

**CITY OF GOODLETTSVILLE
PLANNING COMMISSION MEETING AGENDA
Monday March 2, 2020 5:00 PM**

**Call to Order
Approval of Agenda
Approval of February 3, 2020 Meeting Minutes
Individual Review of Regular Agenda Items**

AGENDA

ITEM#1 **Avalon Gas Station and Retail Space/Klober Engineering Services:**
Requests site plan approval for two (2) buildings with 10,710 sq. ft. and twelve (12) fuel pumps on 2.0 acres at the intersection of Dickerson Road/Hwy 41 and Robert Cartwright Drive. Property referenced as Davidson County Tax Map/Parcel# 03300030000 and is zoned CPUD, Commercial Planned Unit Development. Property Owner: Atlanta Investment Team, LLC (9.1#02-20) {Deferred Item}

ITEM#2 ***PUBLIC HEARING Planning and Development Services Staff: Requests recommendation to expand the City's Sumner County Urban Growth Boundary along Long Hollow Pike, Happy Hollow Road, and a section of Hogan's Branch Road to the Goodlettsville City Commission and the Sumner County Urban Growth Boundary Coordinating Committee. The expanded area includes both sides of Long Hollow Pike from the Ralph Hollow Road intersection to the Center Point Road and Happy Hollow Road intersection.***

**Discussion Item:
-Meeting Packets**

Public Forum on Planning Related Topics

Agenda Items: Davidson County/ Sumner County

GOODLETTSVILLE CITY HALL MASSIE CHAMBERS

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OFFICIAL MINUTES OF THE MEETING
GOODLETTSVILLE PLANNING AND ZONING COMMISSION

February 3, 2020
5:00 p.m.

Goodlettsville City Hall
Massie Chambers

Present: Chairman Tony Espinosa, David Lynn, Scott Trew, Mayor Jeff Duncan, Jerry Garrett, Jim Hitt, Grady McNeal, Judy Wheeler, Vice-Mayor Rusty Tinnin, and Jeff Parnell

Absent: Bob Whitaker

Also Present: Addam McCormick, Russell Freeman, Rhonda Carson, Tim Ellis, Mike Bauer, Commissioner Zach Young, Greg Edrington, and Jeff McCormick

Chairman Espinosa called the meeting to order and Jerry Garrett offered prayer

Staff stated the Echo Hills items were incorrectly listed on the agenda as an update versus an action item but the plans are not ready for approval so ok to proceed with project update only.

Duncan made a motion to approve the agenda, Hitt seconded the motion. The motion passed unanimously 10-0.

Trew made a motion to approve the minutes of the December 2, 2019 meeting, Tinnin seconded the motion. Motion approved unanimously 10-0.

AGENDA ITEMS

ITEM#1 **JP Morgan Trace/RTMA Architectural and Planning:** Requests alternative setback approval for a 70 sq. ft. ATM installation at 123 North Creek Boulevard (front of gas canopy) on a portion of 13.86 acres. Property referenced as Davidson County Tax Map/Parcel# 01914001400 and is zoned CPUD, Commercial Planned Unit Development. Property Owner: TOPVALCO, INC (9.1#03-20)

David Abby, Project Representative with Development Management Group

Staff Discussion:

- Staff discussed the request is before the Planning Commission due to requested setback reduction from sixty (60') to thirty (30') feet.
- Staff discussed previous request was for the ATM to be located in lot adjacent to Long Hollow Pike and staff concern about reducing eight (8) to nine (9) parking spaces in the section of the parking lot adjacent to shopping center
- Staff discussed revised location would be in front of Kroger Gas canopy on North Creek Boulevard
- Staff discussed the commercial planned unit development zoning requires a sixty (60') front building setback and the proposal is a twenty-five (25') feet to thirty (30') feet from front property line and the Commission can review alternative setbacks in the planned unit development districts

Planning Commission Discussion:

- Staff discussed roadway grade issues at intersections and cul-de-sac grades exceeding subdivision regulations provisions and that roadway grades of ten (10%) ok outside of the intersection and cul-sac cross slopes
- Staff discussed plan design to pipe phase five (5) drainage to detention pond instead of original proposal to take storm water to detention pond along Campbell Road but the homeowners would not permit altering the pond
- Staff discussed the concrete lined ditch currently below phase five (5) and that revised plans including ditch and section of piping of the phase five (5) drainage to phase six (6) detention pond away from this area.
- Espinosa asked Gray if there was anything else needed from the Planning Commission at this meeting
- Gray discussed plans and staff comments agreed to be addressed
- Gray discussed homebuilder and grading contractors are being reviewed for the project
- Gray discussed lots slopes and defining of critical slopes with revised plans
- Parnell asked about proposal to maintain the original number of lots or more lots and would revised detention shown result in a reduced number of lots
- Gray discussed the same and lot slopes
- Staff discussed the Planning Commission in September 2019 extended original master plan regarding number of lots and layout in phases five (5) and six (6)
- Gray discussed roadway slope issues and proposal to cut site to reduce slopes from six (6%) percent to ten (10%) percent
- Gray discussed storm water detention in phase six (6) and with site design including cuts-getting water to phase six (6) detention ponds and some retaining walls for house sites and design to prevent cross lot drainage patterns onto adjacent lots
- Gray discussed back yard slopes ranging from 2:1 to 4:1 slopes
- Ellis asked if property ownership in this section still Eatherly
- Gray stated yes and land purchase under contract at this time

ITEM#4 Copper Creek 2-4 - Meritage Homes: Requests six (6) month performance bond extension

No project representative in attendance

Staff Discussion:

- Staff discussed forty-four (44) of forty-seven (47) lots completed
- Staff discussed request was for six (6) month extension
- Staff discussed intent is for remaining items to be completed in this period
- Staff discussed final paving, sidewalk sections, and sidewalk and curb repair section remaining
- Staff estimate of remaining items \$ 85,000- \$ 90,000 bond at \$ 455,000

Planning Commission Discussion:

- Duncan asked about tree plantings in front yard- alternative to between curb and sidewalk
- Staff discussed lower sections not installed- would notify Meritage about landscaping
- Staff discussed Planning Commission will have to review all requests for acceptance to the City Commission

Garrett made the motion to approve the request, seconded by Wheeler. The motion passed unanimously 10-0.

ITEM#5 Parkview Preserve - Insight Properties LLC: Request reduction and one-year performance bond extension

No project representative in attendance

Staff Discussion:

- Staff discussed proposal is for a one-year bond extension and reduction
- Staff discussed fourteen (14) of total one hundred and thirty-one (131) single family and townhouse lots- limited percentage completed but fast moving project with large number of units under construction but not finished
- Staff discussed completion cost estimate of \$ 525,000 including sections for roadway base and binder repairs, remaining sidewalks and curb repairs, street light sections

- Parnell asked about brick percentage item from a previous meeting
- Staff discussed the houses have been changed including existing house and plans for future houses to include a minimum twenty-five (25%) percent on the front walls and the stone were increased around garage end walls and front wall

Trew made the motion to approve the request, seconded by Lynn. The motion passed unanimously 10-0.

Planning Commission Discussion Items:

-Planning Commission By-Laws Amendment – Tie Vote

- Staff and Commission discussed options for future tie votes
- Staff and Commission discussed possibly City Commission automatic review or in the case of absent members back to the Planning Commission
- Staff and Commission discussed state law regarding final subdivision plats for private property rights issues only permits sixty (60) days to make a decision and becomes automatically approved and that tie vote does not stop sixty (60) day process.
- Staff discussed the Planning Commission has two (2) meetings on a final subdivision plat to make a decision
- Staff discussed the final subdivision plat approval process was included in December legal training seminar
- Staff and Commission discussed outside of final subdivision plats that a tie vote is neither approval or denial

-Planning Commission 2020 Training Session Topics

- Staff training topics including review of residential development types and a City Commissioner requested staff to review amendments to the Planned Unit Development Residential requirements regarding street landscaping, garage orientation, materials, etc.
- Staff discussed contacting Volunteer State history department regarding a city history

presentation

- Trew requested a session on commercial development impacts on city taxes and revenue
- Staff discussed requesting the training topic with Mary Laine Hucks, City's Economic Development Director and the City can set up a training session

-Park Land Dedication Ordinance Proposal

- Staff discussed a City Commission proposal for additional park land dedication in developments or a pay in lieu of fee with new residential permits

-Stormwater Detention Amendments- Defined Drainage Basins

- Staff discussed a Planning Commissioner requested staff to review an amendment to storm water requirements to require additional detention storage for one hundred and twenty-five (125%) percent pre and post run-off storage
- Staff discussed the city's requirement for pre and post run-off equal design requirements and more volume but designs storing increased storm water peak flows
- Staff discussed would need to review legalities of requirement but should be able to be based on engineering data and know drainage basin issues
- Edrington discussed proposal for basin study's based on expected full developments and items needed with development detention ponds in the basin
- Edrington discussed with Parkview Preserve was able to get easements for the city to make future detention improvements but if had requirement in ordinance could require with developments

-March Meeting Sumner County Urban Growth Boundary Review

- Staff discussed public hearing will be scheduled for March Meeting regarding growth boundary amendment previously discussed
- Staff discussed agreement with the City of Hendersonville to expand into their current growth boundary area

Public Forum on Planning Related Topics

No one present to speak

Duncan made a motion made to close the public forum, seconded by Lynn. All in favor to close the public forum. Motion approved unanimously 10-0.

With no further business, the meeting adjourned at 5:51 pm.

Tony Espinosa, Chairman

Addam McCormick, Planning Director

CITY OF GOODLETTSVILLE
PLANNING COMMISSION MEETING AGENDA
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STAFF RECOMMENDATION REPORT

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STAFF NOTES:

The Planning Commission at the April 2018 meeting and the City Commission at the May 2018 meeting approved the Dry Creek Farms Master Plan amendment to permit the use. The master plan amendment included a preliminary site plan including the design and location of driveways on Robert Cartwright Drive and Dickerson Road (Hwy 41/SR 11). Staff's review of the site plan submittal was based on the original master plan regarding location and preliminary design of driveways. The project will require a TDOT access permit for the new driveway access onto Dickerson Road Hwy 41/SR 11. The applicant has submitted a traffic study and revised the plans to reflect the recommendations per the traffic study. The traffic study references the limited distance for the Robert Cartwright Drive location. The location of the drive was included in the approved preliminary master plan and was the basis for the project final design and property acquisition.

The requested building and gas canopy architectural review comments were included with the resubmittal including requested material percentages, canopy design, building colors, roof top units screening with parapet wall design, and recessed gas canopy lighting.

The Dry Creek Farms site improvements bond expired December 2012. Prior to the 2016 sale of the remaining undeveloped property sections, the City notified potential buyers through the auction process that the remaining roadway improvements on Robert Cartwright Road and Dry Creek Road would be the responsibility of the developer. Staff has requested with this project that the project developer be responsible for completing the remaining final asphalt surface paving and striping improvements per the original 2005 construction plans. The revised plan includes the turn lane striping including the design per the recommended striping listed in the traffic study.

The sidewalk extensions along Dickerson Road are included within a proposed right-of-way

dedication area. Staff will require the applicant to coordinate the right-of-way dedication process with TDOT. If TDOT does not agree to accept the right-of-way dedication, the sidewalk will be required to be relocated within the existing right-of-way. The project will require the designation of a public drainage and utility easement due to the project including the extension of a forty-eight (48") drainage culvert through the property. The culvert receives and carries public storm water from a section of Dickerson Road and Robert Cartwright Drive.

The storm water design was altered due to a comment from city staff regarding off-site drainage capacity. The project engineer addressed the revised design in the comment response included in the meeting packet.

A Planning Commissioner questioned the possible traffic confusion between the buildings with the different direction drive thru lane exit and entrance design. Staff will require the applicant to review center median design barrier method (fence or landscaping) and signage. Staff requested the accessible access connection between the buildings to be reviewed. The revised plans are provided by the applicant and an explanation of the revised design is included in the comment response in the meeting packet. City staff has further discussed the pedestrian connection and which route would be easier and safer access either the design as shown or ramped design that includes access across the two (2) different direction drive thru lanes. Staff will request the applicant to discuss design options at the meeting.

Referenced Section of US Access Board- Accessible Design Standards

206 Accessible Routes

206.2.2 Within a Site. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site. EXCEPTION: An accessible route shall not be required between accessible buildings, accessible facilities, accessible elements, and accessible spaces if the only means of access between them is a vehicular way not providing pedestrian access.

The project includes a proposal for twenty-eight (28") inches of tree caliper requirement to be met with the City's Tree Bank program. The project includes off-site grading and tree removal and tree replacement.

Staff has requested an agreement and easement with the adjacent property owner to permit clearing and grading and the rock lined ditch installation on the adjacent property.

STAFF RECOMMENDATION: Approval with the following stipulations:

1. TDOT Permit and TDOT written approval and deed process to accept right-of-way dedication for the sidewalk section proposed to be installed along Dickerson Road or revise sidewalk design to be within the existing right-of-way.
2. Applicant to provide recorded drainage easement and maintenance agreement from adjoining property owner as referenced above regarding extension cross the project property of the existing forty-eight (48") drainage culvert and offsite clearing, and drainage ditch installation.

3. Revised design with barrier and signage and sidewalk connection between buildings as determined at meeting.

ITEM#2 PUBLIC HEARING Planning and Development Services Staff:
Requests recommendation to expand the City's Sumner County Urban Growth Boundary along Long Hollow Pike, Happy Hollow Road, and a section of Hogan's Branch Road to the Goodlettsville City Commission and the Sumner County Urban Growth Boundary Coordinating Committee. The expanded area includes both sides of Long Hollow Pike from the Ralph Hollow Road intersection to the Center Point Road and Happy Hollow Road intersection.

STAFF NOTES:

The urban growth boundary process is based on the State's Comprehensive Growth Plan law from 1998. The original intention was to define a boundary for city and counties to be able to plan for different levels of growth. Cities have urban growth boundaries and Counties have both planned growth and rural areas. The different county areas are based on the level of expected and planned development with the rural area including the most limited growth. The State annexation laws have changed since the original comprehensive growth law and 2020 Sumner County map was approved. At the time, cities could annex by their own initiative by ordinance within their established urban growth boundary areas. The law has changed and now annexations can only occur by a resolution format with either the property owner requesting the annexation or a public referendum of all the impacted property owners. The state law also requires cities to expand city services as identified with a plan of services with all annexation requests. This requirement is still basically the same. The key issue with the plan of services is that the extension of city services is typically related to a development proposal with the property developer being required to extend utilities and roadways to and in the development. The growth boundaries also help to prevent conflicts between cities regarding annexation of an area between cities.

During this year's State Legislation session, a bill was submitted proposing to delete the Comprehensive Growth Plan section of the state law. The bill has been placed in a committee but if passed could create some issues with the purpose and enforcement of the existing urban, planned, and rural boundaries.

The proposed expansion area and justification is included in the meeting packet. The City is required to hold two (2) public hearings for the proposal growth boundary amendment prior to submittal to the Sumner County Coordinating Committee. The Committee includes city and multiple county agency representatives to review all proposed amendments. The Goodlettsville City Commission will also be reviewing the request and will hold the second required public hearing. The Goodlettsville City Commission and Hendersonville Board of Mayor and Aldermen last year reviewed and approved Resolution 19-872 to alter the City of Hendersonville's existing urban growth boundary in exchange for right-of-way dedication on the City's property off South Cedar Point Road.

STAFF RECOMMENDATION: Approval

DISCUSSION ITEMS

Meeting Packets

The City Commission is reviewing changing their meeting packet process to switch from paper files to all digital files including each Commissioner having a tablet or laptop for the meeting packets to be downloaded and viewed during meetings. Staff is considering the same process for the Planning Commission. The process would also include the Planning Commissioners to sit at the large board desk instead of the front arranged desks. Please be prepared to discuss any thoughts or suggestions with the proposed digital meeting packet process.

Spring Training Session

Staff is in the process of identifying some additional new site developments for a tour in April or May. Staff is considering the development tour being held on a Saturday and using the City Parks Department van to take all interested Planning Commissioners to review developments in Hendersonville including Durham Farms on Drakes Creek Road and Waterford Village off Walton Ferry Road. The tour would also include a tour of three (3) developments in Franklin, Tennessee including the nationally recognized Westhaven project and two other new high density projects. Lunch would be provided by the city and the tour would count as a section of the annual training requirement. Staff will also provide a tour location and directions and key highlights for any Planning Commission interested in doing the tour on their own.

State Ethics Disclosure Forms

Reminder of the state law requirement for Planning Commissioners to submit an annual disclosure form. If any Planning Commissioner did not receive their form or submit the form, please let staff know.

