



**CLARKSVILLE CITY COUNCIL  
REGULAR SESSION  
APRIL 6, 2017, 7:00 P.M.**

**COUNCIL CHAMBERS  
106 PUBLIC SQUARE  
CLARKSVILLE, TENNESSEE**

**AGENDA**

**PUBLIC COMMENTS**

- 6:55 P.M.      Lewis Marshall

**1) CALL TO ORDER**

**2) PRAYER:** *Steve Kirby, Hilldale Church of Christ (Guest of Councilman Burkhardt; Ward 12)*

**PLEDGE OF ALLEGIANCE:** *Mayor Kim McMillan*

**3) ATTENDANCE**

**4) SPECIAL RECOGNITIONS**

**5) PLANNING COMMISSION: PUBLIC HEARING**

1. **ORDINANCE 57-2016-17** (First Reading) Amending the Zoning Ordinance and Map of the City of Clarksville, application of Un Chu Jenkins for zone change on property located at the intersection of Tiny Town Road and Tobacco Road from R-2 Single Family Residential District to C-1 Neighborhood Commercial District (*RPC: Disapproval/Approval*)
2. **ORDINANCE 58-2016-17** (First Reading) Amending the Zoning Ordinance and Map of the City of Clarksville, application of Mark Stephen Bullock, et ux, Brian Bryant-Agent, for zone change on property located at the intersection of Hawkins Road and East Johnson Circle for zone change from R-1 Single Family Residential District to R-2D Two Family Residential District (*RPC: Approval/Approval*)

3. **ORDINANCE 59-2016-17** (First Reading) Amending the Zoning Ordinance and Map of the City of Clarksville, application of Grace Bible Church, Mid State Investments-Agent, for zone change on property located at the intersection of Peachers Mill Road and Pine Mountain Road from R-1 Single Family Residential District and R-2 Single Family Residential District to R-4 Multiple Family Residential District (*RPC: Approval/Approval*)

## 6) CONSENT AGENDA

*All items in this portion of the agenda are considered to be routine and non-controversial by the Council and may be approved by one motion; however, a member of the Council may request that an item be removed for separate consideration under the appropriate committee report:*

1. **ORDINANCE 48-2016-17** (Second Reading) Amending the FY2017 Fire & Rescue budget for CAD Implementation
2. **ORDINANCE 49-2016-17** (Second Reading) Amending the Official Code to installation and maintenance of excess flow valves
3. **ORDINANCE 50-2016-17** (Second Reading) Authorizing extension of utilities to Poplar Hills Subdivision; request of Fulton Wilson
4. **ORDINANCE 51-2016-17** (Second Reading) Amending the Zoning Ordinance and map of the City of Clarksville, application of Annette Shrader, Jason Daugherty-Agent, for zone change on property located at the intersection of Business Park Drive and Corporate Drive from M-1 Light Industrial District to C-5 Highway & Arterial Commercial District
5. **ORDINANCE 52-2016-17** (Second Reading) Amending the Zoning Ordinance and map of the City of Clarksville, application of Richard D. Collins for zone change on property located at the intersection of Batts Lane and Columbia Street from RM-1 Single Family Mobile Home Residential District to R-4 Multiple Family Residential District

6. Adoption of Minutes: March 2

7. Approval of Board Appointments:

Adult Oriented Establishment Board: Mike Biggs, Geno Grubbs, Raby Nance – January 2017 through December 2020

Arts & Heritage Dev. Council: Kathy Lee Heuston – April 2017 through June 2018

Beer Board: Jerry Greenwell – April 2017 through March 2019

Tree Board: Councilman Ron Erb – Coterminous

7) FINANCE COMMITTEE

*Jeff Burkhart, Chair*

1. **ORDINANCE 44-2016-17** (First Reading; Postponed February 2<sup>nd</sup>) Authorizing exercise of right of eminent domain to obtain easements for the Natural Gas Interconnect Pipeline (*Finance Committee and Gas & Water Committee: Approval*)
2. **ORDINANCE 53-2016-17** (First Reading) Amending the FY17 Special Revenue Fund Budget to accept a Safe Routes To Schools grant from the Tennessee Department of Transportation (*Finance Committee: Approval*)
3. **ORDINANCE 54-2016-17** (First Reading) Amending the FY17 Capital Projects Budget to transfer funds for Liberty Park parking (*Finance Committee: Approval*)

8) GAS & WATER COMMITTEE

*Bill Powers, Chair*

1. **ORDINANCE 38-2016-17** (First Reading; Postponed March 2<sup>nd</sup>) Amending the Official Code relative to gas rates (*Gas & Water Committee: Approval*)
2. **ORDINANCE 55-2016-17** (First Reading) Authorizing extension of utilities to 401 Miller Road; request of Miller, King & Rudolph (*No recommendation; Committee did not meet*)

9) HOUSING & COMMUNITY DEVELOPMENT COMMITTEE

*David Allen, Chair*

1. Department report.

10) PARKS COMMITTEE

(Parks, Recreation, General Services)

*Valerie Guzman, Chair*

1. Department reports.

11) PUBLIC SAFETY COMMITTEE

(Building & Codes, Fire & Rescue, Police)

*Geno Grubbs, Chair*

1. Department reports.

12) STREETS & GARAGE COMMITTEE

*Mike Alexander, Chair*

1. Department reports.

### 13)TRANSPORTATION COMMITTEE

*Deanna McLaughlin, Chair*

1. Department report.

### 14) NEW BUSINESS

1. **ORDINANCE 56-2016-17** (First Reading) Amending the FY17 Capital Projects Budget and the General Fund Budget for hazard mitigation for Embassy House Furniture (*Councilman Grubbs*)
- 2a. Approval to consider **ORDINANCE 60-2016-17** on first reading [3/4 majority approval required] (*Mayor McMillan*)
- 2b. **ORDINANCE 60-2016-17** (First Reading) Authorizing purchase of property between Kraft Street and Red River for extension of the Red River Trail/Clarksville Greenway (*Mayor McMillan*)
- 3a. Approval to consider **ORDINANCE 61-2016-17** on first reading [3/4 majority approval required] (*Mayor McMillan*)
- 3b. **ORDINANCE 61-2016-17** (First Reading) Authorizing purchase of property on Walnut Street for a sidewalk to access bus stop shelters on Fort Campbell Boulevard (*Mayor McMillan*)
- 4a. Approval to consider **ORDINANCE 62-2016-17** on first reading [3/4 majority approval required] (*Mayor McMillan*)
- 4b. **ORDINANCE 62-2016-17** (First Reading) Authorizing purchase of property between Kraft Street and Red River for a trail head for the Red River Trail/Clarksville Greenway (*Mayor McMillan*)
- 5a. Approval to consider **RESOLUTION 29-2016-17** [3/4 majority approval required] (*Mayor McMillan*)
- 5b. **RESOLUTION 29-2016-17** Authorizing right of entry for the Tennessee Department of Transportation for improvements along Highway 48/13 (*Mayor McMillan*)

### 15) MAYOR AND STAFF REPORTS

### 16) ADJOURNMENT



## CITY ZONING ACTIONS

The following case(s) will be considered for action at the formal session of the Clarksville City Council on: April 6, 2017. The public hearing will be held on: April 6, 2017.

CITY ORD. #: 57-2016-17      RPC CASE NUMBER: Z-5-2017

Applicant:      UN CHU JENKINS

Location:      Property fronting on the north frontage of Tiny Town Rd. 375 +/- feet east of the centerline of the Tiny Town Rd. & Tobacco Rd. intersection.

Ward #:      1

Request:      R-2 Single-Family Residential District  
to  
C-1 Neighborhood Commercial District

STAFF RECOMMENDATION: DISAPPROVAL

PLANNING COMMISSION RECOMMENDATION: APPROVAL

\*\*\*\*\*

CITY ORD. #: 58-2016-17      RPC CASE NUMBER: Z-6-2017

Applicant:      MARK STEPHEN BULLOCK ET UX

Agent:      Brian Bryant

Location:      Property located fronting in the bend of Hawkins Rd. southeast of the Hawkins Rd. & e. Johnson Circle intersection.

Ward #:      7

Request:      R-1 Single-Family Residential District  
to  
R-2D Two-Family Residential District

STAFF RECOMMENDATION: APPROVAL

PLANNING COMMISSION RECOMMENDATION: APPROVAL

\*\*\*\*\*

CITY ORD. #: 59-2016-17      RPC CASE NUMBER: Z-7-2017

Applicant:      GRACE BIBLE CHURCH

Agent:      Mid State Investments

Location:      Property fronting on the west frontage of Peachers Mill Rd, 400 +/- feet north of the Peachers Mill Rd. & Pine Mountain Rd. intersection.

Ward #:      3

Request:      R-1 Single-Family Residential District / R-2 Single-Family Residential District  
to  
R-4 Multiple-Family Residential District

STAFF RECOMMENDATION: APPROVAL

PLANNING COMMISSION RECOMMENDATION: APPROVAL

\*\*\*\*\*

**CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION**

**STAFF REVIEW - ZONING**

**RPC MEETING DATE:** 3/29/2017

**CASE NUMBER:** Z - 5 - 2017

**NAME OF APPLICANT:** Un Chu

Jenkins

**AGENT:**

---

**GENERAL INFORMATION**

**PRESENT ZONING:** R-2

**PROPOSED ZONING:** C-1

**EXTENSION OF ZONE  
CLASSIFICATION:**

**APPLICANT'S STATEMENT  
FOR PROPOSED USE:** To build a small strip mall for the convenience of the residents in the area.

**PROPERTY LOCATION:** Property fronting on the north frontage of Tiny Town Rd. 375 +/- feet east of the centerline of the Tiny Town Rd. & Tobacco Rd. intersection.

**ACREAGE TO BE REZONED:** 0.62+/-

**DESCRIPTION OF PROPERTY  
AND SURROUNDING USES:** Cleared rectangular tract with fill dirt placed on the property.

**GROWTH PLAN AREA:**

CITY **TAX PLAT:** 6-J-B

**PARCEL(S):** 21.00

**CIVIL DISTRICT:** 3rd

**CITY COUNCIL WARD:** 1

**COUNTY COMMISSION DISTRICT:** 8

**PREVIOUS ZONING HISTORY:**  
(to include zoning, acreage and  
action by legislative body)

# CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION

## STAFF REVIEW - ZONING

### DEPARTMENT COMMENTS

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> GAS AND WATER ENG. SUPPORT MGR.  | <input type="checkbox"/> ATT                                 | <input type="checkbox"/> DIV. OF GROUND WATER |
| <input checked="" type="checkbox"/> GAS AND WATER ENG. SUPPORT COOR. | <input checked="" type="checkbox"/> FIRE DEPARTMENT          | <input type="checkbox"/> HOUSING AUTHORITY    |
| <input type="checkbox"/> UTILITY DISTRICT                            | <input type="checkbox"/> EMERGENCY MANAGEMENT                | <input type="checkbox"/> INDUSTRIAL DEV BOARD |
| <input checked="" type="checkbox"/> JACK FRAZIER                     | <input checked="" type="checkbox"/> POLICE DEPARTMENT        | <input type="checkbox"/> CHARTER COMM.        |
| <input checked="" type="checkbox"/> CITY STREET DEPT.                | <input type="checkbox"/> SHERIFF'S DEPARTMENT                | <input type="checkbox"/> Other...             |
| <input checked="" type="checkbox"/> TRAFFIC ENG. - ST. DEPT.         | <input checked="" type="checkbox"/> CITY BUILDING DEPT.      |   |
| <input type="checkbox"/> COUNTY HIGHWAY DEPT.                        | 1. <input type="checkbox"/> COUNTY BUILDING DEPT.            |   |
| <input type="checkbox"/> CEMC  | <input checked="" type="checkbox"/> SCHOOL SYSTEM OPERATIONS |   |
| <input checked="" type="checkbox"/> DEPT. OF ELECTRICITY (CDE)       | <input type="checkbox"/> FT. CAMPBELL                        |   |

**1. CITY ENGINEER/UTILITY DISTRICT:**

No Sewer Available.

2.

**1a. COST TO ENGINEER/UTILITY DISTRICT:**

No Traffic Assessment Required.

3.

**2. STREET DEPARTMENT/**

**COUNTY HIGHWAY DEPARTMENT:**

**2a. COST TO STREET/HIGHWAY DEPT.:**

Comments Received From Department And They Had No Concerns.

4.

**3. DRAINAGE COMMENTS:**

**3a. DRAINAGE COST:**

5.

**4. CDE/CEMC:**

**4a. COST TO CDE/CEMC:**

6.

**5. CHARTER COMM./BELL SOUTH:**

**5a. COST TO CHARTER AND/OR BELLSOUTH:**

7.

No Comment(s) Received

**6. FIRE DEPT/EMERGENCY MGT.:**

**6a. COST FIRE DEPT/EMERGENCY MGT.:**

8.

Access?

**7. POLICE DEPT/SHERIFF'S OFFICE:**

**7a. COST TO POLICE DEPT./SHERIFF'S DEPT:**

9.

No Comment(s) Received

**8. CITY BUILDING DEPARTMENT/  
COUNTY BUILDING DEPARTMENT:**

**8a. COST TO CITY/COUNTY BLDG. & CODES:**

**9. SCHOOL SYSTEM:**

ELEMENTARY: BARKERS MILL

MIDDLE SCHOOL: WEST CREEK

HIGH SCHOOL: WEST CREEK

10.

**9a. COST TO SCHOOL SYSTEM:**

**10. FT. CAMPBELL:**

**10a. COST TO FT. CAMPBELL:**

**11. OTHER COMMENTS:**

11.

**CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION**  
**STAFF REVIEW - ZONING**

**PLANNING STAFF'S STUDY AND RECOMMENDATION**

**IMPACT OF PROPOSED USE ON SURROUNDING DEVELOPMENT:** Increased traffic, light & noise.

**INFRASTRUCTURE:**

**WATER SOURCE:** CITY

**PIPE SIZE:**

**SEWER SOURCE:** CITY

**ACCESSIBILITY:** TINY TOWN RD.

**DRAINAGE:**  
VARIES

**DEVELOPMENT ESTIMATES:**

**APPLICANT'S ESTIMATES**

**HISTORICAL ESTIMATES**

**LOTS/UNITS:**

**ROAD MILES:**

**POPULATION:**

**ELEMENTARY SCHOOL STUDENTS:**

**MIDDLE SCHOOL STUDENTS:**

**HIGH SCHOOL STUDENTS:**

**APPLICABLE COMPREHENSIVE PLAN ELEMENTS:**

Airport Planning Area: This Planning area is centered around John H. Outlaw Field. The major north-south axis roads are Ft. Campbell Blvd., Tobacco Rd. and Peachers Mill Rd., Tiny Town Rd. serves as the major east-west connector here. The planning area has vast amounts of open space that has a long history of agricultural and woodland uses.

