1	15.73	\$774.70
April 22, 2025	748360	1	14.63	\$720.53
April 22, 2025	748428	1	13.03	\$641.73
April 22, 2025	748448	1	20.28	\$998.79
April 22, 2025	748519	1	15.89	\$782.58
April 23, 2025	748593	1	17.12	\$843.16
April 23, 2025	748665	1	18.59	\$915.56
April 23, 2025	748679	1	19.27	\$949.05
April 23, 2025	748728	1	18.86	\$928.86
April 24, 2025	748778	1	15.15	\$746.14
April 24, 2025	748781	1	14.4	\$709.20
April 24, 2025	748828	1	15.89	\$782.58
April 24, 2025	748869	1	20.56	\$1,012.58
April 28, 2025	749102	1	18	\$886.50
April 28, 2025	749206	1	20.83	\$1,025.88
April 29, 2025	749303	1	15.52	\$764.36
April 29, 2025	749423	1	19.8	\$975.15
April 30, 2025	749531	1	23.58	\$1,161.32
April 30, 2025	749584	1	19.38	\$954.47
<b>TOTAL</b>		<b>44</b>	<b>833.16</b>	<b>\$41,033.18</b>
<b>PER TON</b>			<b>\$49.25</b>	





## SEXTON'S REPORT

WILLOW MOUNT CEMETERY SHELBYVILLE, TN

MONTH ENDING April 30<sup>th</sup> 2025

DATE	NAME	RACE	SEX	AGE	R-B-L	
4-5-2025	[REDACTED]	W	F	90	R-11, B-10, L-2	
4-5-2025	[REDACTED]	W	F	81	800, 831, K	
4-7-2025	[REDACTED]	W	M	84	800, 887, D	
4-12-2025	[REDACTED]	H	F	92	900, 929, L	
4-15-2025	[REDACTED]	W	F	85	2018, 03, I	
4-17-2025	[REDACTED]	H	M	9 months	pauper (Baby sec)	
4-18-2025	[REDACTED]	AA	F	63	1-165, 193, North	
4-25-25	[REDACTED]	W	M	77	700, 784, J	
4-26-2025	[REDACTED]	W	F	72	700, 776, I	
4-29-2025	[REDACTED]	H	F	93	900, 920, J	

Ben Chapman

SEXTON



SHELBYVILLE POLICE DEPARTMENT					
April 2025 Council Report					
	2025	2024		2025	2024
Citations:	188	369	Persons Arrested (adult):	160	155
Accidents:	93	93	Persons Arrested (juv):	6	12
Complaints:	2,112	2,161	Domestic Violence Incidents:	54	50
Incidents	159	184	Domestic Violence Arrests:	24	12
Mileage	47,314	42,822			



# SHELBYVILLE ANIMAL CARE & CONTROL

## MONTHLY REPORT FOR APRIL 2025

### INTAKE

DOG CAT DEER PIG OTHER TOTAL

LIVE PICK UPS	17	7	0	0	0	24
TURNED IN	1	0	0	0	0	1
OWNER SURRENDER	0	6	0	0	0	6
DEAD ANIMAL/ROAD KILL	0	0	0	0	1	1
TOTAL						32

### OUTCOMES

DOG CAT DEER PIG OTHER TOTAL

OWNER RECLAIMED	8	0	0	0	0	8
ADOPTED/NEW OWNER	4	6	0	0	0	10
RESCUED	3	1	0	0	0	4
ESCAPED	0	0	0	0	0	0
DIED IN CARE	0	0	0	0	0	0
FOSTERED	0	0	0	0	0	0
EUTHANIZED	1	1	0	0	0	2
TOTAL						24

EUTHANASIA RATE %

2 31 6.45%

<b>TOTAL CALLS</b>	<b>118</b>
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VERBAL WARNING	36
NOTICE/ANIMAL PICKED UP	30
NO FORMAL ACTION	41
CITATIONS	11

# OF DOGS AT THE START OF THE MONTH	19
# OF DOGS AT THE END OF THE MONTH	21
# OF CATS AT START OF THE MONTH	1
# OF CATS AT THE END OF MONTH	6



[illegible]