SITE PLAN FOR

AVALON GAS STATION AND RETAIL LEASE SPACE

ROBERT CARTWRIGHT DRIVE & DICKERSON PIKE
GOODLETTSVILLE, TN
DAVIDSON COUNTY

SHEET INDEX

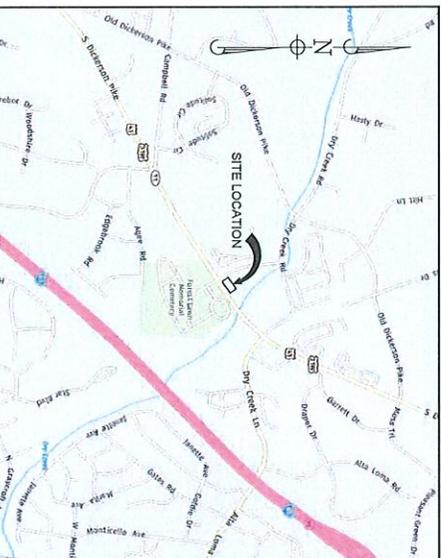
| | PROJECT NOTES |
|-------|-------------------------|
| C1.00 | INITIAL EPSC AND DEMO |
| C1.01 | SITE PLAN |
| C1.02 | TRAFFIC & PAVING |
| C1.03 | GRADING & DRAINAGE PLAN |
| C1.04 | INTERMEDIATE EPSC |
| C1.05 | UTILITY PLAN |
| C1.06 | FINAL STABILIZATION |
| C1.07 | PHOTOMETRIC PLAN |
| C1.08 | CONSTRUCTION DETAILS |
| C2.01 | CONSTRUCTION DETAILS |
| C2.02 | CONSTRUCTION DETAILS |
| C2.03 | CONSTRUCTION DETAILS |
| L1.0 | LANDSCAPE PLAN |
| L1.1 | LANDSCAPE PLAN |
| A1.01 | ARCHITECTURAL ELEVATION |
| A1.02 | ARCHITECTURAL ELEVATION |
| A1.03 | ARCHITECTURAL ELEVATION |



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Vicinity Map
NORTH ARROW

APPENDIX

GENERAL NOTES:
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES...

PERFORMANCE STANDARDS:
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS...

LANDSCAPE NOTE:
1. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING TREES AND LANDSCAPE FEATURES TO REMAIN UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS...

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REVISIONS table with columns for NO, DATE, DESCRIPTION



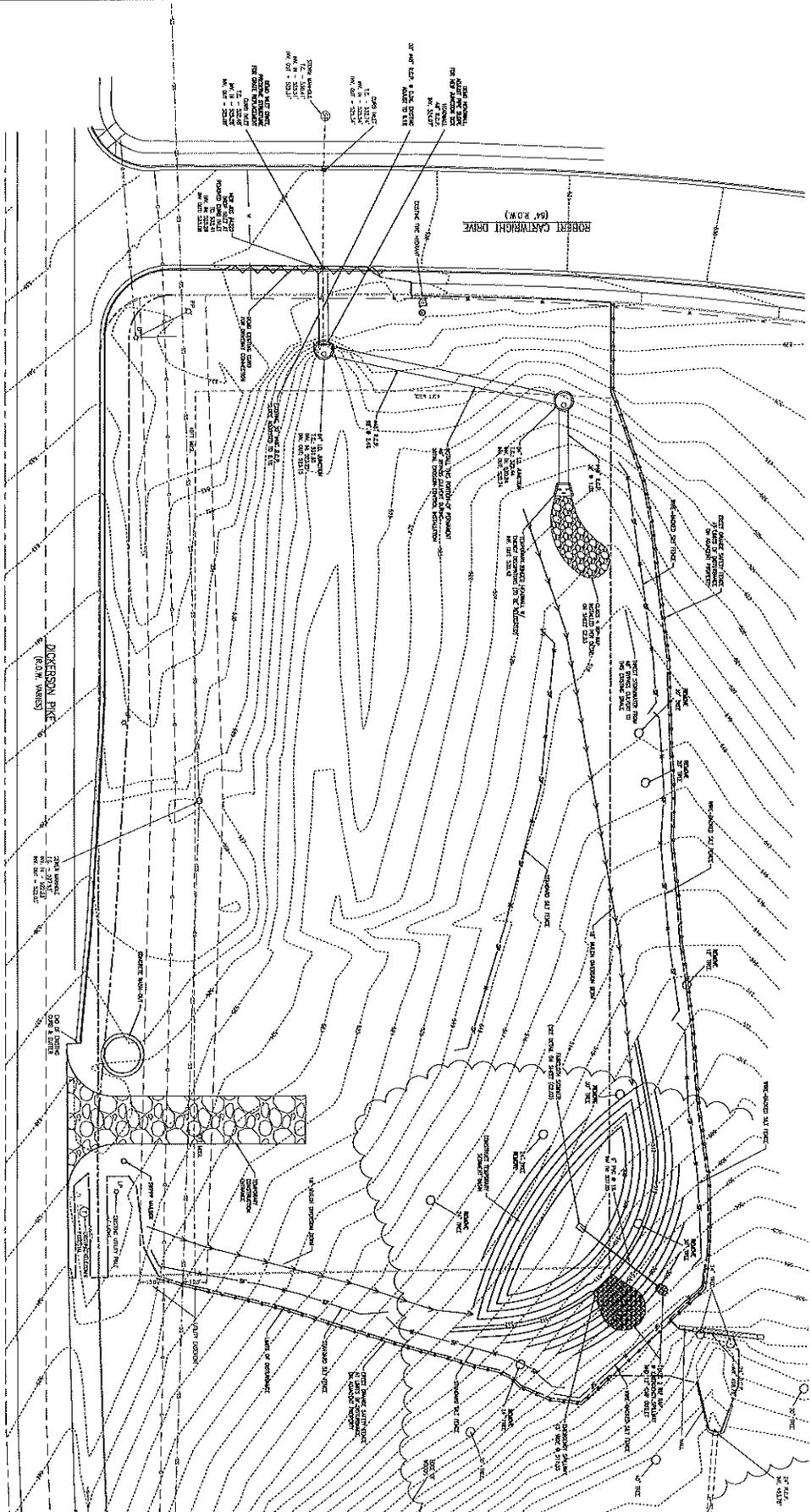
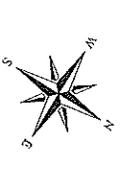
AVALON GAS STATION AND LEASE SPACE
ROBERT CARAWAY & DICKERSON PINE
DAVIDSON COUNTY

PROJECT NOTES
C1.00
DRAWN BY: JML
CHECKED BY: JML
APPROVED BY: JML





CALL BEFORE YOU DIG



INITIAL DESIGN APPROVAL SHALL BE OBTAINED BEFORE CONSTRUCTION OF THE SITE. TO CORRECT TO CHANGE CONDITIONS CONTRACTOR SHALL NOTIFY DESIGNER AFTER DRAWING IS COMPLETED. SEE SHEET C1.02.

PROJECT NUMBER
C1.01

DEMO AND
INITIAL EP&SC

**AVALON GAS STATION
AND LEASE SPACE**

ROBERT CARTWRIGHT & DICKERSON PIKE
SONNERSVILLE, NC
P.O. BOX 2027 CANTON, NC



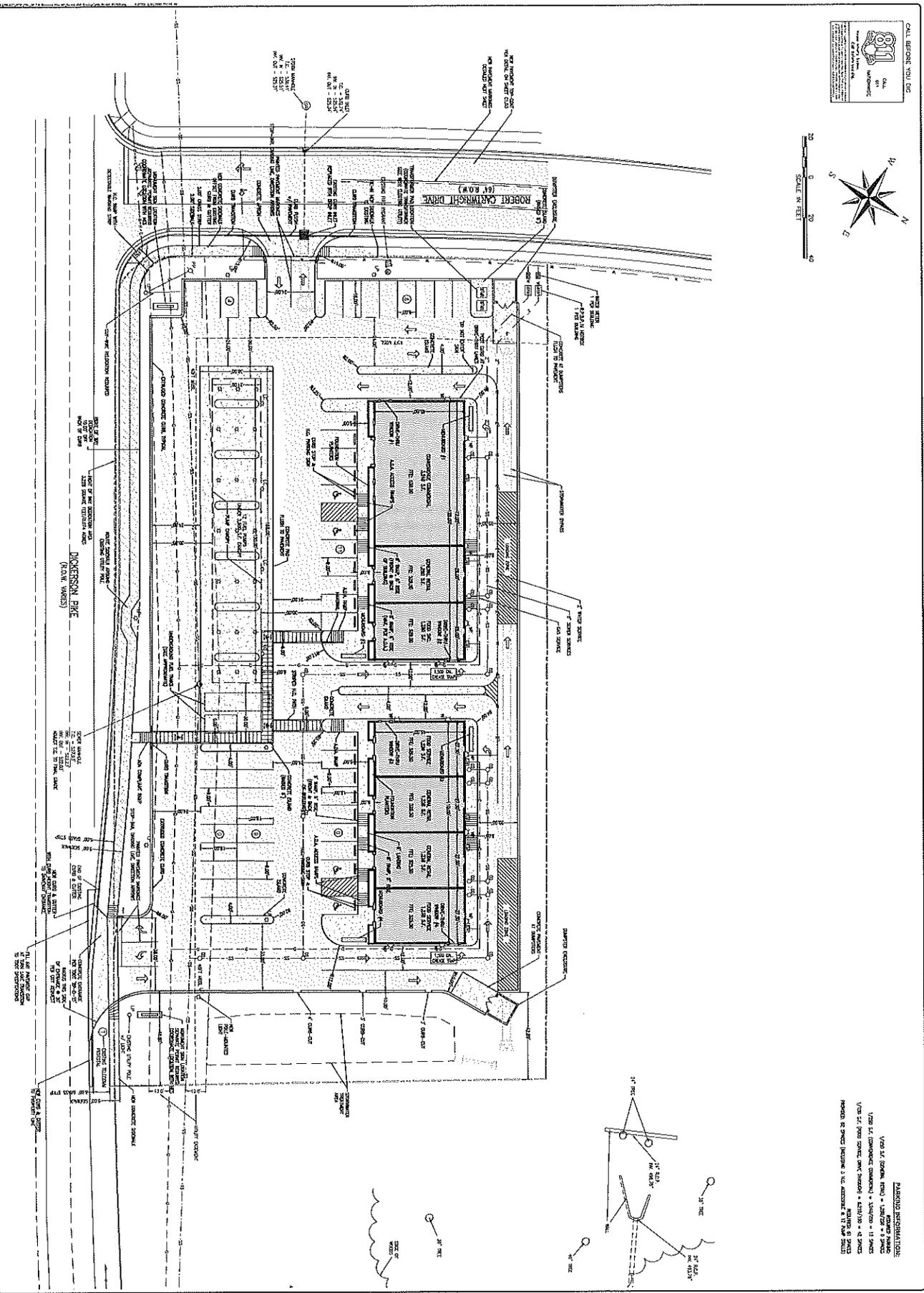
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ENGINEERING SERVICES

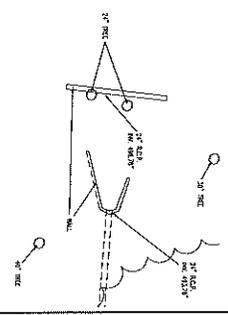
126-110 CUMBERLAND RD. CANTON, NC 28705-2027 • LAND DEVELOPMENT SERVICES
1515 FIVE ANGLERS WAY, SUITE 100, CANTON, NC 28705 • TEL: 704-835-1111
FAX: 704-835-1115



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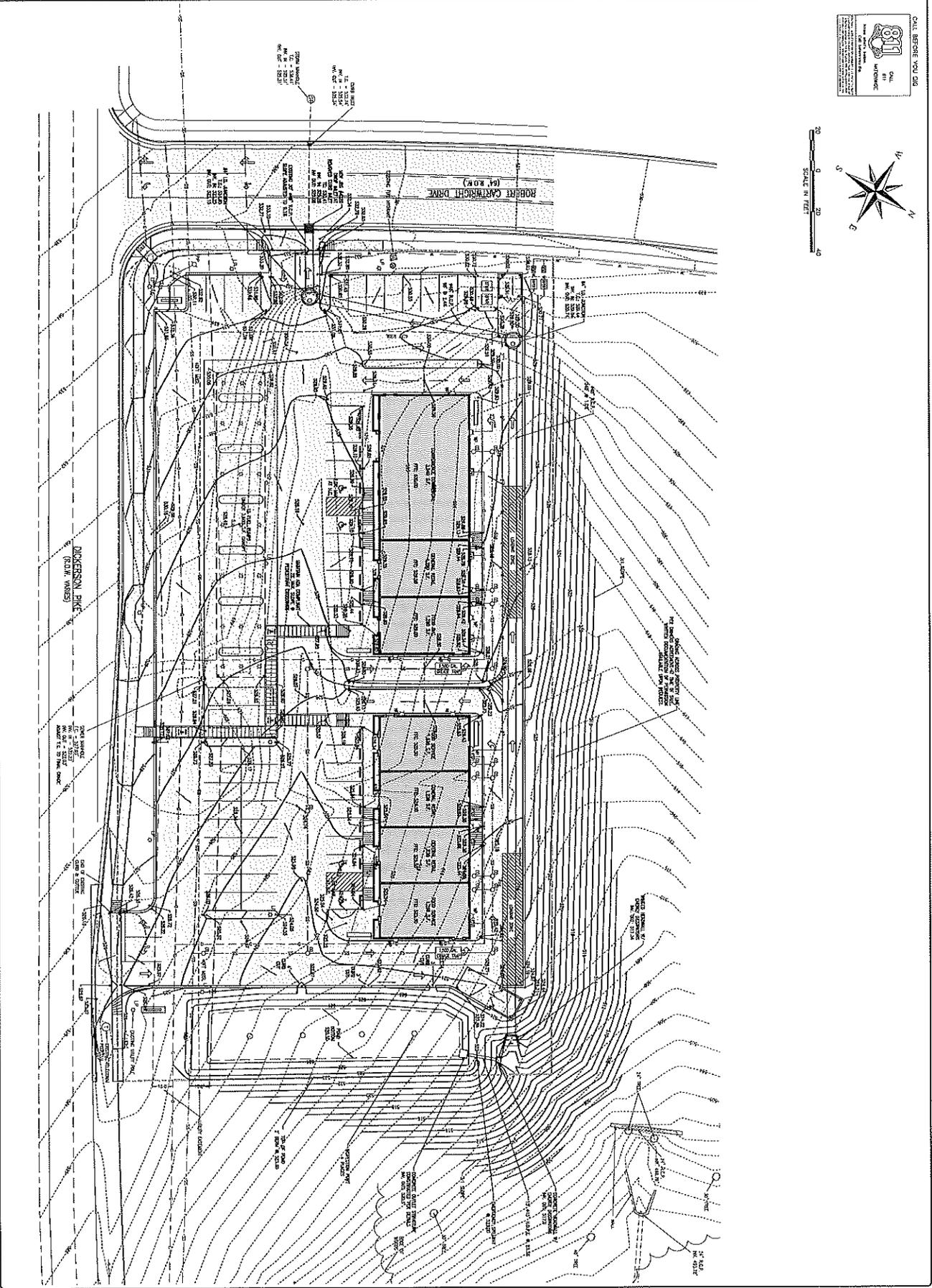
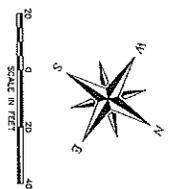
PLANNING INFORMATION:
 1/20' SCALE (CONSTRUCTION) = 1/4" = 1'-0"
 1/4" SCALE (GENERAL) = 1/8" = 1'-0"
 1/8" SCALE (DETAILS) = 1/16" = 1'-0"
 REVISIONS TO BE MADE BY THE ARCHITECT OR ENGINEER



| <p>C1.02</p> <p style="font-size: small;">SHEET NUMBER</p> | <p>SITE LAYOUT</p> <p style="font-size: x-small;">DRAWN BY: [] CHECKED BY: [] PROJECT NO.: [] DATE: []</p> | <p>AVALON GAS STATION AND LEASE SPACE</p> <p style="font-size: x-small;">ROBERT CARVER DRIVE & DORSEY PIKE GOSWELLVILLE, MI 49735 DAVIDSONSONS</p> | | <p style="font-size: x-small;">REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">NO.</th> <th style="width: 10%;">DATE</th> <th style="width: 85%;">DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> | NO. | DATE | DESCRIPTION | | | | | | | | | | | | | | | | <p>KLOBBER ENGINEERING SERVICES</p> <p style="font-size: x-small;">SERVICES INCLUDE: SURVEYING, ENGINEERING & LAND DEVELOPMENT SERVICES 3548 TWIN MAPLE ROAD, SUITE 11, GOSWELLVILLE, MI 49735 PHONE: (517) 353-2019 FAX: (517) 353-2435 WWW.KLOBBER.COM</p> |
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C1.04
 GRADING &
 DRAINAGE PLAN

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**AVALON GAS STATION
 AND LEASE SPACE**

