

MEMPHIS AND SHELBY COUNTY OFFICE OF PLANNING AND DEVELOPMENT
STAFF REPORT **11**

CASE NUMBER: P.D. 08-315 **L.U.C.B. MEETING:** November 13, 2008
Held from June 12, 2008

DEVELOPMENT NAME: Gameday Sportsplex Planned Development

LOCATION: Southeast corner of Fischer Steel Road and Herbert Road

OWNER OF RECORD/APPLICANT: Cordova Development Group, Inc.

REPRESENTATIVE: Mark Norris

REQUEST: A Mixed Use Sports Complex to include indoor courts, retail, restaurant, and hotels

AREA: 25.62 Acres

EXISTING LAND USE & ZONING: Vacant Land in the Heavy Industrial (I-H) District

SURROUNDING LAND USES AND ZONING:

North: Baseball fields and office/warehouse uses in the Heavy Industrial (I-H) District

East: A commercial use under construction in the Heavy Industrial (I-H) District

South: Outdoor storage and a concrete plant in the Heavy Industrial (I-H) and Light Industrial (I-L) District

West: Predominately vacant land in the Heavy Industrial (I-H) District

OFFICE OF PLANNING AND DEVELOPMENT RECOMMENDATION:

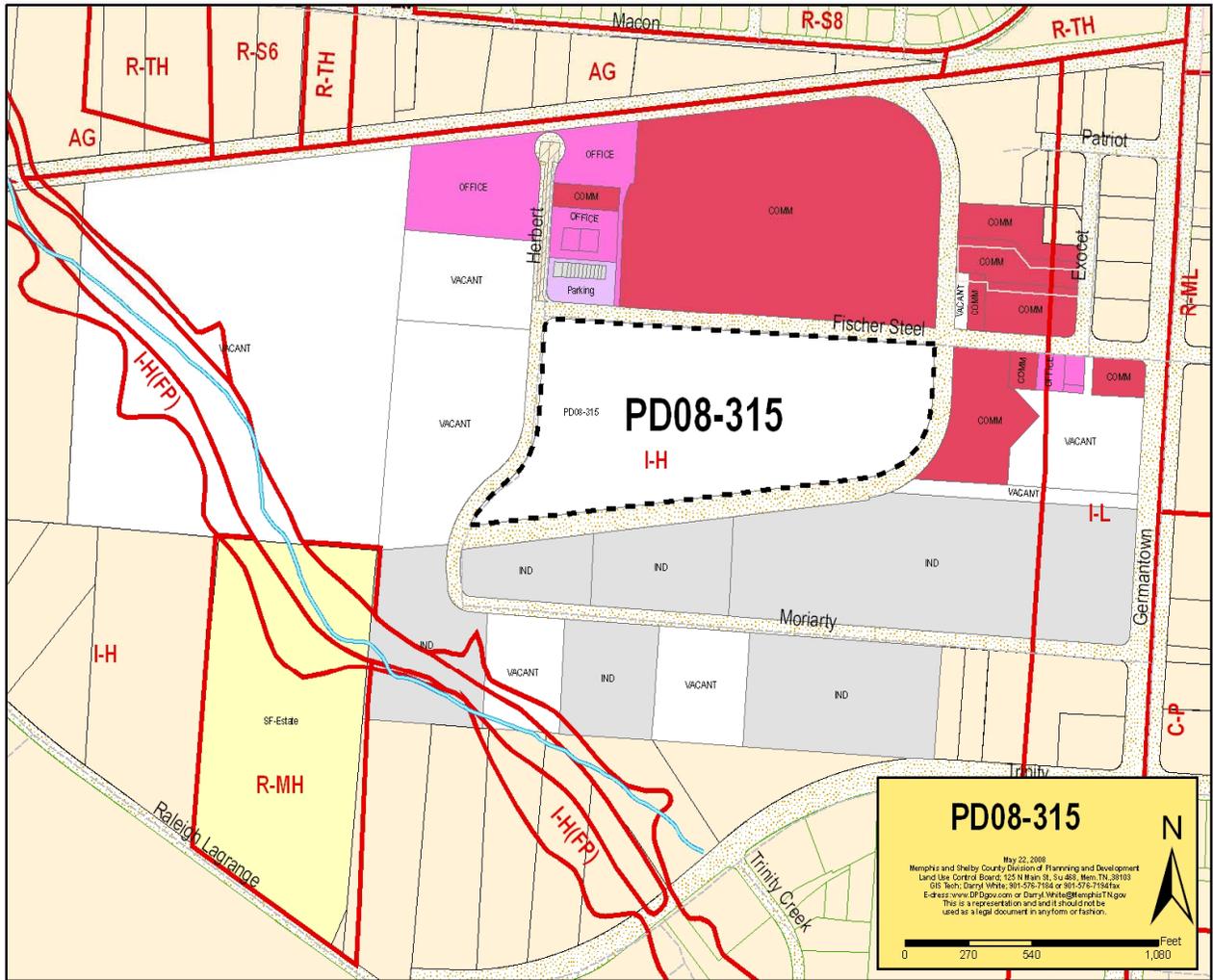
APPROVAL WITH CONDITONS

Staff: Don Jones

E-Mail: donald.jones@memphistn.gov

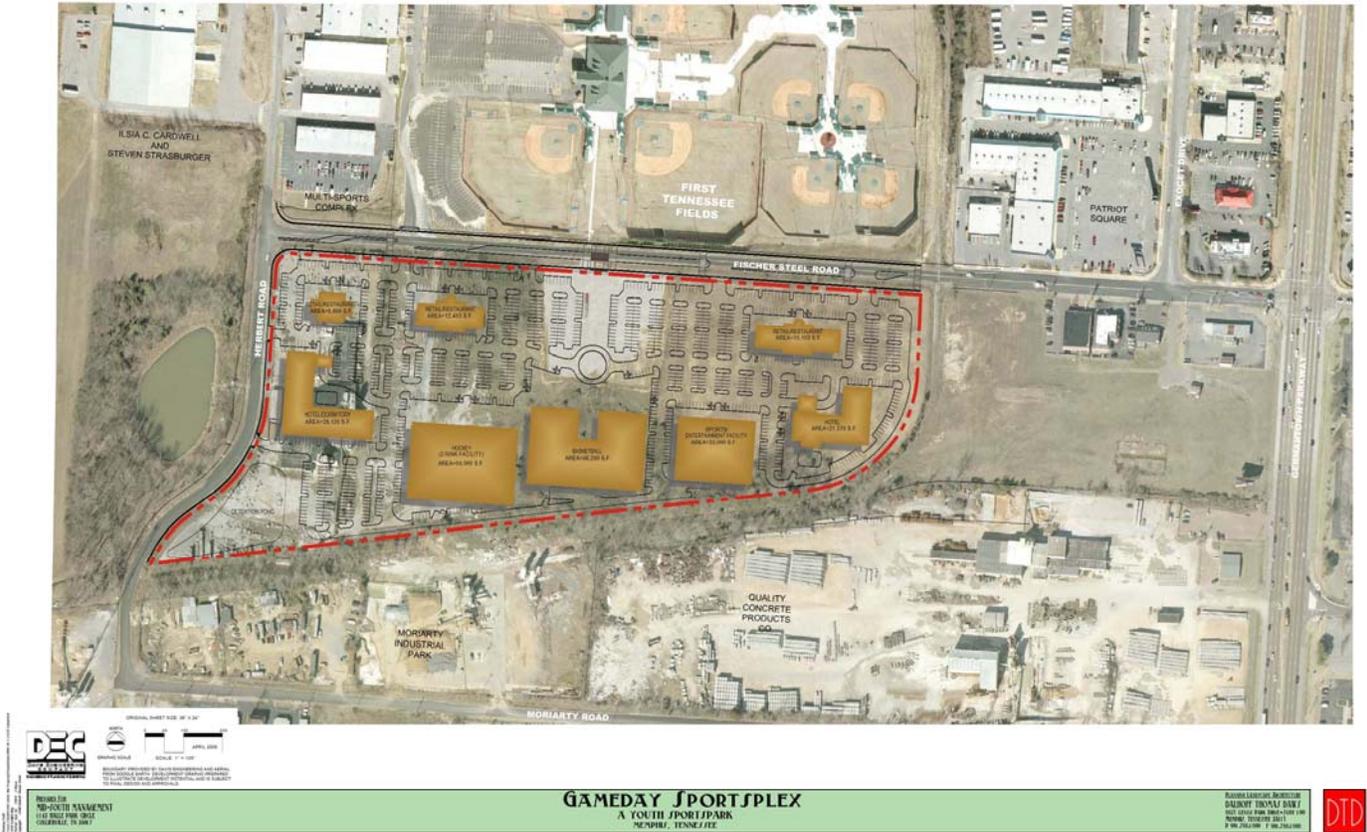
CONCLUSIONS

1. The applicant is requesting a Planned Development to create a Sports Complex to complement and augment the current activities of the First Tennessee Fields which are located on the opposite side of Fischer Steel Road from this application. First Tennessee Fields includes baseball diamonds for league and tournament play and contains separate buildings to accommodate individual instruction and training.
2. The proposed complex will work in concert with the Ball Fields by providing lodging and retail opportunities. However, this new complex has the ability to attract a different set of athletes to the site to use the proposed indoor courts, arenas and work out space. Combined these two activity areas have the potential for year round usage.
3. The revised site plan is a direct result of the Charrette process which demonstrated that the primary retail elements of the applicant's program can be met by moving the buildings closer to the street and encouraging a pedestrian environment. This pedestrian environment is continued with respect to the development of the street cross sections which include a median, pedestrian cross walks, and traffic calming devices.
4. The recommended revised site plan deviates from the plan that was produced through the Charrette process. We are in agreement that shifting the proposed east-west street to the south will still allow for future connectivity.
5. There are some aspects of the applicant's request such as the implementation of the required streetscape and the permitted signage where the staff and the applicant are not in agreement.