**STAFF RECOMMENDATION: DISAPPROVAL**

1. This request is not consistent with the goals and objectives of the Adopted Land Use Plan.
2. The property is surrounded by R-1A & R-2 Single family residential zoning on the North, East, West and the proposed C-1 zoning classification permits uses that may be incompatible with the surrounding residential properties.
3. No adverse environmental issues were identified relative to this request, however there are areas of fill dirt placement that may limit the development potential of this property.

4.

5.





CASE NUMBER: Z 5 2017 MEETING DATE 3/29/2017

APPLICANT: Un Chu

Jenkins

PRESENT ZONING R-2

PROPOSED ZONING C-1

TAX PLAT # 6-J-B

PARCEL 21.00

GEN. LOCATION Property fronting on the north frontage of Tiny Town Rd. 375 +/- feet east of the centerline of the Tiny Town Rd. & Tobacco Rd. intersection.

\*\*\*\*\*

PUBLIC COMMENTS

Documents submitted & included in the file.

Email in the file.

**From:** Judy Burkhart <judy.burkhart@cityofclarksville.com>  
**Sent:** Tuesday, March 28, 2017 2:49 PM  
**To:** Spainhoward, John T  
**Subject:** Fwd: A message from your site visitor Herman Gorum

FYI

----- Forwarded message -----

**From:** <[hgorum2397@aol.com](mailto:hgorum2397@aol.com)>  
**Date:** Tue, Mar 28, 2017 at 2:48 PM  
**Subject:** A message from your site visitor Herman Gorum  
**To:** [judy.burkhart@cityofclarksville.com](mailto:judy.burkhart@cityofclarksville.com)

Visitor: Herman Gorum

Email Address: [hgorum2397@aol.com](mailto:hgorum2397@aol.com)

Phone Number: [9314314773](tel:9314314773)

Message: Comments for Planning Commission on Rezoning case# Z-5-2017

**From:** Herman Gorum  
Resident of 808 Iris Lane, which lies behind and adjacent to the parcel of land requesting to be re-zoned from R2 to C1

As military retirees living in this area for 13 years now my wife and I chose this neighborhood for the convenience of being near to Ft Campbell Post, access to schools and the peacefulness and child friendliness of the neighborhood. Our children could play outside, walk throughout the subdivision or ride their bikes to other parts of subdivision without much worry. Our foremost concern is now for the safety of not only our children, but all the children in this neighborhood. We feel the proposed rezoning of this property for commercial use has raised our collective communal concerns safety issues. I don't believe commercializing this particular corner will demonstrate a direct tangible benefit to the local community. Adjacent and local neighbors have also expressed worries over issues such as the increased traffic that will intrude into the subdivision via Tobacco Road, as well as, the security of our adjacent properties. Concern is also for the eventual intrinsic loss of home real estate values of the surrounding homes that comes from being so near a business of any type as it might invite strangers and unintended criminal activities into our subdivision.

We would like to suggest a house or park at this corner (with the rest of the "Jungle" that is growing) and/or some sidewalks going to the Neighborhood Wal-Mart, along this stretch of road would be of far greater benefit to our community.

Rezoning decisions normally require two sets of approval: (1) from the government and (2) from the community. Well (as a member of the community) I want to voice my hope and resolve that the property is maintained as residential.

Despite previous years of local resident's concerns, the effect of which have been mostly negative, the owners' intent as stated for the Reason for Request: is to sell the property to a third party investor/developer once it is re-zoned to C1 with unknown plans/designs on the property. This clearly shows no regard for the neighboring

residents concerns, the neighborhood or surrounding property values since once sold they will have to say is what type of structure intrudes into the neighborhood. And as such they avoid any compensation to those landowners whose property have already suffered (Unable to sell while this re-zoning is ongoing) and will suffer substantial and measurable decline in market value as a result of the rezoning.

I don't look forward to Tiny Town Road becoming another visual atrocity of commercialism like Wilma Rudolph Blvd and 41a/Ft Campbell Blvd. There are properties available for more commercial growth on those roads if these land owners are looking for investments. We already have the convenience of a Walgreens and a newly constructed Wal-Mart "Neighborhood Market". We don't need or want another strip mall or single business or drug/clinic blighting intruding into our subdivision.

Additionally, the rapidly increasing commercialization on Tiny Town Road has directly increased in the number of accidents, robberies and violent crimes - in particular fatal accidents and wrecks with injuries. We would like to avoid any more or an increase in our neighborhood that it will cause.

I have managed to find some research that between 2009 and June 2015 Tiny Town Road had only 8 fatality crashes. Since that time here is a just a few I've been able to capture: Highlighting three which have occurred at this particular intersection of property.

- On April 18, 2012 a driver was killed in wreck on Tiny Town Road and Tara Boulevard.
- On June 7, 2013 a motorcycle rider was killed Friday, in a crash on Tiny Town Rd. around 5 p.m. when a church van pulled out in front of him.
- On April 22nd, 2014 a Clarksville resident, was taken into custody on outstanding warrants for driving the vehicle and fleeing the crash scene on April 4, 2014. Where an 18 old was stuck crossing the street.
- On September 22, 2014, A 22 year old man riding a bicycle was killed after being hit by a vehicle on Tiny Town Rd.
- On June 13, 2015 two motorcycles were riding in a group, traveling Westbound on Tiny Town Road near Tara Boulevard, they collided with each other and one died from injuries sustained in the crash.

#### Accidents/Wrecks/Violent crimes:

- On September 12, 2012 at 601 Tiny Town Road, a woman drove a 2011 Toyota Venza into the Kangaroo Express gas station business.
- On April 19, 2013 Vehicle left the roadway and flip over in the area of 801 Tiny Town.
- On October 9, 2013 Suspect attempted to rob the business at 804 Tiny Town Road
- On April 3, 2014 a woman was seriously injured after being struck by a hit-and-run on Tiny Town Rd.
- On January 22, 2014 Tiny Town Road and Peachers Mill Road, due to an overturned commercial grain truck.
- On May 17, 2015, the Clarksville Police Department responded a male subject waiving a gun around at Tiny Town Road in front of Publix near the intersection of Peachers Mill Road.

<http://www.city-data.com/accidents/acc-Clarksville-Tennessee.html>

Fatal car crashes and road traffic accidents in Clarksville, Tennessee for 2012 -2015

<http://www.clarksvilleonline.com/tag/tiny-town-road>

Sincerely,  
Herman G Gorum, Jr.



---  
*Judy Burkhart*  
*Office Manager*  
*Clarksville-Montgomery County*  
*Regional Planning Commission*  
*329 Main Street*  
*Clarksville TN 37040*

*931-645-7448*  
*931-645-7481 (Fax)*

Honorable Richard Swift (Chairman), Bryce Powers (Vice Chairman),  
Russell Adkins, Geno Grubbs, Wade Hadley, Mark Kelly, Bill Kimbrough,  
Robert Nichols, and Linda Rudolph  
Members of the Clarksville-Montgomery County Regional Planning Commission

RE: CITY ZONING CASE NUMBER Z-5-2017, APPLICANT: UN CHU JENKINS

Mr. Chairman, Mr. Vice Chairman, and Planning Commission Members:

We respectfully ask that the applicant's request for a zoning change from residential (R-2) to commercial (C-1) be denied. We are two of some 175 neighbors who signed and/or helped in circulating the attached petition opposing the proposed rezoning.

Our reasons are these:

1. Proposed Rezoning is Contrary to the Purpose of the Zoning Ordinance
  - (1) Our zoning ordinance says it is designed:  
  
to protect the value and integrity of neighboring properties  
[and] enhance the general character and appearance of the  
community.<sup>1</sup>
  - (2) This lot is in the *middle* of a fully developed residential area which extends for almost 0.7 mile (east to west) along the north side of Tiny Town Road.
  - (3) This lot is surrounded by homes occupying residential parcels on all sides (north, east and west).
  - (4) Tobacco Road is the primary entrance into our neighborhood—homes are on both corners of the entrance—and this lot is next to one of the corner homes.
  - (5) A "small strip mall" placed next door to one of the two homes situated on each side of our neighborhood's main entrance degrades our neighborhood and diminishes values.
  - (6) Inserting commercial property in the middle (north, east and west) of five homes occupying residential parcels compromises the integrity of our neighborhood.
  - (7) Degrading our neighborhood, compromising its integrity, and diminishing our home values will not enhance the future character or appearance of the Clarksville community as a whole.

---

<sup>1</sup> Code of the City of Clarksville, Title 11, Section 1.2, page 6

2. Proposed Rezoning is Contrary to the City's Hazard Mitigation Plan

- (1) On May 7, 2015, Clarksville adopted the *Montgomery County Multi-Jurisdictional Hazard Mitigation 2015 Plan Update*.<sup>2</sup>
- (2) The adoption of the plan was, and is, a "condition of qualification for potential future mitigation funding".<sup>3</sup>
- (3) As to sinkholes, the plan states:  
  
Use of sinkholes to drain developed areas may be overloading the underground drainage system thereby causing flooding and land subsidence (sinkholes).<sup>4</sup>
- (4) To mitigate damage and loss, the plan specifically states:  
  
Development is not permitted over or even at the edge of a known sinkhole, and certainly not over fill placed in a sinkhole to bring development areas to grade.<sup>5</sup>
- (5) The eastern 2/3rds of the lot is below the elevation of Tiny Town Road.
- (6) The eastern 1/3rd of the lot is within a sinkhole depression.
- (7) The *lowest* area of the sinkhole depression is where the lot's two eastern boundary lines meet making a "V".
- (8) Applicant stripped the lot bare of practically all vegetation.
- (9) Over objections from neighbors, applicant dumped fill on the eastern 2/3rds of the lot—as much as 5 feet above the yards of adjoining homeowners.
- (10) Over objections from neighbors, applicant cobbled together inadequate barriers to contain the fill and dumped rock onto a neighbor's property at the lowest area of the sinkhole depression.

---

<sup>2</sup> Resolution 34-2014-15

<sup>3</sup> Resolution 34-2014-15

<sup>4</sup> *Montgomery County Multi-Jurisdictional Hazard Mitigation 2015 Plan Update*, page 83

<sup>5</sup> *Montgomery County Multi-Jurisdictional Hazard Mitigation 2015 Plan Update*, page 59

3. Proposed Rezoning Is of No Benefit to the Clarksville Community as a Whole
- (1) The rezoning of an insignificant drainage lot<sup>6</sup> to the detriment of an entire neighborhood does not benefit the Clarksville Community as a whole.
  - (2) Even if the risk of jeopardizing "future mitigation funding"<sup>7</sup> is remote—it is an unnecessary risk for the Clarksville community as a whole.
4. Proposed Rezoning Increases Risk of Drainage and Sinkhole Problems
- (1) Our neighborhood always has been, and still is, plagued by drainage and sinkhole problems.
  - (2) The run-off from at least a third of our neighborhood drains into the sinkhole area.
  - (3) As much as 3/4ths of the property of each homeowner adjacent to the sinkhole was within the 100-year flood plain when the subdivision was approved.
  - (4) Afterwards, Tiny Town Road was widened from 2 to 5 lanes—now there is more run-off, but less sinkhole drainage/detainment area.
  - (5) Applicant's actions — stripping vegetation, dumping fill up to 5 feet above adjoining yards, and dumping rock into the lowest part of sinkhole — has increased run-off, forced run-off into the yards of adjoining homeowners, and placed the sinkhole drainage/detainment area in jeopardy.
  - (6) Applicant's construction of a "small strip mall" and accompany parking area will significantly increase the drainage problems applicant has already caused.

For all of the above reasons, we respectfully ask, for us and our neighbors, that applicant's rezoning request be denied.

Respectfully,



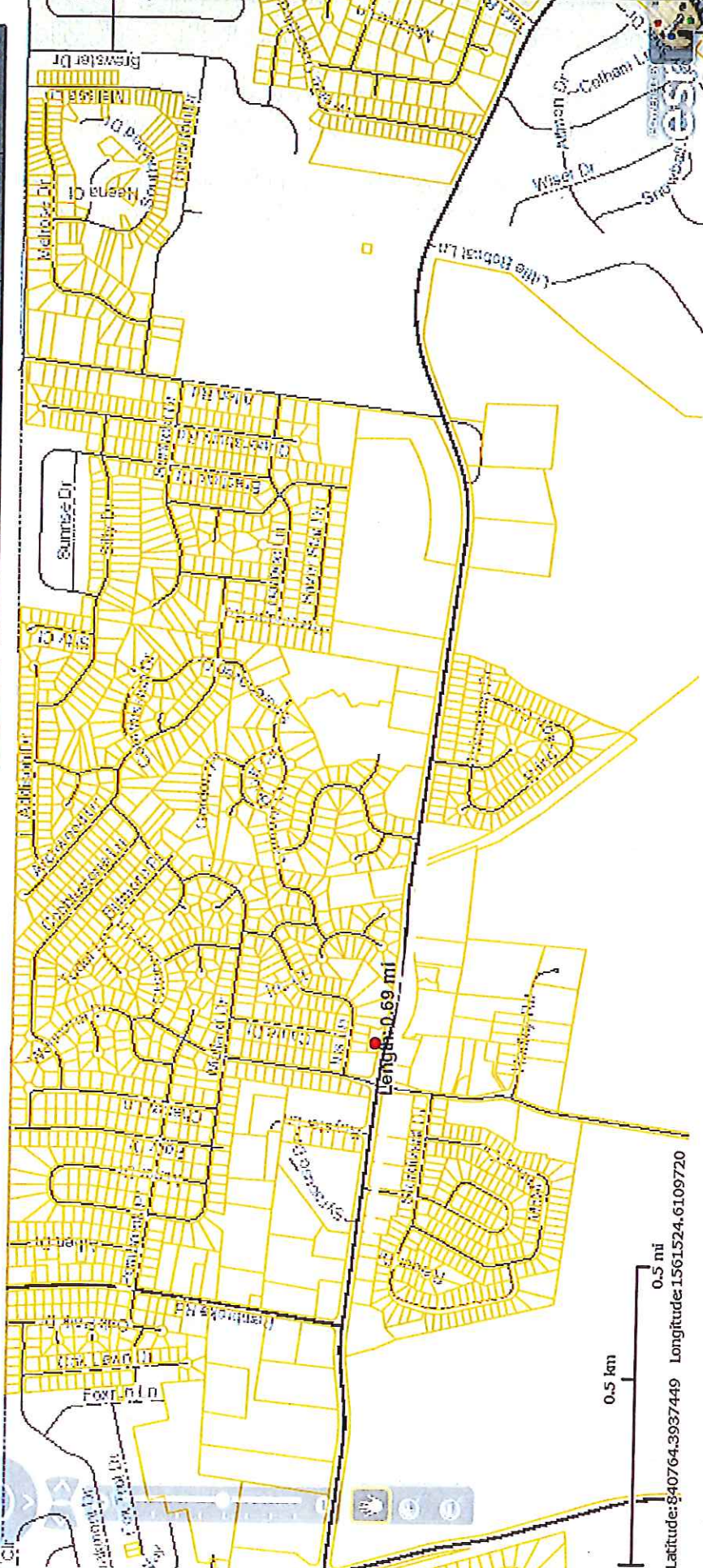
Gavin Alton and wife, Myong Alton, of 812 Iris Lane

---

<sup>6</sup> This lot was abandoned by Alamo Real Estate, it was sold for unpaid property taxes, the court decree confirming the sale was recorded October 29, 2012, in Volume 1474 at Pages 2416-2424, Register's Office for Montgomery County.