ROBERT CARTWRIGHT & DICKERSON PINE
 ENGINEERS & ARCHITECTS
 1111 DICKERSON AVENUE
 DAVENPORT, MISSOURI



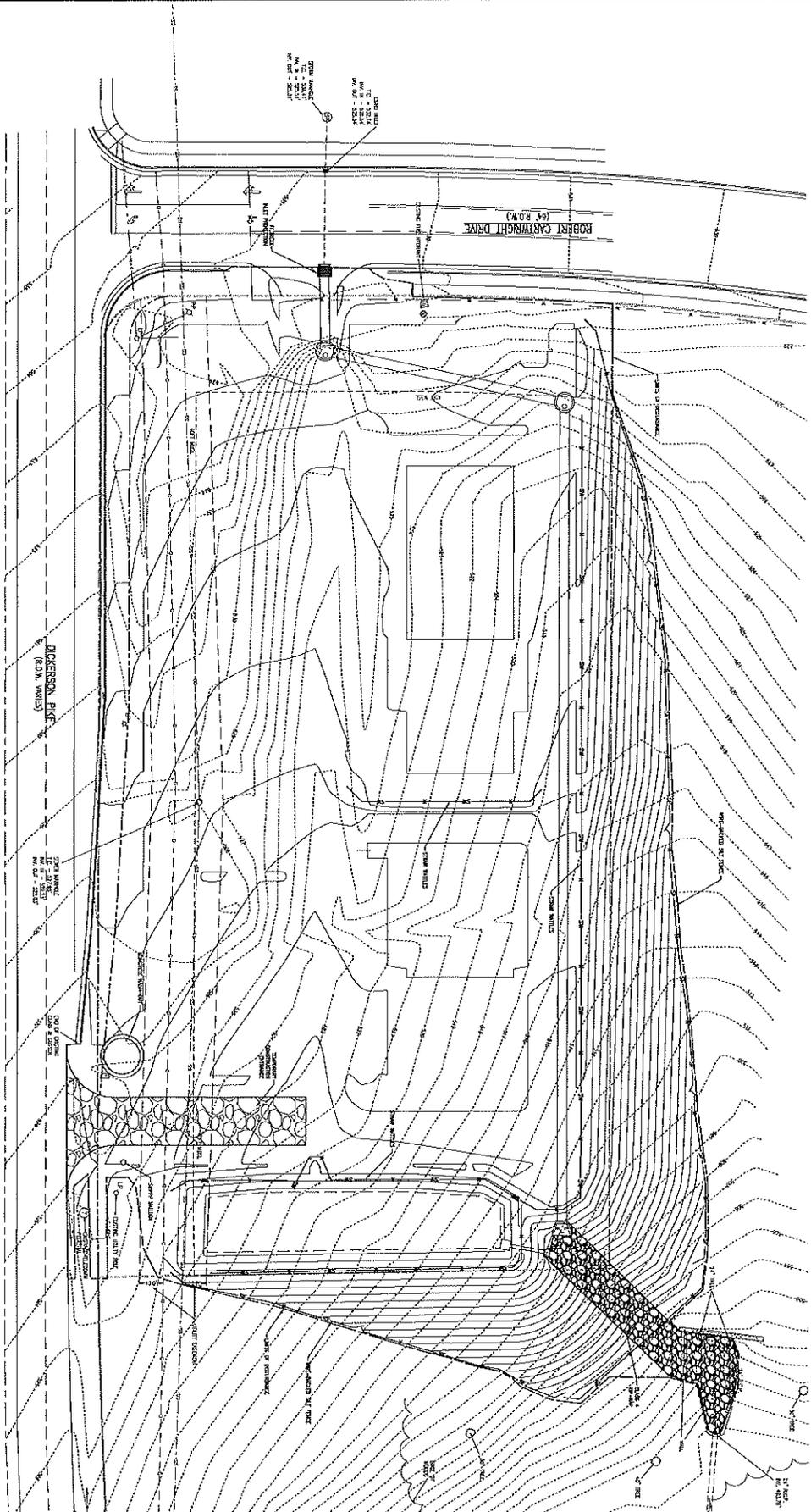
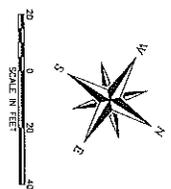
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 www.klober.com



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INITIAL DESIGN CONCEPT SHALL BE ASSIGNED BASED ON THE DESIGN OF THE SITE TO COMPLY TO CURRENT REGULATIONS. CONTRACTOR SHALL VERIFY ALL PERMITS AND REGULATIONS TO COMPLETE THE PROJECT. SEE SHEET C1.02.

DATE: 11/15/2011
 PROJECT NO: 111111
C1.05

INTERMEDIATE
 ER&C

AVALON GAS STATION AND LEASE SPACE

ROBERT CARTWRIGHT & ASSOCIATES, INC.
 111111
 DAVENPORT, NC



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 PHONE (541) 242-2299 FAX (214) 374-4415
 www.klober.com



GENERAL NOTES FOR THE CONTRACTOR:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES AND THE STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC SAFETY (DPS) FOR THE CONSTRUCTION OF THIS PROJECT.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES AND THE STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC SAFETY (DPS) FOR THE CONSTRUCTION OF THIS PROJECT.

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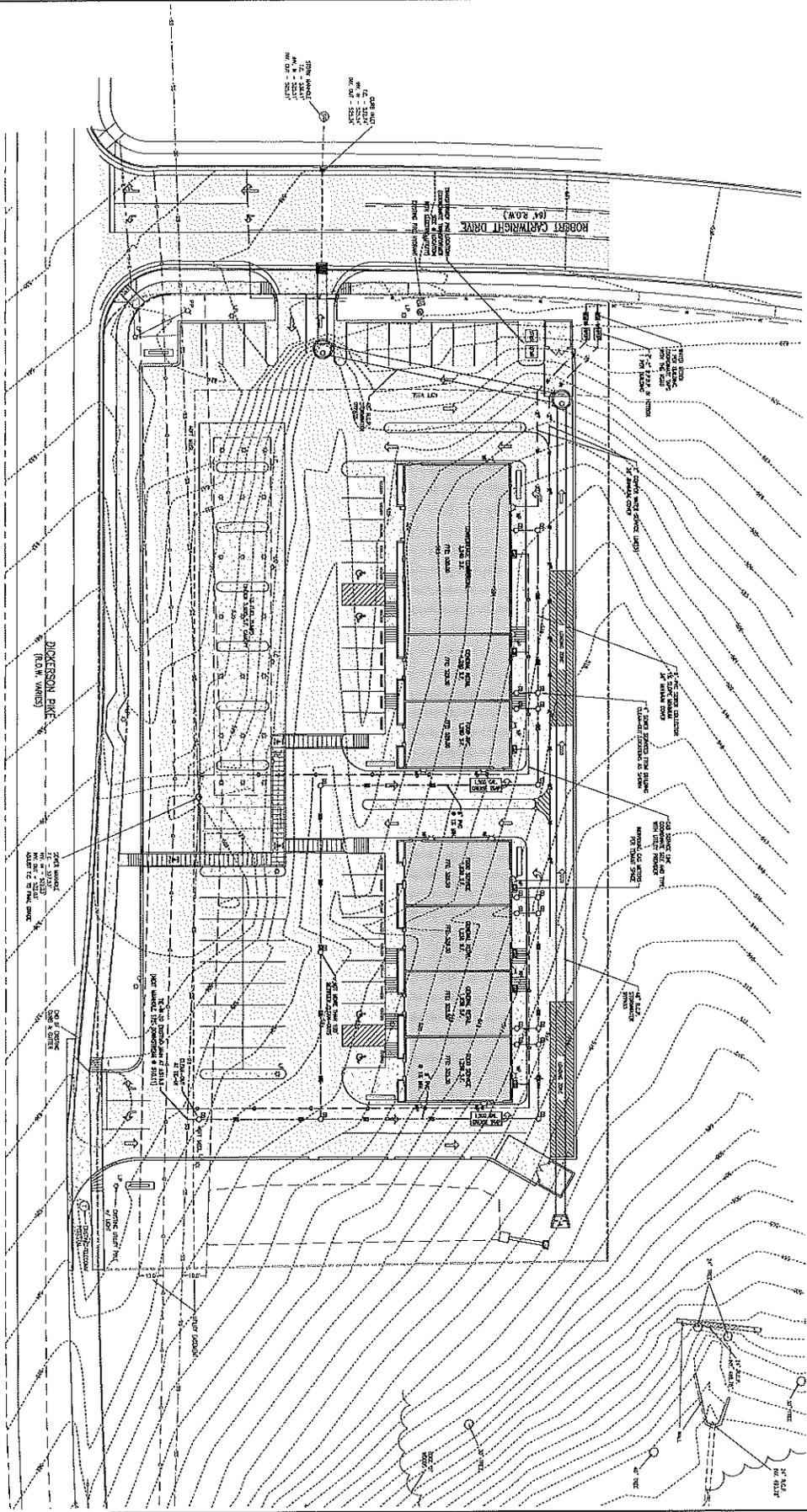
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C1.06

UTILITY PLAN

AVALON GAS STATION AND LEASE SPACE

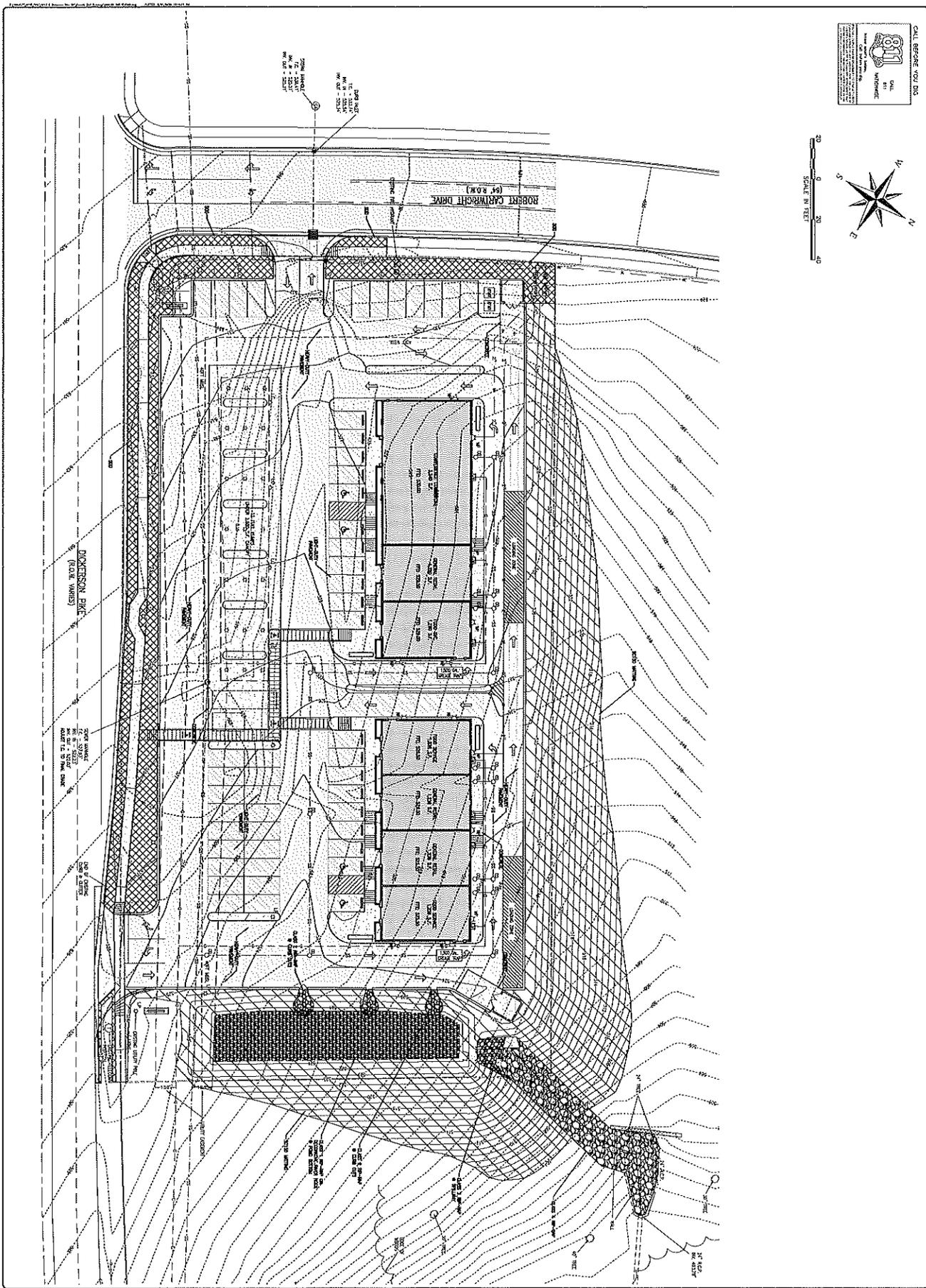
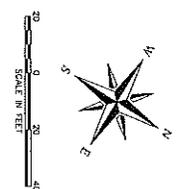
ROBERT CARTWRIGHT & DICKERSON PIKE
 GONZALESVILLE, TX 75113
 DAVENPORT COUNTY



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BERNARD LUTHER WITH BRILL, ENGINEER-2 & LAND DEVELOPMENT SERVICES
 5305 FORT BRADSHAW DRIVE, SUITE 100, FORT BRADSHAW, TX 75116
 PHONE: 817-212-2020 FAX: 817-212-7445

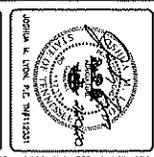


PROJECT NUMBER
C1.07

FINAL
STABILIZATION

**AVALON GAS STATION
AND LEASE SPACE**

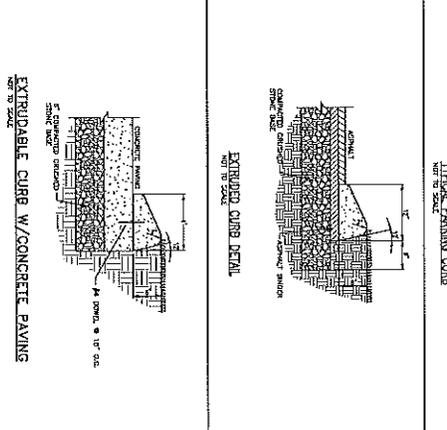
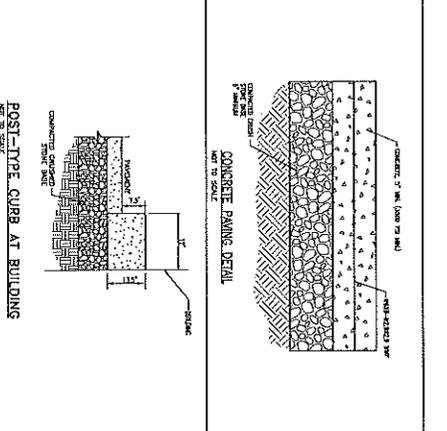
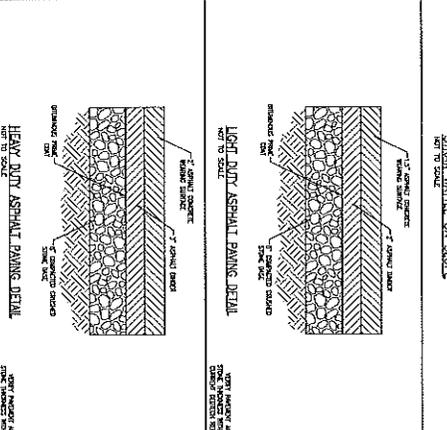
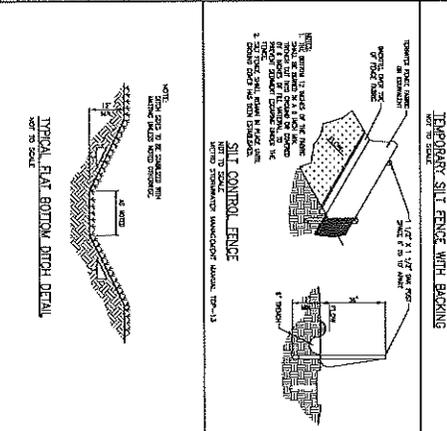
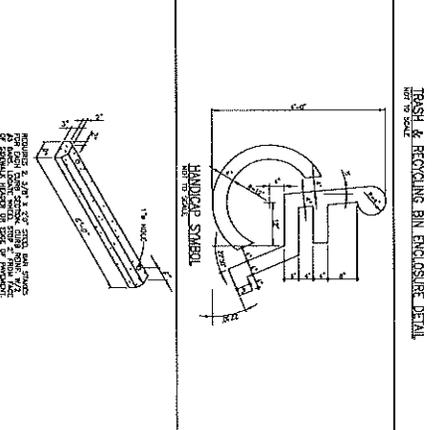
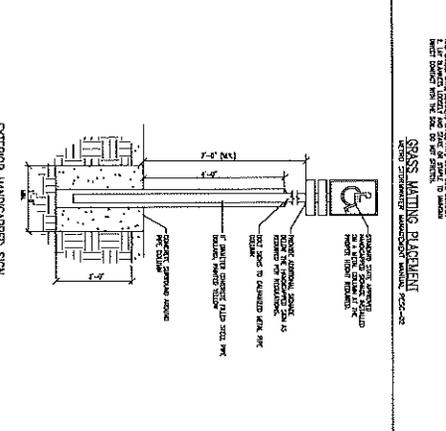
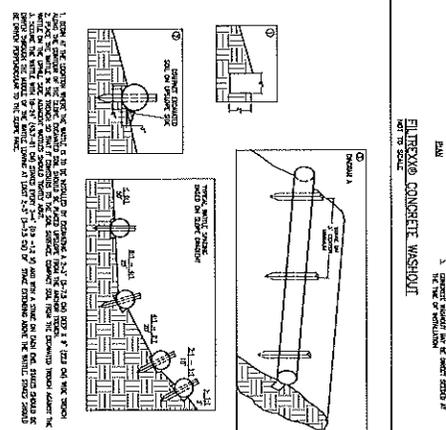
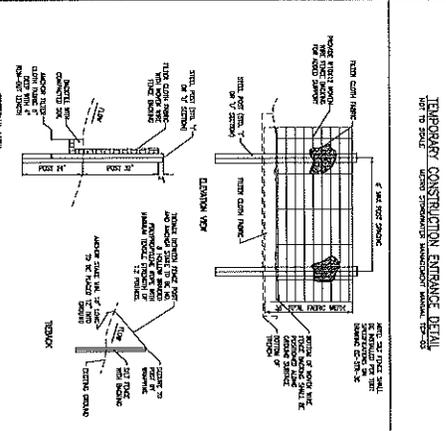
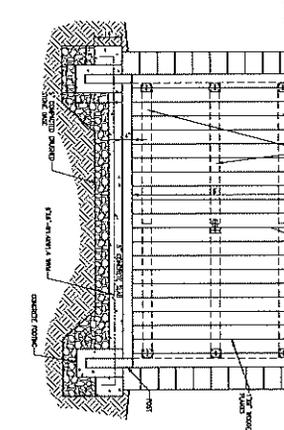
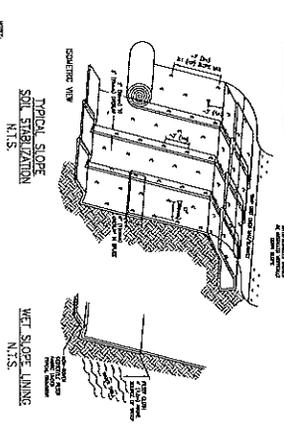
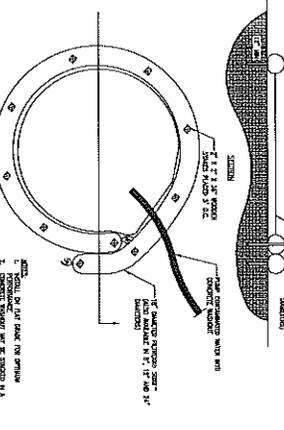
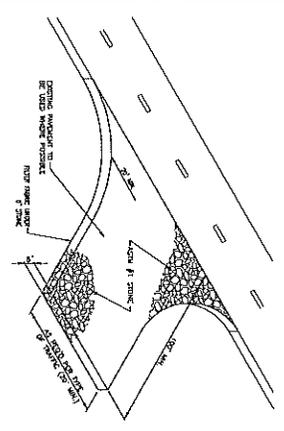
ROBERT CARTWRIGHT & DICKERSON PIKE
GOODLETTSVILLE TWP
DAVIDSON COUNTY



