

# **CITY COUNCIL REGULAR MEETING**

May 8, 2025

# **OLD BUSINESS**

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Public Hearing and 2nd Reading - Ordinance

# A. Rezoning\_SR437 Bypass C-2

## SITE DATA

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

## PROPERTY OWNER

Pleasant England (Roger Rich)

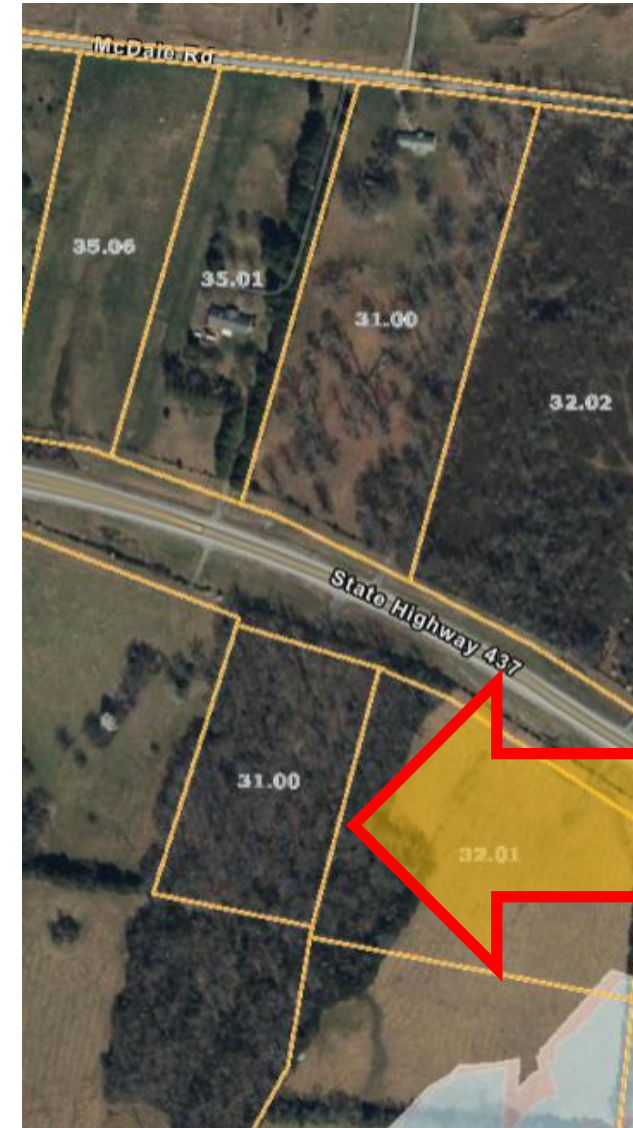
## REPRESENTATIVE

Northcutt Surveying

## PC DECISION

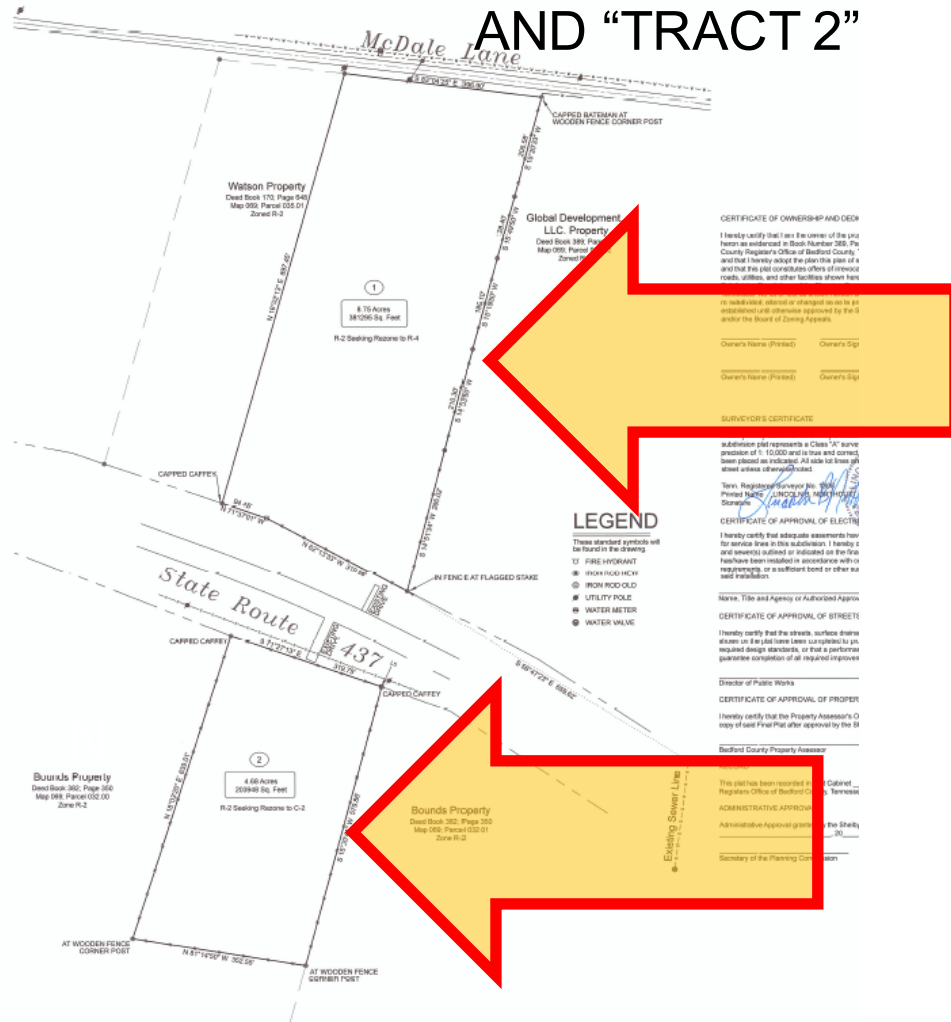
Favorable Recommendation to City Council to Rezone  
To C-2 General Business for Future Commercial  
Development

**PC VOTE: 7-FAVORABLE 0-OPPOSED 2-ABSENT**



# A. Rezoning\_SR437 Bypass C-2

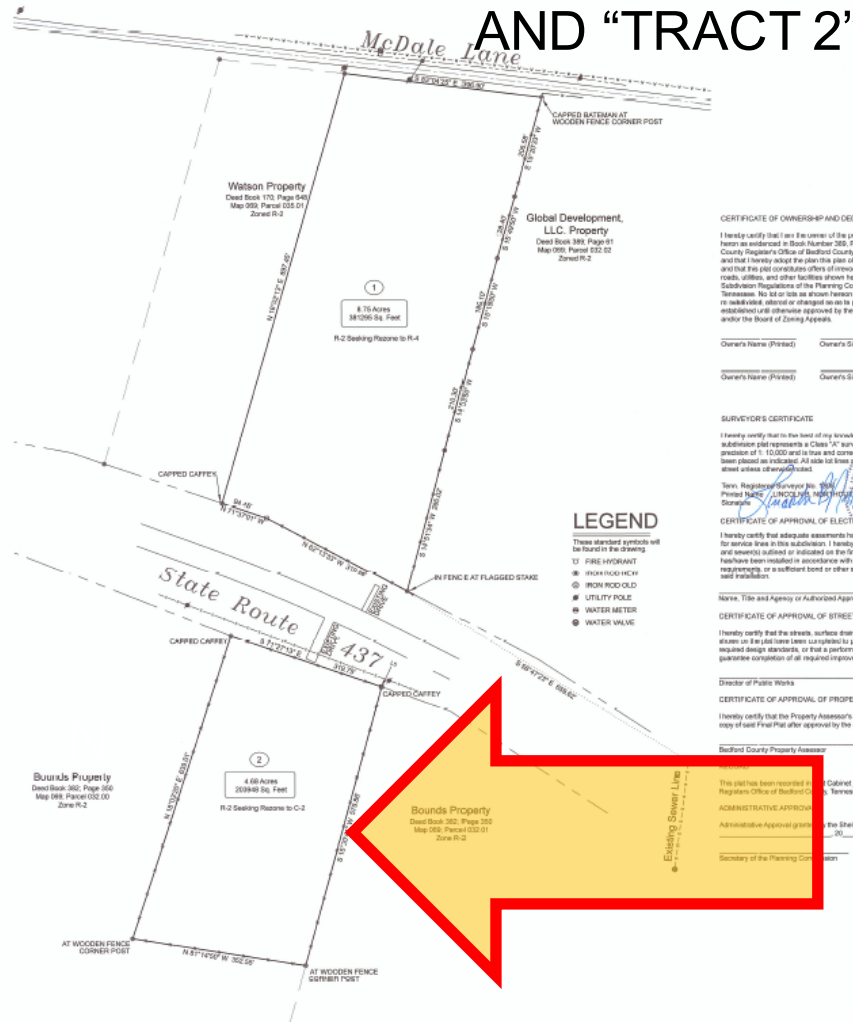
## STAFF IDENTIFYING AS "TRACT 1" AND "TRACT 2"



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

# A. Rezoning\_SR437 Bypass C-2

STAFF IDENTIFYING AS “TRACT 1”  
AND “TRACT 2”



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

# A. Rezoning\_SR437 Bypass C-2

## **STAFF REPORT.**

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

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

## **PROCEDURAL NOTIFICATION.**

1. If a not deferred or delayed, the application will advance to the April 1, 2025, City Council Study Session.
2. April 10, 2025, 1<sup>st</sup> Reading.
3. If approved, May 8, 2025, Public Hearing and 2<sup>nd</sup> Reading.

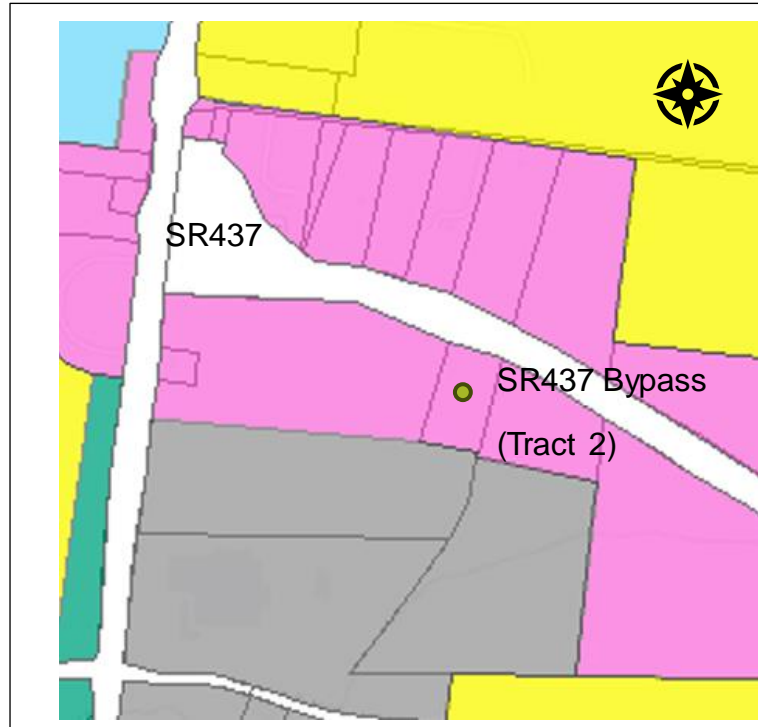
# A. Rezoning\_SR437 Bypass C-2

## Basis for Staff Analysis (Summarized).

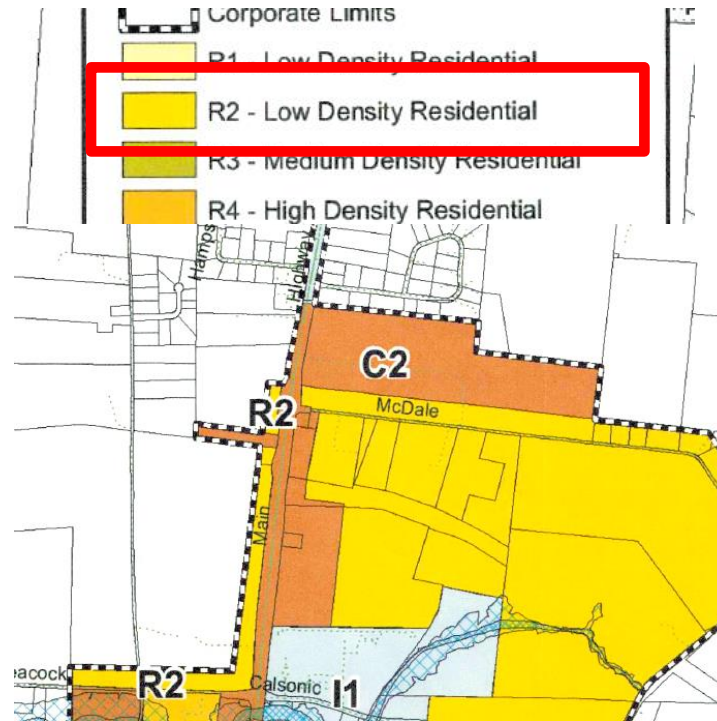
- Consistency and compatibility with City adopted maps and plans for future development
- Coordinate with *Shelbyville Municipal Zoning Ordinance*.
- Comparison with current neighborhood conditions (existing land uses) for compatibility and consideration of buffering between dissimilar land uses.
- Consideration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