Land Use and Zoning

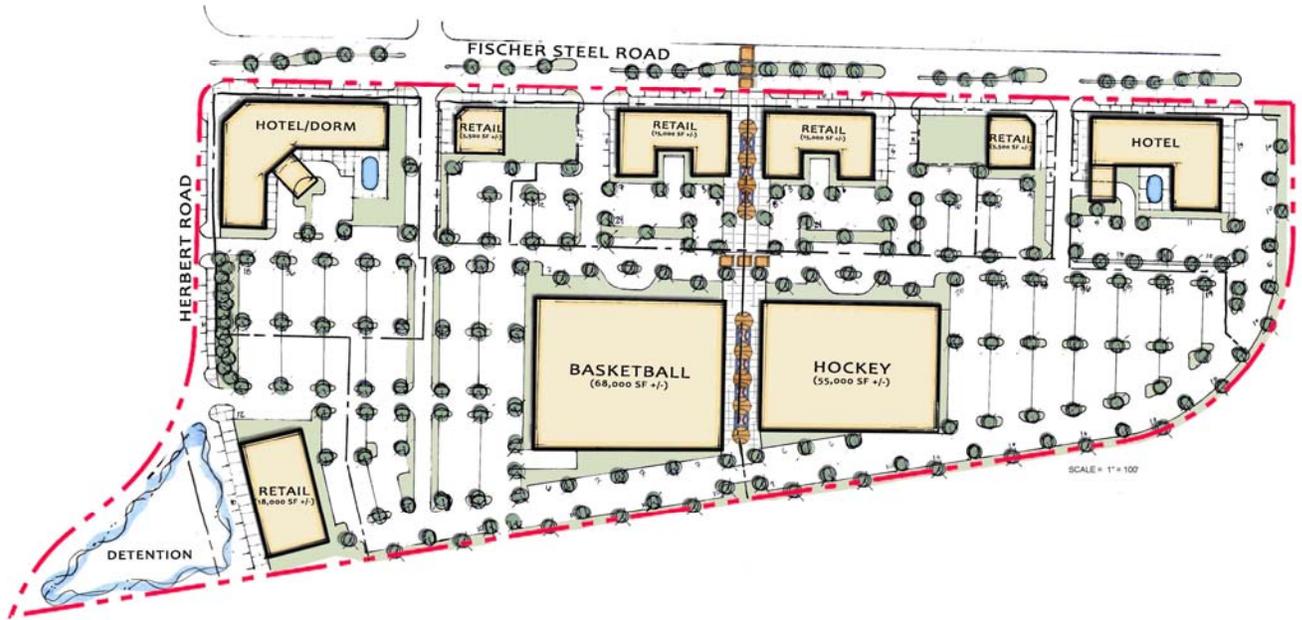
**SITE AERIAL MAP
EXHIBIT B**



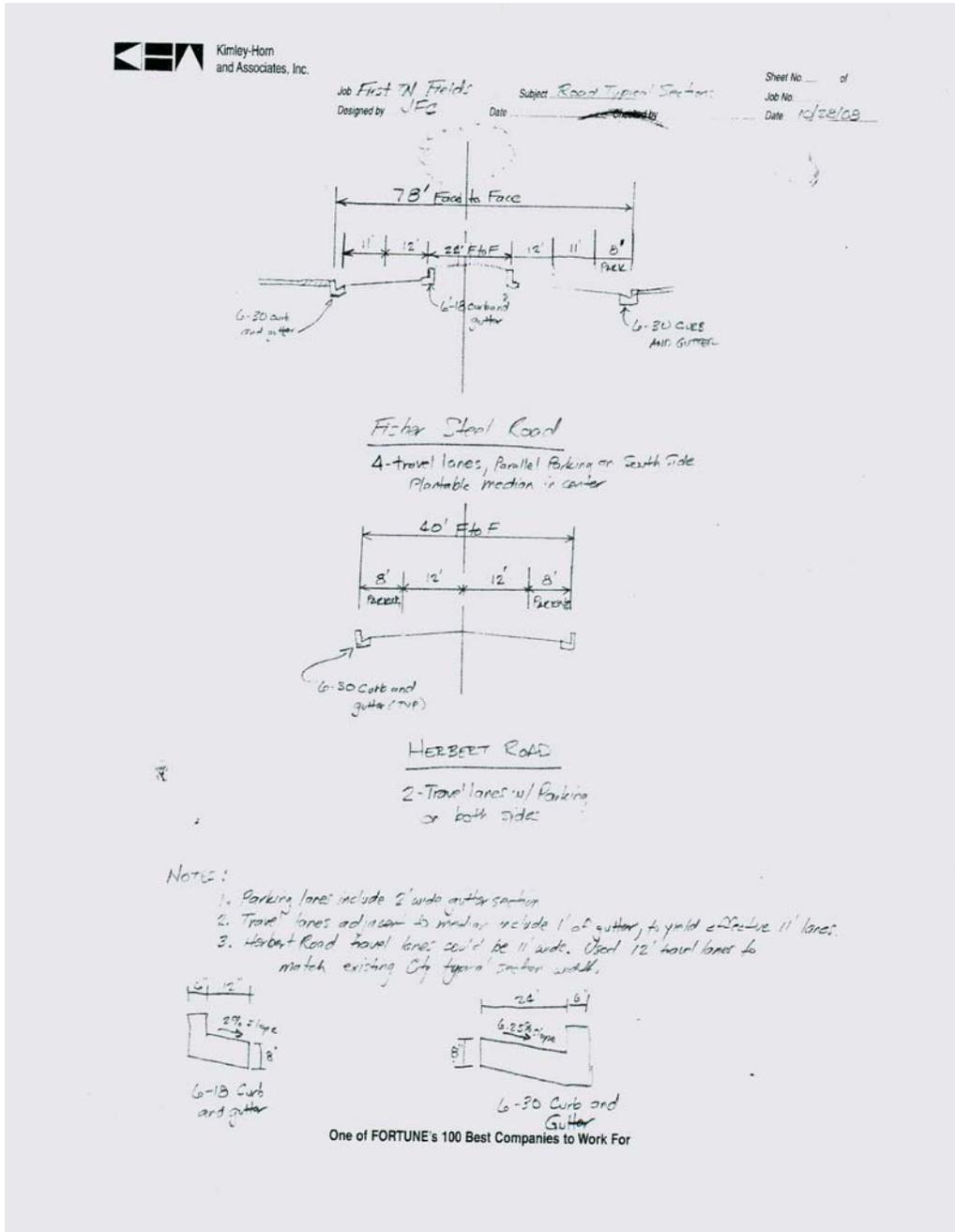
Original Site Plan



Illustrated Plan – Fischer Steel Area Charrette



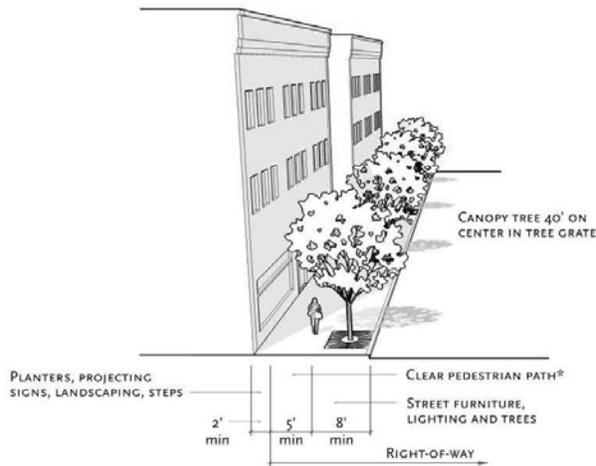
Revised Plan



Proposed Road Cross Sections

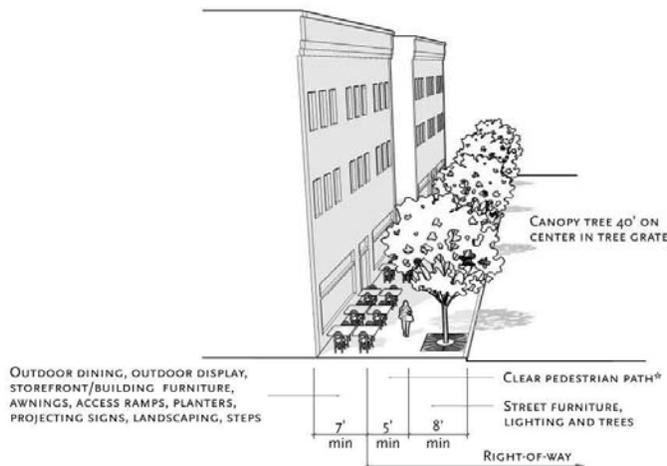
4.1.6 Type A - Streetscape Plates

A. Type A-1



* CONTINUOUS UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES OF A BUILDING OR FACILITY

B. Type A-2



* CONTINUOUS UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES OF A BUILDING OR FACILITY



Projecting Sign: Signs extending from a façade (perpendicular).

- These signs shall not extend above the roof eaves or parapet wall.
- Maximum area: 30 square feet.
- Minimum height: 7 feet above grade.
- Shall not project more than 5 feet from the building face.



Creative Sign: A sign exhibiting a unique design that would be eligible for more flexible application of sign standards.

- This sign exceeds the maximum area for a Projecting sign, but because of the high quality of design and character, it would be permitted in the Uptown area.



Window Sign: A sign which is attached to, painted on or readily visible through a window.

- Window signs should be painted and cover no more than 25% of the window.



Restaurant Menu Signs: Small menus often placed in a glass front box and externally illuminated.

- Location: façade mounted near the restaurant's primary entrance.
- Minimum area: 4 sq. ft.

Signage found in Uptown and in Main Street Environments

STAFF ANALYSIS

General Location and Site Characteristics:

The subject site is located with the East Memphis Industrial Park located in the Cordova Area of Memphis. This site is some 1,500 feet west of Germantown Parkway and approximately 3,000 feet to the north of Shelby Farms. Specifically, the site is located at the northeast corner of the intersection of Fisher Steel Road and Herbert Road.

The subject property, which is Lot 3 of the East Memphis Industrial Subdivision, contains some 25.6 acres of land. The site has approximately 1,600 feet of road frontage along Fischer Steel Road and about 850 feet of frontage along Herbert. Both streets contain pavement for two lanes of traffic but are otherwise unimproved. A rail spur abuts the site along the east and south boundary. The track is still in place however, the main line that serves this spur has been abandoned.

The site is generally flat although there is a change in elevation near Herbert Road. The lowest spot on the site is in the southwest corner of the site abutting Herbert Road. Existing mature trees are located along the south property line.

Request:

The applicant is requesting a Planned Development to create a Sports Complex, to complement and augment the current activities of the First Tennessee Fields which are located on the opposite side of Fischer Steel Road from this application. First Tennessee Fields includes baseball diamonds for league and tournament play and contains separate buildings to accommodate individual instruction and training.