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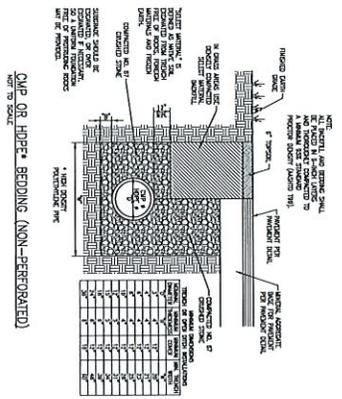


AVALON GAS STATION AND LEASE SPACE

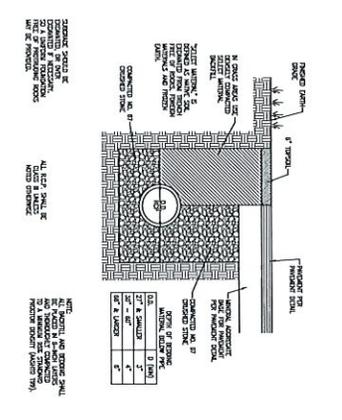
ROBERT CARTWRIGHT & ASSOCIATES P.C.
REGISTERED PROFESSIONAL ENGINEER
DATE: 05/05/2008

CONSTRUCTION DETAILS

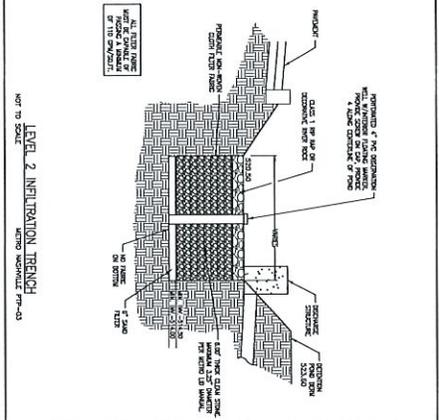
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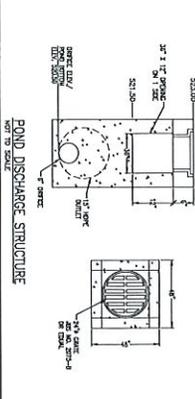
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NOT TO SCALE



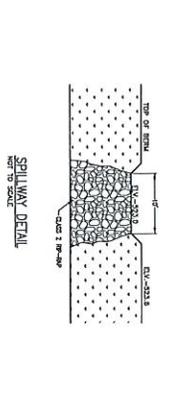
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NOT TO SCALE



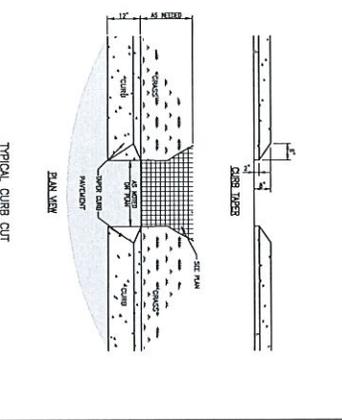
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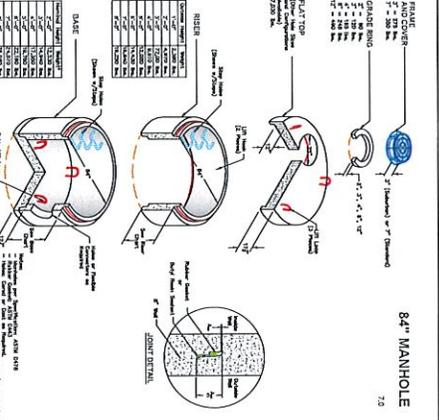
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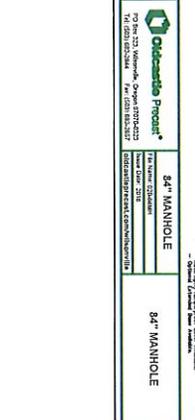
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NOT TO SCALE



TYPICAL CULVERT CUT
NOT TO SCALE



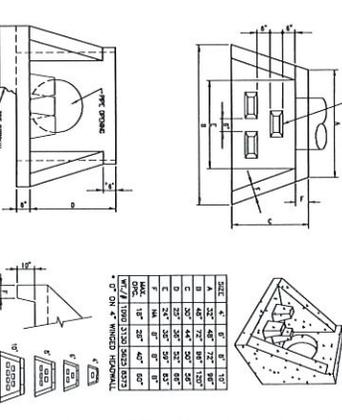
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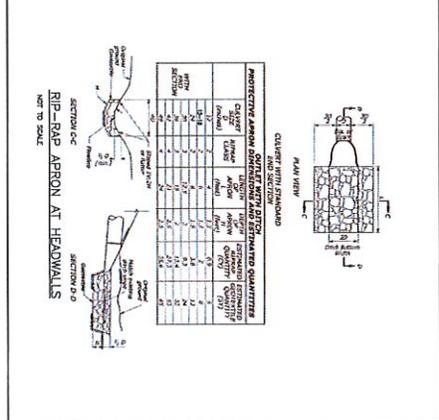
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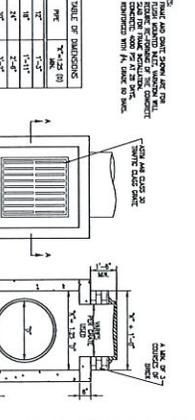
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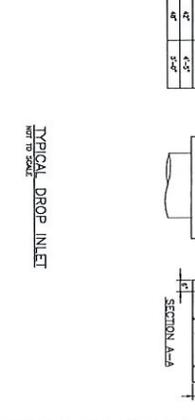
WINGED HEADWALL W/ENERGY DISSIPATORS
NOT TO SCALE



RIP-RAP APRON AT HEADWALLS
NOT TO SCALE



SEDIMENT BASIN DESIGN
NOT TO SCALE



PARAPET STORM DISCHARGE SYSTEM WITH EMBANKMENT
NOT TO SCALE

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DAVIDSON COUNTY
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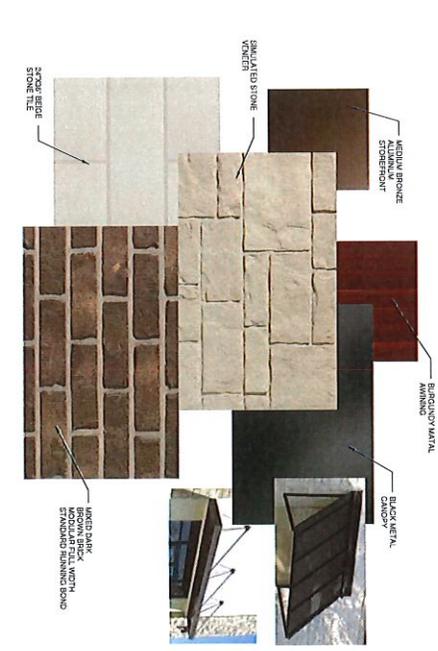
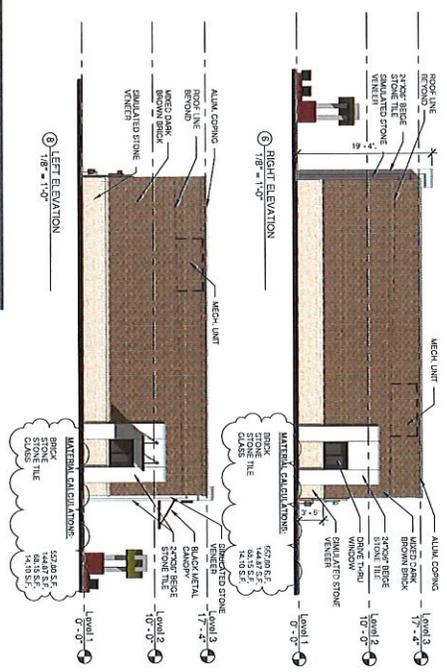
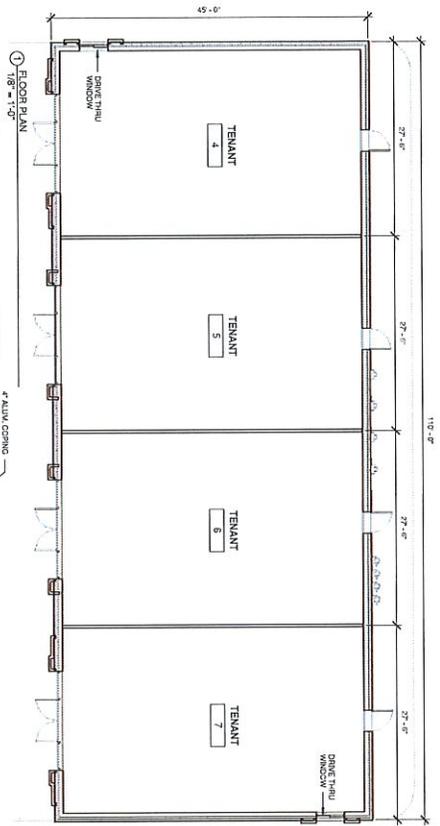
ROBERT CARTWRIGHT & DICKERSON, P.C.
112 BRADLEY BLVD.
DAVIDSON, NC 28026

AVALON GAS STATION AND LEASE SPACE

ROBERT CARTWRIGHT & DICKERSON, P.C.
112 BRADLEY BLVD.
DAVIDSON, NC 28026

CONSTRUCTION
DETAILS

C2.03



TRI-STATE GAS STATION
GOODLETTSVILLE, TENNESSEE

W. Michael Stewart Architect
540 Grove Isle Cir. 103
Vero Beach, Florida 32962

01/17/2020

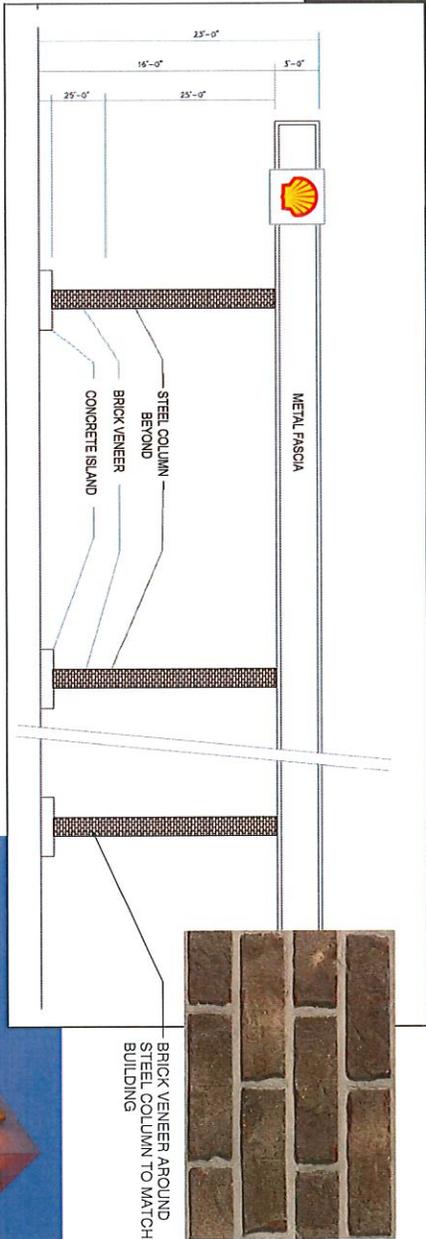
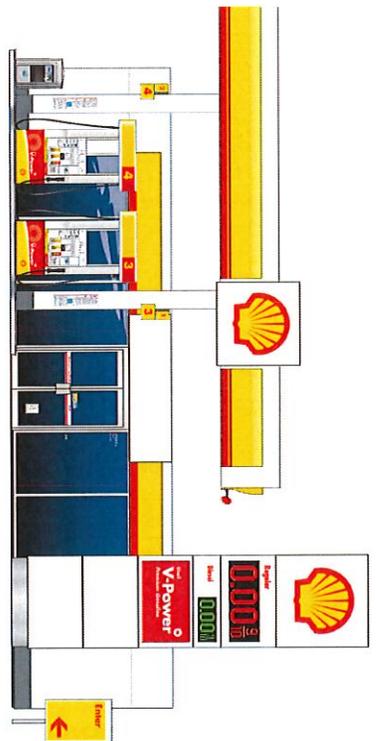
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2 BUILDING TWO
12" = 1'-0"

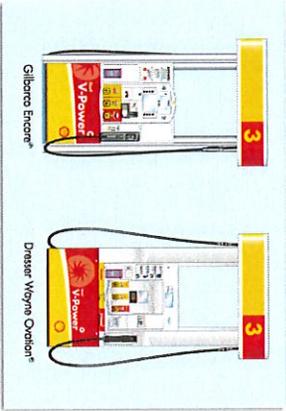


CANOPY COLORS & GRAPHICS

DIAGRAM TYPICAL SIGNAGE



CANOPY WITH LOGO



PUMP COLORS & GRAPHICS



**CANOPY SOFFIT WITH
RECESSED LIGHTING**



**TRI-STATE
GAS STATION**
GOODLETTSVILLE, TENNESSEE

**W. Michael Stewart
Architect**

540 Grove Isle Cir. 103
Vero Beach, Florida 32962

01/17/2020

A1.03



**3556 Tom Austin Hwy, Suite 1
Springfield, TN 37172
(615) 382-2000**

February 24, 2020

Addam McCormick
Goodlettsville Planning & Development Services
117 Memorial Drive
Goodlettsville, TN 37072

RE: Avalon Gas Station – Dickerson Pike & Robert Cartwright Drive

Dear Mr. McCormick:

The following is in response to the comments for the above referenced site plan.

1. Traffic study previous sent to city staff.
2. Revised architectural elevations including building and gas canopy
3. Entrance radius adjusted on north side of Dickerson Pike entrance to account for speed of Dickerson Pike.
4. From previously submitted drainage calculations, post developed site runoff will be reduced from pre-developed conditions. Increased rip rap size and thickness from pond outlet to 24" RCP inlet. Approximately 110 feet of rip rap channel from 48" bypass to existing 24" to dissipate flow, as well as additional energy dissipators from larger culvert.
5. Skimmer added in sediment trap, detail added on sheet C2.03
6. Relocated overflow
7. ADA path maintains 2% slope. Two ADA parking stalls at each building. Reducing length of ADA path not possible between building due to site grades. Current path is shortest possible connection between buildings maintaining ADA slope.