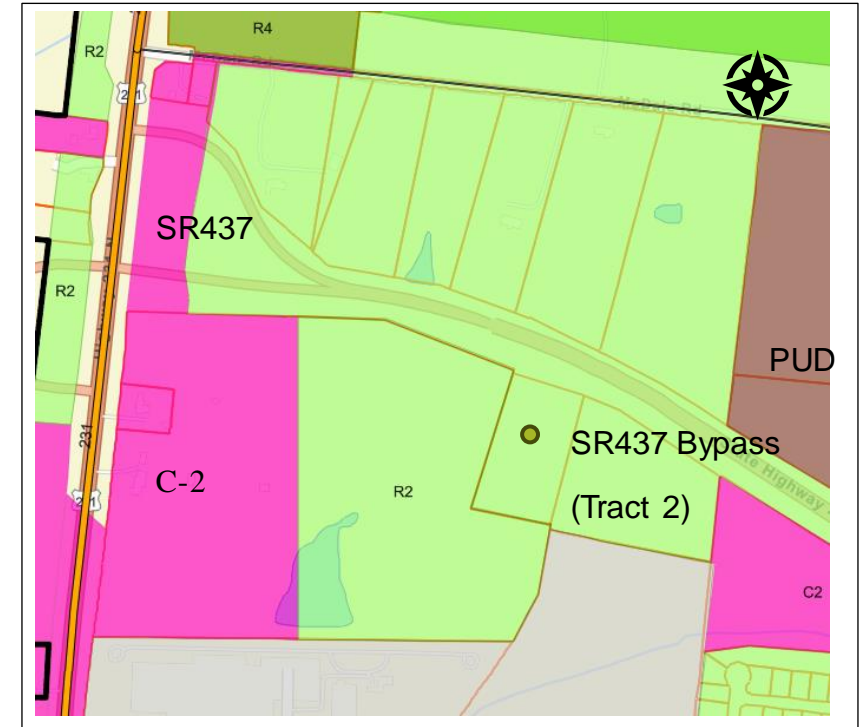
# A. Rezoning\_SR437 Bypass C-2



Future Land Use Map –  
Bypass Character Area



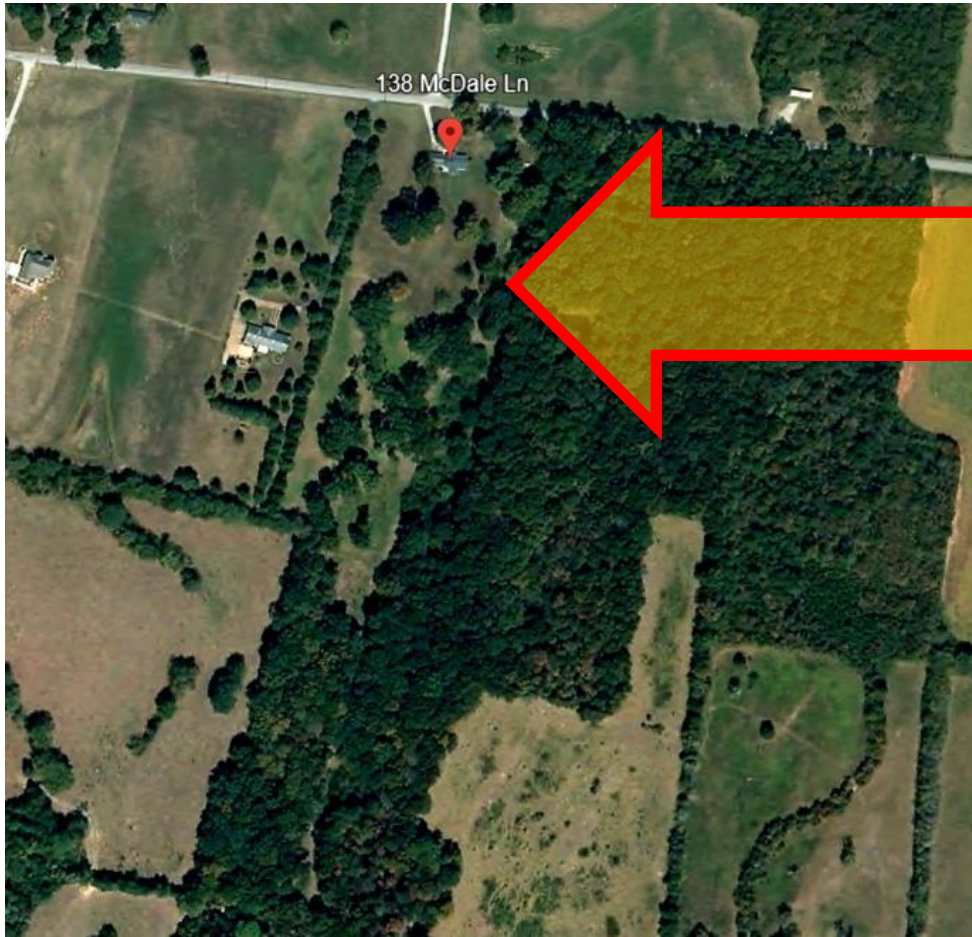
2009 Zoning Map



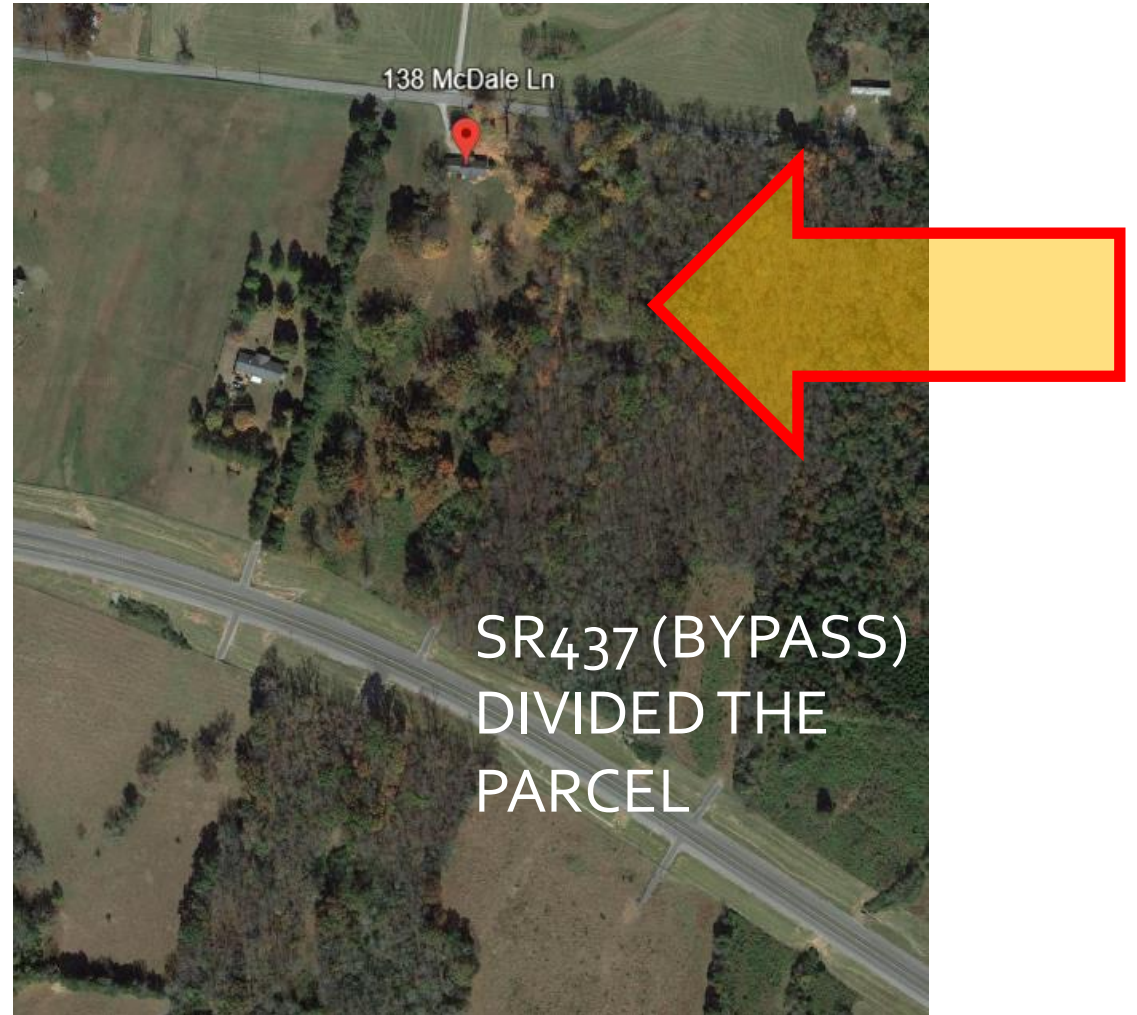
Current Zoning Ordinance



# A. Rezoning\_SR437 Bypass C-2



2008 AERIAL

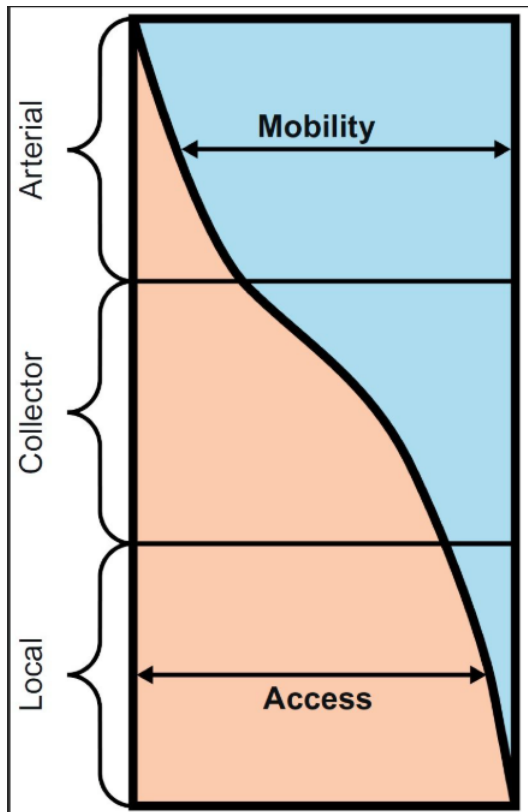


2012 AERIAL



# A. Rezoning\_SR437 Bypass C-2

## RELATIONSHIP BETWEEN FUNCTIONALLY CLASSIFIED ROAD NETWORKS



437 is a Principal Arterial

Multifamily

Vacant  
larger tracts  
of farmland



Recent



# B&C. TEXT AMENDMENT – PUD and Design Std



**Density having no conveniences – Phoenix AZ**



**Monotony - California**



**Mass Produced Monotony**



**Mass produced and No open space – Las Vegas, NV**

# **B&C. TEXT AMENDMENT – PUD and Design Std**

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

### **SUMMARY OF CHANGES – PUD's**

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

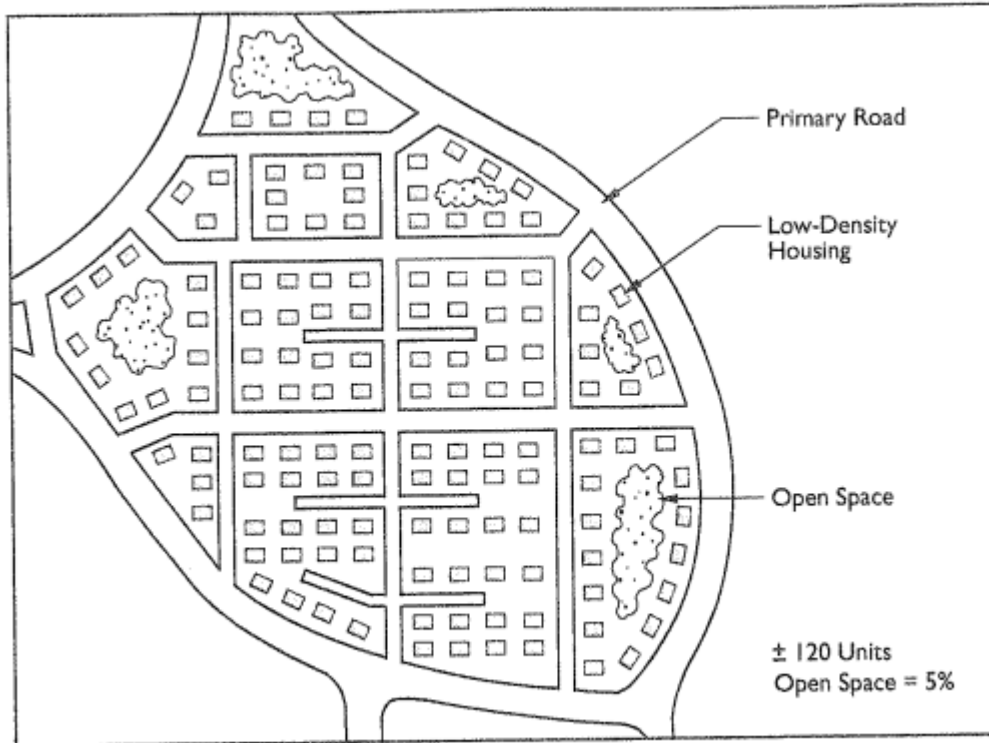
### **SUMMARY OF CHANGES – PUD's**

Higher quality design for Multifamily in Design Standards.

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

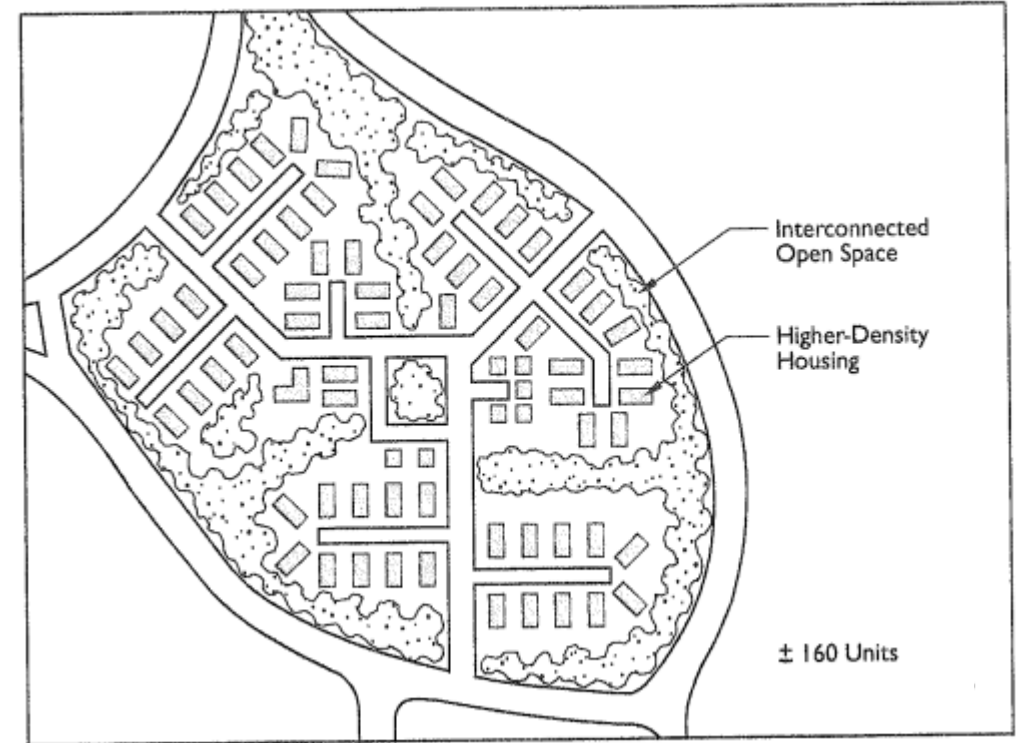


# B&C. TEXT AMENDMENT – PUD and Design Std



Noncluster Development

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



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

# C. TEXT AMENDMENT – PUD and Design Std

## AMENDMENTS BY DESIGN GUIDELINES

### Exhibit A

#### E. ARCHITECTURAL GUIDELINES

##### 1. General Architectural Guidelines

###### a. Compatibility with Surroundings

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

###### b. Materials, Texture, and Color

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

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



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



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



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

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

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

### Exhibit B

#### H. Multi-family Residential Developments

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

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

# B&C. TEXT AMENDMENT – PUD and Design Std

## AMENDMENTS BY ZONING DISTRICT

**Shelbyville Zoning Ordinance Updates**

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

**High Density Residential (R-4)**

**ADD NEW** Subsection 'C' *Open Space Requirement*

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

OPEN SPACE REQUIREMENTS INCREASED BY CITY COUNCIL



# B & C. TEXT AMENDMENT – PUD and Design Std

## AMENDMENTS BY ZONING DISTRICT (PLANNED UNIT DEVELOPMENT - PUD)

### Sec. 5.8.3 (B)(3)

#### ***Summary of Updates:***

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

### Sec. 5.8.6

#### ***Summary of Updates:***

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

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

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

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

Add PUDE increases per SPS

# C. TEXT AMENDMENT – PUD and Design Std

## AMENDMENTS BY DESIGN GUIDELINES

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

## OTHER CHANGES IMPORTANT TO PROVIDE CLARITY

- Definitional changes, re-organization.

# **NEW BUSINESS**

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1<sup>st</sup> Reading - Ordinance

# A. Rezoning\_138 McDale Ln R-4

## SITE DATA

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

## PROPERTY OWNER

Pleasant England (Roger Rich)

**REPRESENTATIVE** **Deferred to this May Meeting**  
Northcutt Surveying **Cycle By Owner Request**

## PC DECISION

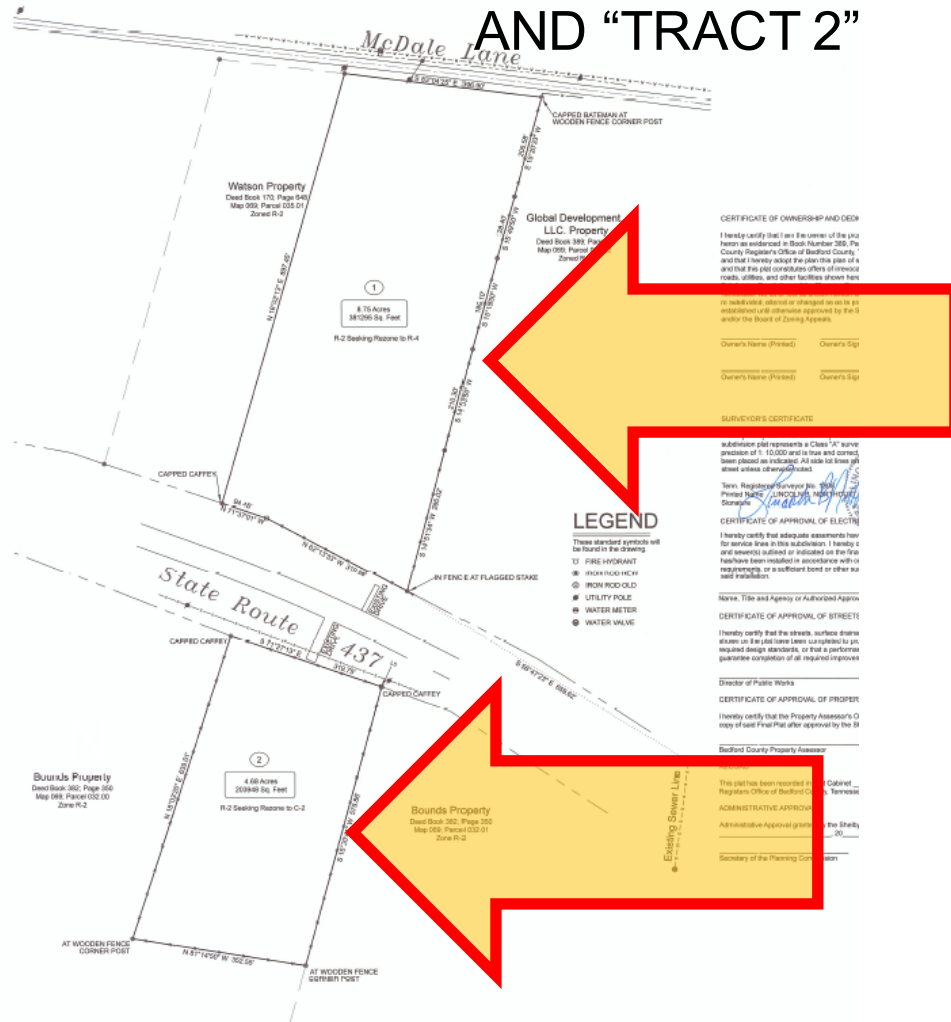
Favorable Recommendation to City Council to Rezone  
To R-4 High Density Residential for High End Apartment

**VOTE: 6-FAVORABLE 1-OPPOSED 2-ABSENT**



# A. Rezoning\_138 McDale Ln R-4

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

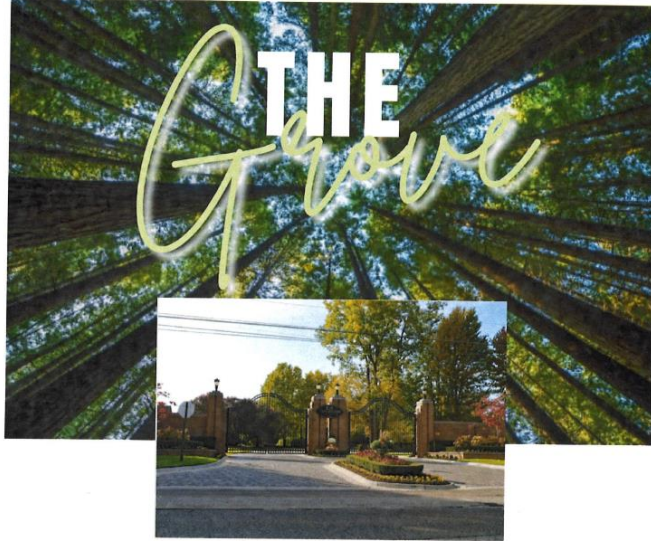


- SR437 (BYPASS) Divided the parcel in two creating two sections.
- However, remains under one deeded lot and therefore technically one parcel
- Technically a Split Zoning. Split zoning are permitted but when located on a single parcel not desired when zoning district boundary may lead to clouded conditions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



# A. Rezoning\_138 McDale Ln R-4

CONCEPT PROVIDED BY THE APPLICANT AT 04/29/2025 STUDY SESSION



## A LUXURY LIVING EXPERIENCE

- 
- Modern Clubhouse
- Nine Buildings of Twelve
- Two Buildings of Eight
- 80% Brick
- 20% Board Batten
- Professional Landscaping
- Gated Community
- Wrought Iron Fencing
- Brick Pillars

TG

## THE Grove



### COMMUNITY FEATURES

- RESORT STYLE POOL
- 24/7 FITNESS CENTER
- PACKAGE RECEPTION SERVICE
- COMMUNITY RENTAL SPACE
- PORTAL FOR ON-LINE RENT PAYMENT



### APARTMENT BREAKDOWN

#30	1 BD/1BA - 850 SQFT
#70	2BD/2BA - 1050 SQFT
#24	3BD/2BA - 1150 SQFT



### APARTMENT FEATURES

- 1, 2 AND 3 BEDROOMS
- STAINLESS STEEL APPLIANCES
- GRANITE COUNTER TOPS
- WASHER & DRYER HOOKUPS
- PORCH/BALCONY
- 24HR EMERGENCY MAINTAINCE



### RENT SCHEDULE

1/BD/1BA - \$850.00
2BD/2BA - \$1400.00
3BD/2BA - \$1600.00

# A. Rezoning\_138 McDale Ln R-4

## **STAFF REPORT.**

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

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

## **PROCEDURAL NOTIFICATION.**

1. If a not deferred or delayed, the application will advance to the 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.