<sup>7</sup> Resolution 34-2014-15



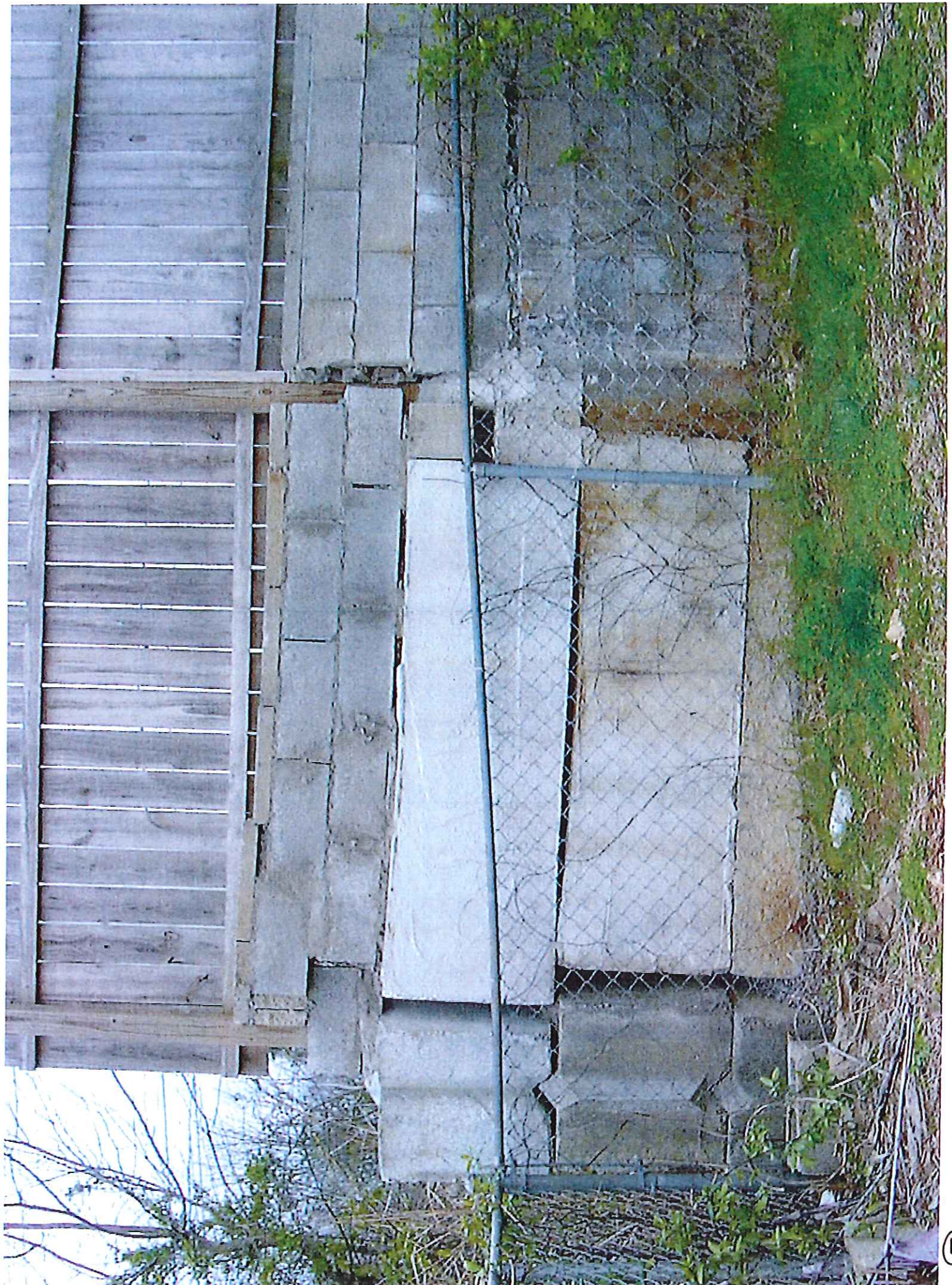


0.5 km

0.5 mi

Latitude: 34.07643937449 Longitude: 156.1524.6109720





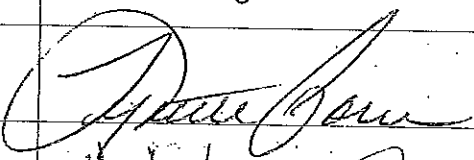
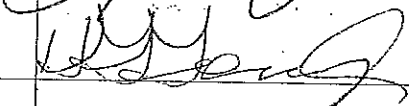
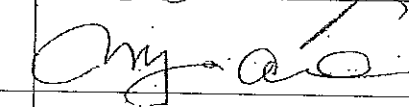
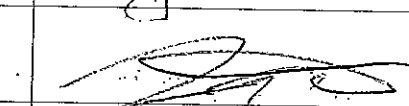
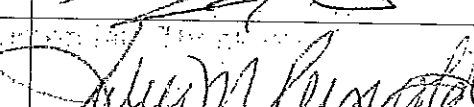
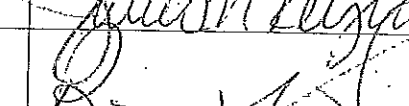
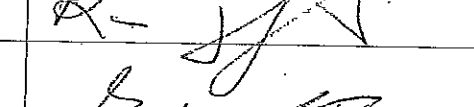
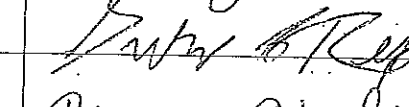
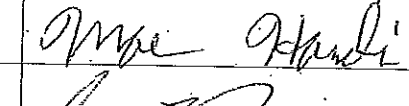
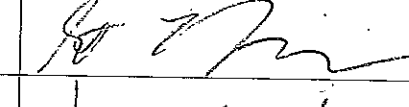
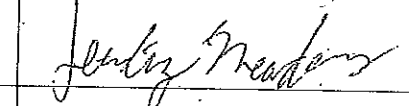
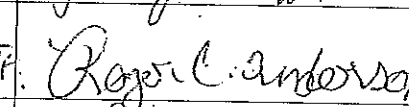


RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or  
our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want  
commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the  
zoning from residential to commercial. Thank you.


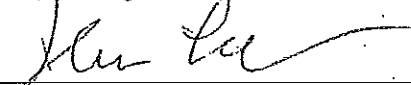
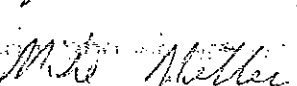
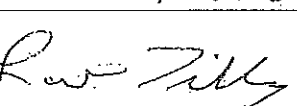
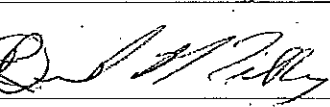
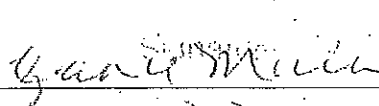
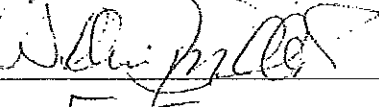
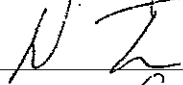
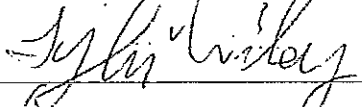
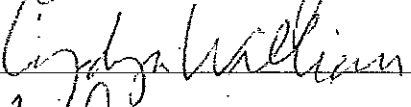
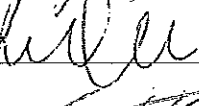
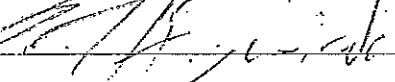
Name (please print)	Signature	Street Number - Street Name
Lynette Gorum		808 IRIS LN
HERMAN GORUM		808 IRIS LN
Myong alton		812 IRIS LN
GAVIN alton		812 IRIS LN
Julie Reynolds		3315 Carrie Dr
Ron Reynolds		3315 Carrie Dr.
Drew Reynolds		3315 Carrie Dr
MAE HARDIN		3313 CARRIE DR
Stu Meadows		814 Iris Ln.
Jer/12 Meadows		814 Iris Ln.
ROGER C. ANDERSON, JR.		816 IRIS LN
SHARON R. ANDERSON		816 IRIS LN

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

Name (please print)	Signature	Street Number - Street Name
Sabrina Leemaster		636 Pembroke place
Justin Leemaster		636 Pembroke place
Mile Mico		626 Pembroke place
Laura Tilley		3389 MALLARD DR
David Tilley		3389 MALLARD DR
JANIE MILLER		3400 ALBERT DRIVE CLARKSVILLE TN
WILLIAM MILLER		3400 ALBERT DRIVE
Danny Taylor		3404 ALBERT DR
Tyler Wiley		3405 ALBERT DR
Cydya Williams		3406 ALBERT DR
Tamara Dawson		3407 ALBERT DR
Scott Figueiredo		3409 ALBERT DR

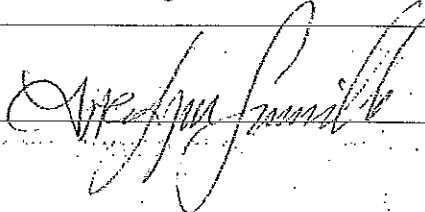
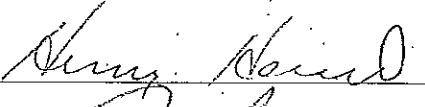

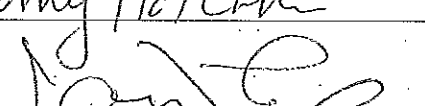
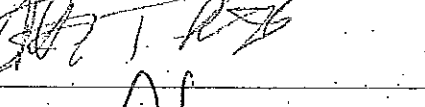
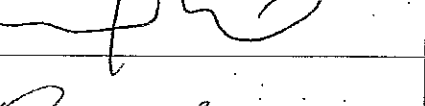
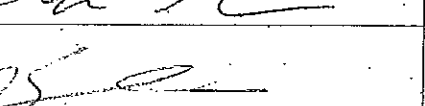
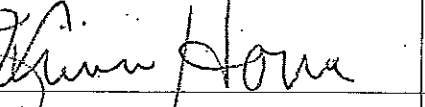
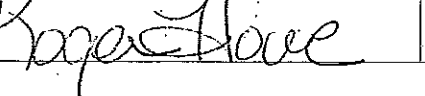



RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

Name (please print)	Signature	Street Number - Street Name
Sylvia Summitt		3350 Mallard Dr.
Gwenne Howard		PO Box 140014 NW
Kerry Howard		PO Box 6 Westland, MI
Michael Hutchkin		3353 MALLARD DR
Amy Hutchkin		3353 Mallard Dr.
Jim Lavelle		3355 MALLARD DR
Charles Burt		3354 Mallard Dr
Jenny Urbano		318 4618114
Deshon France		702 Pembroke Place
Bruce Simms		701 Pembroke Pl
Kim Horna		3405 Polly Dr.
Proper Howe		3405 Polly DR

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

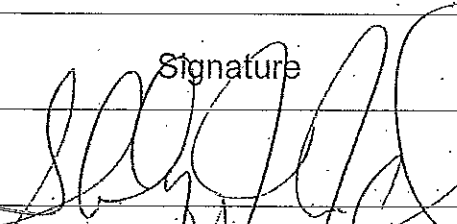
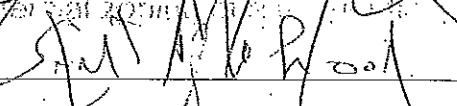
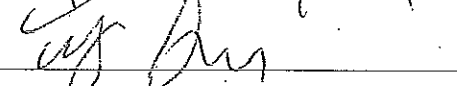
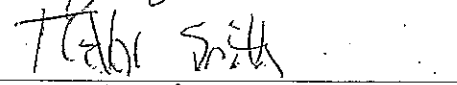
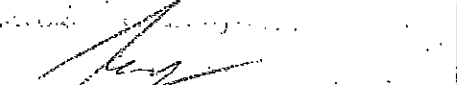
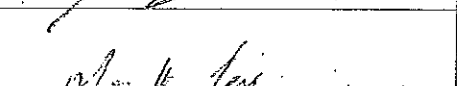
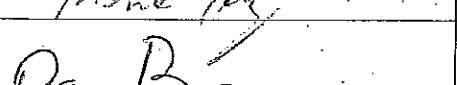

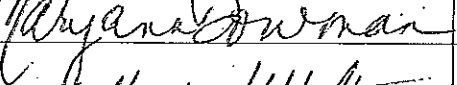
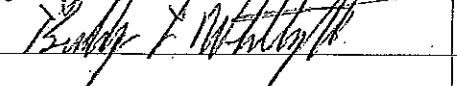

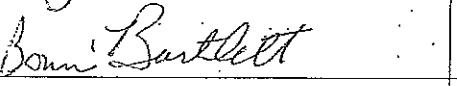
Name (please print)	Signature	Street Number - Street Name
Mesha Paul	Mesha Paul	810 Iris Ln.
Christopher Paul	Christopher Paul	810 Iris Ln.
Raelene Gilbert	Raelene Gilbert	3321 Carrie Dr
Megan McDermott	Megan McDermott	1102 Tobacco Rd.
Amy Baniak	Amy Baniak	1124 Tobacco Rd
Salathiel Gilbert	Salathiel Gilbert	3321 Carrie Dr.
Kimberly Pettit	Kimberly Pettit	819 Iris Lane
Rashita Pettit	Rashita Pettit	1125 Lamont Ct
Matthew Pettit	Matthew Pettit	1125 Lamont Ct
Erica White	Erica White	1104 Tobacco Rd
Theresa White	Theresa White	same
Pedro White	Pedro White	same

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or  
our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want  
commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the  
zoning from residential to commercial. Thank you.