If you have any questions, please call KES at (615) 382-2000.

Sincerely,

A handwritten signature in black ink, appearing to read "Kyle Schneider", written in a cursive style.

Kyle Schneider, P.E.
Project Engineer

Traffic Impact Study

Avalon Gas Station and Retail Space

**Dickerson Pike and Robert Cartwright Drive
Goodlettsville, Tennessee**

Prepared February 2020

PREPARED FOR:

Klober Engineering Services
3556 Tom Austin Hwy, Suite 1
Springfield, TN 37172

PREPARED BY:

Ms. Gillian L. Fischbach, P.E., PTOE
Fischbach Transportation Group (FTG, LLC)
P.O. Box 682736
Franklin, TN 37068
Phone: (615) 771-8022
FTG Project Number: 11050



1. INTRODUCTION

This traffic study has been prepared in order to identify the traffic impacts of a commercial development that is proposed to be constructed on the west side of Dickerson Pike, north of Robert Cartwright Drive, in Goodlettsville, in Smyrna, Tennessee.

For the purposes of this study, existing and background traffic volumes were established, and capacity analyses were conducted for these conditions. Also, trip generation calculations were performed, and the trips which are expected to be generated by the proposed project were distributed to the roadway system and added to the background traffic volumes. The roadways and intersections which provide access to the site were then re-evaluated to determine the traffic impacts of the proposed project. Access needs for the project were evaluated, and the necessary roadway and/or traffic control improvements were identified. This report presents the results of these analyses and the subsequent recommendations.

2. PROJECT DESCRIPTION

The location of the proposed project is shown in Figure 1. As shown, the project site is located on the west side of Dickerson Pike, north of Robert Cartwright Drive, in Goodlettsville, in Smyrna, Tennessee.

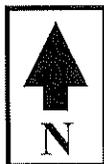
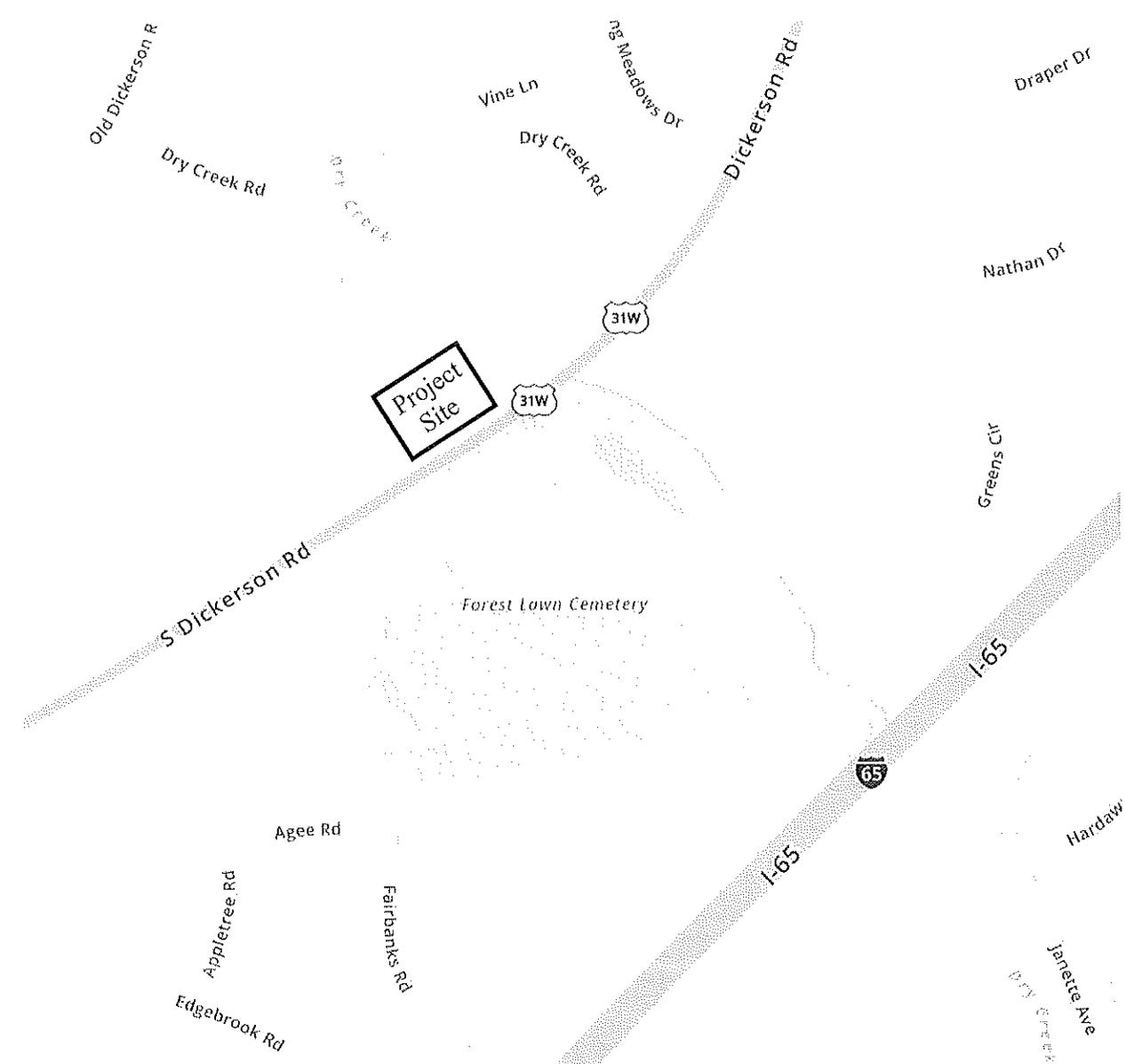
The current site plan for the proposed project is shown in Figure 2. As shown, the project site includes the following land uses:

- A gas station with 12 fuel pumps and a convenience store
- 3,736 sq.ft. of retail space
- 3,736 sq.ft. of fast food restaurant space

Access to the proposed project will be provided at one location on Dickerson Pike and one location on Robert Cartwright Drive.

In large part, economic and market considerations will dictate the pace and timing with which the proposed project is actually completed. For the purposes of this study, it was assumed that the entire proposed project will be completed within three years.

F i s c h b a c h
Transportation Group, LLC
 Traffic Engineering and Planning



No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 1.
Location of the Project Site

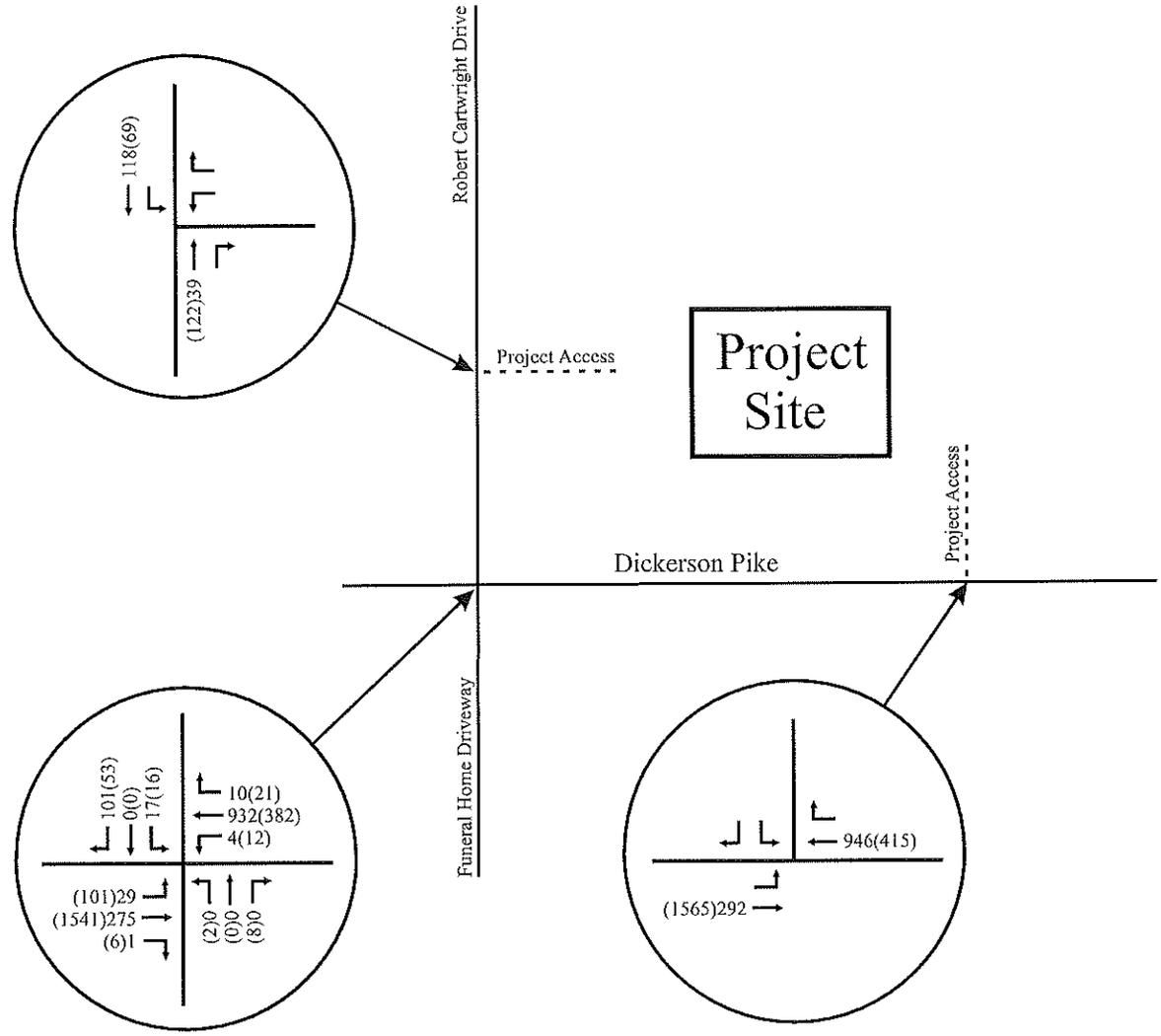
3. EXISTING TRAFFIC VOLUMES

In order to provide data for the traffic impact analysis, peak hour traffic volumes were counted at the intersection of Dickerson Pike and Robert Cartwright Drive / funeral home driveway. This data was collected from 6:00 – 9:00 AM and 4:00 – 7:00 PM on a typical weekday in January 2020 when schools were in session. The raw traffic volumes are included in Appendix A. The existing laneage at the intersections within the study area is shown in Figure 3, and the existing peak hour traffic volumes are shown in Figure 4.

Using the existing peak hour traffic volumes shown in Figure 4, capacity analyses were conducted for the intersections studied. Specifically, in order to identify current peak hour levels of operation within the study area, the capacity calculations were performed according to the methods outlined in the Highway Capacity Manual 2010 (HCM2010). These analyses result in the determination of a Level of Service (LOS), which is a measure of evaluation is used to describe how well an intersection or roadway operates. LOS A represents free flow traffic operations, and LOS F suggests that the traffic demand exceeds the available capacity. In an urbanized area, LOS D is typically considered to be the minimum acceptable LOS. Table 1 presents the descriptions of LOS for unsignalized intersections.

The results of the capacity analyses for the existing peak hour traffic volumes are shown in Table 2, and Appendix B includes the capacity analyses worksheets. These analyses indicate that, at the unsignalized intersection of Dickerson Pike and Robert Cartwright Drive / funeral home driveway, most of the critical turning movements operate at LOS C or better during both peak hours. Although the westbound turning movements operate at LOS E during the PM peak hour, all of the vehicle queues are low.

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No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 4.
 Existing Peak Hour Traffic Volumes

TABLE 1. DESCRIPTIONS OF LOS FOR UNSIGNALIZED INTERSECTIONS

| Level of Service | Description | Average Control Delay (sec/veh) |
|-------------------------|--------------------|--|
| A | Minimal delay | ≤ 10 |
| B | Brief delay | > 10 and ≤ 15 |
| C | Average delay | > 15 and ≤ 25 |
| D | Significant delay | > 25 and ≤ 35 |
| E | Long delay | > 35 and ≤ 50 |
| F | Extreme delay | > 50 |

Source: Highway Capacity Manual 2010 (HCM2010)

TABLE 2. EXISTING PEAK HOUR LEVELS OF SERVICE

| INTERSECTION | TURNING MOVEMENT | AM PEAK HOUR | | PM PEAK HOUR | |
|--|-----------------------------|------------------|------------------------------|------------------|------------------------------|
| | | LEVEL OF SERVICE | 95 TH %-ILE QUEUE | LEVEL OF SERVICE | 95 TH %-ILE QUEUE |
| Dickerson Pike and Robert Cartwright Drive / Funeral Home | Eastbound Turning Movements | LOS C | 1 veh (19 sec/veh) | LOS C | 1 veh (22 sec/veh) |
| | Westbound Turning Movements | LOS A | 0 veh (0 sec/veh) | LOS E | 1 veh (41 sec/veh) |
| | Northbound Left Turns | LOS B | 1 veh (10 sec/veh) | LOS A | 1 veh (8 sec/veh) |
| | Southbound Left Turns | LOS A | 0 veh (8 sec/veh) | LOS B | 1 veh (14 sec/veh) |

4. YEAR 2023 BACKGROUND PEAK HOUR TRAFFIC VOLUMES

In order to account for the traffic growth which will occur within the study area because of typical growth, background traffic volumes were established for the intersections within the study area. Specifically, in order to account for typical growth within the study area, consideration was given to the historical traffic volumes near the project site. The Tennessee Department of Transportation (TDOT) conducts an annual count program throughout the state. This count program includes the annual collection of average daily traffic (ADT) counts at numerous fixed locations.

As shown in Table 3, the daily traffic volumes within the study area have remained stable since 2008. However, in order to present a conservative analysis, the existing traffic volumes at the intersection of Dickerson Pike and Robert Cartwright Drive were increased by 5% to represent Year 2023 background traffic volumes, as shown in Figure 5.

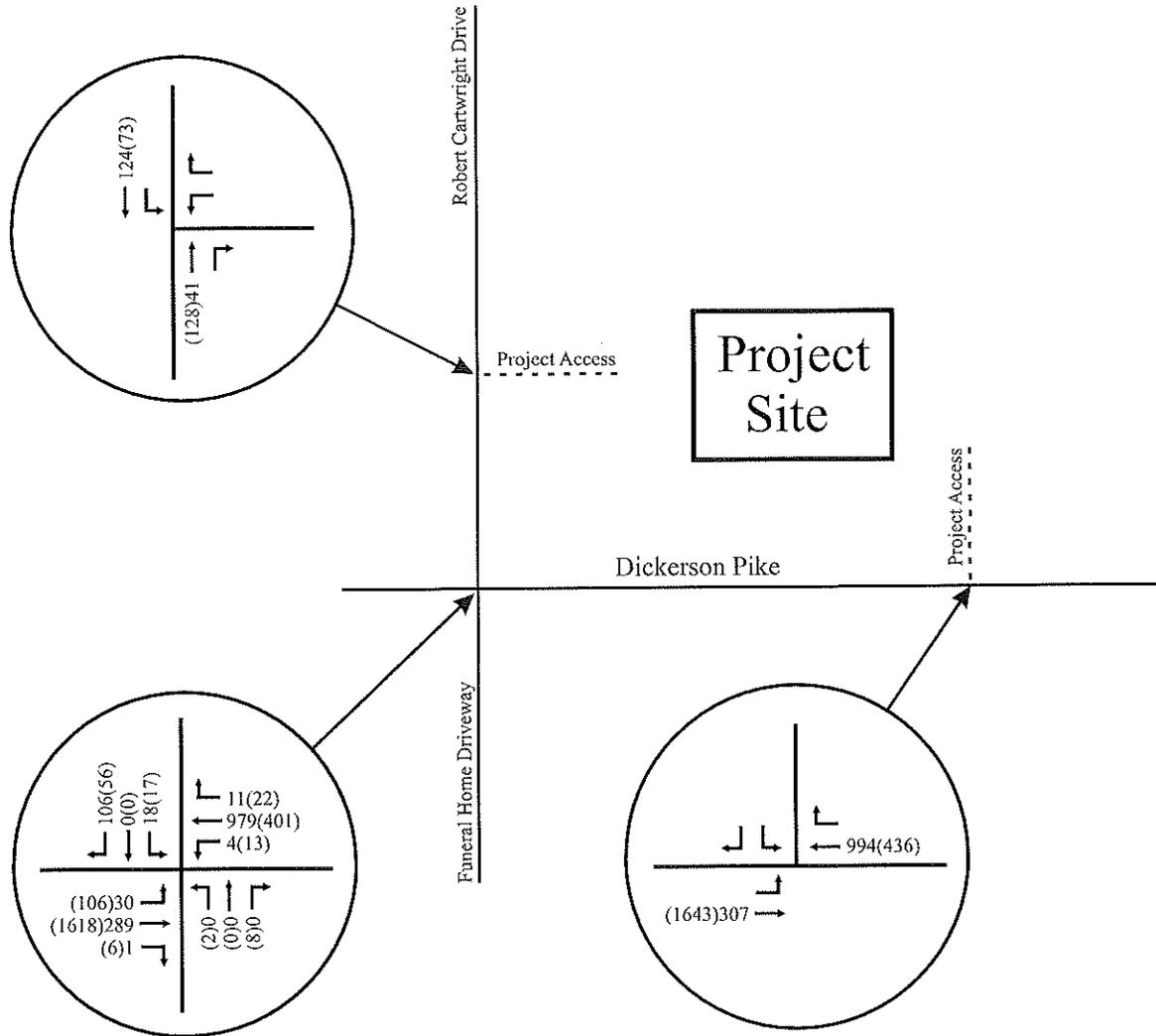
TABLE 3. HISTORICAL TRAFFIC VOLUMES IN THE STUDY AREA

| Year | Station 289 Dickerson Pike ADT | Annual Growth | Overall Growth |
|------|-----------------------------------|---------------|----------------|
| 2008 | 13,315 | | |
| 2009 | 14,199 | 6.64% | |
| 2010 | 12,034 | -15.25% | |
| 2011 | 13,637 | 13.32% | |
| 2012 | 12,465 | -8.59% | |
| 2013 | 11,230 | -9.91% | |
| 2014 | 10,997 | -2.07% | |
| 2015 | 11,404 | 3.70% | |
| 2016 | 12,705 | 11.41% | |
| 2017 | 13,139 | 3.42% | |
| 2018 | 13,327 | 1.43% | 0.01% |

Using the background peak hour traffic volumes shown in Figure 5, capacity analyses were conducted for the intersections studied. For the purposes of these analyses, it was assumed that the existing laneage and traffic control will be maintained, and no improvements will be provided.