The proposed complex will work in concert with the Ball Fields by providing lodging and retail opportunities. However, this new complex has the ability to attract a different set of athletes to the site to use the proposed indoor courts, arenas and work out space. Combined these two activity areas have the potential for year round usage.

Breakdown of Proposal

- The Outline Plan shows 9 buildings totaling approximately 227, 600 square feet
- Proposed uses include retail and restaurant - 4 buildings
- Two buildings proposed for Hotel and/or Youth Dormitory
- A Hockey Arena with 2 rinks for matches, tournaments, and open skating for the public
- A 10-Court Basketball and Volleyball Arena which can also serve for cheerleading,
- dancing, martial arts training and other sports venues

- And a Sports/Entertainment building with flex space for training and conditioning space and/or youth entertainment

Other features of the plan include landscaped medians in Fisher Steel Road, approximately 1,000 parking spaces, landscaped parking islands, and a landscaped pedestrian path linking the arenas to the ball fields across Fischer Steel Road.

Background

This application was presented to the Land Use Control Board in June of 2008. At that time both the Office of Planning and Development and the City Engineering Staff requested that the item be held to obtain more information.

At the request of the City Engineer the applicant had a detailed traffic study prepared to address issues associated with the vehicular and pedestrian traffic and issues related to the traffic movement at the signalized intersection of Fischer Steel and Germantown Parkway to the east of the subject site.

In October, Shelby County Government hired the Consulting Firm of Code Studio to undertake an intensive planning process for this area known as a Charrette. This five day process included presentations and a “hands on” design session with the general public in an effort to address the issues and opportunities associated with the redevelopment of this area. This applicant and representatives of First Tennessee Fields participated in this event and provided space for the “hands on” design session. The Charrette process focused on the positive changes that are taking place around this area, including the recently approved Master Plan for Shelby Farms and the on-going negotiations to purchase a section of the former CSX Rail Line for conversion of a rails to trails facility. The primary themes which guided the draft development plan are connections, walkability, and mixed use.

Review of Request:

The revised site plan is a direct result of the Charrette process which demonstrated that the primary retail elements of the applicant’s program can be met by moving the buildings closer to the street and encouraging an pedestrian environment. This pedestrian environment is continued with respect to the development of the street cross sections which include a median, pedestrian cross walks, and traffic calming devices.