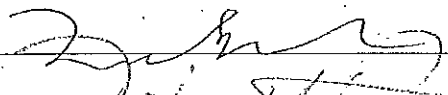
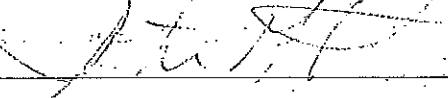
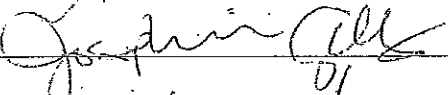

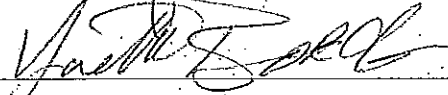
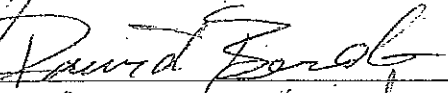
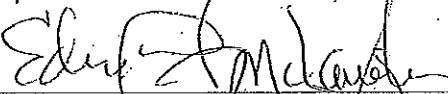
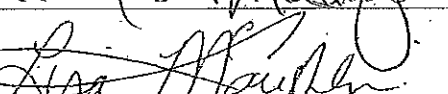
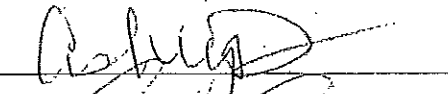
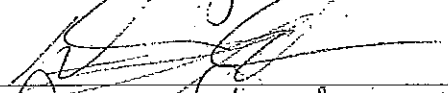
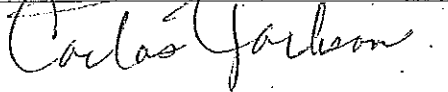
Name (please print)	Signature	Street Number - Street Name
Shirley Jackson		102 Iris Ct
April MacHool		104 Iris Court, Clarksville
Tray Smith		834 Iris Lane
Terry Smith		834 Iris Lane
Terry Terry		831 Iris Ln
Monika Terry		831 Iris Ln
DAN BOWMAN		833 IRIS LN
MARYANN BOWMAN		833 IRIS Ln
Whittington Buddy		842 Iris Ln
Wayne Bartlett		3319 Mallard Drive
BONNIE BARTLETT		3319 MALLARD Drive
Michael Salvers		3317 Mallard Dr

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

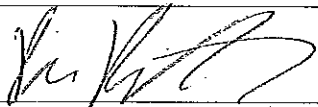
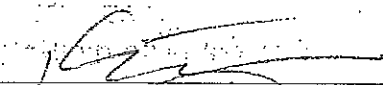
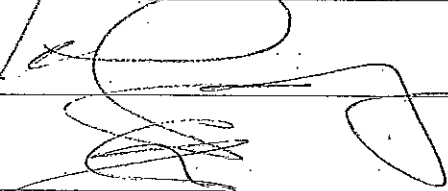
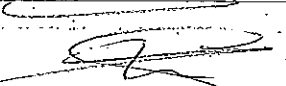

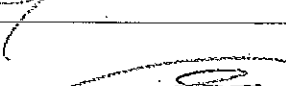
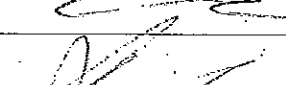
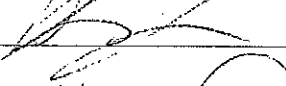
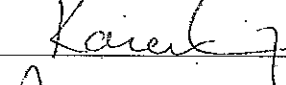
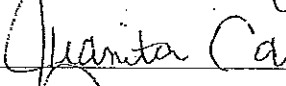


Name (please print)	Signature	Street Number - Street Name
Kumok Dickens		824 Iris Lane
Milton Dickens		824 Iris Lane
STEVE McARTHUR		811 IRIS Ln
Josephine Goltz		817 Iris Lane
Ross Forrester		817 Iris Lane
Yvette Bordo		830 Iris Lane
David BORDO		830 Iris Lane
Edna McLaughlin		105 Iris Rd
<del>Isa McLaughlin</del>	<del></del>	105 Iris Ct.
Ashley Dobson		103 Iris Ct
Daniel Dobson		103 Iris Ct
CARLOS JACKSON		102 Iris Ct

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

Name (please print)	Signature	Street Number - Street Name
Karen Heister		mallard drive
Sierra Carver		mallard Drive
Kasemyn Tepinsky		Mallard Drive
MOLAYE BAKIADAWADA		MOLLARD DR
FERNANDEZ AFFOLLE		MALLARD DR.
Larry Hater		mallard DR
Daniel E. Espinoza		mallard Dr.
AS Espinoza		mallard Dr.
Karen Jones		1202 Parkview Dr.
Juanita Carr		1203 Parkview Dr.
Ronald Carr		1203 Parkview Dr.
Jesse A. Beicher		Mallard Dr

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd (next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

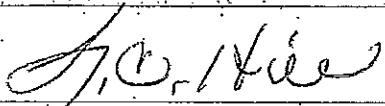
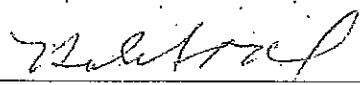
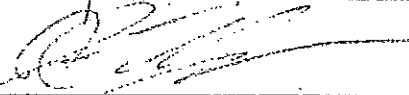
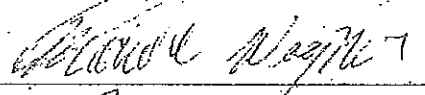
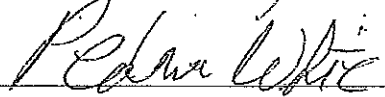
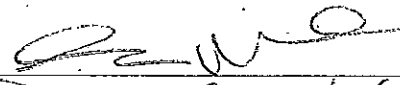

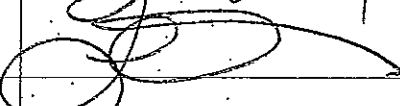
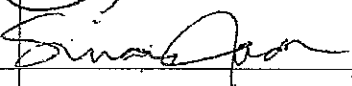
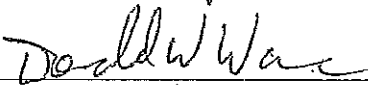
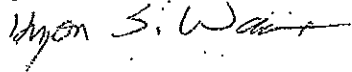
Name (please print)	Signature	Street Number - Street Name
Lumafale Belcher	<i>JB Belcher</i>	Mallard Dr
Tamara Taafoi	<i>Tamara Taafoi</i>	Mallard Dr
Diana Laremore	<i>Diana Laremore</i>	3332 Mallard Dr
Dawn Laremore	<i>Dawn Laremore</i>	3332 Mallard Dr
Bryan Baldwin	<i>Bryan Baldwin</i>	3332 Mallard Dr
Charrel Boyer	<i>Charrel Boyer</i>	3332 Mallard Dr
Alayna Boyer	<i>Alayna Boyer</i>	Mallard
Tok S Clark	<i>Tok S Clark</i>	3335 Mallard Dr
Donna Ritter	<i>Donna Ritter</i>	1201 Tobacco Rd
Michael Ritter	<i>Michael Ritter</i>	1201 Tobacco Rd
Errett Kern	<i>Errett Kern</i>	1200 Tobacco
DIANA Entwistle	<i>Diana Entwistle</i>	802 Parkview Ct.

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

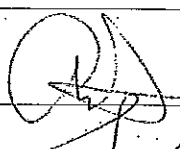

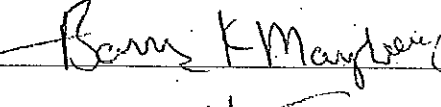
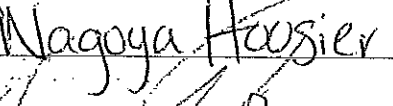
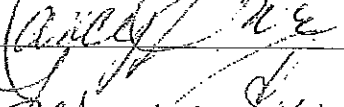
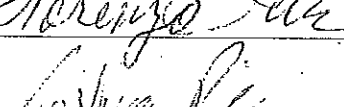
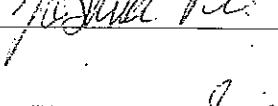
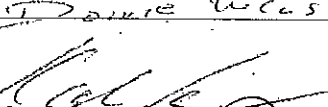

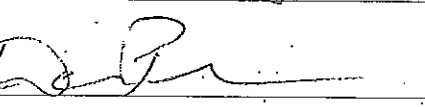
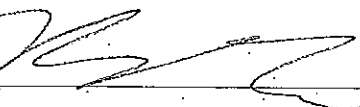

Name (please print)	Signature	Street Number - Street Name
L. C. MILL		1131 Tobacco Rd.
R A BYRD		1126 Tobacco RD
C E Byrd	C E Byrd	1126 Tobacco Rd
Amy Banning	Amy Banning	1124 Tobacco Rd
Jacob Wagner		1112 Tobacco Rd
Michelle Wagner		1112 Tobacco Rd
Pedro White		1104 Tobacco Rd.
Ian McDermott		1102 Tobacco RD.
DARBY Newbill		1109 Tobacco Rd
LELIA Newbill		1109 Tobacco Rd
Simone Jackson		1109 Tobacco Road
Donald W Warren		806 Iris Lane
Hyon S. Warren		806 Iris Lane

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

Name (please print)	Signature	Street Number - Street Name
Antoinette Wynne		3411 Albert Dr. 37042
Carne Maass		3410 Albert Dr. 37042
Ben K. Maurer		3411 Pembroke Rd 37042
Nagoya Hoosier		3417 Pembroke Rd
Nancy Cruz		3412 Albert Dr
Lorenzo Cruz		3412 Albert Dr.
Joshua Pie		3417 Albert Dr
Donna Lucas		3419 Albert Dr
Daniel Saldiver		3423 Albert Dr.
Ellen Peeler		3424 Albert Dr.
Dawn Penn		3422 Albert Dr
Brambleton		

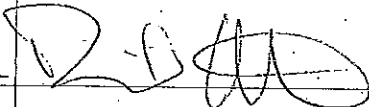
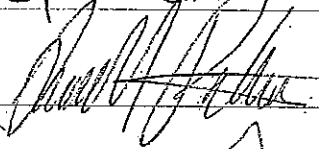

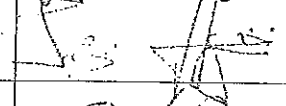
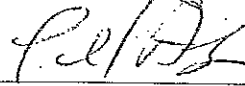
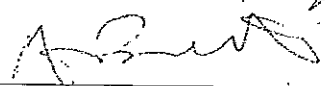


RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd  
(next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

Name (please print)	Signature	Street Number - Street Name
David Kitchen		3416 Albert Drive
Cynthia G. Palomino	Cynthia G Palomino	3414 Albert Drive
	Juan M. Palomino	3414 Albert Dr.
Wynna Janis	Wynna Janis	3390 Mallard Dr
Ivan Agüero		3391 Mallard Dr
Jessica Agüero		3391 Mallard Dr
Charles Ayers		3382 Mallard Dr.
Charlotte Ayers	Charlotte Ayers	3382 Mallard Dr
Amelia Burnett		3374 Mallard Dr
YEN BLAIR	Yen Blair	3385 Mallard Dr
Joe BLAIR	Joe Blair	3385 Mallard Dr
William Johnson	Wm Johnson	3372 Mallard Dr

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd (next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

Name (please print)	Signature	Street Number - Street Name
Wanda Forbes	W. M. Forbes	3417 Polly Drive
Damien Mc Namara	Damien Mc Namara	3417 Polly Drive
Sage M. Mc Namara	Sage Mc Namara	3417 Polly Drive
B. Hye Strickland	B. Hye	3424 Polly Drive
Robert Strickland	Robert Strickland	3424 Polly Dr.
Kim K Klinearch	Kim Klinearch	609 Rembock Pl.
Walter Klinearch	Walter Klinearch	609 Rembock Pl.
Yvette Stewart	Yvette Stewart	3402 Mallard DR
Joyce Stewart	Joyce Stewart	3402 Mallard DR
Adam Slyfield	Adam Slyfield	3402 Mallard DR
McKinley L. L.	McKinley L. L.	3404 Mallard DR
Carol Floyd	Carol Floyd	3406 Mallard DR

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd (next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

Name (please print)	Signature	Street Number - Street Name
Tamika Rhodos	Tamika Rhodos	3404 Polly Dr.
Chris Smith	Chris Smith	3404 Polly Dr.
Jeremy Young	Jeremy Young	3406 Polly Dr
Elizabeth Young	Elizabeth Young	3406 Polly Dr
John <sup>D</sup> Winters	John Winters	3407 Polly Dr
Tina Winters	Tina Winters	3407 Polly Dr
Daniel Winters	Daniel Winters	3407 Polly Dr
John <sup>C</sup> Winters	John Winters	3407 Polly Dr.
Charlie Diemer	Charlie Diemer	3411 Polly Dr
Carrie Mikes	Carrie Mikes	3411 Polly Dr
Harper & Larry	Harper & Larry	3410 Polly Dr.
Scott Gallbreath	Scott Gallbreath	3414 Polly Dr

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd (next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

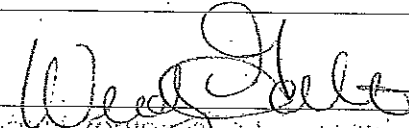

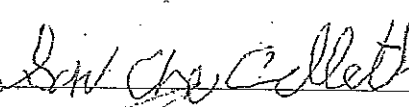
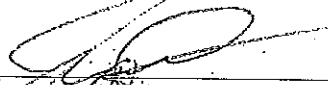
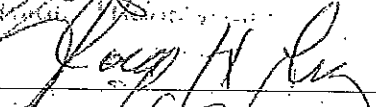
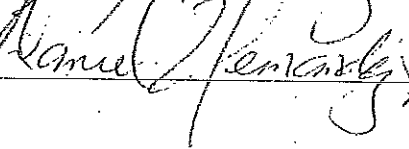
Name (please print)	Signature	Street Number - Street Name
RICHARD THORP	Richard Thorp	3311 CARRIE DR
Nellie Thorp	Nellie Thorp	3311 Carrie Dr
Noreen Irizarry	Noreen Irizarry	1113 Tobacco Rd.
Krystle Irizarry	Krystle Irizarry	1113 Tobacco Rd.
HWA BANNER	Hwa Banner	1118 Tobacco Rd.
Cindy Ruth	Cindy Ruth	803 Iris Ln.
Samantha Wade	Samantha Wade	803 Iris Ln
Denan Wade	Denan Wade	803 Iris Ln
Dwight Ruth	Dwight Ruth	803 Iris Ln
Kevin Sullivan	Kevin Sullivan	3213 Carrie Ln.
Isaiiah Martinez	Isaiiah Martinez	3316 Carrie Dr.
Bella Martinez	Bella Martinez	3316 Carrie Dr.

RE: Zoning Case Number Z-5-2017, residential lot adjoining the north side of Tiny Town Rd (next door to the house on the northeast corner of Tiny Town Rd and Tobacco Rd)

The above case requests commercial zoning of a residential lot in our neighborhood. Ours or our neighbors' homes and yards adjoin all sides of the lot (north, east and west).

We are proud of our neighborhood, and we are working to make it better. We do not want commercial property in it, and particularly, not on the above lot.