The results of the capacity analyses for the total projected peak hour traffic volumes are shown in Table 4, and Appendix B includes the capacity analyses worksheets. These analyses indicate that, at the unsignalized intersection of Dickerson Pike and Robert Cartwright Drive / funeral home driveway, most of the critical turning movements will operate at LOS D or better during both peak hours. Although the westbound turning movements will continue to operate at LOS E during the PM peak hour, all of the vehicle queues will remain low.

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No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 5.
 Background Peak Hour Traffic Volumes
 (Existing Traffic Volumes Increased by 5%)

TABLE 4. YEAR 2023 BACKGROUND PEAK HOUR LEVELS OF SERVICE

| INTERSECTION | TURNING MOVEMENT | AM PEAK HOUR | | PM PEAK HOUR | |
|--|-----------------------------|------------------|------------------------------|------------------|------------------------------|
| | | LEVEL OF SERVICE | 95 TH %-ILE QUEUE | LEVEL OF SERVICE | 95 TH %-ILE QUEUE |
| Dickerson Pike and Robert Cartwright Drive / Funeral Home | Eastbound Turning Movements | LOS C | 2 veh (21 sec/veh) | LOS D | 1 veh (26 sec/veh) |
| | Westbound Turning Movements | LOS A | 0 veh (0 sec/veh) | LOS E | 1 veh (48 sec/veh) |
| | Northbound Left Turns | LOS B | 1 veh (11 sec/veh) | LOS A | 1 veh (9 sec/veh) |
| | Southbound Left Turns | LOS A | 0 veh (8 sec/veh) | LOS B | 1 veh (15 sec/veh) |

5. IMPACTS OF PROPOSED DEVELOPMENT

5.1 TRIP GENERATION

Trip generation calculations were conducted in order to identify how much traffic will be generated by the proposed project. Trip generation data for daily and peak hour trips were identified from Trip Generation, Tenth Edition, which was published by the Institute of Transportation Engineers (ITE) in 2017. Table 5 presents the daily and peak hour trip generations for proposed project, and these calculations are included in Appendix C.

TABLE 5. TRIP GENERATION

| LAND USE | SIZE | DAILY TRAFFIC | GENERATED TRAFFIC | | | |
|---|--------------|---------------|-------------------|------------|--------------|------------|
| | | | AM PEAK HOUR | | PM PEAK HOUR | |
| | | | ENTER | EXIT | ENTER | EXIT |
| Gas Station & Convenience (LUC 945) | 12 pumps | 2,464 | 77 | 73 | 86 | 82 |
| Shopping Center (LUC 820) | 3,736 sq.ft. | 142 | 2 | 1 | 7 | 7 |
| Restaurant (LUC 934) | 3,736 sq.ft. | 1,760 | 76 | 74 | 63 | 59 |
| TOTAL | | 4,366 | 155 | 148 | 156 | 148 |

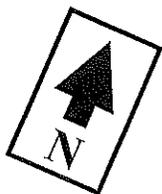
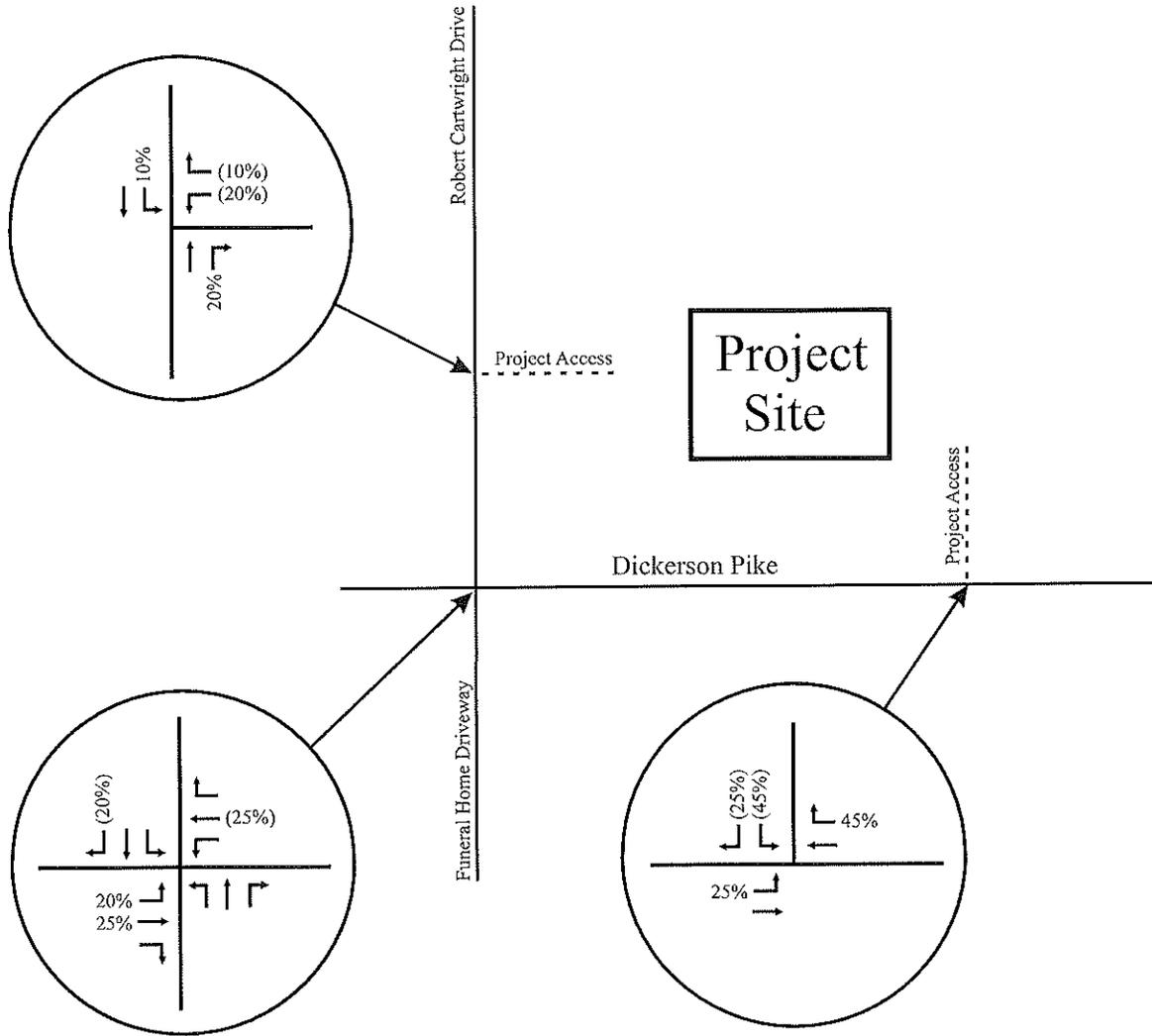
5.2 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For the purposes of this study, it was estimated that the trips generated by the proposed development will access the project site according to the directional distributions shown in Figures 6A and 6B. The development of these distributions was based on the following factors:

- existing land use characteristics,
- the directions of approach of the existing traffic,
- the access proposed for the project, and
- the locations of population centers in the area.

The peak hour trip generations and directional distributions were used to add the site-generated trips to the roadway system. Figures 7A and 7B include the peak hour traffic volumes that are expected to be generated by the proposed project.

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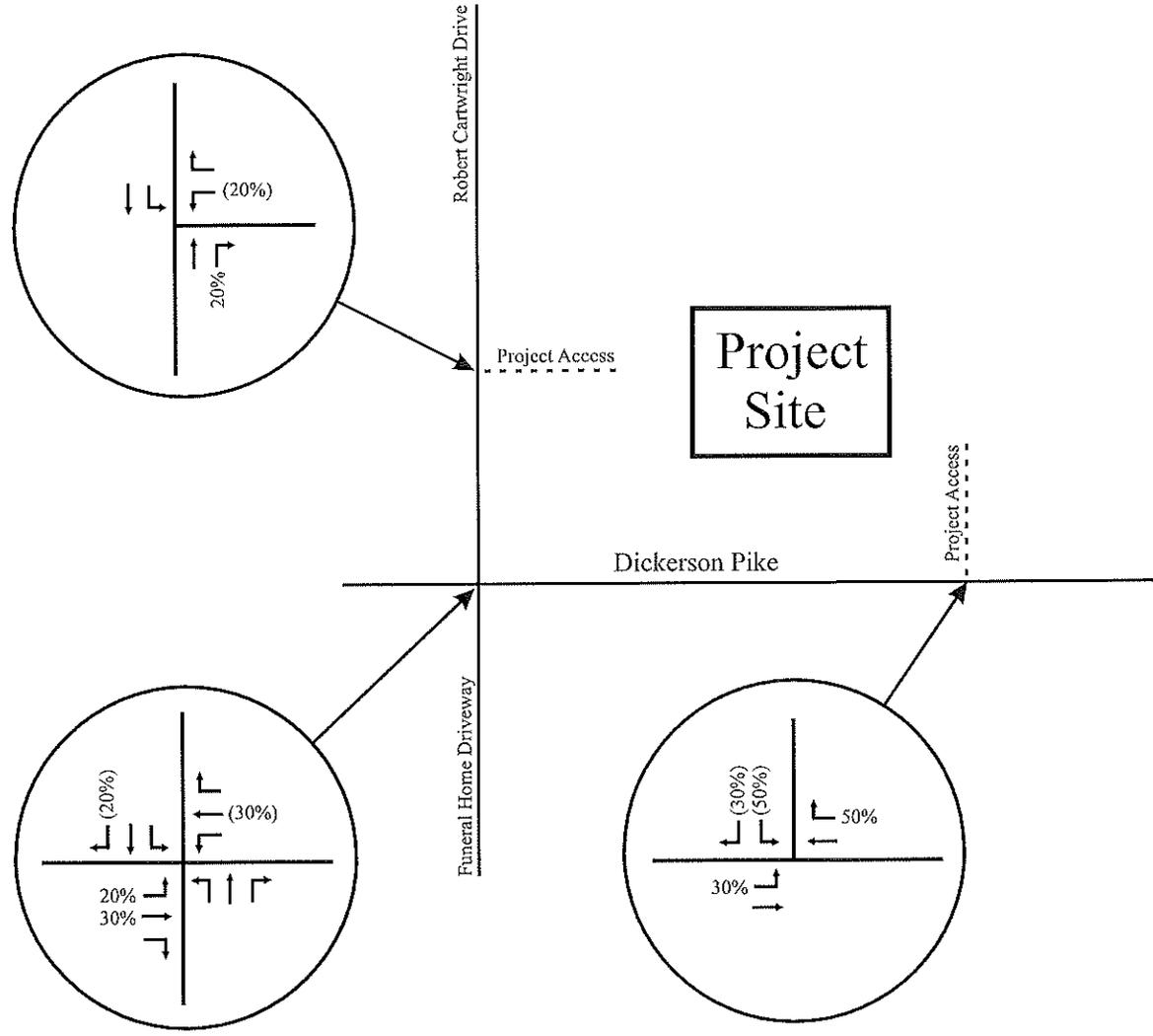


No Scale

XX - Entering Volumes
 (XX) - Exiting Volumes

Figure 6A.
Directional Distribution of PRIMARY Traffic
Generated by the Proposed Project

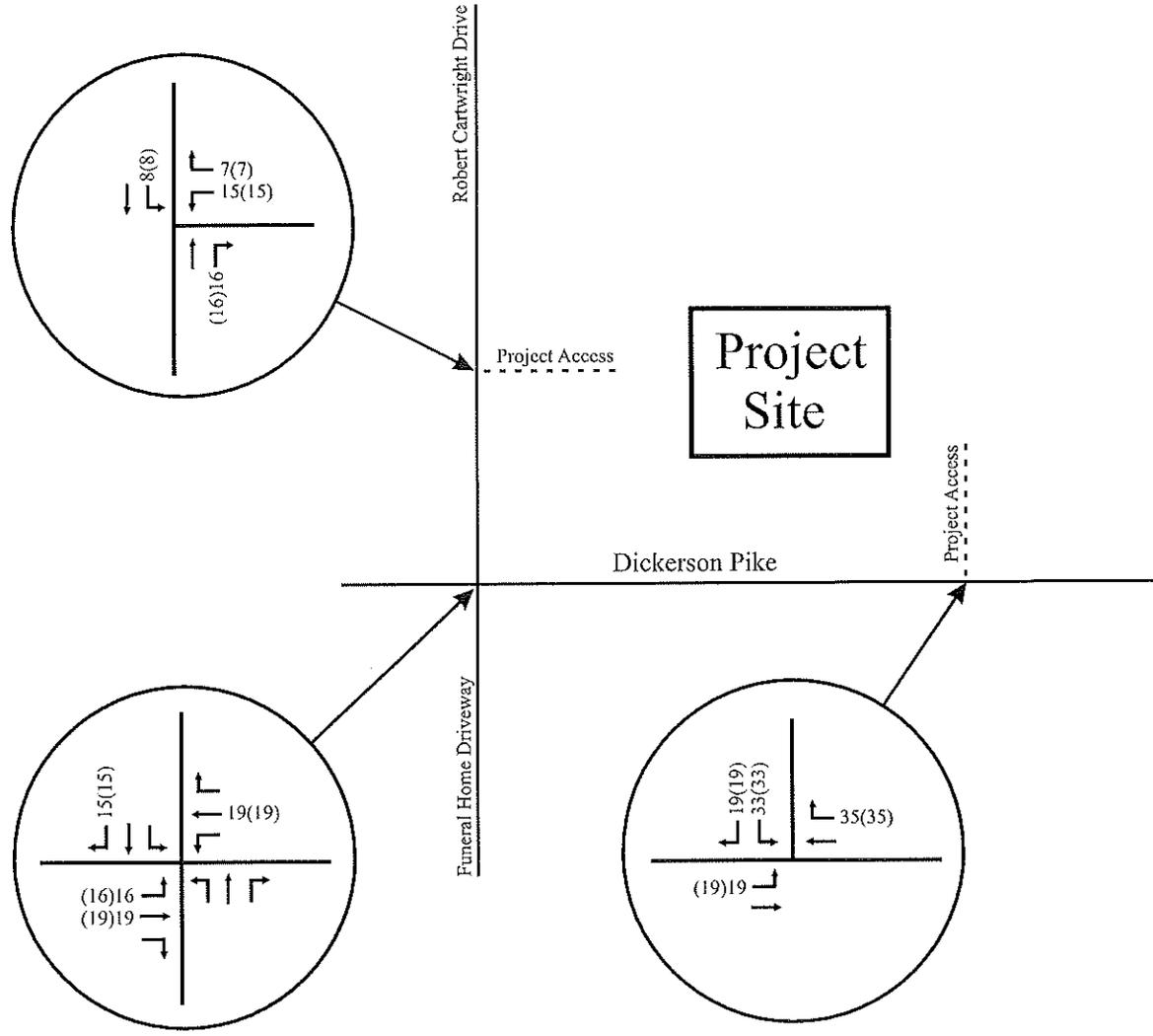
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No Scale
 XX - Entering Volumes
 (XX) - Exiting Volumes

Figure 6B.
Directional Distribution of PASS-BY Traffic
Generated by the Proposed Project