There are some deviations from the Charrette Plan that require some discussion and there are some instances where the recommended conditions are not in keeping with the applicant’s desires. These are discussed below.

Building Placement – The Arenas - The draft Charrette Plan places all but one of the proposed buildings at the Fischer Steel sidewalk. The applicant makes the case that the arenas are a

different type of facility than the other buildings in this project. They are more pure destination buildings and far less retail oriented. Their operational requirements for drop off and pick up are quite different and they require a different treatment.

CSX Rail Spurs and Multi-family Buildings – The Charrette Plan calls for lining parts of the east west and south sections with a row of townhouse or apartment buildings to be served by the future acquisition of the rail spur lines and the developing them into an east-west and north-south road.

The applicant makes the point that not only would this use need parking space, but it would also require the applicant to either become a residential developer or sell part of his property to a residential developer. The applicant also points out that the east-west section of the spur line cuts through on an angle which complicates the development on the north side of that rail line. They offer that moving the future road further south would provide for a better development pattern with one developer controlling the land on both side of the road.

There does appear to be sufficient land to accommodate this shift and provide some necessary connectivity.

Timing of Streetscape Improvements – The staff sees the streetscape improvements (sidewalks, street trees) as a defining ingredient in establishing the character of this area for future development. As such, the recommendation is to put the streetscape in with the first phase to set the tone for other developments to follow. Delaying its implementation to a later time is presents a piece meal approach which will not produce the desired consistent appearance. Pedestrians in the early phases of this project's development will be just as dependent on sidewalks as pedestrians who visit the project in its final stages.

Signs – The applicant deserves credit for working through this process with the staff and presenting a “main street” approach to development outside of the Interstate Beltway. Standard detached signage which is necessary on major road to attract customers is not as necessary along a collector street that serves as a destination location. And detached signs are out of character with a main street approach. Attached signage as illustrated in this report make more sense this context.

RECOMMENDATION: Approval with Conditions

OUTLINE PLAN CONDITIONS

I. Uses Permitted:

- A. Any use permitted by right (X) or Administrative Site Plan Review (P) in the Planned Commercial (C-P) District including a dormitory in conformance with the approved Outline/Concept Plan. Hotels are permitted as indicated on the Outline Plan, however, during Final Plat review the specific applicant shall have to appear before the Memphis City Council to swear that this is not an hourly rate operation.
- B. The following uses are prohibited;
 - 1. Group Shelter
 - 2. Transitional Home
 - 3. Lodge, Club, or Country Club
 - 4. Crop, soil preparation, agricultural services, animal and veterinary services
 - 5. Farm labor and management services
 - 6. Automobile service station, gasoline sales
 - 7. Beverage container collection center
 - 8. Cleaning establishment (but a cleaning pickup station is permitted)
 - 9. Commercial Greenhouse or Nursery
 - 10. Lawn or Tree Service
 - 11. Pawn Shop
 - 12. Bar or cocktail lounge as a free standing building – may be permitted as an accessory use to a restaurant or hotel use.
 - 13. Adult Entertainment

II. Bulk Regulations:

- A. The bulk regulations of the Planned Commercial District(C-P) shall apply except where modified herein below or as shown on the Outline Plan.
 - 1. Setbacks for the buildings fronting the public streets shall be identified by the approved Streetscape for these streets.
- B. Building Height:
 - 1. As regulated by the Planned Commercial (C-P) District , except
 - 2. The Basketball Arena, Hockey Arena, and the two hotels are permitted a maximum height of 60 feet, exclusive of the necessary height for

mechanical and architectural elements necessary to provide screening.
screening.

- C. Minimum building setbacks and minimum separation between buildings shall be as shown on the Outline/Conceptual Plan. Any setback or separation between buildings may be modified as part of any Final Site Plan approval, as stipulated in Section 14.J.
- D. Architectural Elements
 - 1. Architectural elements such as roof eaves, overhangs, awnings, etc. may extend into any required building setback.
 - 2. All buildings shall be composed brick, stone, or a combination of brick, or stone and stucco. All buildings shall be composed of similar color Elevations shall be presented with each final that contains a building.
 - 3. All buildings shall provide a minimum of 60 percent transparency (doors and windows) and a minimum of one door to the public street.

III. Access and Circulation:

- A. Fischer Steel Road shall be improved with curbs gutters and sidewalks and shall include a landscaped median, and a parking lane on the south side. Herbert Road shall also be improved with curb, gutter and sidewalk, and a parking lanes, see below..
 - 1. Fischer Steel Road - Install a cross section that provides for 4 moving lanes (inside lanes are 12 feet, outside lanes are 11 feet), a 20 foot wide planted median, an 8 foot wide parking lane, curb and gutter on both edges of street and on either side of the median, sidewalks on both sides of the street. This cross section includes 78 feet of pavement, a 2 foot wide gutter next to the parking lane, and a one foot wide gutter adjacent to median for the travel lanes.
 - 2. Herbert Road - Install a cross section that provides two moving lanes (12 feet in width) and two parking lanes (8 feet in width) and sidewalks that are 10 feet in width; 40 feet of pavement from face of curb to face of curb with standard curb and gutter.
 - a. For that section of Herbert Road that runs north south – the applicant shall dedicate and improve only their half of the area needed to implement this cross section from centerline of Herbert

Road.