**PC VOTE: 6-FAVORABLE 1-OPPOSED 2-ABSENT**

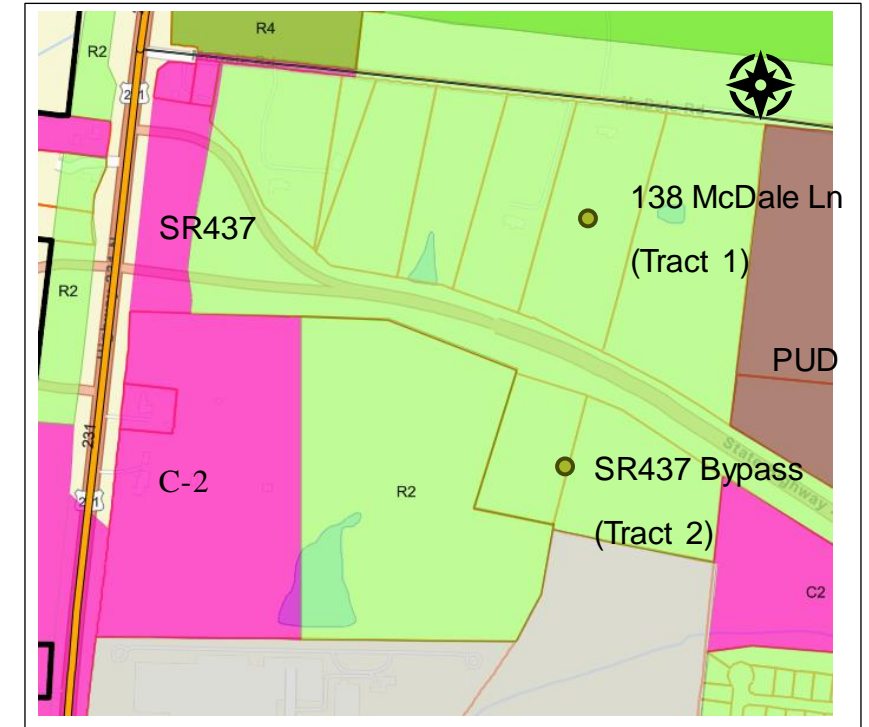
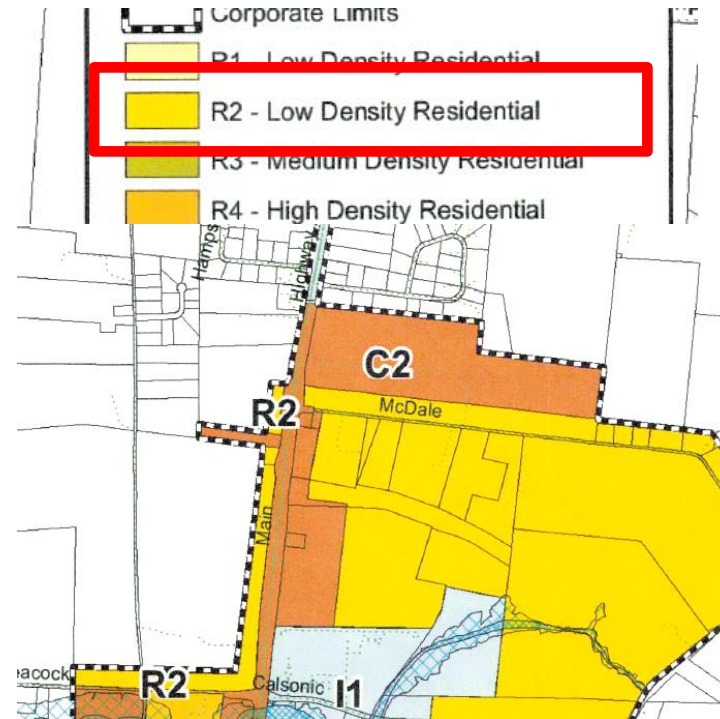
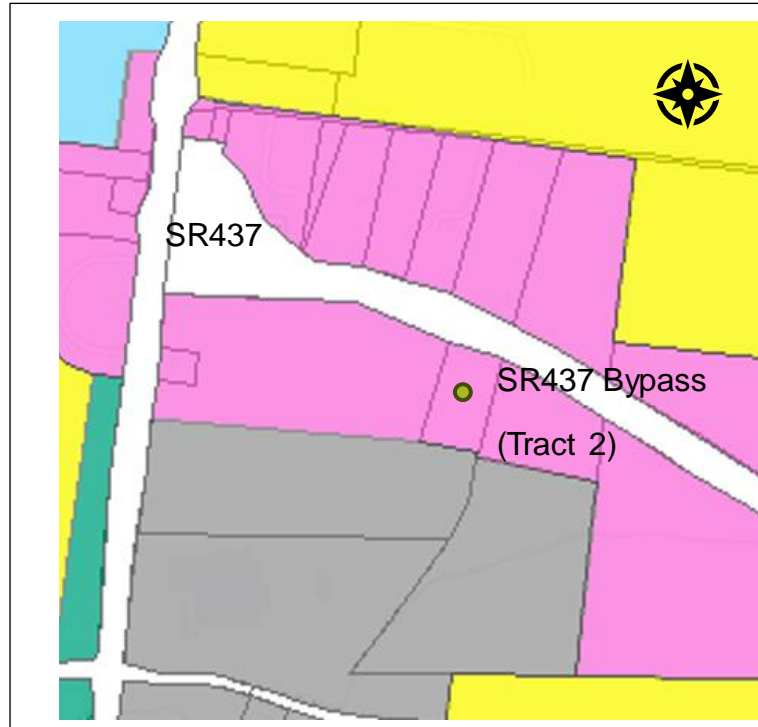


# A. Rezoning\_138 McDale Ln R-4

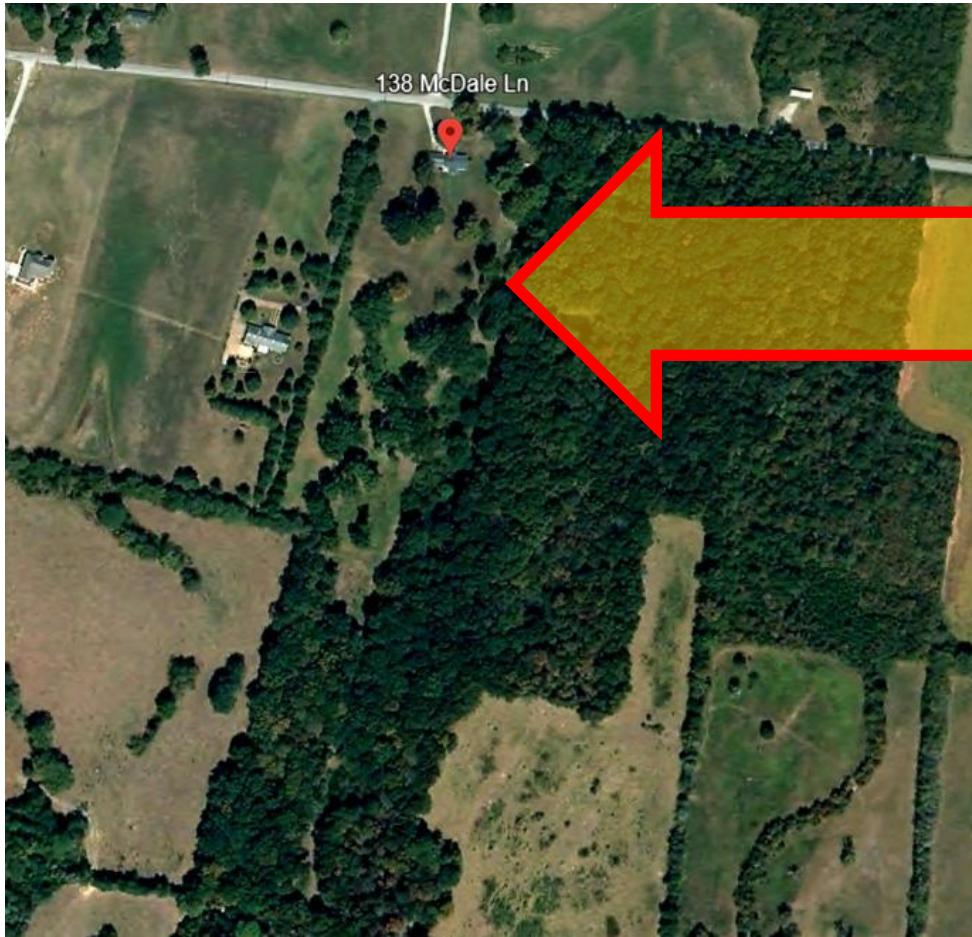
## Basis for Staff Analysis (Summarized).

- Consistency and compatibility with City adopted maps and plans for future development
- Coordinate with *Shelbyville Municipal Zoning Ordinance*.
- Comparison with current neighborhood conditions (existing land uses) for compatibility and consideration of buffering between dissimilar land uses.
- Consideration for Highest and Best Use of the requested zoning and compare with the existing neighborhood land uses for compatibility.
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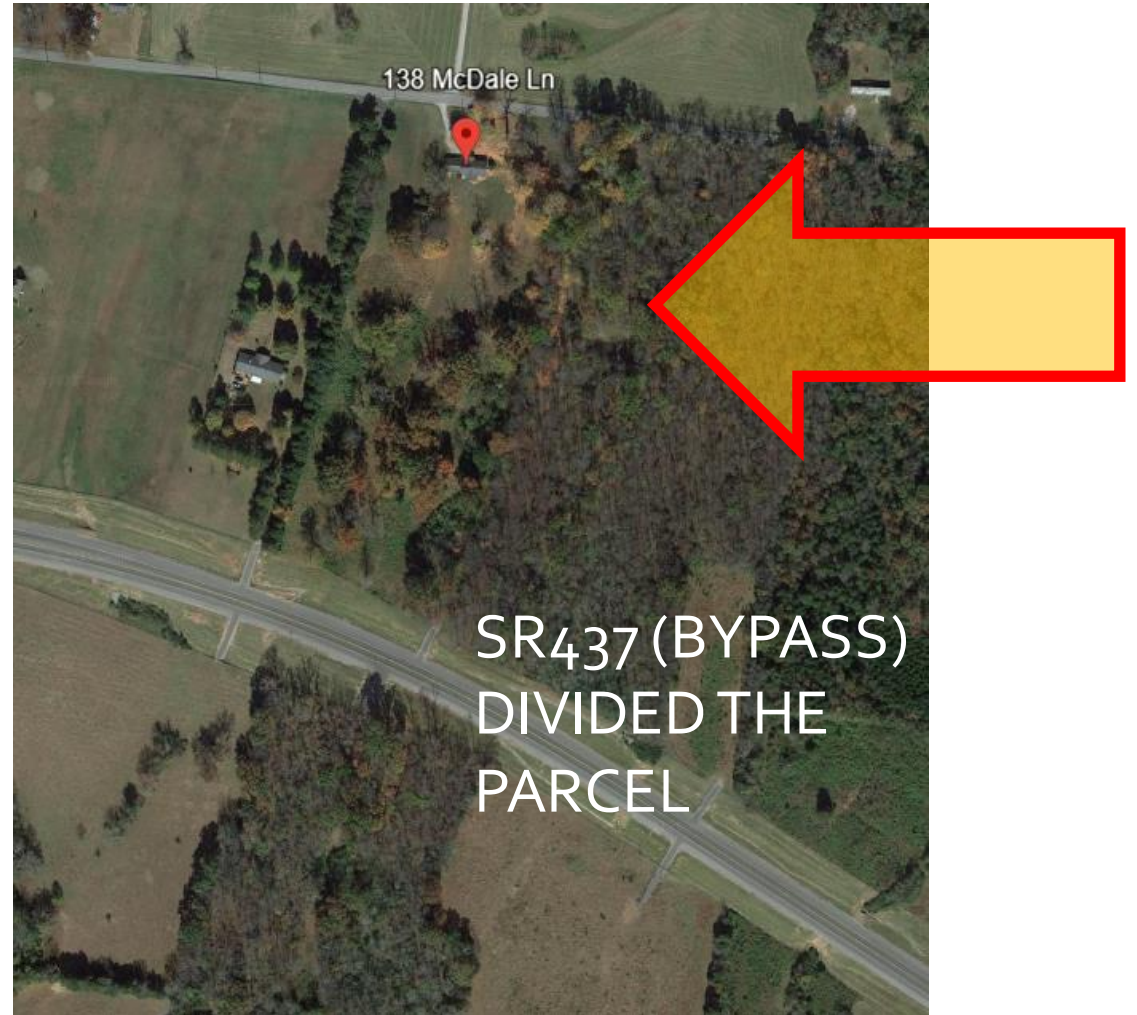
# A. Rezoning\_138 McDale Ln R-4



# A. Rezoning\_138 McDale Ln R-4



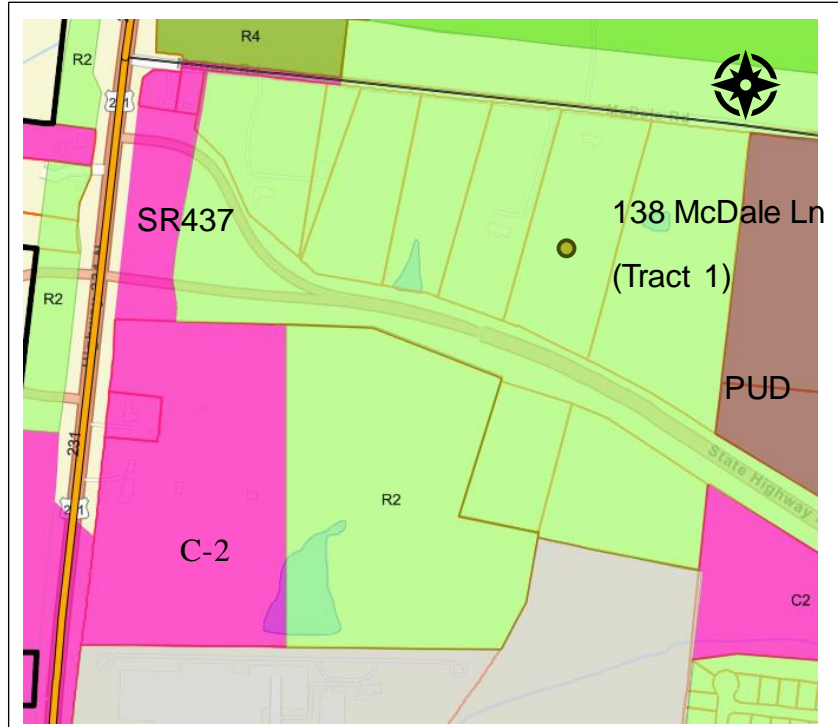
2008 AERIAL



2012 AERIAL



# A. Rezoning\_138 McDale Ln R-4



dimensional district criteria below.

<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	3,000
MIN. LOT WIDTH AT BLDG. SETBACK	75	75
MIN. LOT WIDTH AT BLDG. SETBACK/CUL-DE-SAC	50	25
MIN. FRONT YARD SETBACK	40	40
MIN. SIDE YARD SETBACK	12	15
MIN. REAR YARD SETBACK	20	20
MIN. STREET FRONTAGE	75	75
MIN. STREET FRONTAGE/CUL-DE-SAC	25	25
MAX. BUILDING HEIGHT	45	45
MAX. LOT COVERAGE	40%	40%

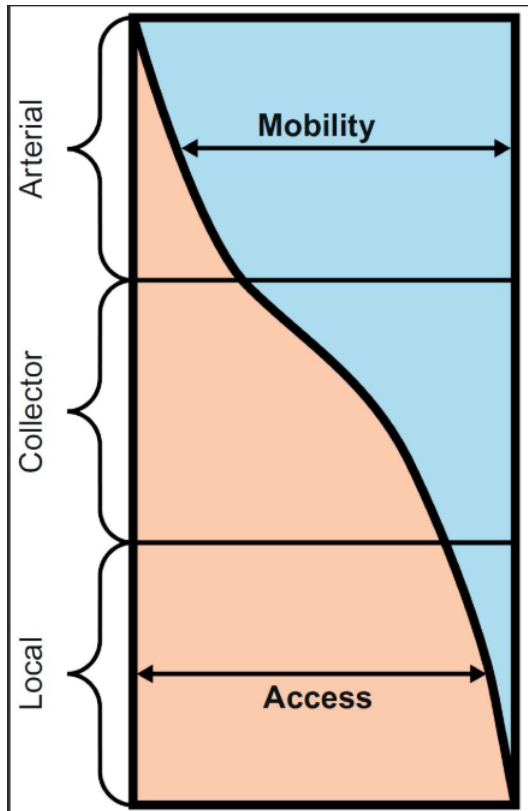
## Current Zoning Ordinance

R-2 Zoning (Current):  $8.75 \text{ AC} \times 43,560 \text{ sf} / 10,000 \text{ sf} = \mathbf{38.12 \text{ GROSS DENSITY}}$

R-4 Zoning:  $8.75 \text{ AC} \times 43,560 \text{ sf} / 3,000 \text{ sf} = \mathbf{127.05 \text{ GROSS DENSITY (HIGHEST \& BEST)}}$

# A. Rezoning\_138 McDale Ln R-4

## RELATIONSHIP BETWEEN FUNCTIONALLY CLASSIFIED ROAD NETWORKS



437 is a Principal Arterial

Multifamily

Vacant  
larger tracts  
of farmland



Recent

# B. Rezoning\_231 N. TRACT 1

## SITE DATA

1. Address: 231 N
2. Tax Map 0069 P/O 004.00
3. Current Zoning: R-1, Low Density Residential
4. Total Land Area: +/- 14.77 acre

## PROPERTY OWNER

Curl Properties, LLC.

## REPRESENTATIVE

St. John Engineering, LLC.