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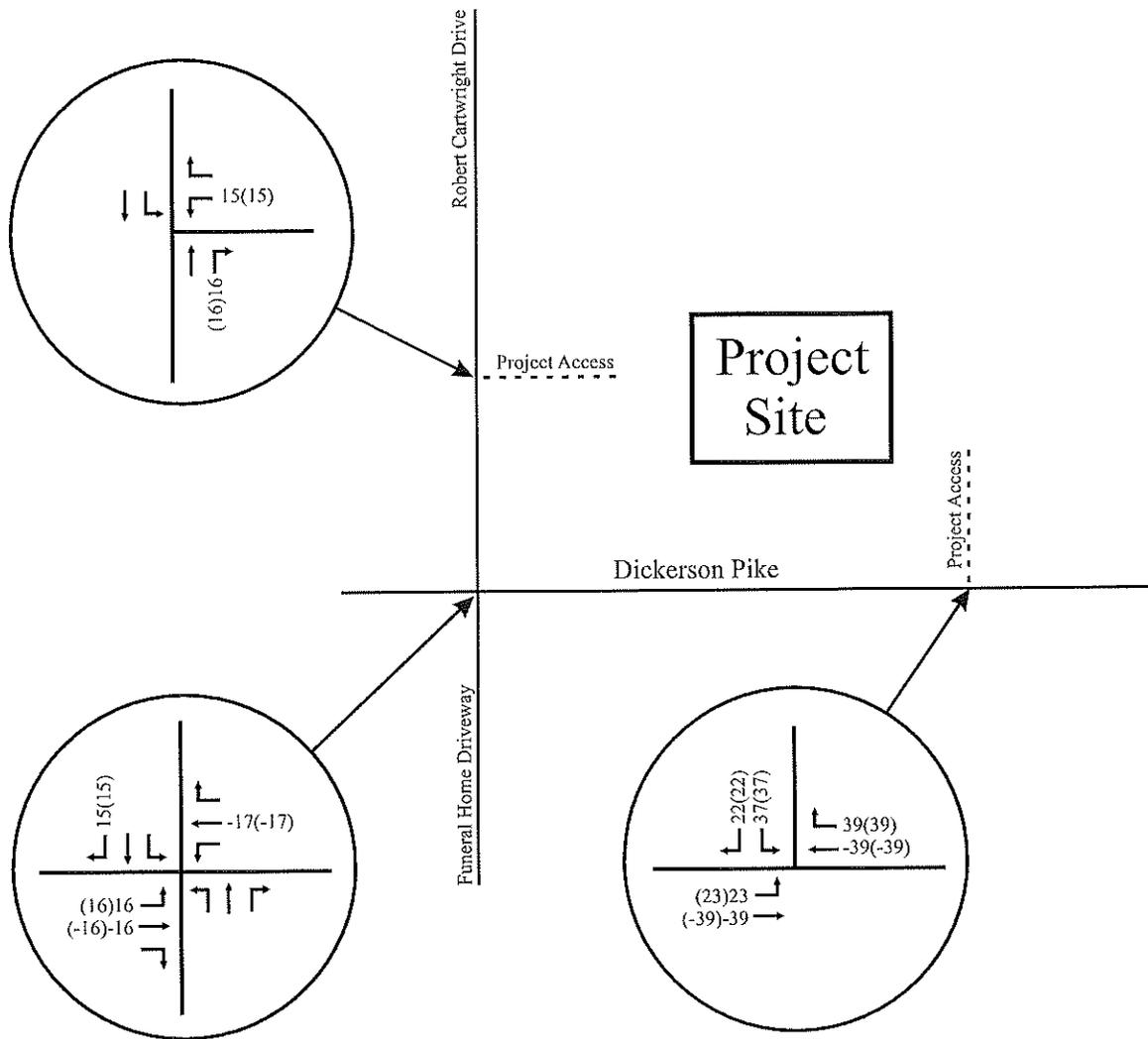


No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 7A.
PRIMARY Peak Hour Traffic Volumes
Generated by the Proposed Project

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 Traffic Engineering and Planning



No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 7B.
PASS-BY Peak Hour Traffic Volumes
Generated by the Proposed Project

5.3 CAPACITY ANALYSES

In order to identify the projected peak hour traffic volumes at the completion of the proposed project, the trips generated by the proposed development were added to the background peak hour traffic volumes within the study area. The resulting peak hour volumes are shown in Figure 8.

Using the total projected peak hour traffic volumes, capacity analyses were conducted in order to determine the impact of the proposed project on the roadway system. Specifically, these capacity analyses were used to evaluate the need for roadway and traffic control improvements within the study area. For the purposes of these analyses, the following assumptions were made:

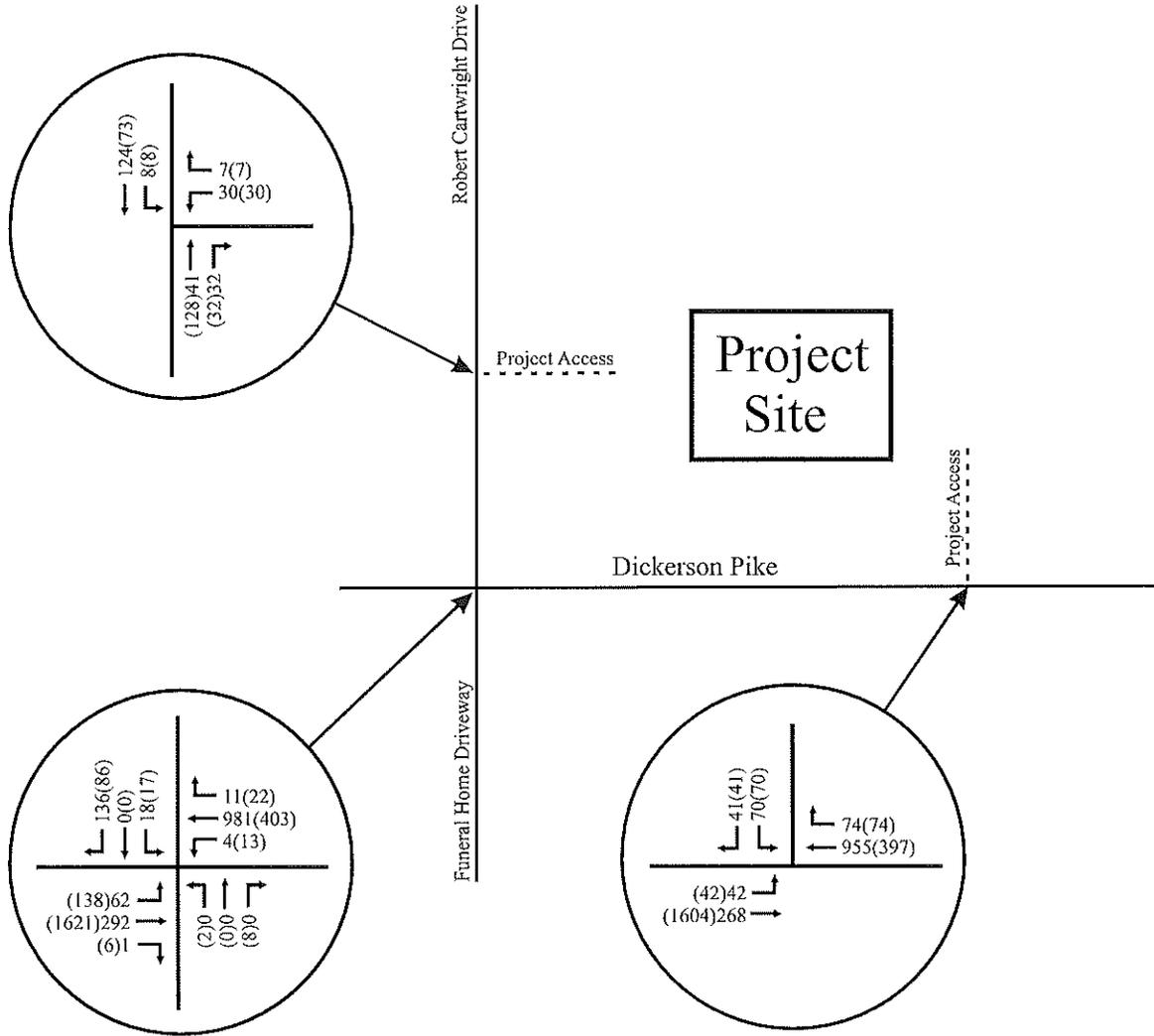
- The new project access on Dickerson Pike will be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes.
- The new project access on Robert Cartwright Drive will be constructed to include one entering lane and one exiting lane, striped as a share left and right turn lane.
- All existing laneage and traffic control will be maintained, and no improvements will be provided.

The results of the capacity analyses for the total projected peak hour traffic volumes are shown in Table 6, and Appendix B includes the capacity analyses worksheets. These analyses indicate that, at the unsignalized intersection of Dickerson Pike and Robert Cartwright Drive / funeral home driveway, most of the critical turning movements will operate at LOS D or better during both peak hours. Although the westbound turning movements will operate at LOS F during the PM peak hour, all of the vehicle queues will remain low.

At the unsignalized intersection of Dickerson Pike and the project access, most of the critical turning movements will operate at LOS B or better during both peak hours. Although the eastbound left turns will operate at LOS E during the AM peak hour and LOS F during the PM peak hour, all of the vehicle queues will be low.

At the unsignalized intersection of Robert Cartwright Drive and the project access, all of the critical turning movements will operate at LOS A during both peak hours, and the vehicle queues will be low.

F i s c h b a c h
Transportation Group, LLC
 Traffic Engineering and Planning



No Scale

XX - AM Peak Hour Volumes
 (XX) - PM Peak Hour Volumes

Figure 8.
Total Projected Peak Hour Traffic Volumes
at the Completion of the Proposed Project

TABLE 6. TOTAL PROJECTED PEAK HOUR LEVELS OF SERVICE

| INTERSECTION | TURNING MOVEMENT | AM PEAK HOUR | | PM PEAK HOUR | |
|--|-------------------------------|------------------|------------------------------|------------------|------------------------------|
| | | LEVEL OF SERVICE | 95 TH %-ILE QUEUE | LEVEL OF SERVICE | 95 TH %-ILE QUEUE |
| Dickerson Pike and Robert Cartwright Drive / Funeral Home | Eastbound Turning Movements | LOS C | 2 veh (24 sec/veh) | LOS D | 2 veh (25 sec/veh) |
| | Westbound Turning Movements | LOS A | 0 veh (0 sec/veh) | LOS F | 1 veh (56 sec/veh) |
| | Northbound Left Turns | LOS B | 1 veh (11 sec/veh) | LOS A | 1 veh (9 sec/veh) |
| | Southbound Left Turns | LOS A | 0 veh (8 sec/veh) | LOS B | 1 veh (15 sec/veh) |
| Dickerson Pike and Project Access | Eastbound Left Turns | LOS E | 2 veh (50 sec/veh) | LOS F | 3 veh (58 sec/veh) |
| | Eastbound Right Turns | LOS B | 1 veh (13 sec/veh) | LOS A | 1 veh (10 sec/veh) |
| | Northbound Left Turns | LOS B | 1 veh (11 sec/veh) | LOS A | 1 veh (8 sec/veh) |
| Robert Cartwright Drive and Project Access | Eastbound Left Turns / Thrus | LOS A | 0 veh (7 sec/veh) | LOS A | 0 veh (8 sec/veh) |
| | Southbound Left / Right Turns | LOS A | 1 veh (10 sec/veh) | LOS A | 1 veh (10 sec/veh) |

6. CONCLUSIONS AND RECOMMENDATIONS

The analyses presented in this study indicate that the following infrastructure improvements should be provided in order to accommodate the total projected traffic volumes with the completion of the proposed project:

1. The project access on Dickerson Pike should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes.
2. The project access on Robert Cartwright Drive should be constructed to include one entering lane and one exiting lane, striped as a shared lane for left and right turns.

It is important to note that this access is proposed to be located approximately 60 feet west of Dickerson Pike. The analyses conducted for the purposes of this study indicate that the eastbound queue on Robert Cartwright Drive at the intersection with Dickerson Pike will likely extend approximately 50 feet during each peak hour. If and when the eastbound queue is more than two vehicles, these vehicles will extend beyond the proposed driveway, and the vehicles exiting the project site will have to rely on eastbound motorists to provide gaps. However, it is expected that the vehicles exiting the project access will access will operate freely during most times of a typical day.

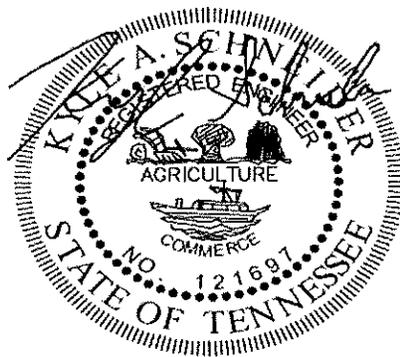
3. Currently, Robert Cartwright Drive is 36 feet wide but is not striped. Therefore, in conjunction with the proposed project, Robert Cartwright Drive should be striped to include one 12-foot travel lane in each direction and a continuous center turn lane along the frontage of the project site. At the intersection with Dickerson Pike, the center turn lane should be striped as a separate left turn lane.

STORMWATER DESIGN CALCULATIONS

FOR

Avalon Gas Station and Lease Space
Robert Cartwright & Dickerson Pike
Goodlettsville, TN

February 24, 2019



Prepared By

KLOBER ENGINEERING SERVICES
3556 Tom Austin Hwy. Suite 1
Springfield, Tennessee 37172
(615) 382-2000

STORM WATER CALCULATIONS:

Bypass Pipe:

A 48" reinforced concrete pipe discharges stormwater runoff from an offsite drainage basin to the southwest side of the site. A new pipe system has been designed to divert the stormwater from the offsite drainage basin away from the site and detention pond/infiltration trench. The new pipe system has been designed at a minimum for the existing site conditions. See table 1 for drainage pipe table information.

Water Quantity:

As seen on DM-1, the current site conditions convey the stormwater runoff to an outfall at the north side of the site. The post developed site was analyzed by conveying the majority of the site to a dry detention pond/infiltration trench that has been incorporated into the development along the northeast edge of the site. Below is a summary for each storm event for pre and post developed flows.

Detention Pond/Infiltration Trench: (Top of Pond: 523.60)

| Storm Event | Pre-Developed Discharge (cfs) (1S) | Post Developed to Pond (cfs) (2S) | Detention Pond Discharge (cfs) (1P) | Post Bypass (cfs) (3S) | Total Post Developed Discharge (cfs) (1R) | Pond Elevation (ft) |
|-------------|------------------------------------|-----------------------------------|-------------------------------------|------------------------|---|---------------------|
| 2 yr. | 5.12 | 5.53 | 0.46 | 1.25 | 1.25 | 520.99 |
| 5 yr. | 7.12 | 7.25 | 0.82 | 1.73 | 1.76 | 521.50 |
| 10 yr. | 8.82 | 8.69 | 2.07 | 2.14 | 2.65 | 521.74 |
| 25 yr. | 11.22 | 10.68 | 4.67 | 2.73 | 6.02 | 522.02 |
| 50 yr. | 13.17 | 12.27 | 5.66 | 3.20 | 8.31 | 522.30 |
| 100 yr. | 15.22 | 13.93 | 6.33 | 3.70 | 9.40 | 522.60 |

Water Quality:

A Level 2 infiltration trench has been proposed for this development to treat water quality. The trench is located at the bottom contour of the detention pond. Based on a 1" rainfall, runoff will produce **5,484 C.F.** (includes 1.10 multiplier) of water volume that will need to be treated for the water quality volume. Below are the calculations to determine the base size of the infiltration trench.

Base Size of Bio Retention

$$SA = \frac{Tv}{(De)}$$

SA=Surface Area (sq-ft)
Tv=water quality volume
De=Equivalent Depth

De = rock depth(0.40)
De = (6.0)(0.40) = 2.40 ft

$$SA = \frac{(5,484)}{2.40}$$

$$SA = 2,285 \text{ sq. ft.}$$

Surface Area Required = 2,285 sq. ft.

Surface Area Provided = 2,881 sq. ft.

Bioretention Volume Provided = 6,914 C.F. = 126 %

City of Goodlettsville
Sumner County Urban Growth Boundary
Proposed 2020 Extension

Sumner County Coordinating Committee Request

February 27, 2020

The City of Goodlettsville is requesting an extension of the Sumner County Urban Growth Boundary to plan and provide an additional designated area for the gradual future expansion of the city boundaries per annexations meeting the defined provisions of Tennessee Code Annotated. The City of Goodlettsville is located in both Sumner and Davidson Counties. Per the Davidson County Metropolitan Government Format and City of Goodlettsville Charter, the City does not have the ability to expand beyond the current municipal boundaries. The City currently has an Urban Growth Boundary per the Sumner County 2020 Growth Plan. The City's municipal boundaries and the Sumner County Urban Growth Boundary are located between the City of Hendersonville and City of Millersville city boundaries and urban growth boundaries. The future expansion of the City of Goodlettsville is limited to the Long Hollow Pike Corridor. Due to growth expectations in Sumner County and the Long Hollow Corridor and the uncertainty of future of the State's Comprehensive Growth Law, the City's urban growth boundary expansion proposal is based on a longer period of time than a typical twenty (20) year planning study. This amendment proposal includes information only for the proposed expansion areas. The City is not attempting to justify the existing urban growth boundary area.