- b. For that section of Herbert that currently bends to the west, dedicate the full cross section to realign this street. Full improvement of this section shall be required at the time of Final Plat submittal for this phase of the project.
- B. Streetscape: The required streetscape for both the south side of Fischer Steel Road and Herbert Road shall be as follows:
1. A 13 foot side walk -the 8 feet closest the curb is reserved for street trees in grates and street furniture such as Light Poles, Fire Hydrants), the remaining five feet is for a clear pedestrian path. A building setback ranging from 2 feet to 7 feet..
 2. A 10 foot wide sidewalk with street trees shall be required along the north side of Fischer Steel Road.
- C. Pedestrian Cross Walks and Traffic Calming:
1. Five pedestrian crossing of Fischer Steel Road may be permitted.
 - a. These crossings at the center and west of the site shall be designed as raised pavement to emphasize pedestrian movement and slow down vehicles.
 - b. The easternmost crossing may be at grade using the standard signage and pavement markings of the City of Memphis.
 2. Speed humps shall be installed be in association with the crossings described in 1.a. above.
 3. The location and design of all traffic calming devices are subject to the review and approval of the City Engineer, and must meet current traffic calming policies for the City of Memphis.
 4. The center pedestrian crossing in Fischer Steel Road shall be constructed with the First Phase of development. The center pedestrian crossing in the development shall be required with the first phase that abuts the crossing. If a retail building is the first building, the crossing will extend to the south line of the retail building. If either arena is built first, the crossing shall extend from Fischer Steel Road to the south building line of the arena.

- D. If that section of the CSX rail spur that is adjacent to the east boundary of this property is acquired by this applicant, then a public street shall be constructed by this applicant as a major local with the same streetscape treatment as required for Herbert Road. The requirement for development may coincide with development of the adjacent parcel to the east. .
- E. All internal streets or drives are to be private.
- F. Internal circulation and mutual ingress-egress easements shall be provided between all phases within this development.
- G. The number of curb cuts on Fischer Steel Road and Herbert Street shall be allowed as shown on the Outline Plan. The exact design and location of all curb cuts shall be subject to the approval of the City Engineer.
- H. The number of parking spaces shall be as indicated on the Outline Plan. Shared use of parking between phases shall be permitted. Parking spaces and drive aisles shall meet the geometric requirements of the Zoning Ordinance.
- I. A property owners association shall be required for the maintenance of all common elements throughout this development.
- J. No median opening will be permitted at the eastern most end of the property along Fisher Steel Road.
- K. The developer shall provide a striping and signing plan for all road improvements. Said striping and signing shall be approved by the City Engineer.
- L. The developer shall be solely responsible for the design and construction of any signal modifications made necessary by this development, and the installation of a southbound right turn lane from Germantown Parkway to Fischer Steel. .
- M. All landscaping located within the right-of-way and proposed medians shall be approved by the City Engineer to assure that adequate sight distance is available for all median openings, driveways and crosswalks.
- N. Any existing nonconforming curb cuts shall be modified to meet current City Standards or closed with curb, gutter and sidewalk.
- O.. The minimum throat width of all curb cuts at median openings shall be 40 feet.

IV. Landscaping and Screening:

- A. Landscaping along Fischer Steel Road and Herbert Street shall include a Tree A or other tree type approved by the Office of Planning in the sidewalks in tree grates. (see Streetscapes – Section III).
- B. The median in Fischer Steel Road shall also include landscaping subject to the review and approval of both the Office of Planning and Development and the City Engineers Office and such landscaping shall be irrigated. This landscaping shall be installed with the First Phase. .
- C. Landscaping, a Plate B-3 with a wrought iron fence o brick piers shall be constructed along the south and east property line with the first phase of development.
- C. Internal landscaping shall be provided as indicated on the Outline Plan and shall be a minimum of 300 square feet of required landscaping for every twenty (20) vehicles and one (1) shade tree (Tree A) shall be planted for every twenty (20) parking spaces or fraction thereof.
- D. All refuse containers, loading areas, and mechanical equipment shall be screened from view through the use of landscaping, walls, or architectural building elements. This treatment shall be illustrated on each Final Plat..
- E. A detailed landscape plan shall be provided for approval in conjunction with the Final Site Plan for each phase. All landscaping shall be irrigated.
- E. A property owners association shall be required for the maintenance of all common elements throughout this development, including all common landscaping, landscaped areas and perimeter fencing and screening.
- F. Required landscaping shall not be placed on sewer or drainage easements.
- G. The required landscaping for the First Tennessee Ball Fields shall be completed with the first phase of this development.

V. Signs:

- A. Signs shall be attached and regulated by the Planned Commercial (C-P) District..
- B. Such other directional, instructional, and identification signs as are needed shall be permitted subject to administrative site plan review.

- C.. All signs shall have a minimum setback of 10 feet from any public right-of-way.
- D.. Portable and temporary signs shall not be permitted except for real estate and project development signs.

VI. Drainage and Utilities:

- A. All drainage plans to be approved by the City Engineer.
- B. An overall preliminary mass grading and drainage plan for the entire site shall be submitted prior to or in conjunction with the first Final Site Plan.
- C. Drainage improvements including stormwater detention must be designed in accordance with the Subdivision Regulations and the City of Memphis Drainage Design Manual.
- D. All drainage emanating on site shall be private. No easements shall be accepted.
- E. All utilities, including sewers and waterlines contained within the private streets shall be public and located within public utility easements. A permanent public easement for the installation, maintenance and repair of public utilities shall be reserved and shown on each Final Site Plan for any phase.
- F. A property owners association shall be required for the maintenance of all common elements throughout this development including all private common drainage and storm water detention areas.
- G. The developer shall submit an overall sewer plan for this site prior to approval of the first final plan, and will be solely responsible for the provision of any additional sewer lines to create the necessary capacity.
- H. This site is located within the boundary of the Fletcher Creek Drainage Basin, and is required by ordinance to provide onsite detention of storm water runoff that considers both the 10 and 25 year, 24 hour storm. The applicant should be aware that the ordinance requires that development in this area provide no net loss of flood plain storage as shown on the 1982 FEMA Flood Hazard Boundary Maps.