## REQUEST

Rezoning from R-1 to C-2

**(Received Opposition from Multiple Landowners to West of Tract 1 Parcel and Midland Rd.**



# B. Rezoning\_231 N. TRACT 1

## 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.

1. If 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.

**PC VOTE: 9-FAVORABLE 0-OPPOSED**

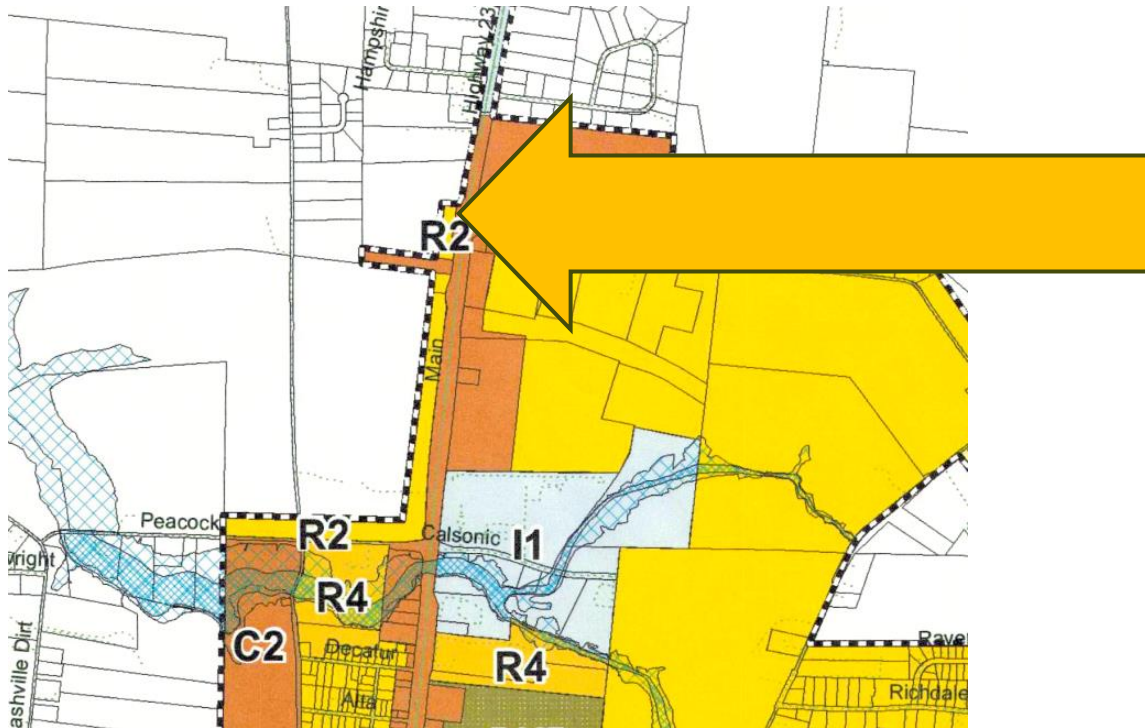


# B. Rezoning\_231 N. TRACT 1

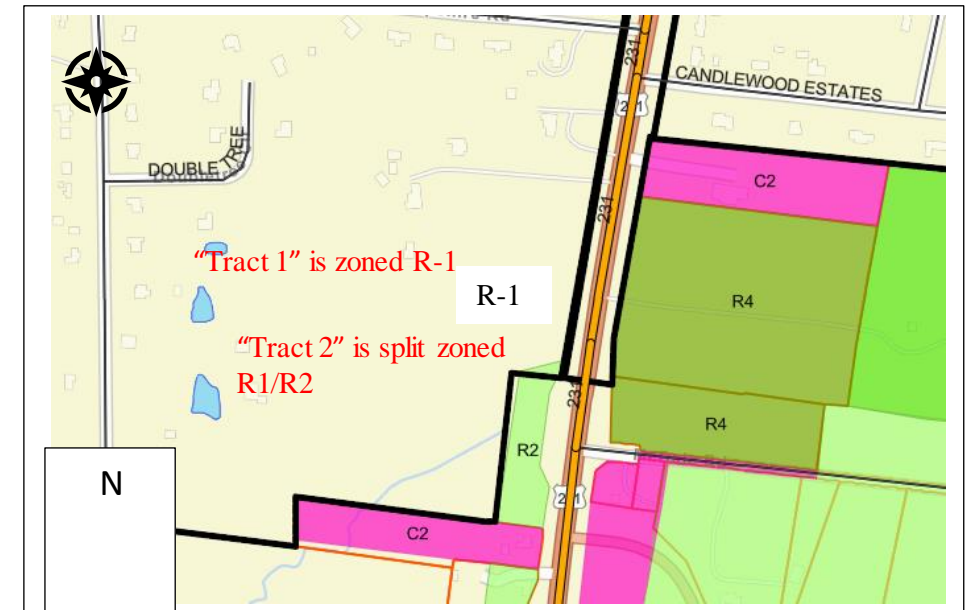
## Zoning History.

## Zoning History.

## 2009 Official Zoning Map



A portion of Tract 2 (See recorded plat) shows a portion of the parcel is located in the City, zoned R-2. Majority is shown in County.



## Zoning Map Prior to Annexation

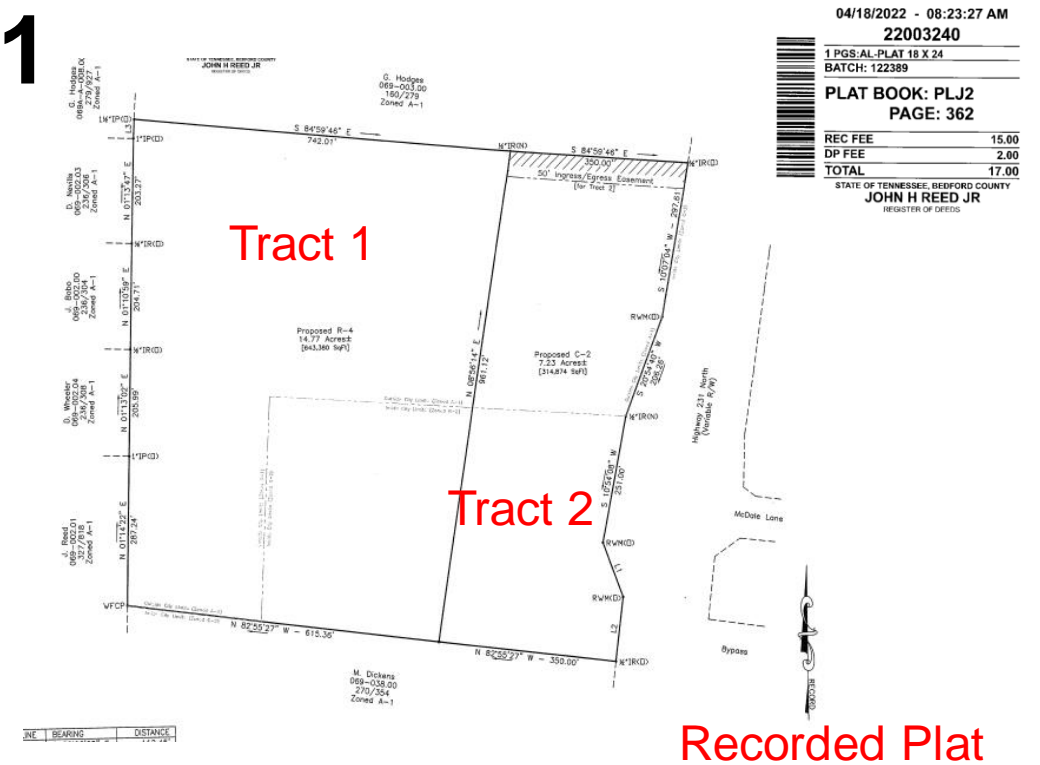
# B. Rezoning\_231 N. TRACT 1

## Zoning History.

November 17, 2025 PC 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.

**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.



04/18/2022 - 08:23:27 AM

22003240

1 PGS:AL-PLAT 18 X 24

BATCH: 122389

PLAT BOOK: PLJ2

PAGE: 362

REC FEE 15.00

DP FEE 2.00

TOTAL 17.00

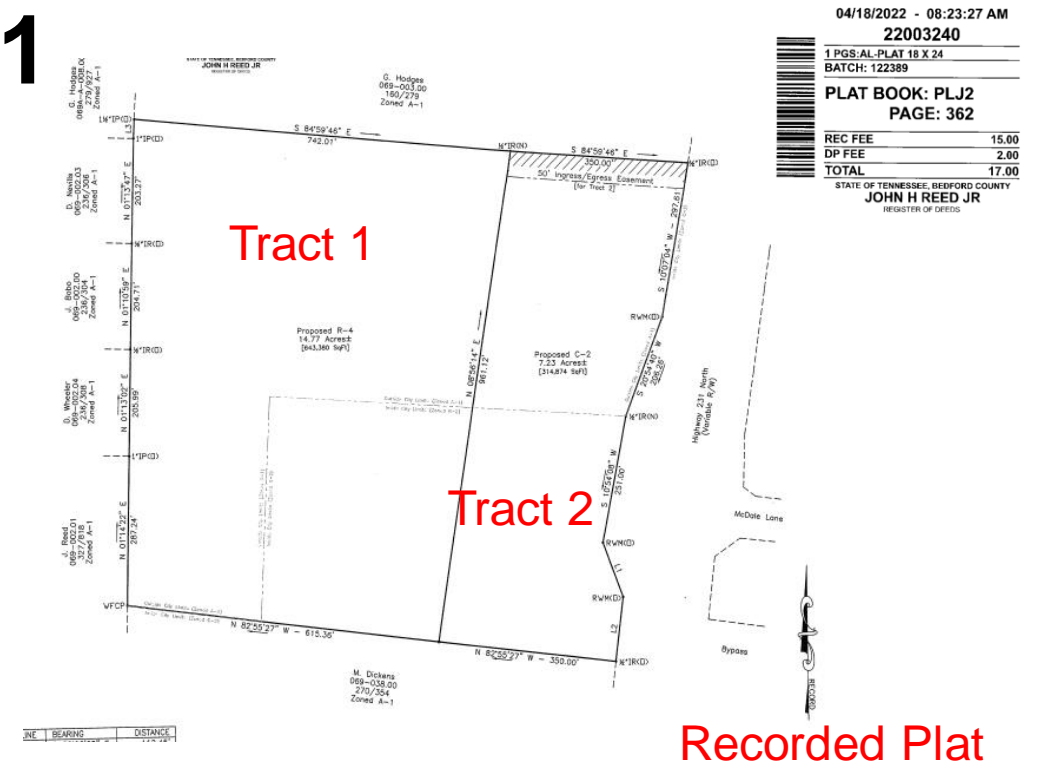
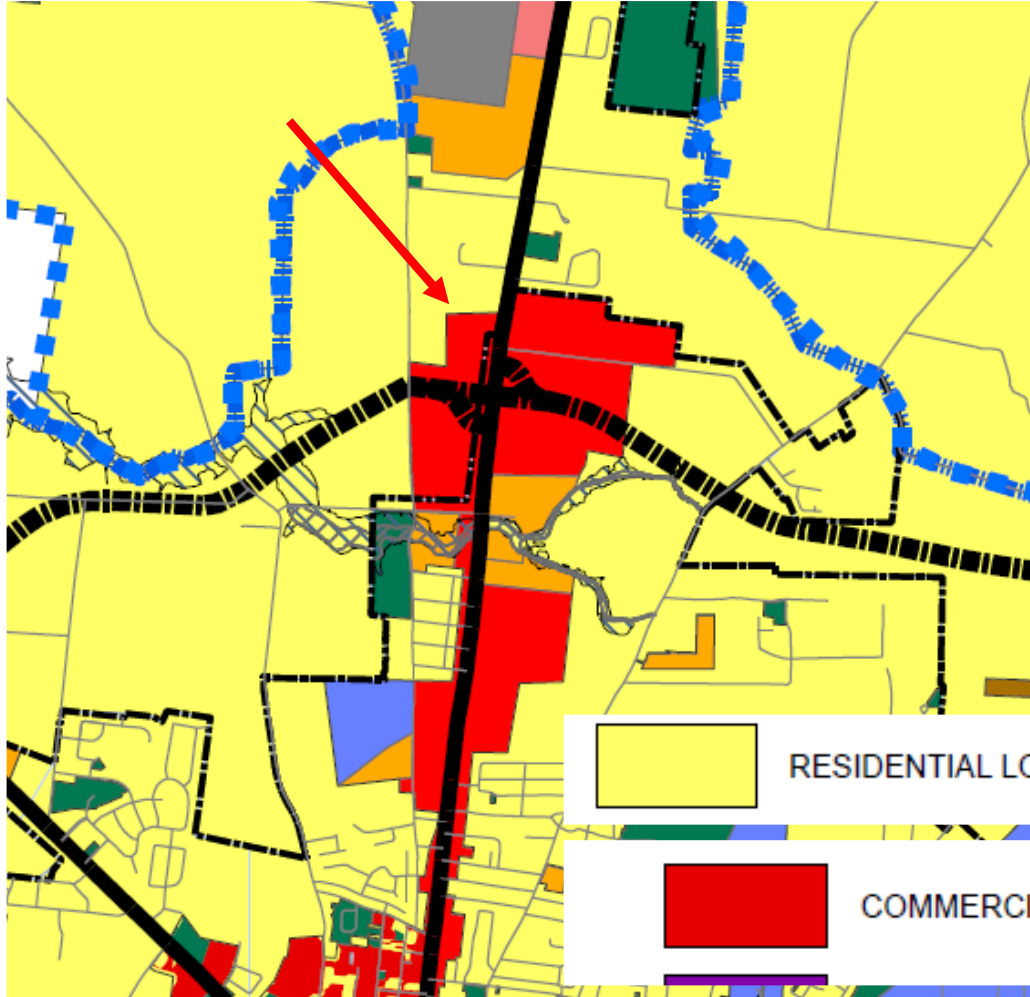
STATE OF TENNESSEE, BEDFORD COUNTY

JOHN H REED JR

REGISTER OF DEEDS

# B. Rezoning\_231 N. TRACT 1

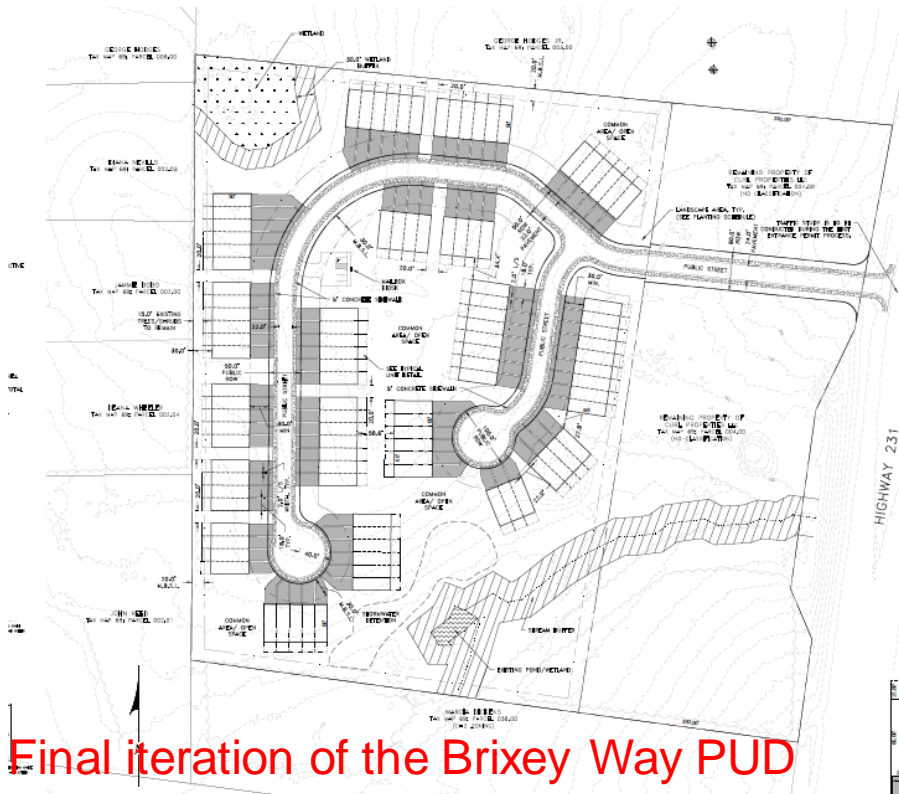
## Zoning History.



# B. Rezoning\_231 N. TRACT 1

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.



NO ADOPTED ZONING ANNEXED PROPERTY IS ZONED R-1, LOW DENSITY RESIDENTIAL

- Brixey Way PUD application made 06/17/2022 for July PC meeting
- Multiple iterations were made to the design for R-4, High density residential development.
- Neighborhood meeting held on 08/15/2022.
- Staff received multiple letters of opposition.
- Applicant requested deferral of the PUD application in August 2022.