We respectfully request you, our elected and appointed officials, to vote against changing the zoning from residential to commercial. Thank you.

Name (please print)	Signature	Street Number - Street Name
Wendy Gallowitz		3317 Carrie Dr.
Shannon Causey		3317 Carrie Dr.
Sarah Collett		3396 POLLY DR
JAMES T. BOE, JR.		1208 TOBACCO RD.
JORGE H. CURZ		1210 TOBACCO RD
Daniel Hernandez, Jr.		1106 Tobacco Rd, TN

**CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION**

**STAFF REVIEW - ZONING**

**RPC MEETING DATE:** 3/29/2017

**CASE NUMBER:** Z - 6 -2017

**NAME OF APPLICANT:** Mark Stephen

Bullock Et Ux

**AGENT:** Brian

Bryant

---

**GENERAL INFORMATION**

**PRESENT ZONING:** R-1

**PROPOSED ZONING:** R-2D

**EXTENSION OF ZONE**

**CLASSIFICATION:** NO

**APPLICANT'S STATEMENT FOR PROPOSED USE:** Best use of property. Existing multi-family is in the area.

**PROPERTY LOCATION:** Property located fronting in the bend of Hawkins Rd. southeast of the Hawkins Rd. & e. Johnson Circle intersection.

**ACREAGE TO BE REZONED:** 4.55

**DESCRIPTION OF PROPERTY AND SURROUNDING USES:** Four semi wooded tracts of land with some varying steep topography.

**GROWTH PLAN AREA:**

**CITY TAX PLAT:** 90-C-A

**PARCEL(S):** 18.00, 19.00,  
20.00 & 22.00

**CIVIL DISTRICT:** 12th

**CITY COUNCIL WARD:** 7

**COUNTY COMMISSION DISTRICT:** 4

**PREVIOUS ZONING HISTORY:**

(to include zoning, acreage and  
action by legislative body)

# CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION

## STAFF REVIEW - ZONING

### DEPARTMENT COMMENTS

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> GAS AND WATER ENG. SUPPORT MGR.  | <input type="checkbox"/> ATT                                 | <input type="checkbox"/> DIV. OF GROUND WATER |
| <input checked="" type="checkbox"/> GAS AND WATER ENG. SUPPORT COOR. | <input checked="" type="checkbox"/> FIRE DEPARTMENT          | <input type="checkbox"/> HOUSING AUTHORITY    |
| <input type="checkbox"/> UTILITY DISTRICT                            | <input type="checkbox"/> EMERGENCY MANAGEMENT                | <input type="checkbox"/> INDUSTRIAL DEV BOARD |
| <input checked="" type="checkbox"/> JACK FRAZIER                     | <input checked="" type="checkbox"/> POLICE DEPARTMENT        | <input type="checkbox"/> CHARTER COMM.        |
| <input checked="" type="checkbox"/> CITY STREET DEPT.                | <input type="checkbox"/> SHERIFF'S DEPARTMENT                | <input type="checkbox"/> Other...             |
| <input checked="" type="checkbox"/> TRAFFIC ENG. - ST. DEPT.         | <input checked="" type="checkbox"/> CITY BUILDING DEPT.      |   |
| <input type="checkbox"/> COUNTY HIGHWAY DEPT.                        | 1. <input type="checkbox"/> COUNTY BUILDING DEPT.            |   |
| <input type="checkbox"/> CEMC  | <input checked="" type="checkbox"/> SCHOOL SYSTEM OPERATIONS |   |
| <input checked="" type="checkbox"/> DEPT. OF ELECTRICITY (CDE)       | <input type="checkbox"/> FT. CAMPBELL                        |   |

1. CITY ENGINEER/UTILITY DISTRICT: Comments Received From Department And They Had No Concerns.

2.

1a. COST TO ENGINEER/UTILITY DISTRICT:

No Traffic Assessment Required

2. STREET DEPARTMENT/  
COUNTY HIGHWAY DEPARTMENT:

3.

2a. COST TO STREET/HIGHWAY DEPT.:

Comments Received From Department And They Had No Concerns.

3. DRAINAGE COMMENTS:

4.

3a. DRAINAGE COST:

4. CDE/CEMC:

5.

4a. COST TO CDE/CEMC:

5. CHARTER COMM./BELL SOUTH:

6.

5a. COST TO CHARTER AND/OR BELLSOUTH:

6. FIRE DEPT/EMERGENCY MGT.:

7.

No Comment(s) Received

6a. COST FIRE DEPT/EMERGENCY MGT.:

7. POLICE DEPT/SHERIFF'S OFFICE:

8.

Comments Received From Department And They Had No Concerns.

7a. COST TO POLICE DEPT./SHERIFF'S DEPT:

8. CITY BUILDING DEPARTMENT/  
COUNTY BUILDING DEPARTMENT:

9.

No Comment(s) Received

8a. COST TO CITY/COUNTY BLDG. & CODES:

9. SCHOOL SYSTEM:

ELEMENTARY: NORMAN SMITH

MIDDLE SCHOOL: MONTGOMERY

HIGH SCHOOL: MONTGOMERY

10.

9a. COST TO SCHOOL SYSTEM:

10. FT. CAMPBELL:

10a. COST TO FT. CAMPBELL:

11. OTHER COMMENTS:

11.



**CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION**  
**STAFF REVIEW - ZONING**

**PLANNING STAFF'S STUDY AND RECOMMENDATION**

**IMPACT OF PROPOSED USE ON** Increased traffic, light & noise  
**SURROUNDING DEVELOPMENT:**

**INFRASTRUCTURE:**

**WATER SOURCE:** CITY

**PIPE SIZE:**

**SEWER SOURCE:** CITY

**ACCESSIBILITY:** HAWKINS RD.

**DRAINAGE:**  
VARIES

**DEVELOPMENT ESTIMATES:**

**APPLICANT'S ESTIMATES**

**HISTORICAL ESTIMATES**

**LOTS/UNITS:**

**ROAD MILES:**

**POPULATION:**

**ELEMENTARY SCHOOL STUDENTS:**

**MIDDLE SCHOOL STUDENTS:**

**HIGH SCHOOL STUDENTS:**

**APPLICABLE COMPREHENSIVE PLAN ELEMENTS:**

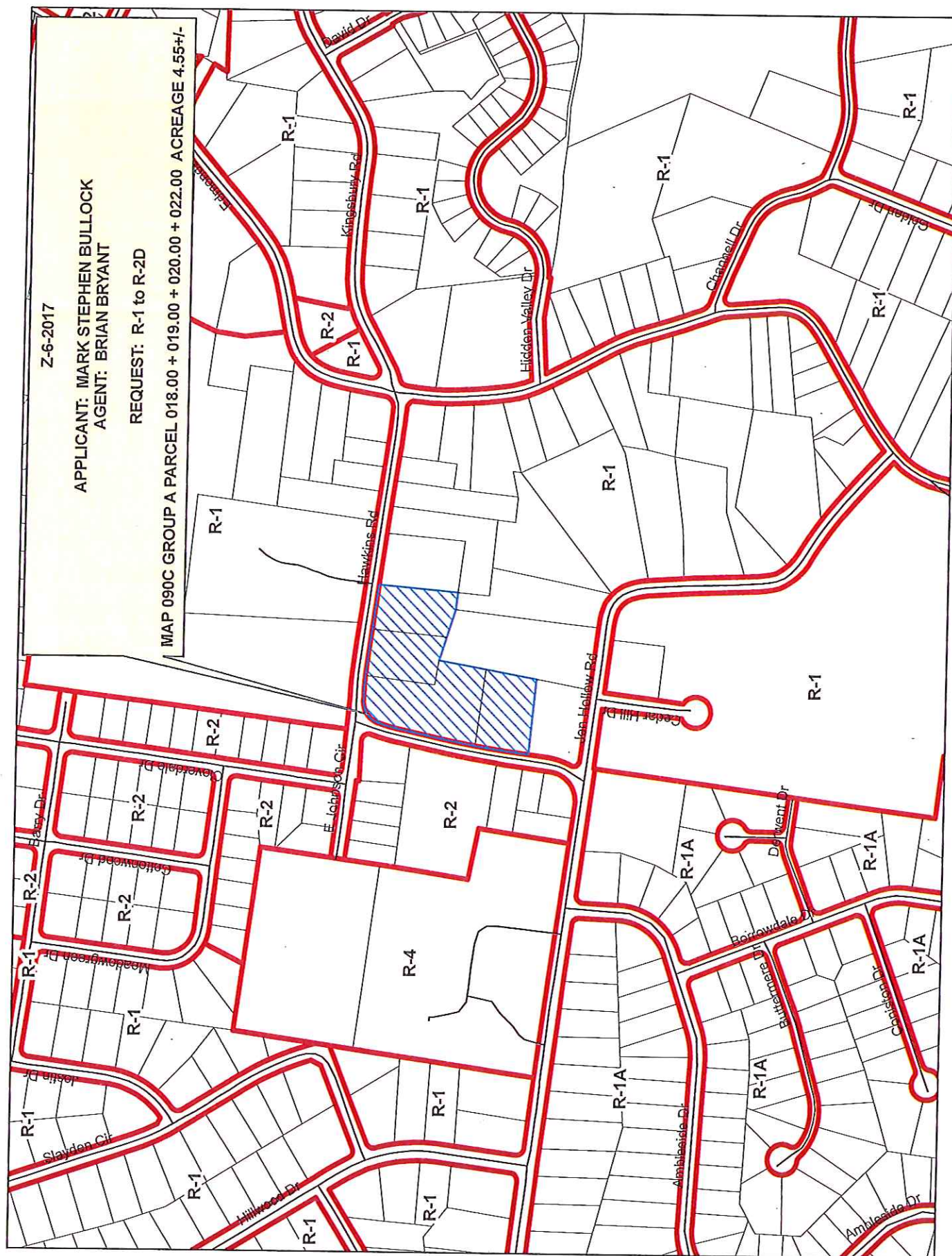
Southern Hills- Large portions of area are in the Cumberland River flood plain along the western & southern boundaries. Relatively young subdivisions & other developments exist within the planning area. Most infrastructure is in good condition and readily extendable.

**STAFF RECOMMENDATION:** **APPROVAL**

1. The proposed zoning request is consistent with Growth Plan (as in the City) and adopted Land Use Plan.
2. Adequate infrastructure serves the site. Driveway connections will be reviewed during the development process to verify adequate site distance.
3. No adverse environmental issues were identified relative to this request.
4. Request supports In-fill development & A "B" landscape buffer will be required for the development for the adjacent single family residents.

5.





CASE NUMBER: Z 6 2017 MEETING DATE 3/29/2017

APPLICANT: Mark Stephen Bullock Et Ux

PRESENT ZONING R-1

PROPOSED ZONING R-2D

TAX PLAT # 90-C-A

PARCEL 18.00, 19.00, 20.00 & 22.00

GEN. LOCATION Property located fronting in the bend of Hawkins Rd. southeast of the Hawkins Rd.  
& e. Johnson Circle intersection.

\*\*\*\*\*

**PUBLIC COMMENTS**

Email included in the file.

Spainhoward, John T

Z-6-2017

**From:** Judy Burkhart <judy.burkhart@cityofclarksville.com>  
**Sent:** Monday, March 20, 2017 8:03 AM  
**To:** Spainhoward, John T  
**Subject:** Fwd: A message from your site visitor Karen Black Lyle

John,  
Please answer and/or place in case file!

Thanks,  
Judy

----- Forwarded message -----

**From:** <kblack10@hotmail.com>  
**Date:** Sat, Mar 18, 2017 at 10:39 AM  
**Subject:** A message from your site visitor Karen Black Lyle  
**To:** judy.burkhart@cityofclarksville.com

Visitor: Karen Black Lyle

Email Address: [kblack10@hotmail.com](mailto:kblack10@hotmail.com)

Phone Number: [9316242612](tel:9316242612)

Message: Concerning Z-6-2017

I live directly across Hawkins Road from the property in question and received a letter encouraging me to voice any concerns. I would love more information on what is meant by two family residence and an explanation of how that is a better use of the property.

Without that information my only caution is this, Hawkins Road handles quite a bit of traffic and adding entrances in or close to that particular curve is potentially dangerous.

Also my house is already fairly close to the road and It would be devastating to my property value if any of it were taken in an effort to widen the road to accommodate additional traffic.

Thank you for your thoughtful consideration of the zoning measures. I look forward to receiving additional information.

Karen Lyle

--



**CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION**

**STAFF REVIEW - ZONING**

**RPC MEETING DATE:** 3/29/2017

**CASE NUMBER:** Z - 7 - 2017

**NAME OF APPLICANT:** Grace

Bible Church

**AGENT:** Mid State

Investments

---

**GENERAL INFORMATION**

**PRESENT ZONING:** R-1      R-2

**PROPOSED ZONING:** R-4

**EXTENSION OF ZONE**

**CLASSIFICATION:**

**APPLICANT'S STATEMENT** Multi-family residential

**FOR PROPOSED USE:**

**PROPERTY LOCATION:** Property fronting on the west frontage of Peachers Mill Rd, 400 +/- feet north of the Peachers Mill Rd. & Pine Mountain Rd. intersection.

**ACREAGE TO BE REZONED:** 4.94

**DESCRIPTION OF PROPERTY** Level lay of land with a few mature trees and grassland.  
**AND SURROUNDING USES:**

**GROWTH PLAN AREA:**

CITY **TAX PLAT:** 43-D-E

**PARCEL(S):** 29.00

**CIVIL DISTRICT:** 3

**CITY COUNCIL WARD:** 3

**COUNTY COMMISSION DISTRICT:** 12

**PREVIOUS ZONING HISTORY:** SR-28-2013 (Approved Site Plan for a Church Facility)  
**(to include zoning, acreage and**  
**action by legislative body)**

# CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION

## STAFF REVIEW - ZONING

### DEPARTMENT COMMENTS

- ☒ GAS AND WATER ENG. SUPPORT MGR.
- ☒ GAS AND WATER ENG. SUPPORT COOR.
- ☐ UTILITY DISTRICT
- ☒ JACK FRAZIER
- ☒ CITY STREET DEPT.
- ☒ TRAFFIC ENG. - ST. DEPT.
- ☐ COUNTY HIGHWAY DEPT.
- ☐ CEMC
- ☒ DEPT. OF ELECTRICITY (CDE)

- ☐ ATT
- ☒ FIRE DEPARTMENT
- ☐ EMERGENCY MANAGEMENT
- ☒ POLICE DEPARTMENT
- ☐ SHERIFF'S DEPARTMENT
- ☒ CITY BUILDING DEPT.
- 1. ☐ COUNTY BUILDING DEPT.
- ☒ SCHOOL SYSTEM OPERATIONS
- ☐ FT. CAMPBELL

- ☐ DIV. OF GROUND WATER
- ☐ HOUSING AUTHORITY
- ☐ INDUSTRIAL DEV BOARD
- ☐ CHARTER COMM.
- ☐ Other...