VII. Final Site Plan Review:

A. A Final Site Plan for any phase shall be submitted to the Office of Planning and Development for administrative site plan approval only prior to approval and recording of any Final Plan. However, OPD may require any Final Site Plan to be reviewed by LUCB if there is a substantial change on any Final Site Plan from the approved Outline Plan or if any of the Outline Plan conditions have not been adequately met. The first final plan shall be submitted within 5 years from the date of approval by the Legislative Bodies. The Land Use Control Board may grant a time extension at the request of the applicant.

B. The Final Site Plan shall include:

1. The exact location, dimensions, floor area and height of all buildings.
2. The number, location and dimensions of parking spaces.
3. The location of all existing and proposed public roadways on or adjacent to each phase.
4. The location of internal streets and private drives and the location of all curb cuts and utility easements.
5. The location of pedestrian systems.
6. The location and use of open spaces.
7. Internal and perimeter landscaping.
8. The location, diameter and species name of all trees and plants proposed.

C. Each Final Site Plan shall be reviewed based on the following criteria:

1. Conformance with the Outline Plan conditions.
2. Elements of design such as building mass and height, setback, access, parking and internal circulation, pedestrian circulation, landscaping, and lighting.

IX. Any Final Plan shall include the following:

A. The Outline Plan Conditions.

B. A standard subdivision contract as defined by the Subdivision Regulations for any

needed public improvements.

- C. The exact location and dimensions of buildings, building heights, parking areas, pedestrian and utility easements, drives, roads and common areas.
- D. The number of parking spaces available.
- E. The location and ownership whether public or private of any easements.

VII. Other:

- A. The Land Use Control Board may modify the bulk, access, circulation, parking, landscaping, screening and other site requirements defined in the Outline Plan if equivalent alternatives are presented.
- B. An architectural control committee will be established by the developer to review and approve the architectural character of all proposed buildings within this development. In addition, site plans shall be approved by the committee to insure consistency and compatibility between all phases. The committee shall approve the architect, engineer, and landscape architect for all phases.
- C. A Final Site Plan shall be filed within fifteen (5) years of the approval of the Outline Plan. The Land Use Control Board may grant extensions at the request of the applicant.
- D. If any conflicts or differences exist between the graphics shown on the Outline or Final Plan and these written approved conditions, then the written conditions shall control.
- E. Any subsequent owner of property within this development may request modifications to the Outline Plan or any condition without consent of the other then owners of property within this development. However the original developer (Cordova Development Group, Inc. or its successor(s)) must consent and agree with any such request.

GENERAL INFORMATION

Street Frontage:	Fischer Steel +/- 1,657 Feet Herbert Road +/- 937 Feet
Planning District:	Shelby Farms Germantown A study of this area (Germantown Parkway-Trinity Road/Fischer Steel Area Study) is in progress
Census Tract:	211.23
Zoning Atlas Page:	2050
Zoning History:	The current Heavy Industrial Zoning dates to at least 1960.

DEPARTMENTAL COMMENTS

The following comments were provided by agencies to which this application was referred:

City Engineer:

1. Standard Subdivision Contract as required in Section 500 of Subdivision Regulations.

Sewers:

2. City sanitary sewers are available at developer's expense.
3. The developer shall extend sanitary sewers through the site to serve upstream properties.
4. There may be a capacity issue with sewers in this area and a development of this intensity may overburden the system. The developer shall submit an overall sewer plan for this site prior to approval of the first final plan, and will be solely responsible for the provision of any additional sewer lines to create the necessary capacity.
5. A sewer extension may be required to serve this development.

Roads:

6. The site plan that accompanied the application appears to show the dedication and improvement of Fischer Steele Road as a five lane cross section, albeit on a non standard right-of way. The applicant proposes a median in this newly constructed streetscape. The City Engineer suggests that the cross-section be 92 feet and shall provide for 4 traffic lanes minimum, with 20 foot wide median and appropriate left turn lane.

7. Dedicate 32 feet of additional right-of-way on Fischer Steele Road (in addition to the existing 60 feet) and improve in accordance with Subdivision Regulations.
8. The site plan shows a median opening on the eastern most end of the property. No median opening will be permitted in this location, because there is insufficient room for a left turn storage lane.
9. The developer shall provide a traffic study showing the vehicle movements as well as proposed pedestrian movements. All crosswalk locations shall be justified by the study and shall be approved by the City Engineering. The study shall also include an evaluation of the existing traffic signal operation at the intersection of Fischer Steel and Germantown Parkway.
10. The developer shall provide a striping and signing plan for all road improvements. Said striping and signing shall be approved by the City Engineer.
11. The developer shall be solely responsible for the design and construction of any signal modifications made necessary by this development.
12. All landscaping located within the right-of-way and proposed medians shall be approved by the City Engineer to assure that adequate sight distance is available for all median openings, driveways and crosswalks.
13. All traffic calming devices must be justified by the developer's engineer and approved by the City Engineer, and must meet current traffic calming policies for the City of Memphis.
14. Herbert Road shall be dedicated and improved to urban standards as a minor collector street in accordance with the subdivision regulations and shall be realigned as necessary to provide a minimum 400 foot centerline radius.

Private Drives:

15. All private drives/rear service drives shall be constructed to meet pavement requirements of the Subdivision Regulations, applicable City Standards, and provide a minimum width of twenty-two feet (22').

Curb Cuts/Access:

16. The City Engineer shall approve the design, number and location of curb cuts.
17. Any existing nonconforming curb cuts shall be modified to meet current City Standards or closed with curb, gutter and sidewalk.
18. The minimum throat width of all curb cuts at median openings shall be 40 feet.