# B. Rezoning\_231 N. TRACT 1

## Basis for Staff Analysis (Summarized).

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

# B. Rezoning\_231 N. TRACT 1

LOCATION MAP

04/18/2022 - 08:23:27 AM

22003240

1 PGS:AL-PLAT 18 X 24

BATCH: 122389

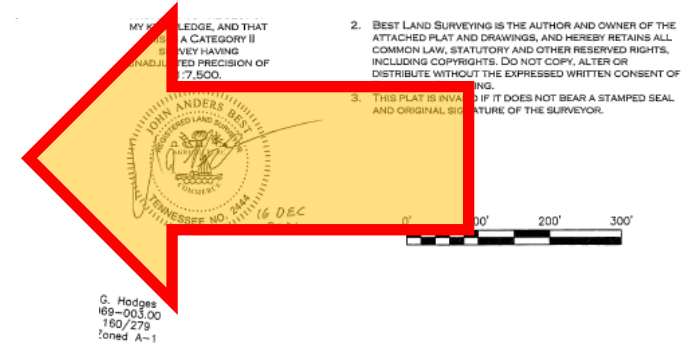
PLAT BOOK: PLJ2

PAGE: 362

REC FEE 15.00

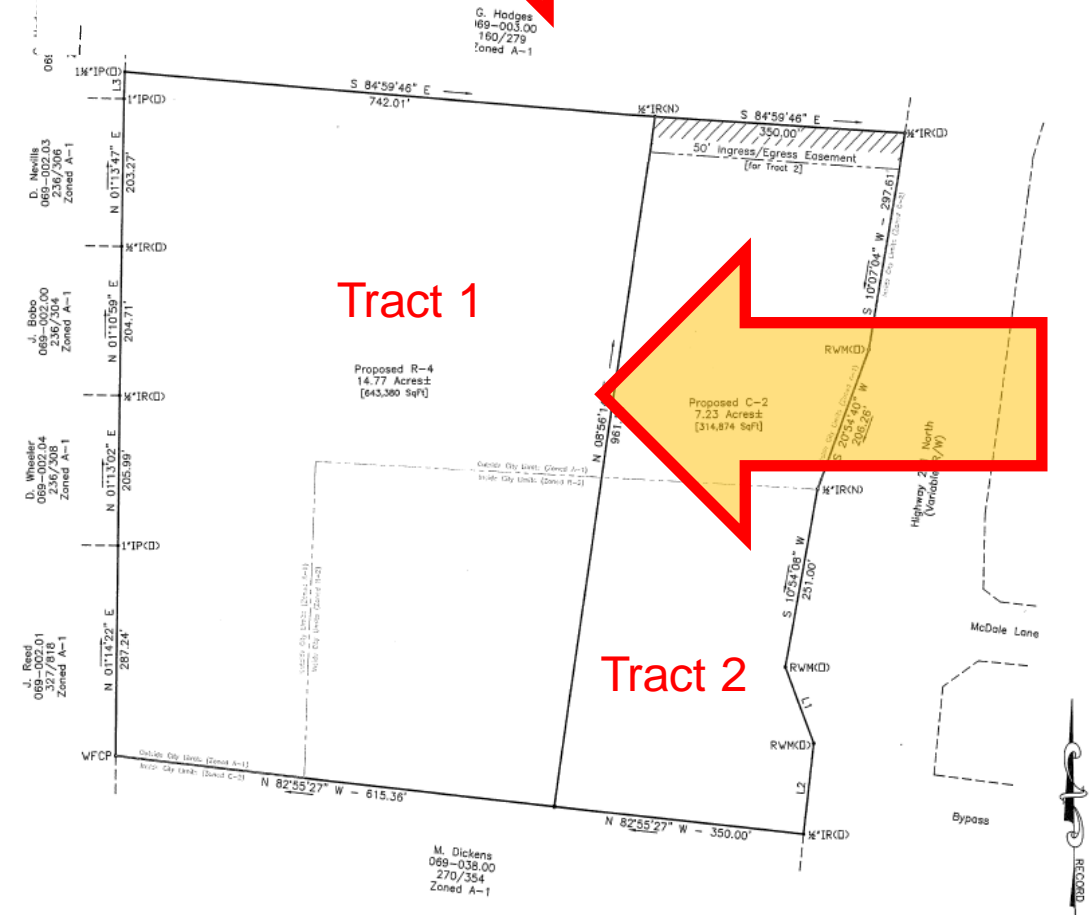
DP FEE 2.00

TOTAL 17.00

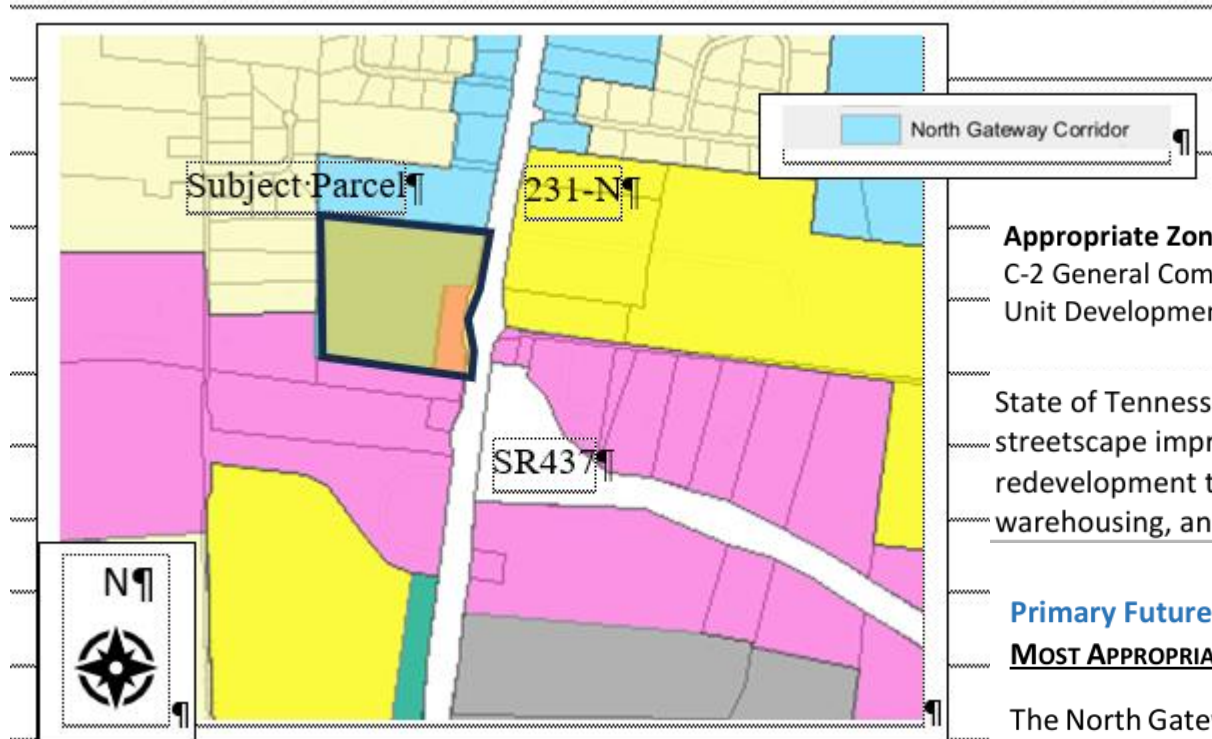
STATE OF TENNESSEE, BEDFORD COUNTY  
JOHN H REED JR  
REGISTER OF DEEDS

## ZONING HISTORY

1. Annexation by Resolution 06-22 Tax Map 0069 P/O 004.00
2. Plan of Services by Resolution 05-22
3. Mixed PUD Rezoning in 2022 Incomplete



# B. Rezoning\_231 N. TRACT 1



Future Land Use Map – North Gateway Corridor Character Area

## Appropriate Zoning Categories and Uses Generally

C-2 General Commercial, C-3 Neighborhood Commercial, Commercial or Mixed Use Planned Unit Development (PUD) that includes multifamily uses

State of Tennessee Department of Transportation (TDOT) access management considerations, streetscape improvements, and appropriate landscape should be included in new development and redevelopment to help create a sense of place and an inviting gateway into the city. Industrial, warehousing, and manufacturing uses should be limited to the 231 North Business Park.

## 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.

### APPROPRIATE, WITH RESTRICTIONS:

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



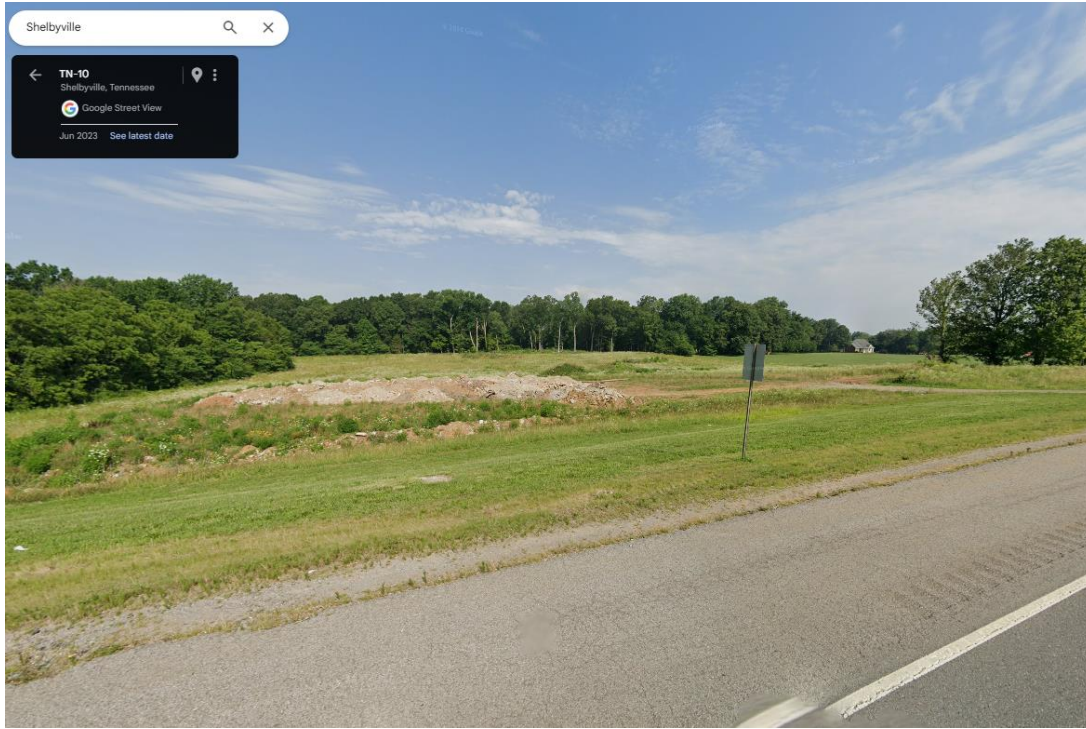
## B. Rezoning\_231 N. TRACT 1



Current Neighborhood

- Neighbors to the West expressed concern over potential adverse impacts since mature trees have been substantially cleared
- TCA § 46-8-103 Obligates owner to protect gravesites and prohibits disturbance

# B. Rezoning\_231 N. TRACT 1



2023



October 2024

- 2-correspondence rec'd from Neighbors to the West expressed concern over potential adverse impacts since mature trees have been substantially cleared has removed buffer between land uses



# B. Rezoning\_231 N. TRACT 1

## 1. 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.

## 2. 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.

# C. Rezoning\_231 N. TRACT 2

## SITE DATA

1. Address: 231 N
2. Tax Map 0069 P/O 004.00
3. Current Zoning: Split, R-1, Low Density Residential / R-2, Medium Low Density Residential
4. Total Land Area: +/- 7.23 acres

## PROPERTY OWNER

Curl Properties, LLC.

## REPRESENTATIVE

St. John Engineering, LLC.

## **REQUEST**

Rezoning from R-1 to C-2





# C. Rezoning\_231 N. TRACT 2

## STAFF CONCLUSION.

It is the opinion of Staff, based on this review, the rezoning request from the split zone district of R-1/R-2, Low and Medium Low Density Residential, to C-2, General Business, zone district for a total of approximately (+/-) 7.23 acres for vacant parcel addressed as 231-N, referenced in Bedford Co., TN. tax records as Tax Map 069 Parcel 004.00 (Staff Identification as "Tract 2"), 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 will remove the undesirable split zone, conforms with Future Land Use Map and Comprehensive Plan for future development.

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.

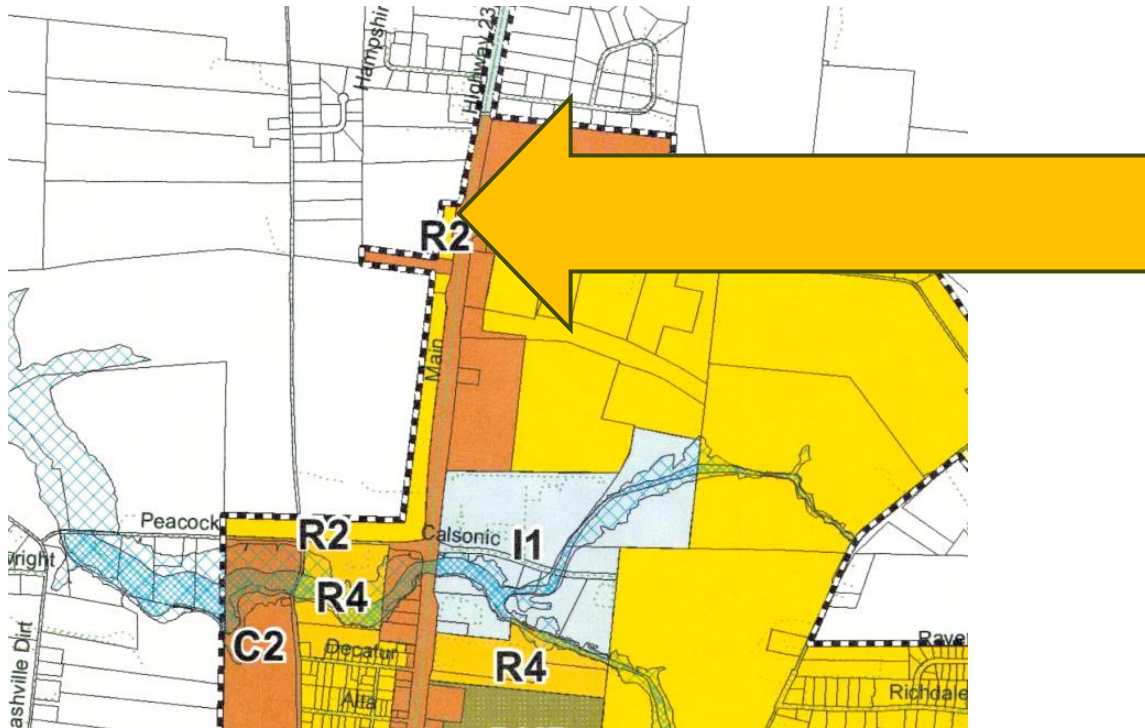
1. If not deferred or delayed, the application will advance to the April 29, 2025, City Council Study Session.
2. May 8, 2025, 1<sup>st</sup> Reading.
3. If approved, June 12, 2025, Public Hearing and 2<sup>nd</sup> Reading.

**PC VOTE: 9-FAVORABLE 0-OPPOSED**

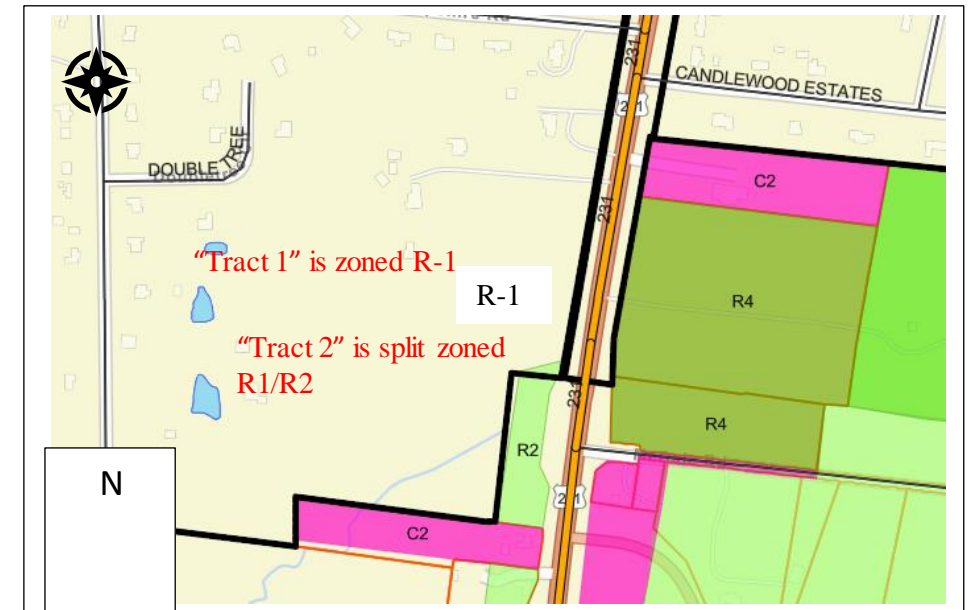
# C. Rezoning\_231 N. TRACT 2

## Zoning History.

2009 Official Zoning Map



A portion of Tract 2 (See recorded plat) shows a portion of the parcel is located in the City, zoned R-2. Majority is shown in County.



Zoning Map Prior to Annexation

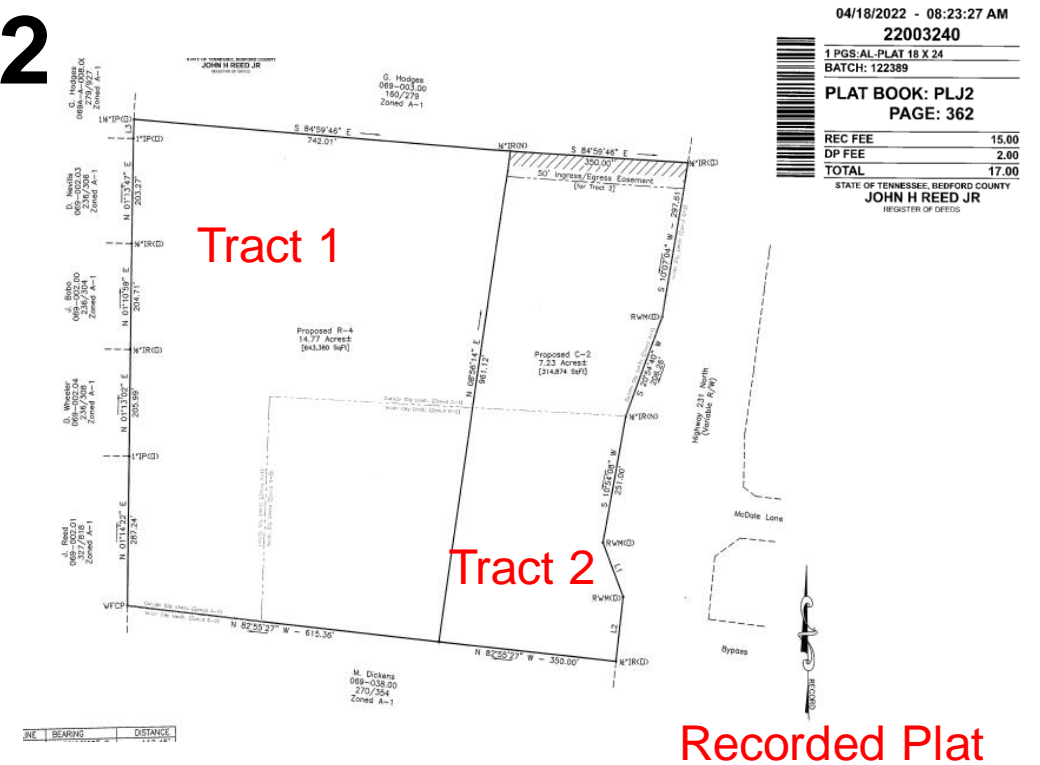
# C. Rezoning\_231 N. TRACT 2

## Zoning History.

November 17, 2025 PC 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.