#### 1. CITY ENGINEER/UTILITY DISTRICT:

Comments Received From Department And They Had No Concerns.

2.

#### 1a. COST TO ENGINEER/UTILITY DISTRICT:

Traffic Assessment Received & Approved.

#### 2. STREET DEPARTMENT/

#### COUNTY HIGHWAY DEPARTMENT:

3.

#### 2a. COST TO STREET/HIGHWAY DEPT.:

Comments Received From Department And They Had No Concerns.

#### 3. DRAINAGE COMMENTS:

4.

#### 3a. DRAINAGE COST:

5.

#### 4. CDE/CEMC:

#### 4a. COST TO CDE/CEMC:

6.

#### 5. CHARTER COMM./BELL SOUTH:

#### 5a. COST TO CHARTER AND/OR BELLSOUTH:

7.

No Comment(s) Received

#### 6. FIRE DEPT/EMERGENCY MGT.:

#### 6a. COST FIRE DEPT/EMERGENCY MGT.:

8.

Not The Best Use For High Volume Of Traffic. R-2 Is Best Served.

#### 7. POLICE DEPT/SHERIFF'S OFFICE:

#### 7a. COST TO POLICE DEPT./SHERIFF'S DEPT:

9.

No Comment(s) Received

#### 8. CITY BUILDING DEPARTMENT/ COUNTY BUILDING DEPARTMENT:

#### 8a. COST TO CITY/COUNTY BLDG. & CODES:

#### 9. SCHOOL SYSTEM:

ELEMENTARY: KENWOOD

MIDDLE SCHOOL: KENWOOD

HIGH SCHOOL: KENWOOD

10.

#### 9a. COST TO SCHOOL SYSTEM:

#### 10. FT. CAMPBELL:

#### 10a. COST TO FT. CAMPBELL:

11.

#### 11. OTHER COMMENTS:

CLARKSVILLE-MONTGOMERY COUNTY REGIONAL PLANNING COMMISSION  
STAFF REVIEW - ZONING

PLANNING STAFF'S STUDY AND RECOMMENDATION

IMPACT OF PROPOSED USE ON SURROUNDING DEVELOPMENT: Increased traffic, light & noise.

INFRASTRUCTURE:

WATER SOURCE: CITY

PIPE SIZE:

SEWER SOURCE: CITY

ACCESSIBILITY: PEACHERS MILL RD.

DRAINAGE:  
NORTHWEST

DEVELOPMENT ESTIMATES:

APPLICANT'S ESTIMATES

HISTORICAL ESTIMATES

LOTS/UNITS:

58

ROAD MILES:

POPULATION:

156

ELEMENTARY SCHOOL STUDENTS:

MIDDLE SCHOOL STUDENTS:

HIGH SCHOOL STUDENTS:

APPLICABLE COMPREHENSIVE PLAN ELEMENTS:

Peachers Mill Planning Area - This area is a combination of mature and newly platted subdivisions, primarily single family in nature. The construction of the 101st Parkway has had an impact here as it vastly improved the linkage between US 41 A and US 79. Even though the Parkway has limited access, it is creating pressure for commercial nodes at its intersections with local roads.

STAFF RECOMMENDATION: APPROVAL

1. The proposed zoning request is consistent with Growth Plan (as in the City) and adopted Land Use Plan.
2. Adequate infrastructure serves the site, to include direct access to the City Greenway & directly across the street from Kenwood Elementary School. A traffic assessment has been submitted and reviewed by the Clarksville Street Dept.
3. No adverse environmental issues were identified relative to this request.
4. Request supports In-fill development & A "B" landscape buffer will be required for the development for the adjacent single family residents.

5.



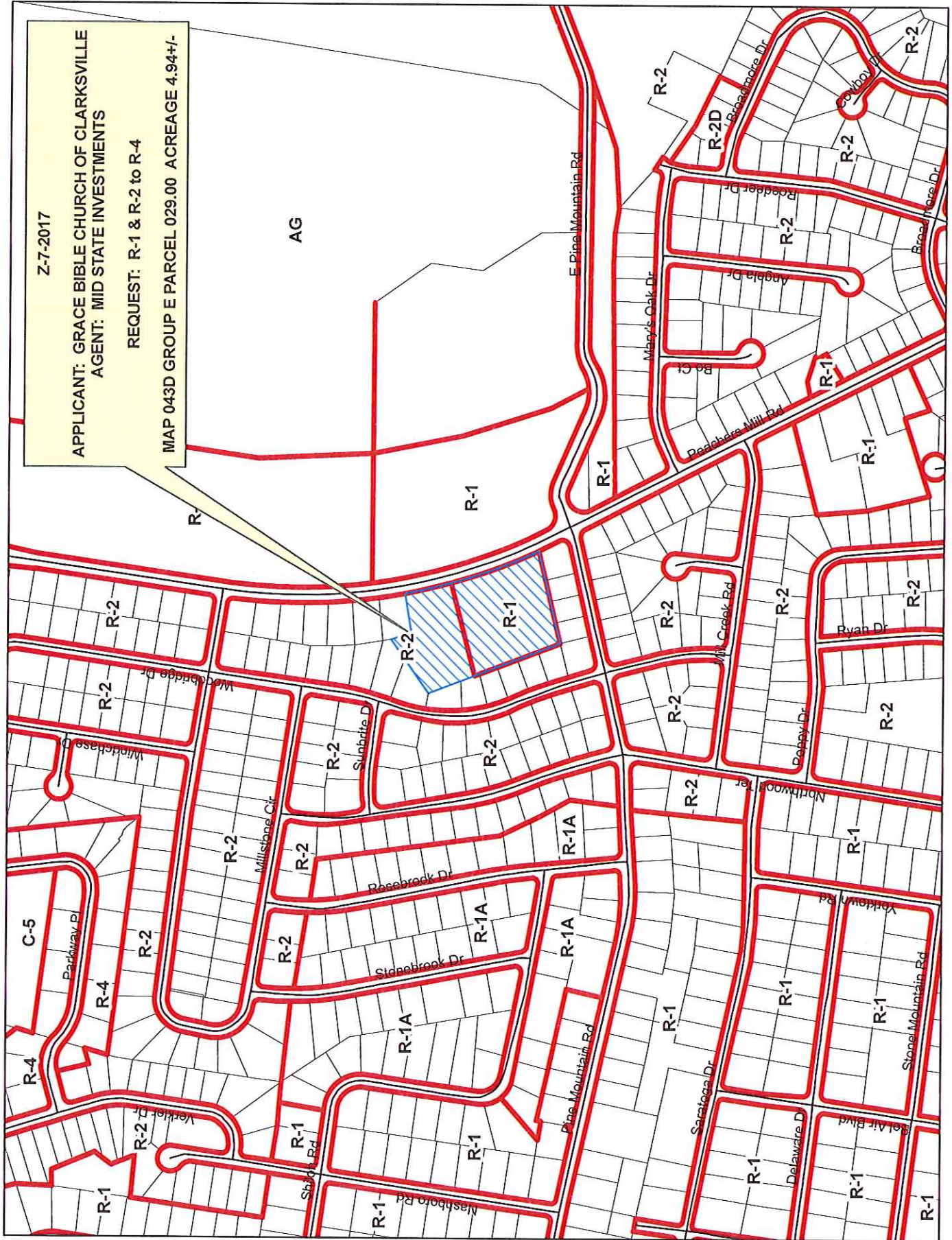
Z-7-2017

APPLICANT: GRACE BIBLE CHURCH OF CLARKSVILLE  
AGENT: MID STATE INVESTMENTS

REQUEST: R-1 & R-2 to R-4

MAP 043D GROUP E PARCEL 029.00 ACREAGE 4.94+/-

AG



CASE NUMBER: Z 7 2017 MEETING DATE 3/29/2017

APPLICANT: Grace Bible Church

PRESENT ZONING R-1 PROPOSED ZONING R-4

TAX PLAT # 43-D-E PARCEL 29.00

GEN. LOCATION Property fronting on the west frontage of Peachers Mill Rd, 400 +/- feet north of the Peachers Mill Rd. & Pine Mountain Rd. intersection.

\*\*\*\*\*

PUBLIC COMMENTS

None received as of 10:30 a.m. 3/29/2017 (jhb).



ORDINANCE 57-2016-17

AMENDING THE ZONING ORDINANCE AND MAP OF THE CITY OF CLARKSVILLE, APPLICATION OF UN CHU JENKINS FOR ZONE CHANGE ON PROPERTY LOCATED AT THE INTERSECTION OF TINY TOWN ROAD AND TOBACCO ROAD

*BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Zoning Ordinance and Map of the City of Clarksville, Tennessee are hereby amended by designating the zone classification of the property described in Exhibit A, currently zoned R-2 Single Family Residential District, as C-1 Neighborhood Commercial District.

*PUBLIC HEARING:*

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE:*

EXHIBIT A

Beginning at a point 294 +/- feet east of the centerline of the Tiny Town Rd. and Tobacco Rd. intersection, said point further identified as the southeast corner of the David Lee Merrill property, thence in a northerly direction 104 +/- feet with the east boundary of the Merrill property to a point, said point being the southwest corner of the Donald W. Warren property, thence in a easterly direction 231 +/- feet with the southern boundary of the Warren property and others to a point, said point being in the western boundary of the Gavin Alan Alton property, thence in a southerly direction 159 +/- feet with the Alton property west boundary to a point, said point being in the northern right of way boundary of Tiny Town Rd., thence in a westerly direction 254 +/- feet with the northern right of way boundary of Tiny Town Rd. to the point of beginning, said tract containing 0.62 +/- acres, further identified as Tax Map 6-J-B, Parcel 21.00

ORDINANCE 58-2016-17

AMENDING THE ZONING ORDINANCE AND MAP OF THE CITY OF CLARKSVILLE, APPLICATION OF MARK STEPHEN BULLOCK, ET UX, BRIAN BRYANT-AGENT, FOR ZONE CHANGE ON PROPERTY LOCATED AT THE INTERSECTION OF HAWKINS ROAD AND EAST JOHNSON CIRCLE

*BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Zoning Ordinance and Map of the City of Clarksville, Tennessee are hereby amended by designating the zone classification of the property described in Exhibit A, currently zoned R-1 Single Family Residential District, as R-2D Two Family Residential District.

*PUBLIC HEARING:*

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE:*

EXHIBIT A

Beginning at a new iron pin in the south margin of Hawkins Road, said iron pin being South 36 Degrees 32 Minutes 27 Seconds East 23.81 feet from the centerline intersection of E. Johnson Circle and Hawkins Road, thence along said margin South 87 Degrees 45 Minutes 20 Seconds East 97.55 feet to an old iron pin the northeast corner of Lot 3, J.J Edmondson property; thence South 83 Degrees 39 Minutes 38 Seconds East 148.59 feet to an existing iron rod the northeast corner of Lot 2, J.J Edmondson property; thence South 81 Degrees 24 Minutes 52 Seconds East 148.08 feet to an old iron pin the northeast corner of Lot 1, J.J.Edmondson property; thence leaving the margin of Hawkins Road and along the David Baker property South 08 Degrees 29 Minutes 19 Seconds West 262.95 feet to an old iron pin; thence along the Walter Oszczakiewicz property North 77 Degrees 34 Minutes 43 Seconds West 30.07 feet to an old iron pin; thence along the Walter Oszczakiewicz property North 77 Degrees 34 Minutes 23 Seconds West 175.17 feet to an old iron pin at an 8 inch maple tree; thence South 09 Degrees 15 Minutes 54 Seconds West 162.43 feet to an old iron pin the southeast corner of Lot 4, J.J. Edmondson property; thence South 08 degrees 50 minutes 55 seconds West 163.54 feet to an existing pipe the southeast corner of Lot 5, J.J. Edmondson property; thence along the Paul Wrenn property North 85 Degrees 05 Minutes 02 Seconds West 260.18 feet to an existing pipe in the east margin of Hawkins Road; thence along said margin North 08 Degrees 51 Minutes 29 Seconds East 169.49 feet to an old iron pin in the northwest corner of Lot 5, J.J. Edmondson property, thence North 09 Degrees 00 Minutes 14 Seconds East 170.50 feet to an old iron pin the northeast corner of Lot 4, J.J. Edmondson property; thence North 12 Degrees 15 Minutes 23 Seconds East 182.41 feet to a new iron pin; thence with a curve turning to the right with an arc length of 81.67'. with a delta of 77 degrees. 59 minutes, 16 seconds, a radius of 60.00', with a chord bearing of North 53 Degrees 15 Minutes 02 Seconds East, with a chord length of 75.51' to the point of beginning having an area of 4.55 +/- acres further identified as Tax Map 90-C-A, Parcels 18, 19, 20 & 22)

ORDINANCE 59-2016-17

AMENDING THE ZONING ORDINANCE AND MAP OF THE CITY OF CLARKSVILLE, APPLICATION OF GRACE BIBLE CHURCH, MID SOUTH INVESTMENTS-AGENT, FOR ZONE CHANGE ON PROPERTY LOCATED AT THE INTERSECTION OF PEACHERS MILL ROAD AND PINE MOUNTAIN ROAD

*BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Zoning Ordinance and Map of the City of Clarksville, Tennessee are hereby amended by designating the zone classification of the property described in Exhibit A, currently zoned R-1 Single Family Residential District and R-2 Single Family Residential District, as R-4 Multiple Family Residential District.

*PUBLIC HEARING:*

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE:*

EXHIBIT A

Beginning at a point in the west right of way line of Peachers Mil Road, said point being a corner in the tract of real estate conveyed to Robert W. Clark, et al, by Sara A. Smith, et al, by deed dated August 30, 1985, of record in ORBV 362, Page 99, ROMCT; thence with the Clark line South 63 degrees 35 minutes 50 seconds west 475.50 feet to a point; thence continuing with the Clark line South 26 degrees 24 minutes 10 seconds East 462.55 feet to a point; thence continuing with the Clark line North 63 degrees 35 minutes 50 seconds East 475.50 feet to the West Right of Way line of Peachers mill Road; thence northwardly with Peachers Mill Road on a curve to the right having an central angle of 6 degrees 37 minutes 41 seconds, a radius of 1,744.42 feet, a distance of 201.80 feet to a point; thence North 24 degrees 57 minutes 30 seconds West 261.50 feet to the point of beginning, containing 5.0 +/- acres further identified as Tax Map 43-D-E Map 29.00

# Traffic Assessment

**1110 Peachers Mill Rd. Rezoning  
Map 43/Parcel 29.00  
Clarksville, Montgomery County, Tennessee**

Peachers Mill Rd.