Drainage:

19. This site is located within the boundary of the Fletcher Creek Drainage Basin, and is required by ordinance to provide onsite detention of storm water runoff that considers both the 10 and 25 year, 24 hour storm. The applicant should be aware that the ordinance requires that development in this area provide no net loss of flood plain storage as shown on the 1982 FEMA Flood Hazard Boundary Maps.
20. Drainage improvements, including on-site detention, shall be provided under a Standard Subdivision contract in accordance with Subdivision Regulations and the City of Memphis Drainage Design Manual.
21. Drainage data for assessment of on-site detention requirements shall be submitted to and approved by the City Engineer.
22. The developer should be aware of his obligation under 40 CFR 122.26(b)(14) and TCA 69-3-101 et. seq. to submit a Notice of Intent (NOI) to the Tennessee Division of Water Pollution Control to address the discharge of storm water associated with the clearing and grading activity on this site.

Site Plan Notes:

23. Provide internal circulation between adjacent phases, lots, and sections. Common ingress/egress easements shall be shown on the final plats.
24. All parking areas and driving aisles to be paved with asphalt or concrete.
25. Adequate queuing spaces in accordance with the current ordinance shall be provided between the street right-of-way line and any proposed gate/guardhouse/card reader.
26. Adequate maneuvering room shall be provided between the right-of-way and the gate/guardhouse/card reader for vehicles to exit by forward motion.

General Notes:

27. The width of all existing off-street sewer easements shall be widened to meet current city standards.
28. All connections to the sewer shall be at manholes only.
29. All commons, open areas, lakes, drainage detention facilities, private streets, private sewers and private drainage systems shall be owned and maintained by a Property Owner's Association. A statement to this effect shall appear on the final plat.
30. Required landscaping shall not be placed on sewer or drainage easements.

City Fire Division:

No comments.

City/County Health Department:

1. If any monitoring wells were installed as part of an environmental site assessment they must be filled as outlined in Section 6 of the Shelby County Well Construction Code.
2. If any abandoned water wells are present on this site they must be properly filled and abandoned as outlined in Section 9 of the Shelby County Well Construction Code.
3. Since this is a Planned Development that could require the demolition of a structure or structures at this site before any demolition the developer will need to fill out the attached questionnaire.
4. If a Demolition Permit will be required after filling out the questionnaire then the owner, developer, or contractor must contact the Asbestos Branch in the Air Pollution Control Section at (901) 544-7349 in order to secure the appropriate permit.

City Board of Education:

The subject property does not appear to be adjacent to any property which has been identified as belonging to Memphis City Schools (MCS). No identifiable impact on MCS' school-aged population nor MCS' property interests. Thank you for the opportunity to comment.

Construction Code Enforcement:

No comments received.

Memphis Light, Gas and Water:

MLGW has reviewed the referenced application, and has no objection, subject to the following comments:

- **It is the responsibility of the owner/applicant** to pay the cost of any work performed by MLGW to install, remove or relocate any facilities to accommodate the proposed development.
- **It is the responsibility of the owner/applicant** to identify any utility easements, whether dedicated or prescriptive (electric, gas, water, CATV, telephone, sewer, drainage, etc.), which may encumber the subject property, including underground and overhead facilities. No permanent structures will be allowed within any utility easements.
- **It is the responsibility of the owner/applicant** to comply with the **National Electric Safety Code (NESC)** and maintain minimum horizontal/vertical clearances between existing overhead electric facilities and any proposed structures.
- **Landscaping is prohibited** within any MLGW utility easement. No trees, shrubs or permanent structures will be allowed within any MLGW utility easements.
- **It is the responsibility of the owner/applicant** to contact **TN-1-CALL @ 1.800.351.1111**, before digging, and to determine the location of any underground utilities including electric, gas, water, CATV, telephone, etc

- **It is the responsibility of the owner/applicant** to submit a detailed plan to MLGW Engineering for the purposes of determining the availability and capacity of existing utility services to serve any proposed or future development(s).

- **It is the responsibility of the owner/applicant** to contact the appropriate MLGW engineering area to determine if system improvements may be required and any related cost:
 - MLGW Engineering - **Residential Development:** 528-4858
 - MLGW Engineering - **Commercial Development:** 367-3343

- **It is the responsibility of the owner/applicant** to pay the cost of any utility system improvements necessary to serve the proposed development with electric, gas or water utilities.

AT&T/Bell South: AT&T Tennessee has comment regarding this development.

Memphis Area Transit Authority (MATA): No comments received.

OPD-Regional Services:

This application was reviewed by the MPO staff/Department of Regional Services on May 28, 2008. The MPO staff has determined that the proposed actions as submitted in this application will have no affect on the MPO Long range transportation Plan, Transportation Improvement Program, or any other plan, document, program or initiative of this department/organization.

OPD-Comprehensive Planning

The Germantown Parkway Area Study (1992) recommends that the subject property be designated as part of a “mixed-use center” for primarily commercial and office activity. The plan also recommends that the former industrial uses in the Moriarty/Fischer Steel Area, including the subject property, be converted to uses that will be more compatible with the area such as multi-family housing or office centers. It should be noted that a planning study is currently underway for an area including the subject property.

The proposed Game Day Sportsplex with associated retail, restaurants, dormitory lodging, and hotel space is appropriate for inclusion in an area designated for mixed-use. The proposed Planned Development is both consistent with the recommendations of the Germantown Parkway Area Study and compatible with the surrounding land uses.

The proposed traffic calming improvements to Fischer Steel Road suggests intent to establish a pedestrian connection between the new facilities south of Fischer Steel Road and the existing facilities north of Fischer Steel Road at First Tennessee Fields. Given the desire to improve the pedestrian connection between these two facilities it would be advisable to move the proposed buildings closer to Fischer Steel Road and relocate the parking to the rear of the buildings. A more urban street frontage along the south side of Fischer Steel Road would improve the pedestrian experience and enhance the overall image of the larger complex.

Neighborhood Associations:

Cordova Leadership Council:

No comments received

Cordova Community Watch:

No comments received