**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.

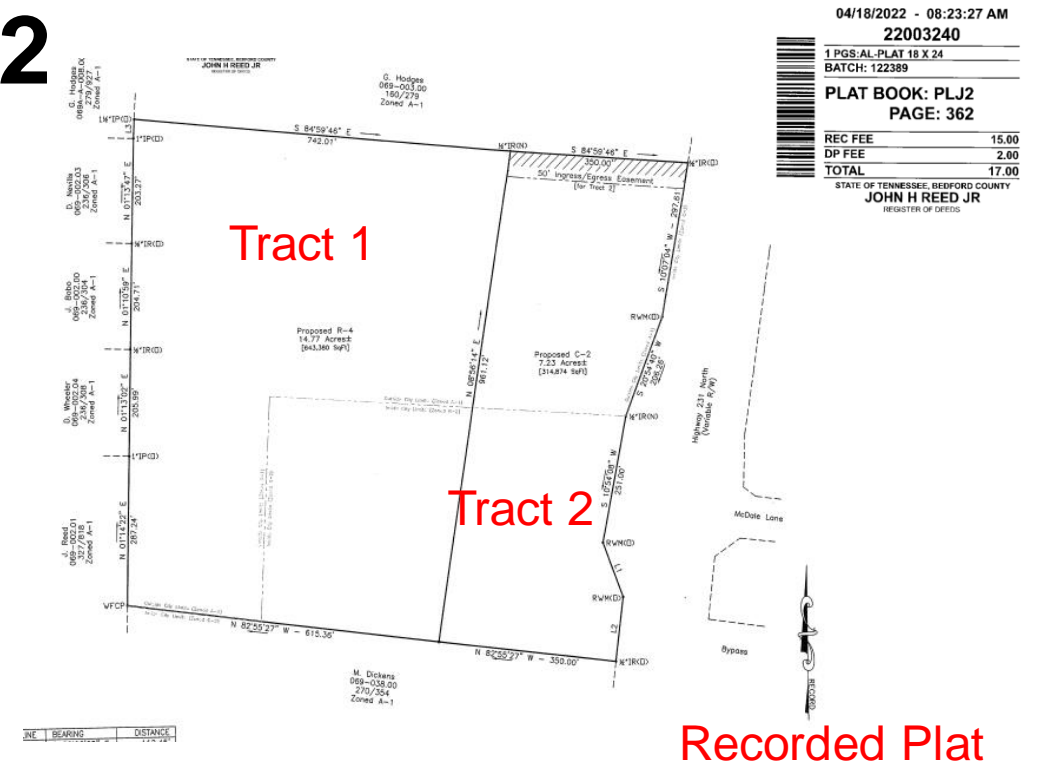
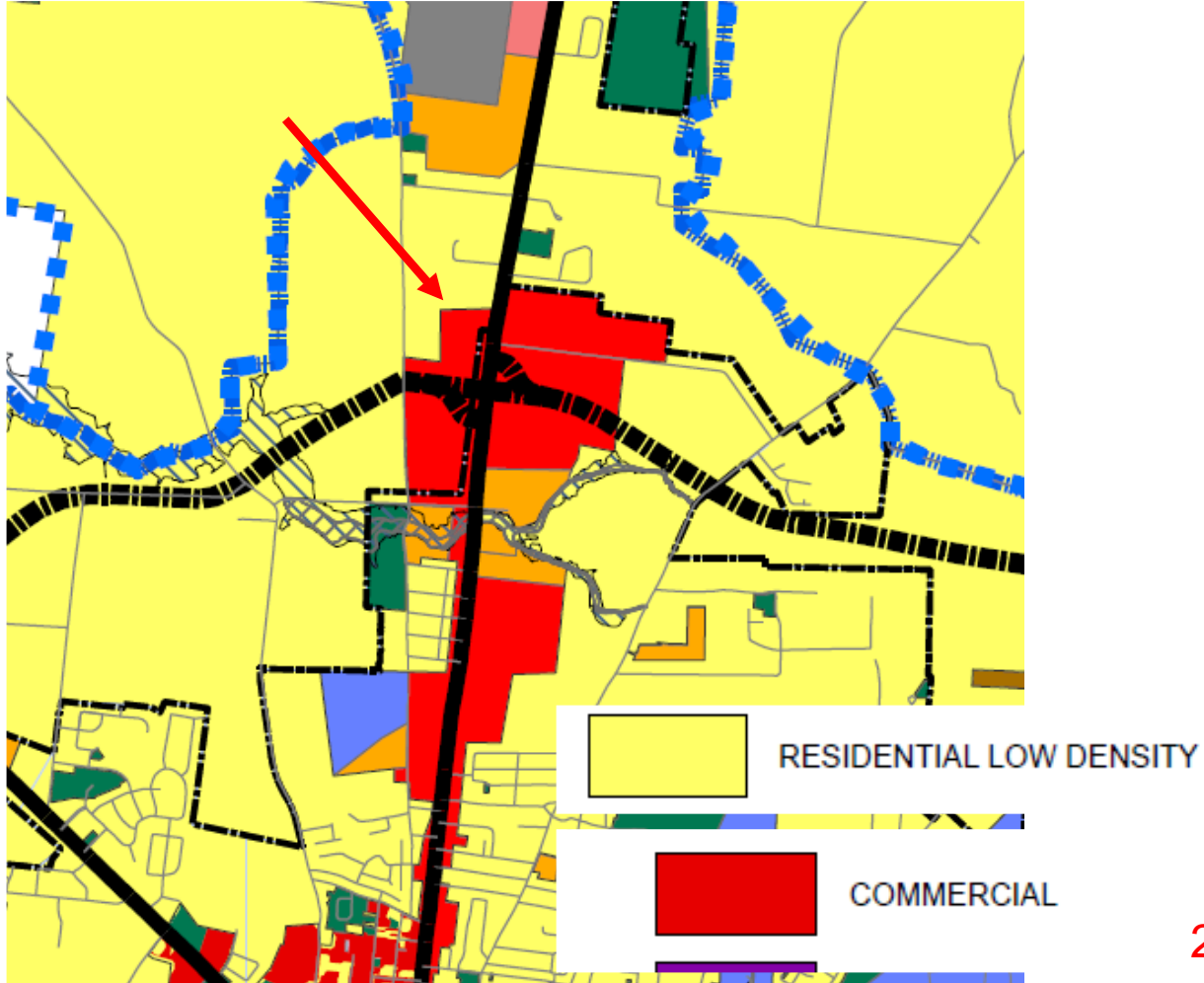


Resolution No. 05-22 Plan of Services (POS)  
And Resolution No. 6-22 adopted 01/13/2022

Rezoning to R-4 rec'd UNFAVORABLE  
recommendation to City Council but did not  
advance beyond the 11/30/21 Council Study  
Session

# C. Rezoning\_231 N. TRACT 2

## Zoning History.



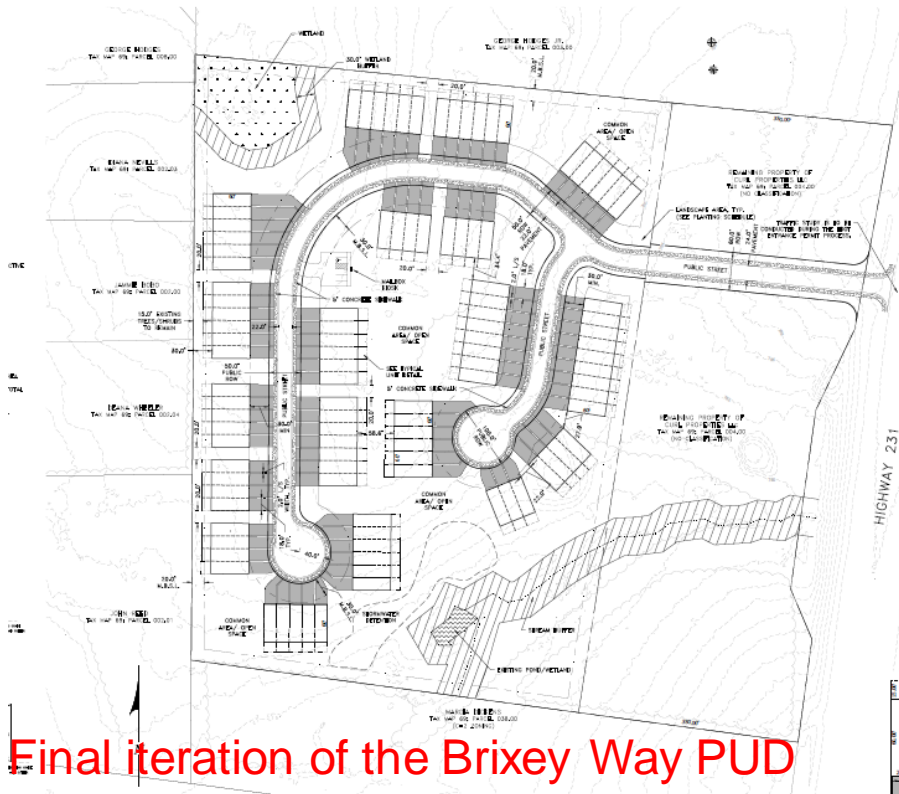
# 2008 -2028 Comprehensive Plan



# C. Rezoning\_231 N. TRACT 2

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.



NO ADOPTED ZONING ANNEXED PROPERTY IS ZONED R-1, LOW DENSITY RESIDENTIAL

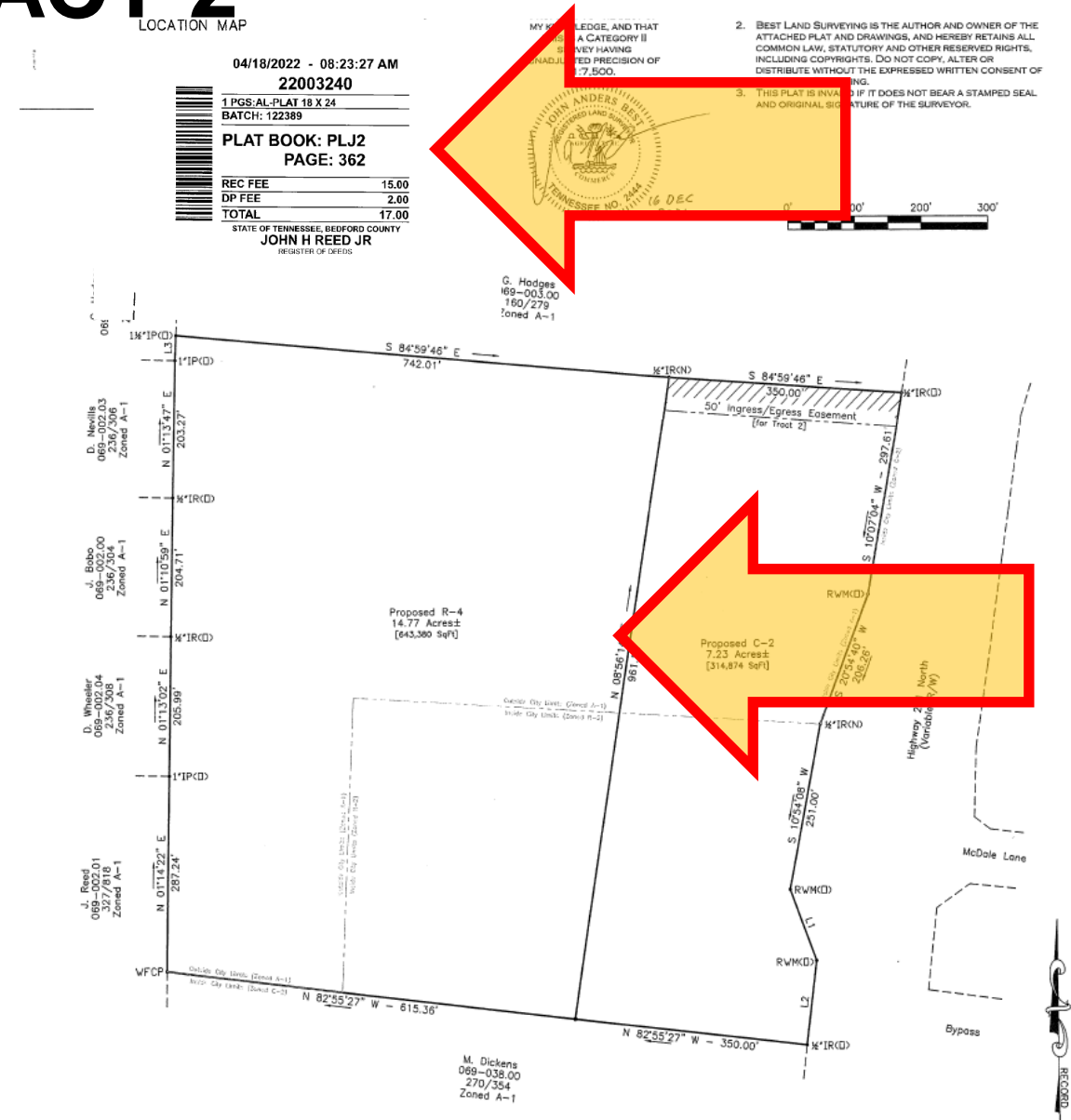
- Brixey Way PUD application made 06/17/2022 for July PC meeting
- Multiple iterations were made to the design for R-4, High density residential development.
- Neighborhood meeting held on 08/15/2022.
- Staff received multiple letters of opposition.
- Applicant requested deferral of the PUD application in August 2022.

# C. Rezoning\_231 N. TRACT 2

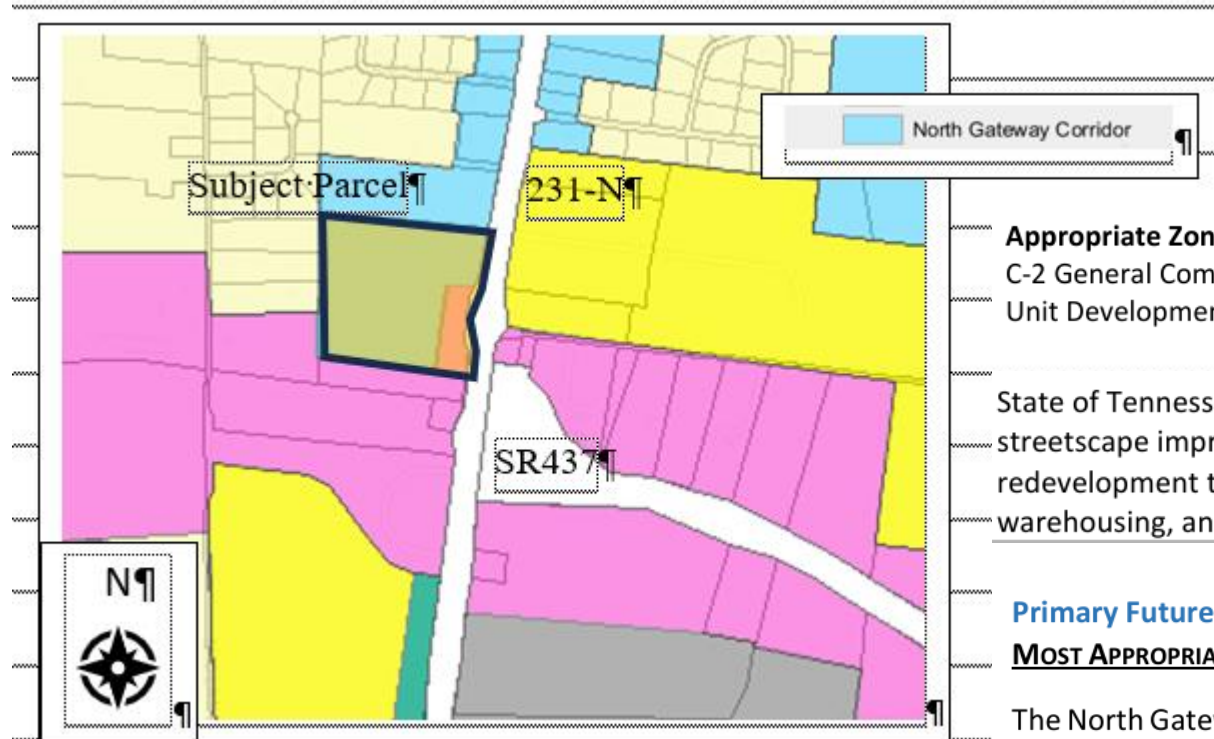
## Basis for Staff Analysis (Summarized).

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

1. Annexation by Resolution 06-22 Tax Map 0069 P/O 004.00
2. Plan of Services by Resolution 05-22
3. Mixed PUD Rezoning in 2022 Incomplete



# C. Rezoning\_231 N. TRACT 2



Future Land Use Map – North Gateway Corridor Character Area

## Appropriate Zoning Categories and Uses Generally

C-2 General Commercial, C-3 Neighborhood Commercial, Commercial or Mixed Use Planned Unit Development (PUD) that includes multifamily uses

State of Tennessee Department of Transportation (TDOT) access management considerations, streetscape improvements, and appropriate landscape should be included in new development and redevelopment to help create a sense of place and an inviting gateway into the city. Industrial, warehousing, and manufacturing uses should be limited to the 231 North Business Park.