4.95 +/- Acres

February 28, 2017



Prepared for: Grace Bible Church of Clarksville and  
Shawn Berner



## TABLE OF CONTENTS

I.	GENERAL SITE DESCRIPTION .....	1
II.	TRIP GENERATION AND EXISTING TRAFFIC VOLUME .....	1
III.	EXISTING ROADWAY AND ACCESS CONDITIONS.....	1
IV.	ANALYSIS.....	2
V.	CONCLUSION.....	2

### APPENDICES

## **I. General Site Description**

The subject property is located on the west side of Peachers Mill Rd, just north of the intersection of Pine Mountain Rd. and directly across the street from Kenwood Elementary School. A vicinity map can be seen in Appendix I. The current zoning of the property is approximately 3 acres of R-1 and 1.95 acres R-2; a total of approximately 4.95 acres of single family residential. The entire property is proposed to be rezoned to R-4. Peachers Mill Road is currently a 3 lane road with two 12' lanes, 1.5' shoulders, and a 12' turning lane. The speed limit is 35 miles per hour. This assessment has been completed to determine if the proposed rezoning will negatively impact the existing Level of Service (LOS) for Peachers Mill Road, to determine the existing, existing zoning, and proposed zoning LOS for the intersection of Pine Mountain Rd. and Peachers Mill Rd, and to determine the proposed LOS for the site entrance. The PM peak hour was analyzed to determine a worst case scenario for the proposed rezoning.

## **II. Trip Generation and Existing Traffic Volume**

Existing traffic volumes were derived from traffic signal counts at the intersection of Peachers Mill Rd and Pine Mountain Rd. The counts were derived on April 13, 2016 and can be seen in Appendix II. *Trip Generation, 9<sup>th</sup> Edition*, by the Institute of Transportation Engineers was used in order to develop proposed trip generations. The proposed generations can be seen in Appendix III. The land for the existing zoning was 3 acres of R-1 and 2 acres of R-2. Historical lot yields were provided by the Clarksville Montgomery Regional Planning Commission of 1.795 and 2.867 per acre, respectively. The existing zoning could yield approximately 11 single family dwelling units. The ITE land use of Single Family Detached Housing (210) was used. Further, the historical units per acre for R-4 is 11.9; which creates approximately 59 dwellings units. The Apartments (220) land use was utilized for the proposed trip generation. These assumptions can be further analyzed during site development plans.

## **III. Existing Roadway and Access Conditions**

The property that is proposed to be rezoned will have one access point near the north side of the property in order to minimize congestion with the traffic signal to the south. The proposed access will be a two lane 24' wide access. The property has approximately 550 linear feet of road frontage along Peachers Mill Rd. The trip distribution used was a 60/40 split.



#### IV. Analysis

The peak hour generation was used to add to the existing traffic counts. The PM peak hour was analyzed to determine the delay and level of service (LOS) for the proposed access intersection with Peachers Mill Rd. Three scenarios were analyzed for the Pine Mountain Rd and Peachers Mill Rd intersection LOS analysis and also for the two-way LOS analysis of Peachers Mill Rd. The three scenarios include: the existing traffic as provided by CSD, the existing zoning increase if the property were to be developed as zoned, and the proposed zoning addition. The McTrans HCS 2010 software was used for the analysis. The HCS data can be seen in Appendix IV. The LOS is summarized in the tables below and in Appendix V.

Two Way-Peachers Mill Road	
	LOS
Existing	D
Existing Zoning	D
Proposed	D

Peachers Mill Rd-Pine Mountain Rd Intersection	
	LOS
Existing	C
Existing Zoning	C
Proposed	C

Proposed Site Entrance- Peachers Mill Intersection	
	LOS
Eastbound	B
Northbound	A

#### V. Conclusions

The subject property to be rezoned will not cause any change in the level of service of Peachers Mill Road or Pine Mountain Road. The existing Peachers Mill roadway system currently operates with a level of service of D and it will remain a D with the proposed rezoning. The intersection of Peachers Mill Rd and Pine Mountain Rd operates with a LOS of C and will also remain a C. Further, the proposed site entrance intersection will operate at a LOS of B, which is acceptable for design.

# Appendix I

## Vicinity Map



**VICINITY MAP**  
(NOT TO SCALE)

# Appendix II

## TDOT Traffic Count

Station	000021
Route	00977
Location	PEACHERS M - CLARKSVILLE
County	Montgomery
2015	11701
2014	10745
2013	10621
2012	10633
2011	10830
2010	10329
2009	9342
2008	8905
2007	10334
2006	9032
2005	10619
2004	10251
2003	9474
2002	8742
2001	8318
2000	9183
1999	8829
1998	8682
1997	8351
1996	9961
1995	8440
1994	7274
1993	5057
1992	7432
1991	7021
1990	5652
1989	6610
1988	6710
1987	6577
1986	6381
1985	5141
1984	NA
1983	NA

**PHV= AADT (10%)**

**PHV= 11,701 \* 0.10= 1,170**

# Clarksville Street Department

199 10th Street  
Clarksville, TN 37040

File Name : 15 Peachers Mill @ Pine Mountain Road

Site Code : 15040615

Start Date : 4/13/2016

Page No : 1

## Groups Printed- Unshifted

Start Time	Peachers Mill From North					Pine Mountain From East					Peachers Mill From South					Pine Mountain From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	40	2	0	44	1	0	0	0	1	4	89	1	0	94	2	1	10	0	13	152
06:15 AM	3	59	4	0	66	1	1	2	0	4	9	108	3	0	120	4	0	14	0	18	208
06:30 AM	4	62	7	0	73	3	1	3	0	7	7	130	2	0	139	3	5	11	0	19	238
06:45 AM	4	67	23	0	94	8	2	5	0	15	46	125	0	0	171	7	12	9	0	28	308
Total	13	228	36	0	277	13	4	10	0	27	66	452	6	0	524	16	18	44	0	78	906
07:00 AM	1	89	54	0	144	28	5	26	0	59	67	73	1	0	141	2	20	14	0	36	380
07:15 AM	4	99	35	0	138	30	10	51	0	91	47	78	5	0	130	0	29	15	0	44	403
07:30 AM	4	136	26	0	166	7	5	25	0	37	45	112	2	0	159	4	16	12	0	32	394
07:45 AM	6	116	28	0	150	50	24	45	0	119	27	83	3	0	113	3	31	14	0	48	430
Total	15	440	143	0	598	115	44	147	0	306	186	346	11	0	543	9	96	55	0	160	1607
08:00 AM	7	91	8	0	106	21	5	16	0	42	13	124	6	0	143	11	3	5	0	19	310
08:15 AM	1	81	6	0	88	7	1	3	0	11	3	106	3	0	112	9	1	15	0	25	236
08:30 AM	6	100	2	0	108	5	2	1	0	8	9	116	3	0	128	2	0	9	0	11	255
08:45 AM	7	104	6	0	117	7	3	5	0	15	5	103	8	0	116	1	3	10	0	14	262
Total	21	376	22	0	419	40	11	25	0	76	30	449	20	0	499	23	7	39	0	69	1063
11:00 AM	8	99	2	0	109	6	2	2	0	10	4	89	8	0	101	3	1	4	0	8	228
11:15 AM	3	84	2	0	89	4	0	4	0	8	4	96	8	0	108	2	0	12	0	14	219
11:30 AM	6	103	4	0	113	8	0	6	0	14	5	68	2	0	75	2	2	12	0	16	218
11:45 AM	10	104	3	0	117	3	0	4	0	7	0	87	0	0	87	2	1	10	0	13	224
Total	27	390	11	0	428	21	2	16	0	39	13	340	18	0	371	9	4	38	0	51	889
12:00 PM	5	109	1	0	115	1	2	9	0	12	8	93	3	0	104	5	0	13	0	18	249
12:15 PM	8	94	2	0	104	1	1	1	0	3	2	92	2	0	96	2	1	12	0	15	218
12:30 PM	7	103	4	0	114	3	0	4	0	7	8	114	4	0	126	2	0	15	0	17	264
12:45 PM	7	94	6	0	107	1	0	3	0	4	1	111	3	0	115	7	1	10	0	18	244
Total	27	400	13	0	440	6	3	17	0	26	19	410	12	0	441	16	2	50	0	68	975
03:00 PM	17	145	7	0	169	38	19	47	0	104	11	118	3	0	132	6	6	13	0	25	430
03:15 PM	14	153	2	0	169	7	3	11	0	21	9	133	9	0	151	3	1	12	0	16	357
03:30 PM	13	143	2	0	158	7	4	17	0	28	7	115	7	0	129	9	3	14	0	26	341
03:45 PM	17	127	3	0	147	2	1	8	0	11	5	131	7	0	143	8	4	14	0	26	327
Total	61	568	14	0	643	54	27	83	0	164	32	497	26	0	555	26	14	53	0	93	1455
04:00 PM	14	146	4	0	164	13	1	15	0	29	7	138	6	0	151	8	2	11	0	21	365
04:15 PM	22	190	2	0	214	12	1	11	0	24	13	143	5	0	161	6	4	16	0	26	425
04:30 PM	14	165	10	0	189	16	6	11	0	33	14	129	8	0	151	3	2	15	0	20	393
04:45 PM	12	169	11	0	192	9	4	17	0	30	26	131	14	0	171	6	7	18	0	31	424
Total	62	670	27	0	759	50	12	54	0	116	60	541	33	0	634	23	15	60	0	98	1607
05:00 PM	14	172	12	0	198	10	8	18	0	36	15	136	7	0	158	5	6	6	0	17	409
05:15 PM	14	151	14	0	179	5	2	9	0	16	9	141	9	0	159	16	5	14	0	35	389
05:30 PM	15	155	13	0	183	9	6	15	0	30	12	144	10	0	166	11	6	16	0	33	412
05:45 PM	13	147	12	0	172	8	5	14	0	27	8	134	9	0	151	7	4	11	0	22	372
Total	56	625	51	0	732	32	21	56	0	109	44	555	35	0	634	39	21	47	0	107	1582
Grand Total	282	3697	317	0	4296	331	124	408	0	863	450	3590	161	0	4201	161	177	386	0	724	10084
Apprch %	6.6	86.1	7.4	0		38.4	14.4	47.3	0		10.7	85.5	3.8	0		22.2	24.4	53.3	0		
Total %	2.8	36.7	3.1	0	42.6	3.3	1.2	4	0	8.6	4.5	35.6	1.6	0	41.7	1.6	1.8	3.8	0	7.2	



# Clarksville Street Department

199 10th Street  
Clarksville, TN 37040

File Name : 15 Peachers Mill @ Pine Mountain Road

Site Code : 15040615

Start Date : 4/13/2016

Page No : 2

	Peachers Mill From North					Pine Mountain From East					Peachers Mill From South					Pine Mountain From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	89	54	0	144	28	5	26	0	59	67	73	1	0	141	2	20	14	0	36	380
07:15 AM	4	99	35	0	138	30	10	51	0	91	47	78	5	0	130	0	29	15	0	44	403
07:30 AM	4	136	26	0	166	7	5	25	0	37	45	112	2	0	159	4	16	12	0	32	394
07:45 AM	6	116	28	0	150	50	24	45	0	119	27	83	3	0	113	3	31	14	0	48	430
Total Volume	15	440	143	0	598	115	44	147	0	306	186	346	11	0	543	9	96	55	0	160	1607
% App. Total	2.5	73.6	23.9	0		37.6	14.4	48	0		34.3	63.7	2	0		5.6	60	34.4	0		
PHF	.625	.809	.662	.000	.901	.575	.458	.721	.000	.643	.694	.772	.550	.000	.854	.563	.774	.917	.000	.833	.934

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	5	108			113		2	9		12	8							18			
12:15 PM	1	94	2	0	104	1	1	1	0	3	2	92	2	0	96	2	1	12	0	15	218
12:30 PM	7	103	4	0	114	3	0	4	0	7	8	114	4	0	126	2	0	18	0	17	234
12:45 PM	7	94		0	107	1	0	3	0	4	1	111	3	0	115	7	1	10	0	18	244
Total Volume	27	400	13	0	440	6	3	17	0	26	19	410	12	0	441	16	2	50	0	68	975
% App. Total	6.1	90.9	3	0		23.1	11.5	65.4	0		4.3	93	2.7	0		23.5	2.9	73.5	0		
PHF	.844	.917	.542	.000	.957	.500	.375	.472	.000	.542	.594	.899	.750	.000	.875	.571	.500	.833	.000	.944	.923

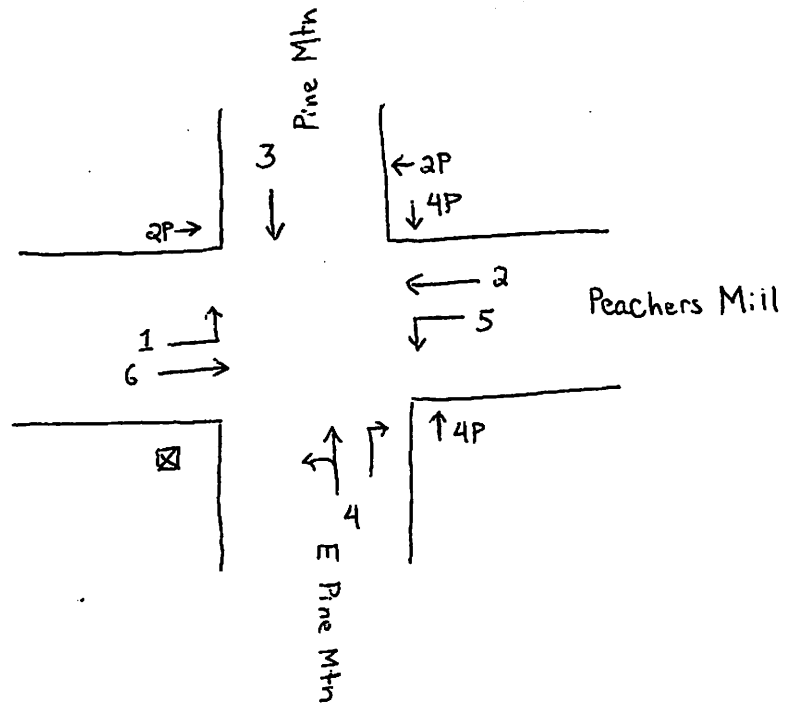
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	22	190	2	0	214	12	1	11	0	24	13	143	5	0	161	6	4	16	0	26	425
04:30 PM	14	165	10	0	189	16	6	11	0	33	14	129	8	0	151	3	2	15	0	20	393
04:45 PM	12	169	11	0	192	9	4	17	0	30	26	131	14	0	171	6	7	18	0	31	424
05:00 PM	14	172	12	0	198	10	8	18	0	36	15	136	7	0	158	5	6	6	0	17	409
Total Volume	62	696	35	0	793	47	19	57	0	123	68	539	34	0	641	20	19	55	0	94	1651
% App. Total	7.8	87.8	4.4	0		38.2	15.4	46.3	0		10.6	84.1	5.3	0		21.3	20.2	58.5	0		
PHF	.705	.916	.729	.000	.926	.734	.594	.792	.000	.854	.654	.942	.607	.000	.937	.833	.679	.764	.000	.758	.971