The City's basis for the proposed expansion is not based on accommodating large increases in population growth with higher density residential developments. The City's proposed future land use in the proposed urban growth expansion area is based on Sumner County's recent Long Hollow Pike Corridor Plan. The City's proposed land use in the growth boundary area would primarily be low density residential development up to two (2) units per acre with sections of medium density residential two (2) to four (4) units per area growth land areas supporting the increased densities including open space preservation cluster provision to protect steep slope and flood plain areas and provide streetscape rural preservation character along Long Hollow Pike and Happy Hollow Road. The City proposal includes an area for convenience oriented commercial, professional, and personal services in the existing areas along Long Hollow Pike which include limited retail services and a commercial food and entertainment facility between the intersections of Long Hollow Pike and Montgomery Road and Long Hollow Pike and Happy Hollow Road. After approval of the proposed urban growth boundary, the City will officially adopt a Comprehensive Plan amendment incorporating these land use characteristics described in this section. The City recently completed an amendment to expand a commercial center area for a 1,500 foot section along both sides of Long Hollow Pike between Loretta Drive and Grace Drive within the City's existing municipal boundaries.

The City currently provides police, fire, street maintenance and lighting, storm water, parks, economic development, tourism, general administration, planning and code enforcement, trash collection, and sewer collection. The City has property on South Cedar Point Road adjacent to the Cumberland River for a future sewer treatment facility. The City would expand the current services to all future annexed areas within the current and proposed urban growth boundary areas. The area of the current and proposed urban growth expansion includes low density residential and agricultural rural setting due to the limited utilities, and large percentage of steep slopes and naturally sensitive properties. At this time there are no planned or proposed water and sewer main expansions proposed in the area of the current and proposed urban growth boundary expansion. The City would review future fire service sub-stations with development proposals including land dedications in the proposed urban growth boundary area. Due to the current annexation process, the expansion of city boundaries and services is limited to property owner and development oriented proposals.

Except for new limited single family residential uses outside the city boundaries within the current growth boundary, the City has experienced low density residential growth in the area of the current growth boundary including the Copper Creek Subdivision and Wynridge Subdivision on Long Hollow Pike and the recently approved Allen Farms Subdivision on Allen Road.

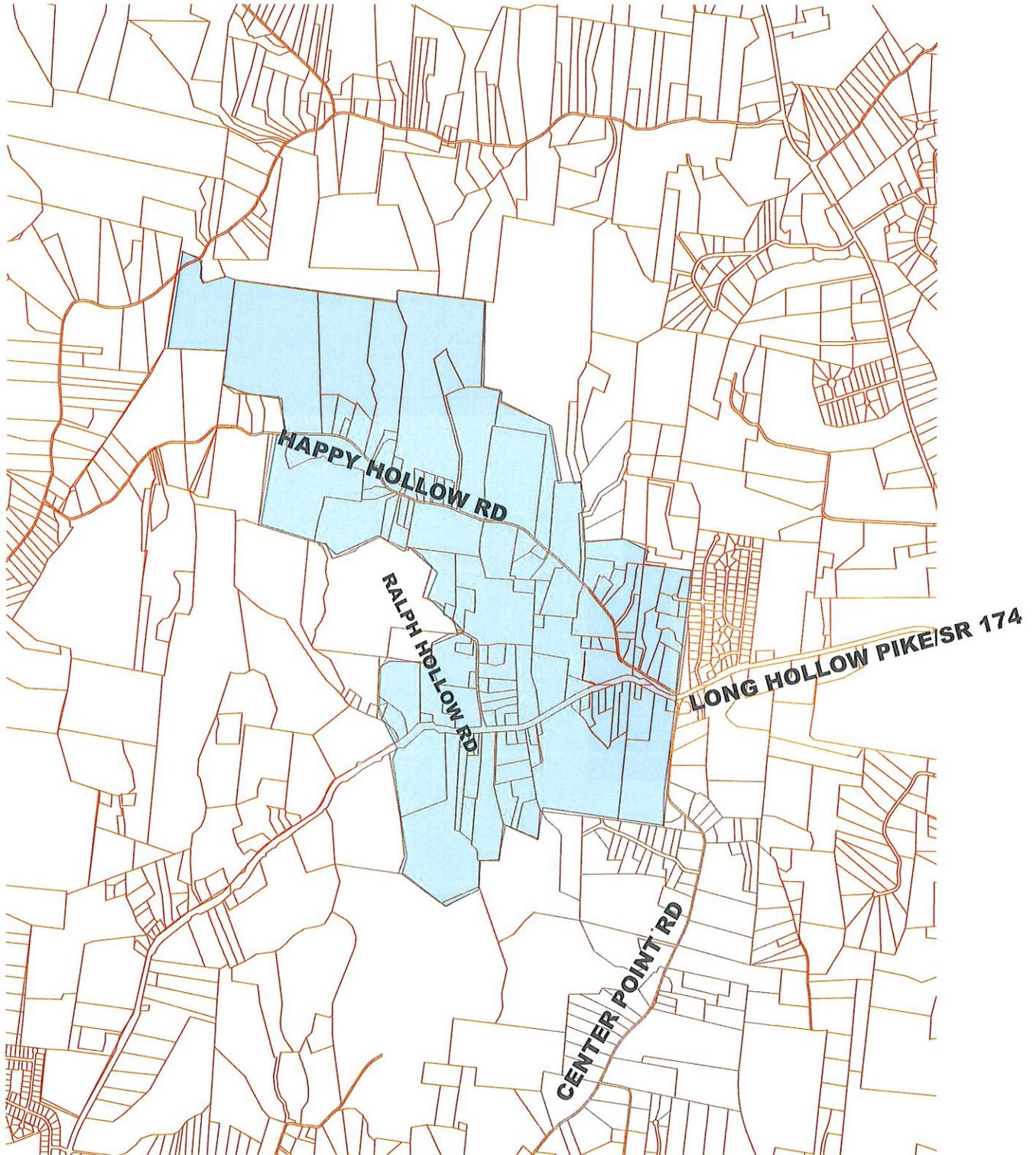
The City's 2010 census population was 15,921 and the anticipated 2020 census population is 18,000. Based on county and city population projections and growth rates from the University of Tennessee Haslam College of Business Boyd Center for Business and Economic Research and the Middle Tennessee Industrial Development Association, the City's 2040 population would be within an estimated range of 20,000 to 25,000 and the 2060 population would be within an estimated range of 22,500 to 30,000. The proposed urban growth boundary area with limitations of steep slopes, flood hazard area, and proposed primary land use including low density residential development would include an estimated range of 900 to 1,500 single family units that could result in a 1,200 to 2,000 estimated additional population in the proposed urban growth boundary area.

The City of Goodlettsville City Commission and City of Hendersonville adopted a resolution in 2019. The resolution included the City of Hendersonville agreeing to rescind a section of their existing Sumner County Urban Growth Boundary along Long Hollow Pike in the area of Center Point Road and Happy Hollow Road in exchange for the City of Goodlettsville dedicating road right-of-way on the property owned by the City of Goodlettsville off South Cedar Point Road.

The City of Goodlettsville Regional Planning Commission on Monday _____ held a public hearing and approved the proposed expansion.

The City of Goodlettsville City Commission on Thursday _____ held a public hearing and approved the proposed expansion.

**CITY OF GOODLETTSVILLE PROPOSED
SUMNER COUNTY GROWTH BOUNDARY EXPANSION**



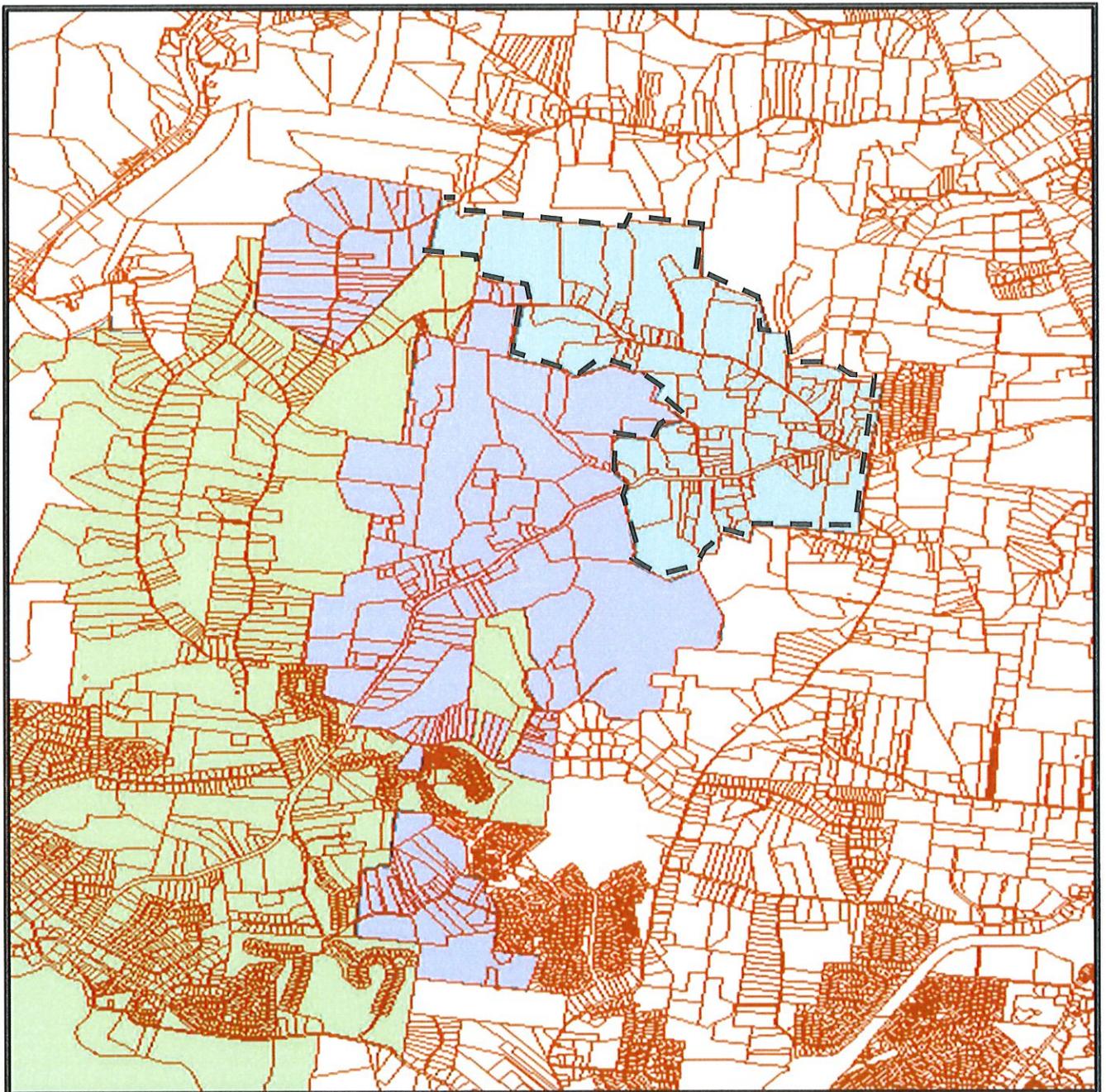
City of Goodlettsville

Proposed Sumner County Growth Boundary Expansion

Green- City Limits

Purple – Current Sumner County Growth Boundary

Light Blue- Proposed Sumner County Growth Boundary Expansion



RESOLUTION NO. 19-872

A RESOLUTION TO APPROVE A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF HENDERSONVILLE, TENNESSEE AS IT RELATES TO URBAN GROWTH BOUNDARIES AND ROAD RIGHT OF WAY.

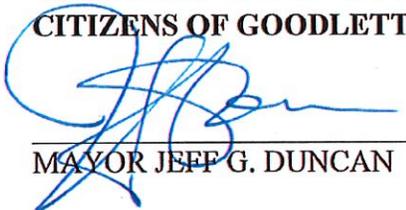
WHEREAS, The City of Goodlettsville desires to expand its current Urban Growth Boundary, some of which currently lies within the City of Hendersonville Urban Growth Boundary; and

WHEREAS, the City of Hendersonville desires to acquire certain Right-of-Way on property currently owned by the City of Goodlettsville; and

WHEREAS, The City of Goodlettsville desires to donate certain Right-of-Way in exchange for the City of Hendersonville retracting a portion of their Urban Growth Boundary along Long Hollow Pike.

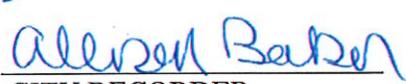
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF GOODLETTSVILLE THAT IT AUTHORIZES THE EXECUTION OF A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF HENDERSONVILLE, TENNESSEE AS INCLUDED AS EXHIBIT 1.

THIS RESOLUTION IS EFFECTIVE UPON ADOPTION, THE WELFARE OF THE CITIZENS OF GOODLETTSVILLE REQUIRING IT.



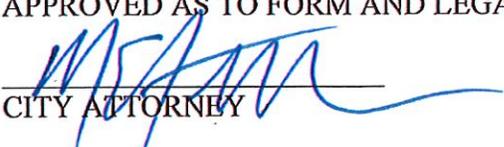
MAYOR JEFF G. DUNCAN

Adopted: September 12, 2019



CITY RECORDER

APPROVED AS TO FORM AND LEGALITY



CITY ATTORNEY

EXHIBIT I

MEMORANDUM OF UNDERSTANDING

BETWEEN

THE CITY OF GOODLETTSVILLE, TENNESSEE

AND

THE CITY OF HENDERSONVILLE, TENNESSEE

This memorandum of understanding is made this _____ day of _____ 2019 between the City of Goodlettsville, Tennessee and the City of Hendersonville, Tennessee.

WHEREAS, the City of Goodlettsville desires to expand its current Urban Growth Boundary into a portion that is currently under the jurisdiction of the City of Hendersonville; and

WHEREAS, the City of Hendersonville desires to acquire the Right-of-Way for a future Rockland Road to Center Point Road connector as part of their long range transportation plan.

Now therefore the parties agree as follows:

I. The City of Goodlettsville, Tennessee will:

1. Provide the City of Hendersonville approximately 1590 linear feet of Right-of-Way along the North Boundary of Parcel 160 066.00 000, as well as, adequate Right-of-Way necessary to make the necessary connections to adjoining properties in the Northwest corner of referenced property. The Right-of-Way will be 64 linear feet in width, and
2. Allow the City of Hendersonville to have the right-of-first refusal if it ever determines that the property is surplus to the needs of the city or the Cumberland River Water Improvement Authority and chooses to sale said parcel.

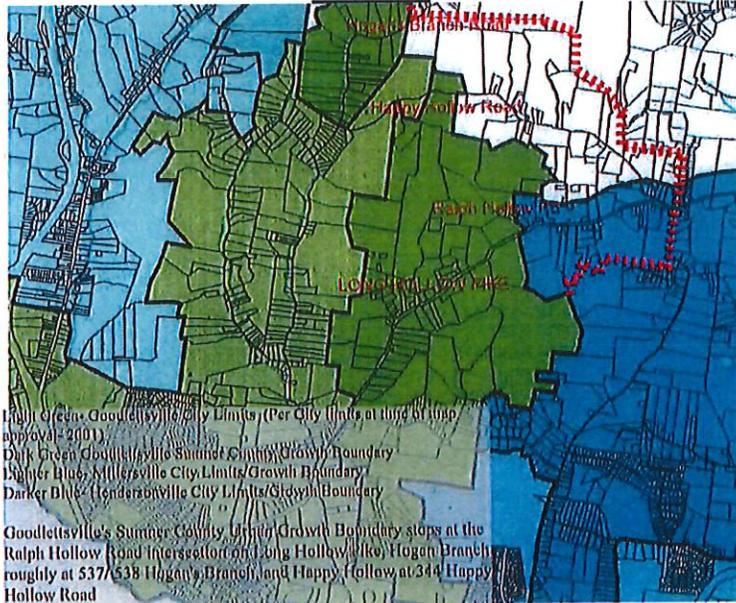
II. The City of Hendersonville, Tennessee will:

1. Retract a portion of its Urban Growth Boundary that was originally adopted in 2000 that is along the Long Hollow Pike Corridor and is demonstrated in the follow exhibit, and
2. Support the City of Goodlettsville in encompassing the aforementioned area into its Urban Growth Boundary as a part of the 2020 boundary update.

III. The parties further agree:

1. That all requirements of this memorandum of understanding are take place in an expeditious manner so that the welfare of both government entities is satisfied.

EXHIBIT



APPROVED:

City of Goodlettsville, Tennessee:

Jeff G. Duncan

Jeff G. Duncan, Mayor

9/12/19

Date

City of Hendersonville, Tennessee:

Jamie Clary, Mayor

Date