## 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.

### APPROPRIATE, WITH RESTRICTIONS:

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



# C. Rezoning\_231 N. TRACT 2

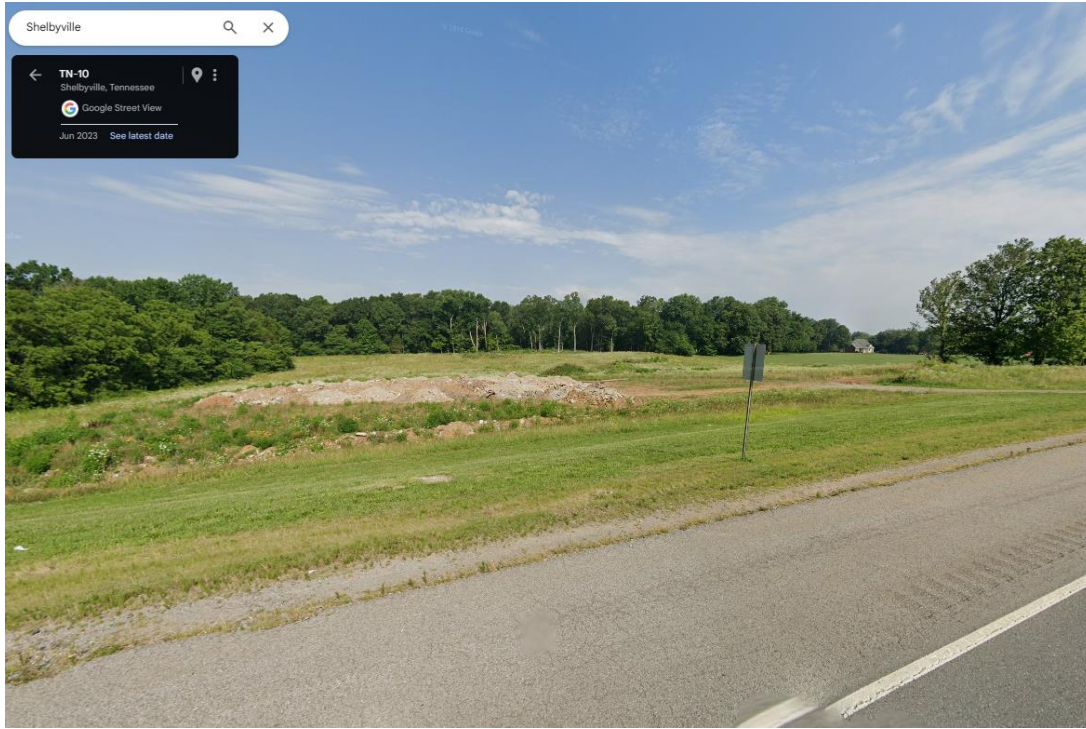


Current Neighborhood

- Neighbors to the West expressed concern over potential adverse impacts since mature trees have been substantially cleared
- TCA § 46-8-103  
Obligates owner to protect gravesites and prohibits disturbance



# C. Rezoning\_231 N. TRACT 2



2023



October 2024

- 2-correspondence rec'd from Neighbors to the West expressed concern over potential adverse impacts since mature trees have been substantially cleared has removed buffer between land uses

# C. Rezoning\_231 N. TRACT 2

## 1. 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.

## 2. 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.

# D. Rezoning-W. Lane St.

## SITE DATA

1. Address: W. Lane St. (Vacant)
2. Tax Map 088E Group A Parcel 01.00
3. Current Zoning: C-2
4. Total Land Area: +/- 0.41 acre

## PROPERTY OWNER

Wayne Neese

## REPRESENTATIVE

Jessica White

## REQUEST.

Rezoning of 0.41 ac. vacant parcel from R-3, Medium Density Residential, to R-3A, Medium High Density Residential





# D. Rezoning-W. Lane St.

## **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.

**PC VOTE: 9-FAVORABLE 0-OPPOSED**

# D. Rezoning-W. Lane St.

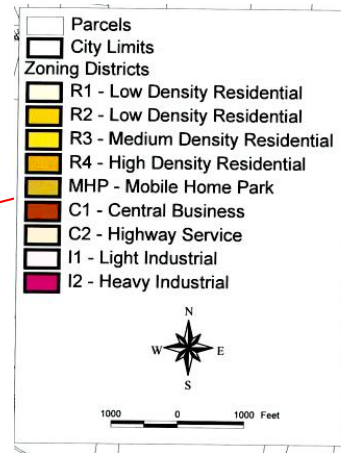
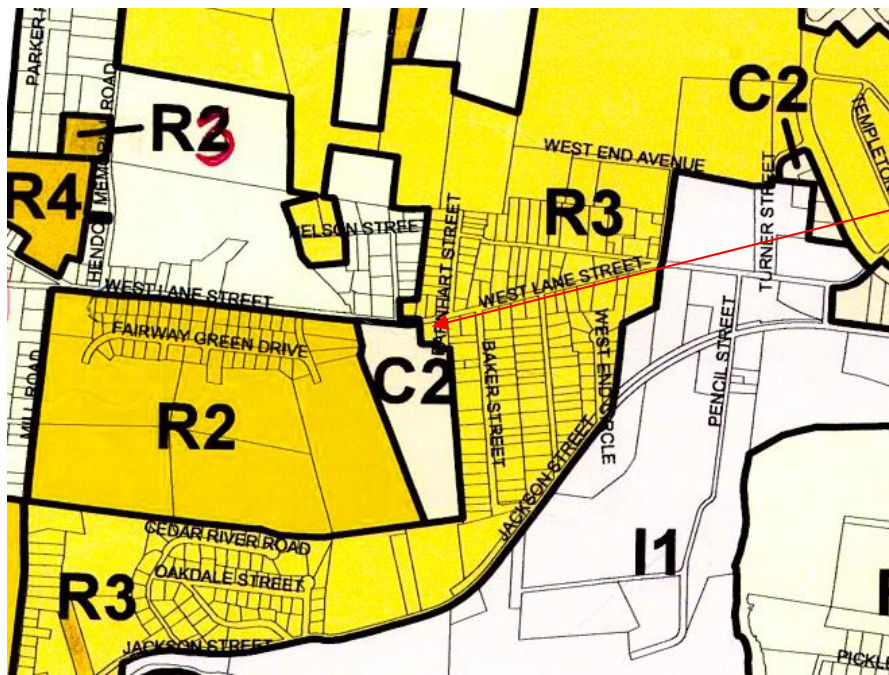
## Basis for Staff Analysis (Summarized).

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

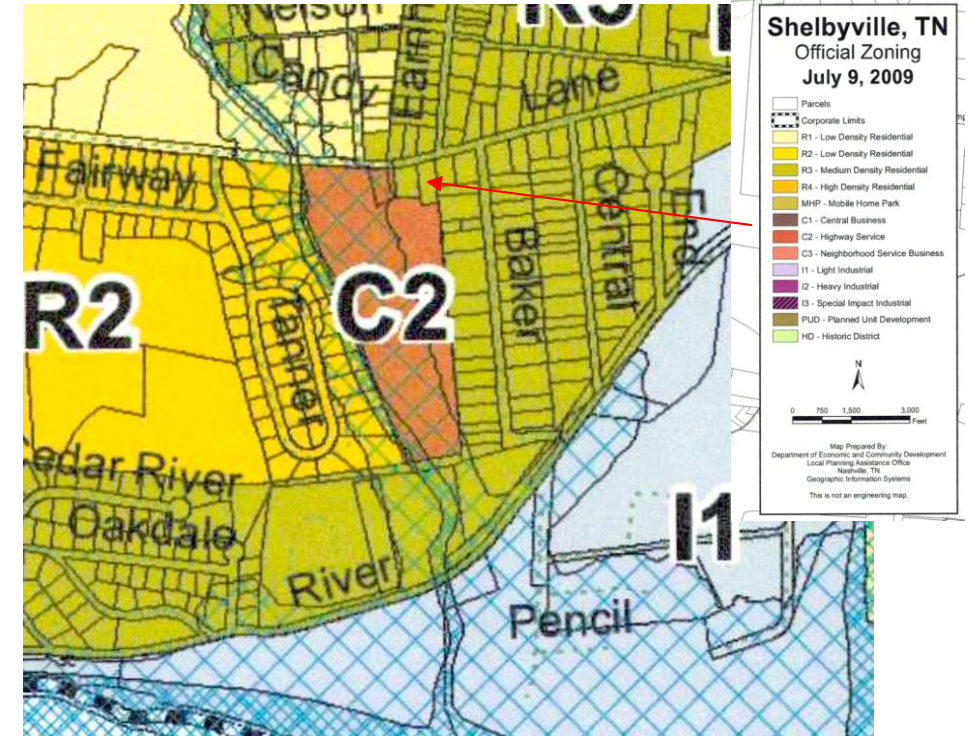
# D. Rezoning-W. Lane St.

## ZONING HISTORY

2004 Zoning Map (Unofficial)

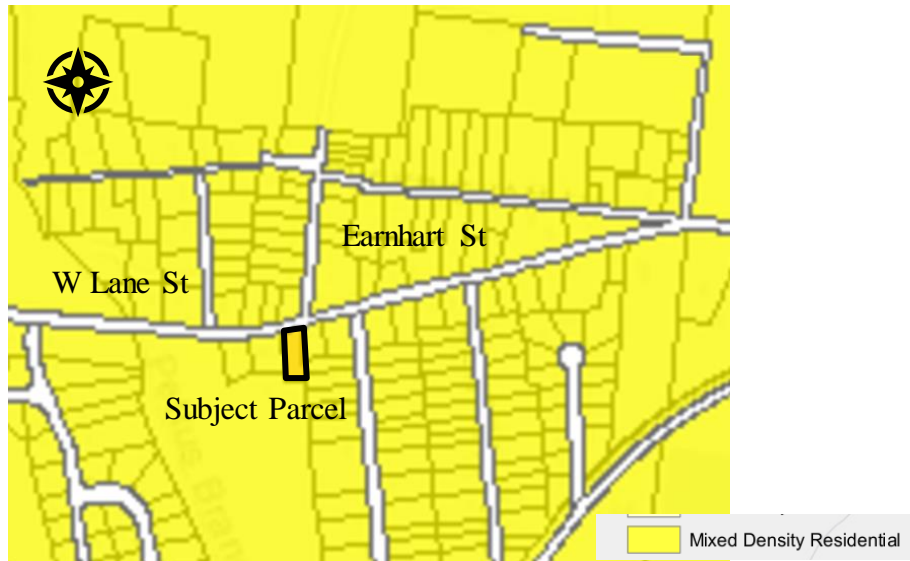


2009 Zoning Map (Official)



# D. Rezoning-W. Lane St.

## Initial Analysis



## FLU-Map Mixed Density Residential 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).*

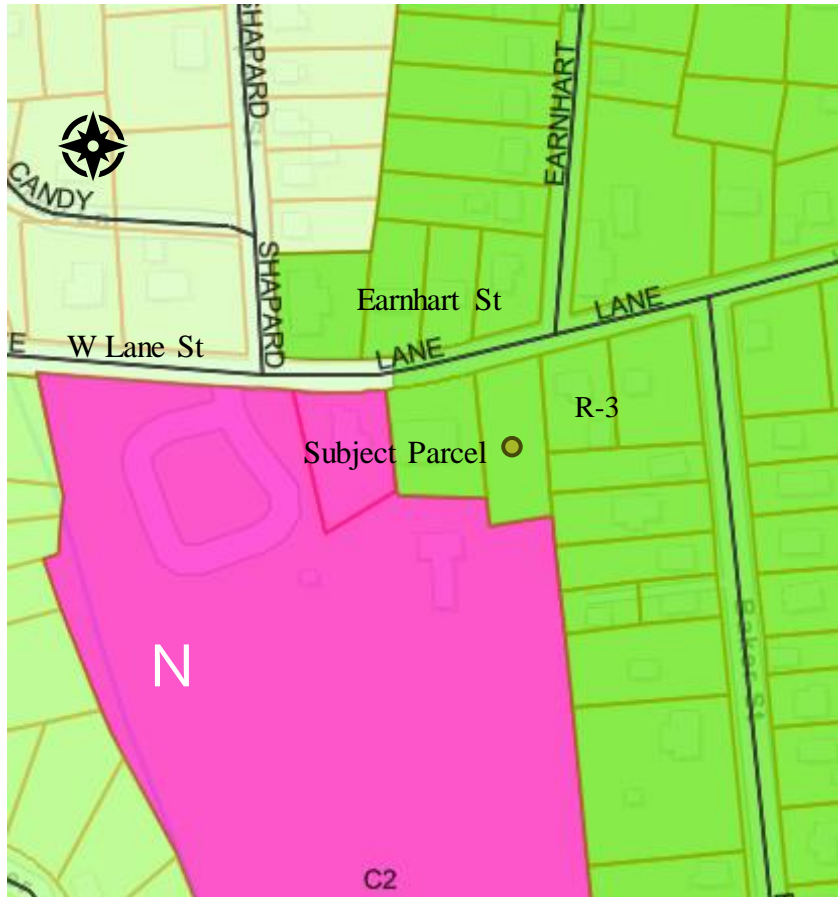
*Rezoning applications to the new zoning district, the R-3A zoning district, which permits medium to high density residential development could be considered in this character area if the following criteria are met:*

- 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.***
- 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 and nonconforming Market to the West.***



# D. Rezoning-W. Lane St.

## Initial Analysis



**Current Zoning**



**Neighboring Land Uses (virtually unchanged since 2007)**

# D. Rezoning-W. Lane St.

## COMPATIBILITY BASED ON ZONE DISTRICT AND LAND USE.

- Rezoning may be considered for mistake, change in neighborhood, or City's desire to guide for future land use development from adopted plans.
- 
- 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).
- 
- 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.
- 
- 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.
  - The R-3A is made more compatible because of the potential intensification.
  - 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.
  - The amendment to R-3A with required open space for multifamily may further constrain the intensity of the residential development.

# D. Rezoning-W. Lane St.

## Bulk Regulations and Gross Density

### R-3 BULK REGULATIONS (UPDATED).

	SINGLE DETACHED	
MEASURED IN SQUARE FEET	DWELLING	DUPLEX
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 (CORRECTION FROM PC MEETING)

MEASURED IN SQUARE FEET	DUPLEX	MULTI-FAMILY*
MIN. LOT AREA	12,000	15,000
MIN. AREA PER FAMILY	6,000	5,000
MIN. LOT WIDTH AT BLDG. SETBACK	75	75
MIN. LOT WIDTH AT BLDG. SETBACK/CUL-DE-SAC	50	30
MIN. FRONT YARD SETBACK	40	40
MIN. SIDE YARD SETBACK	12	15
MIN. REAR YARD SETBACK	20	20
MIN. STREET FRONTAGE	75	75
MIN. STREET FRONTAGE/CUL-DE-SAC	25	25
MAX. BUILDING HEIGHT	45	45
MAX. LOT COVERAGE	40%	40%

\*Quadruple and Triplex Dwelling, as defined in Section 2.2 are classified as Multi-Family.

**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**

# RESOLUTION

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# A. Corridor Study Adoption

**This Resolution adopts the all the corridor studies and closes the TDOT Transportation Planning Grant (TPG)**

There are 3 corridor studies: 231 N (Shelbyville, Bedford Co., Rutherford Co. - partners)  
41A (Shelbyville, Bedford Co., Rutherford Co. – partners)  
SR 437 Bypass (Shelbyville, Bedford Co.)

**Resolutions 9-25, 10-25, 11-25 in April authorized the Mayor to sign the CAMA's**

## **ACCESS MANAGEMENT AGREEMENTS DEVELOPED FROM CORRIDOR STUDIES.**

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

# A. Corridor Studies

## PURPOSE.

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

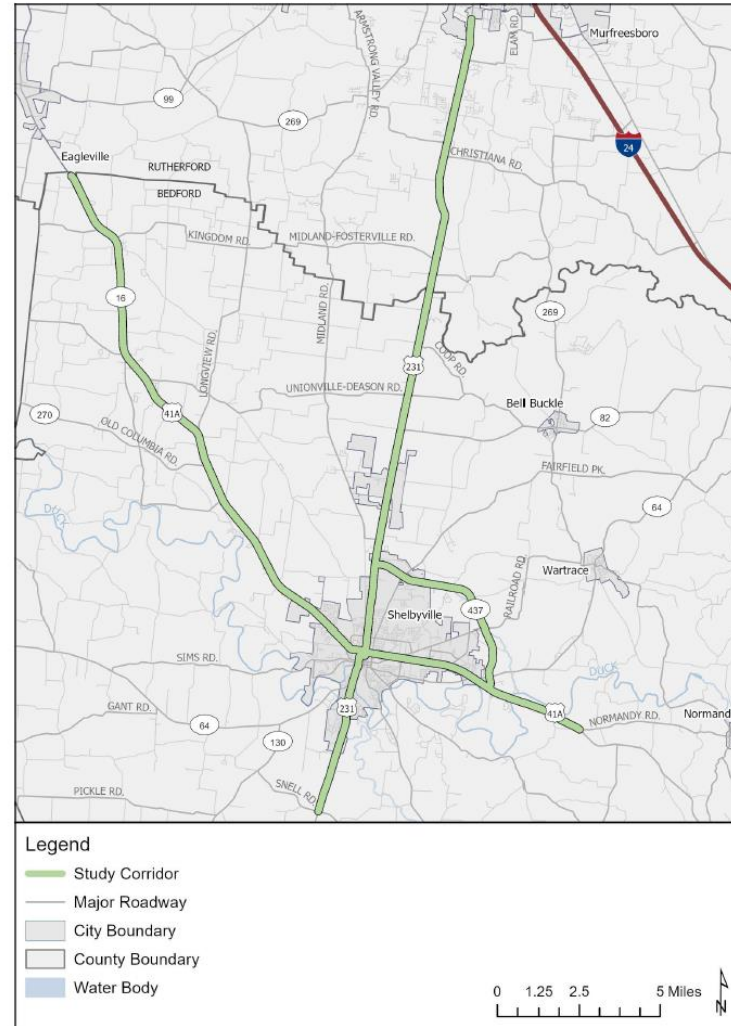
There are 3 corridor studies: 231 N (Shelbyville, Bedford Co., Rutherford Co. - partners)  
41A (Shelbyville, Bedford Co., Rutherford Co. – partners)

## ACCESS MANAGEMENT AGREEMENTS DEVELOPED FROM CORRIDOR STUDIES.

- Identifies existing conditions, such as density of development, functionality of corridor studied, and points of access.
- The Agreements are *aspirational* meaning, they are goals. The implementation (creating regulation) is performed through the zoning ordinance and subdivision regulations.
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# A. Corridor Studies

Figure 1-1. Study Corridors



## Corridor Studies Adoption

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

### Access Management Goals

Support land use visions and community goals through access management standards

Coordinate with partners effectively

Balance regional mobility with local accessibility

Enhance safety by minimizing conflict points

# A. Corridor Studies

## STAFF REPORT.

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



# A. Corridor Studies

SHELBYVILLE

CORRIDOR ACCESS  
MANAGEMENT AGREEMENTS



# A. Corridor Studies

## *The Shelbyville 2040 Comprehensive Plan*

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

Medium Term PRIORITIES		
IMPLEMENTATION ACTION	RESPONSIBLE GROUP	IMPLEMENTATION MECHANISM
<b>ACCESS MANAGEMENT:</b> Adopt proactive Access Management standards that implement the policies of and goals of the Comprehensive Plan and the Major Thoroughfare Plan.	City Engineering, Planning Commission, City Council	Zoning Ordinance, Subdivision Regulations, and/or Access Management Ordinance

<b>Traffic Impact Studies (TIS):</b> Strengthen requirements for TIS's in the Subdivision Regulations.	City Staff, Planning Commission,	Subdivision Regulations
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# A. Corridor Studies

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

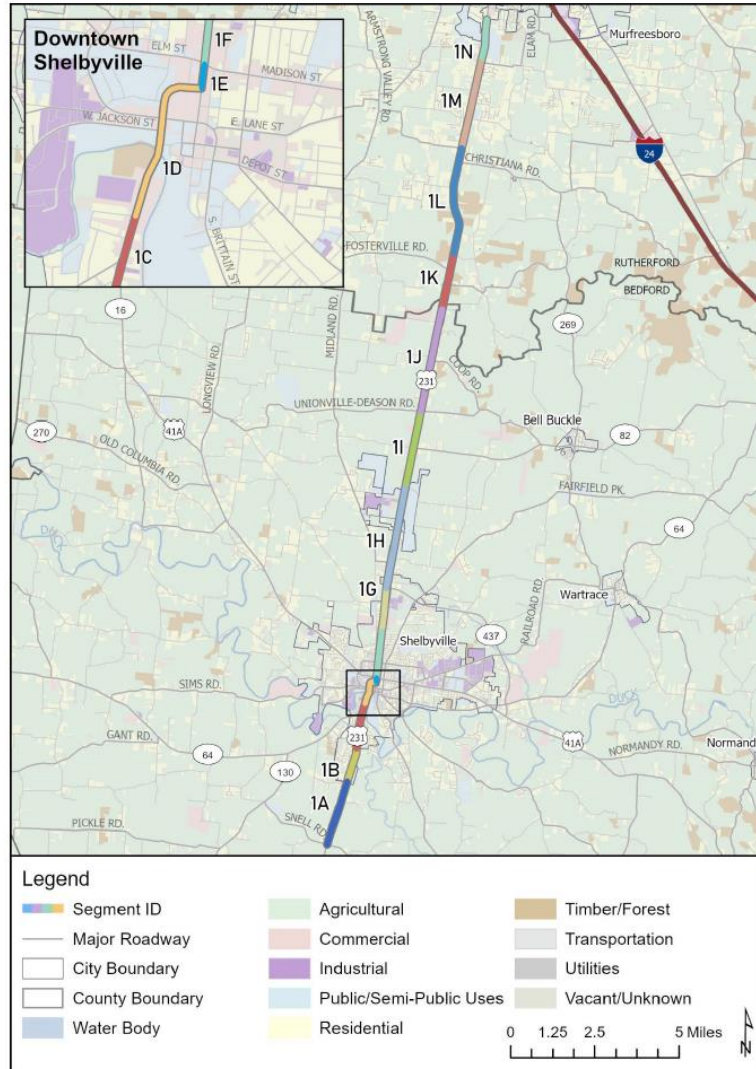


Table 4-1. US 231 Corridor Characteristics by Segment

Crash Data

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

Notes:

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

# A. Corridor Studies

Figure 4-2. US 231 Future Context Classifications

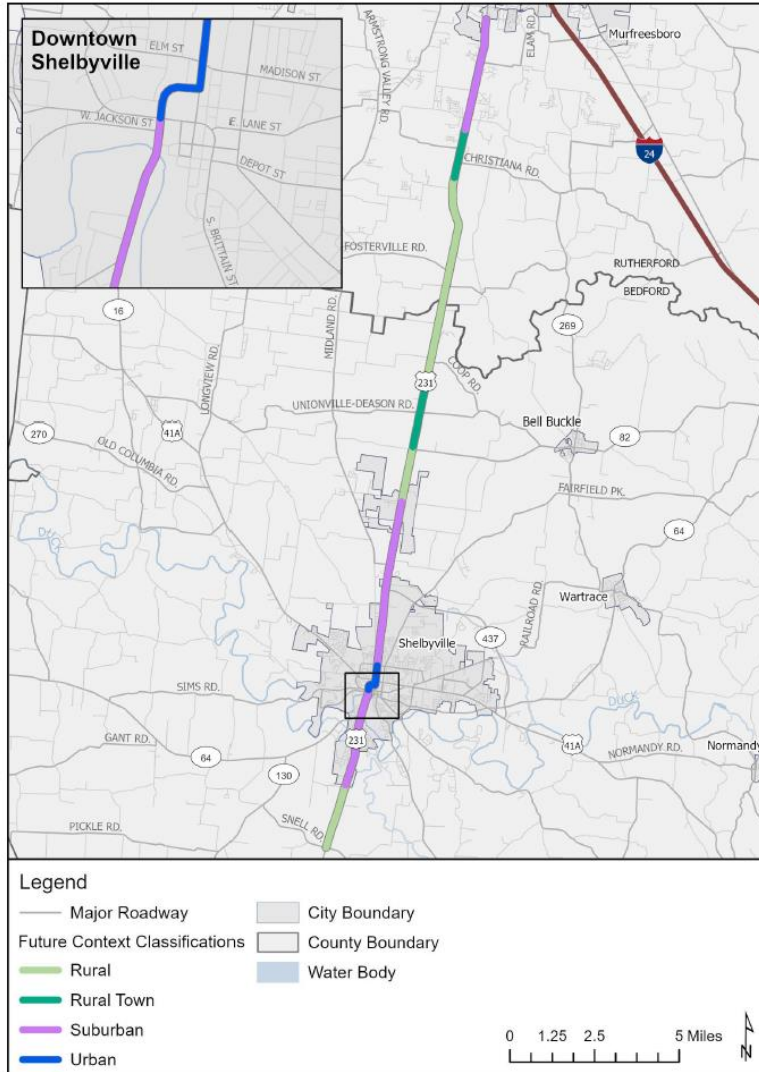


Table 4-2. US 231 Recommended Minimum Spacing by Context Classification

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

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

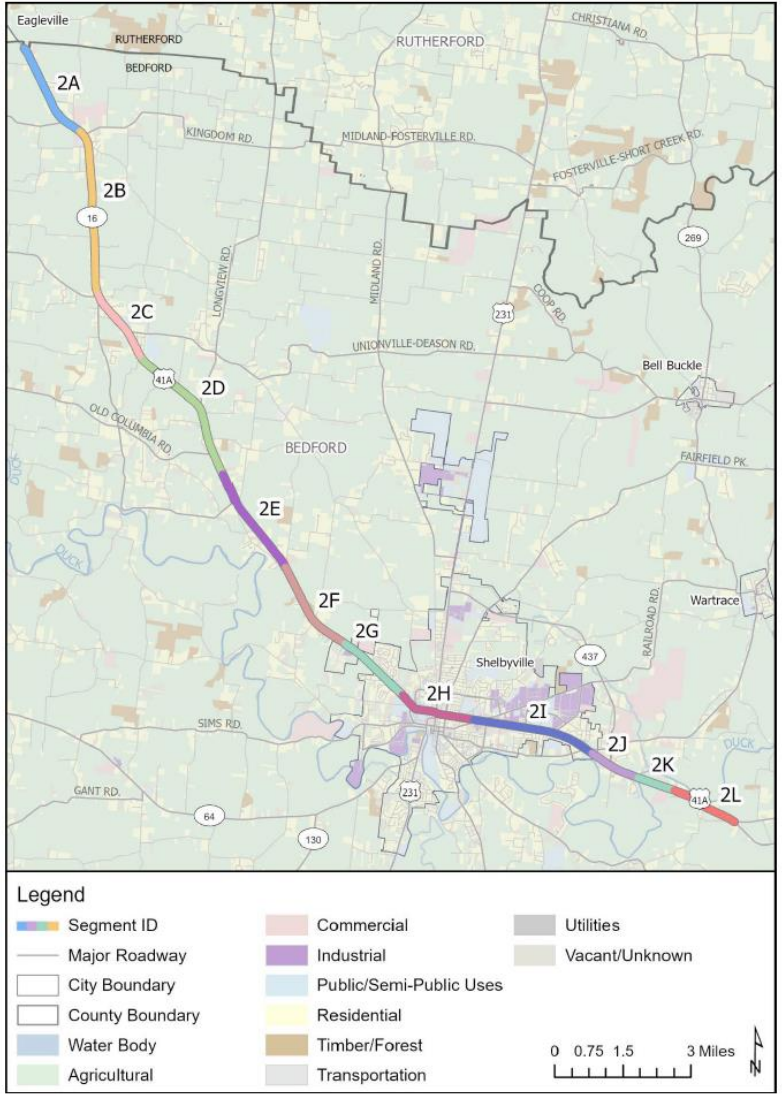
\*\*Direct connection driveways should be discouraged, when feasible

--Not applicable to study corridor



# A. Corridor Studies

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



## Crash Data

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

US 41A									
ID	From	To	Length (miles)	Speed Limit (mph)	AADT (2023)	Total Access Points	Access Points per Mile	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	43	49.9
2I	E Lane St/ Celebration Dr	Stable Ln	2.8	30 - 45	12,290 - 15,830	182	66.2	28	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

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.

# A. Corridor Studies

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

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

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

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

\*\*Direct connection driveways should be discouraged, when feasible

-- Not applicable to study corridor

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

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

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

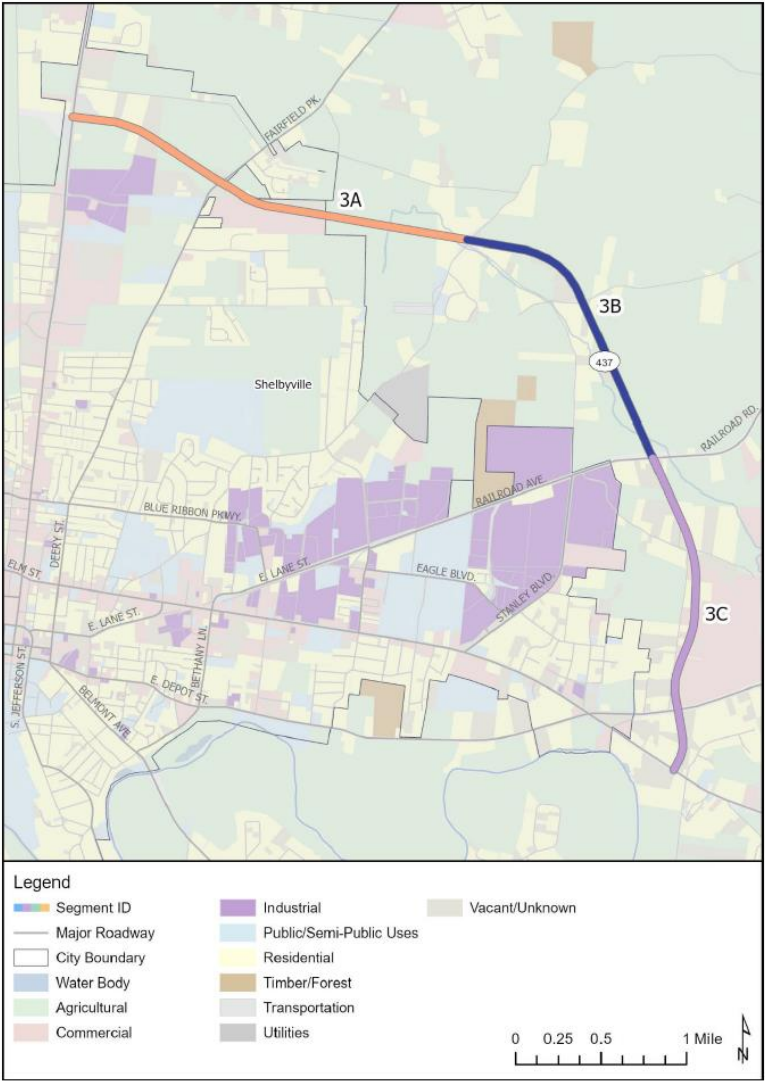
\*Assumes four-lane roadway and posted speed limit of 45 mph

\*\*Direct connection driveways should be discouraged, when feasible

-- Not applicable to study corridor

# A. Corridor Studies

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



## Crash Data

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

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

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

# A. Corridor Studies

Figure 6-2. SR 437 Future Context Classifications

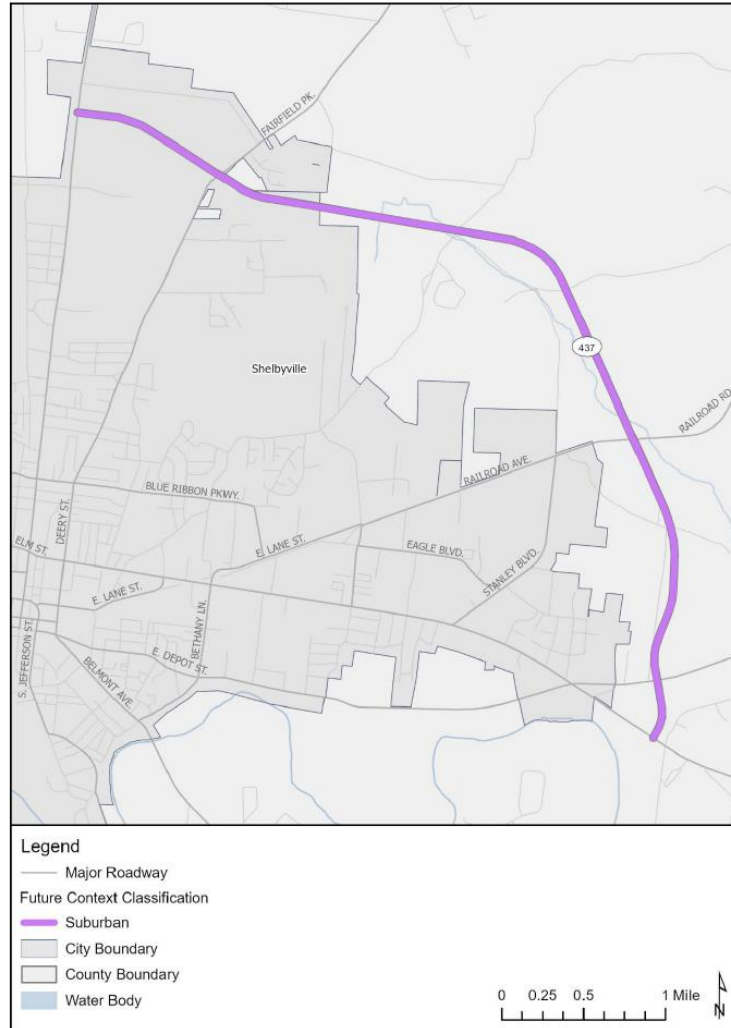


Table 6-2. SR 437 Recommended Minimum Spacing by Context Classification

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

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

\*\*Direct connection driveways should be discouraged, when feasible



# A. Corridor Studies

**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>

**Table 7-2. Engineering Recommendations**

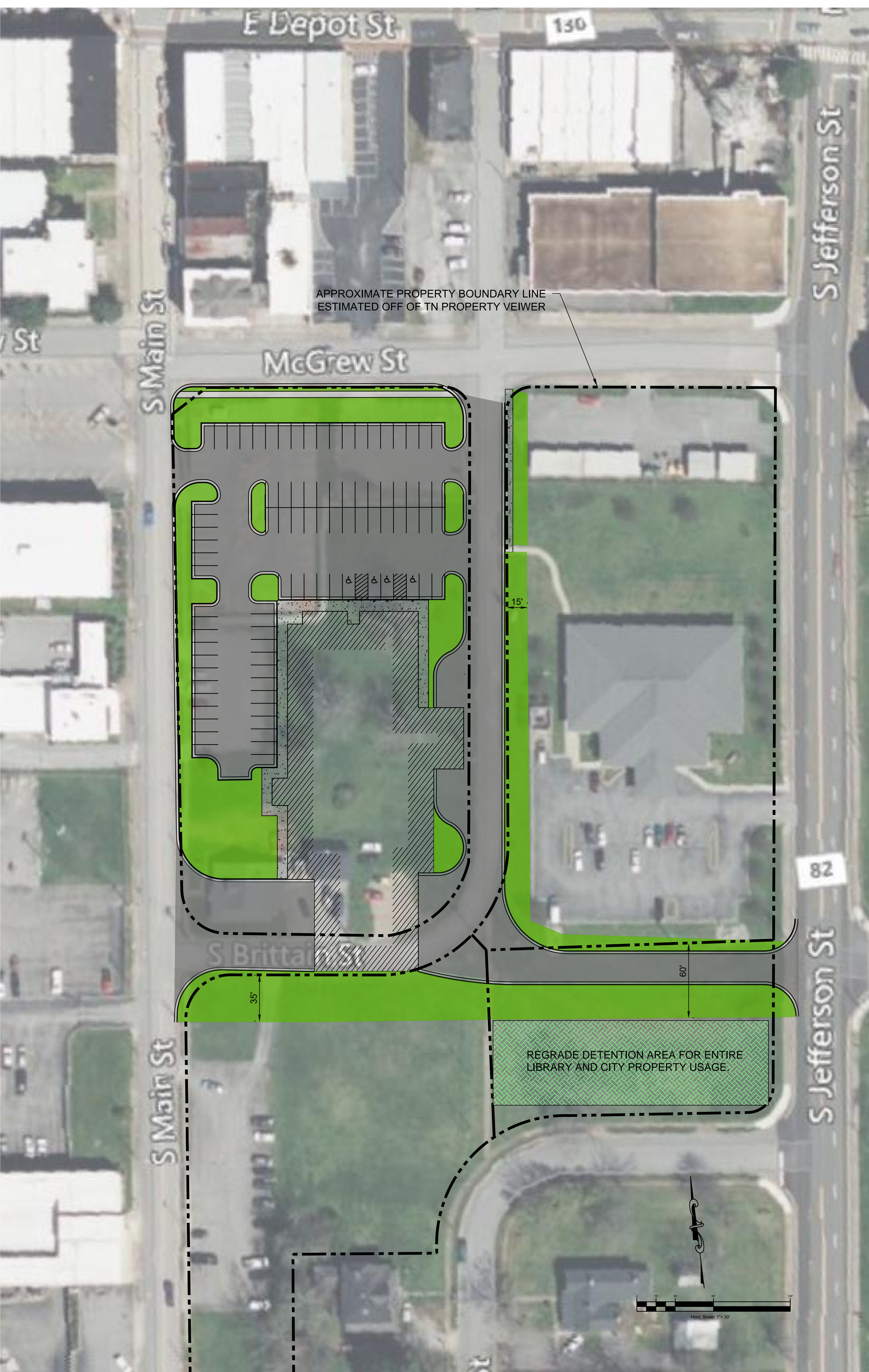
Recommendation	Description
Review and update roadway design standards, including traffic signal, intersection, and driveway standards	<ul style="list-style-type: none"> <li>Update local standards to incorporate access management best practices, as needed. At a minimum, these should address driveway location/spacing 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>

# A. Corridor Studies

*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>





E Depot St

130

S Jefferson St

APPROXIMATE PROPERTY BOUNDARY LINE  
ESTIMATED OFF OF TN PROPERTY VEIWER

McGrew St

S Main St

15'

82

S Brittain St

S Main St

S Jefferson St

REGRADE DETENTION AREA FOR ENTIRE  
LIBRARY AND CITY PROPERTY USAGE.