Peachers Mill / Pine Mountain

# 15



8-31-2015

SIGNAL TIMING SHEET								
Location	Peachers Mill / Pine Mountain							
I.D. #	15 munis # 112							
cntl type	SIEMENS Model: S13C-03CC-001 SERIAL: 141012 M50							
Time clock	CORRECT							
Coord system	NA							
<b>Timing for signal</b>								
phases	1	2	3	4	5	6	7	8
Direction	lt turn	thru	lt turn	side	lt turn	thru	lt turn	side
roads								
min grn	6	50	8	8	8	50		
pass/10	2.2	1.0	2.5	3.5	2.2	6.0		
max 1	25	50	30	40	25	50		
max2	30	50	30	50	30	50		
yellow/10	35	40	40	40	35	40		
red/10	10	20	10	25	10	20		
non locking	YES	NO	YES	YES	YES	NO		
in recall	NONE	MIN	NONE	NONE	NONE	MIN		
special notes								
1-12-2014								

# Appendix III

## Trip Generation

Land Use: Apartments (220)

Acreage 4.95  
units per acre 11.9  
Number of Dwelling Units: 59

Average Vehicle Trip Ends vs: Dwelling Unit On a: Weekday		
Average Rate:	6.65	
Total	Entering 50%	Exiting 50%
392	196	196

Average Vehicle Trip Ends vs: Dwelling Unit On a: Weekday, A.M. Peak Hour Generator		
Average Rate:	0.55	
Total	Entering 29%	Exiting 71%
32	9	23

Average Vehicle Trip Ends vs: Dwelling Unit On a: Weekday, P.M. Peak Hour Generator		
Average Rate:	0.67	
Total	Entering 61%	Exiting 39%
39	24	15

\*Trip Generation, 9th Edition, ITE



Land Use: Single Family Detached Housing (210)

Acres R-1: 3

Units per acre R-1: 1.795

Acres R-2: 1.95

Units per acre R-2: 2.867

**Number of Dwelling Units: 11**

Average Vehicle Trip Ends vs: Dwelling Unit On a: Weekday		
Average Rate:	9.52	
Total	Entering 50%	Exiting 50%
104	52	52

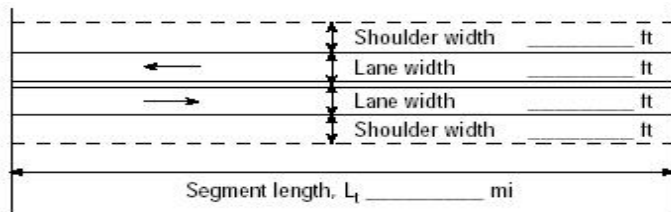

Average Vehicle Trip Ends vs: Dwelling Unit On a: Weekday, One Hour Between 7 and 9 a.m.		
Average Rate:	0.75	
Total	Entering 25%	Exiting 75%
8	2	6

Average Vehicle Trip Ends vs: Dwelling Unit On a: Weekday, One Hour Between 4 and 6 p.m.		
Average Rate:	1.00	
Total	Entering 63%	Exiting 37%
11	7	4

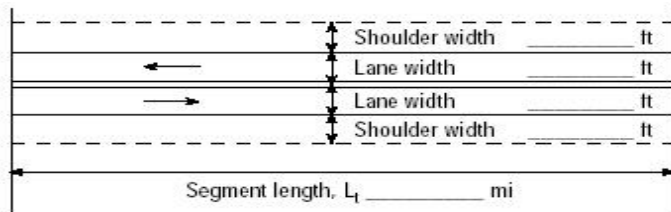

\*Trip Generation, 9th Edition, ITE

# Appendix IV

HCS Data

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
<b>General Information</b>		<b>Site Information</b>	
Analyst	C. Burchett	Highway / Direction of Travel	Peachers Mill Rd
Agency or Company	McKay, Burchett & Co	From/To	Millstone/ Pine Mtn.
Date Performed	2/2/2017	Jurisdiction	CSD
Analysis Time Period	Existing	Analysis Year	2017
Project Description: Map 43 Parcel 29.00			
<b>Input Data</b>			
 <p>Shoulder width _____ ft</p> <p>Lane width _____ ft</p> <p>Lane width _____ ft</p> <p>Shoulder width _____ ft</p> <p>Segment length, <math>L_1</math> _____ mi</p>		<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Class I highway    <input type="checkbox"/> Class II highway  <input checked="" type="checkbox"/> Class III highway         </div> <div>           Terrain <input checked="" type="checkbox"/> Level    <input type="checkbox"/> Rolling         </div> </div> <div style="display: flex; align-items: center;">  <div style="margin-left: 10px;">           Grade Length _____ mi    Up/down            Peak-hour factor, PHF _____            No-passing zone _____            % Trucks and Buses, <math>P_T</math> _____            % Recreational vehicles, <math>P_R</math> _____            Access points _____ mi         </div> </div>	
Analysis direction vol., $V_d$		702veh/h	
Opposing direction vol., $V_o$		468veh/h	
Shoulder width ft		1.0	
Lane Width ft		12.0	
Segment Length mi		1.0	
<b>Average Travel Speed</b>			
	Analysis Direction (d)		Opposing Direction (o)
Passenger-car equivalents for trucks, $E_T$ (Exhibit 15-11 or 15-12)	1.1		1.2
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-11 or 15-13)	1.0		1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.994		0.988
Grade adjustment factor <sup>1</sup> , $f_{g,ATS}$ (Exhibit 15-9)	1.00		1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	803		538
<b>Free-Flow Speed from Field Measurement</b>		<b>Estimated Free-Flow Speed</b>	
Mean speed of sample <sup>3</sup> , $S_{FM}$ Total demand flow rate, both directions, $v$ Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$ Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)    0.6 mi/h		Base free-flow speed <sup>4</sup> , BFFS    45.0 mi/h	
		Adj. for lane and shoulder width, <sup>4</sup> $f_{LS}$ (Exhibit 15-7)    4.2 mi/h	
		Adj. for access points <sup>4</sup> , $f_A$ (Exhibit 15-8)    2.0 mi/h	
		Free-flow speed, FFS ( $FFS = BFFS - f_{LS} - f_A$ )    38.8 mi/h	
		Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + v_{o,ATS}) - f_{np,ATS}$ 27.8 mi/h	
		Percent free flow speed, PFFS    71.7 %	
<b>Percent Time-Spent-Following</b>			
	Analysis Direction (d)		Opposing Direction (o)
Passenger-car equivalents for trucks, $E_T$ (Exhibit 15-18 or 15-19)	1.0		1.0
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-18 or 15-19)	1.0		1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000		1.000
Grade adjustment factor <sup>1</sup> , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00		1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	798		532
Base percent time-spent-following <sup>4</sup> , $BPTSF_d(\%) = 100(1 - e^{-a v_d^b})$	66.5		
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	20.0		
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + v_{o,PTSF})$	78.5		
<b>Level of Service and Other Performance Measures</b>			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, $v/c$	0.47		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1680
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	71.7
<b>Bicycle Level of Service</b>	
Directional demand flow rate in outside lane, $v_{OL}$ (Eq. 15-24) veh/h	797.7
Effective width, $W_v$ (Eq. 15-29) ft	13.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.42
Bicycle level of service score, BLOS (Eq. 15-31)	5.71
Bicycle level of service (Exhibit 15-4)	F
<b>Notes</b>	
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain. 2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F. 3. For the analysis direction only and for $v > 200$ veh/h. 4. For the analysis direction only 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10. 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
<b>General Information</b>		<b>Site Information</b>	
Analyst	C. Burchett	Highway / Direction of Travel	Peachers Mill Rd
Agency or Company	McKay, Burchett & Co	From/To	Millstone/ Pine Mtn.
Date Performed	2/2/2017	Jurisdiction	CSD
Analysis Time Period	Existing Zoning	Analysis Year	2017
Project Description: Map 43 Parcel 29.00			
<b>Input Data</b>			
 <p>Shoulder width _____ ft</p> <p>Lane width _____ ft</p> <p>Lane width _____ ft</p> <p>Shoulder width _____ ft</p> <p>Segment length, <math>L_1</math> _____ mi</p>		<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Class I highway    <input type="checkbox"/> Class II highway  <input checked="" type="checkbox"/> Class III highway </div> <div> <input type="checkbox"/> Terrain    <input checked="" type="checkbox"/> Level    <input type="checkbox"/> Rolling </div> </div> <p>Grade Length _____ mi    Up/down _____</p> <p>Peak-hour factor, PHF _____ 0.88</p> <p>No-passing zone _____ 20%</p> <p>% Trucks and Buses, <math>P_T</math> _____ 6%</p> <p>% Recreational vehicles, <math>P_R</math> _____ 4%</p> <p>Access points <math>mi</math> _____ 8/mi</p> <div style="text-align: center;">   Show North Arrow </div>	
Analysis direction vol., $V_d$ _____ 709veh/h			
Opposing direction vol., $V_o$ _____ 472veh/h			
Shoulder width ft _____ 1.0			
Lane Width ft _____ 12.0			
Segment Length mi _____ 1.0			
<b>Average Travel Speed</b>			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, $E_T$ (Exhibit 15-11 or 15-12)	1.1	1.2	
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.994	0.988	
Grade adjustment factor <sup>1</sup> , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	811	543	
<b>Free-Flow Speed from Field Measurement</b>		<b>Estimated Free-Flow Speed</b>	
Mean speed of sample <sup>3</sup> , $S_{FM}$ Total demand flow rate, both directions, $v$ Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$ Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) _____ 0.5 mi/h		Base free-flow speed <sup>4</sup> , BFFS _____ 45.0 mi/h	
		Adj. for lane and shoulder width, <sup>4</sup> $f_{LS}$ (Exhibit 15-7) _____ 4.2 mi/h	
		Adj. for access points <sup>4</sup> , $f_A$ (Exhibit 15-8) _____ 2.0 mi/h	
		Free-flow speed, FFS ( $FFS = BFFS - f_{LS} - f_A$ ) _____ 38.8 mi/h	
		Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + v_{o,ATS}) - f_{np,ATS}$ _____ 27.8 mi/h	
		Percent free flow speed, PFFS _____ 71.5 %	
<b>Percent Time-Spent-Following</b>			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, $E_T$ (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000	
Grade adjustment factor <sup>1</sup> , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	806	536	
Base percent time-spent-following <sup>4</sup> , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	66.6		
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	19.8		
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + v_{o,PTSF})$	78.5		
<b>Level of Service and Other Performance Measures</b>			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, $v/c$	0.48		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1680
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	71.5
<b>Bicycle Level of Service</b>	
Directional demand flow rate in outside lane, $v_{OL}$ (Eq. 15-24) veh/h	805.7
Effective width, $W_v$ (Eq. 15-29) ft	13.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.42
Bicycle level of service score, BLOS (Eq. 15-31)	5.71
Bicycle level of service (Exhibit 15-4)	F
<b>Notes</b>	
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain. 2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F. 3. For the analysis direction only and for $v > 200$ veh/h. 4. For the analysis direction only 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10. 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.	



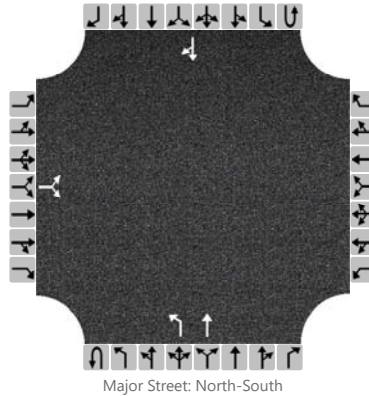
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
<b>General Information</b>		<b>Site Information</b>	
Analyst	C. Burchett	Highway / Direction of Travel	Peachers Mill Rd
Agency or Company	McKay, Burchett & Co	From/To	Millstone/ Pine Mtn.
Date Performed	2/2/2017	Jurisdiction	CSD
Analysis Time Period	Existing Zoning	Analysis Year	2017
Project Description: Map 43 Parcel 29.00			
<b>Input Data</b>			
<p>Shoulder width _____ ft</p> <p>Lane width _____ ft</p> <p>Lane width _____ ft</p> <p>Shoulder width _____ ft</p> <p>Segment length, <math>L_1</math> _____ mi</p>		<div style="display: flex; justify-content: space-around;"> <div> <input type="checkbox"/> Class I highway  <input checked="" type="checkbox"/> Class III highway  <input type="checkbox"/> Class II highway </div> <div> <input checked="" type="checkbox"/> Level  <input type="checkbox"/> Rolling </div> </div> <p>Terrain</p> <p>Grade Length _____ mi Up/down</p> <p>Peak-hour factor, PHF 0.88</p> <p>No-passing zone 20%</p> <p>% Trucks and Buses, <math>P_T</math> 6%</p> <p>% Recreational vehicles, <math>P_R</math> 4%</p> <p>Access points <math>mi</math> 8/mi</p> <p>Show North Arrow</p>	
Analysis direction vol., $V_d$	725veh/h		
Opposing direction vol., $V_o$	484veh/h		
Shoulder width ft	1.0		
Lane Width ft	12.0		
Segment Length mi	1.0		
<b>Average Travel Speed</b>			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, $E_T$ (Exhibit 15-11 or 15-12)	1.1	1.2	
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.994	0.988	
Grade adjustment factor <sup>1</sup> , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	829	557	
<b>Free-Flow Speed from Field Measurement</b>		<b>Estimated Free-Flow Speed</b>	
Mean speed of sample <sup>3</sup> , $S_{FM}$		Base free-flow speed <sup>4</sup> , BFFS 45.0 mi/h	
Total demand flow rate, both directions, $v$		Adj. for lane and shoulder width, <sup>4</sup> $f_{LS}$ (Exhibit 15-7) 4.2 mi/h	
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points <sup>4</sup> , $f_A$ (Exhibit 15-8) 2.0 mi/h	
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 0.5 mi/h		Free-flow speed, FFS ( $FFS=BFFS-f_{LS}-f_A$ ) 38.8 mi/h	
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$ 27.5 mi/h	
		Percent free flow speed, PFFS 71.0 %	
<b>Percent Time-Spent-Following</b>			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, $E_T$ (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000	
Grade adjustment factor <sup>1</sup> , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	824	550	
Base percent time-spent-following <sup>4</sup> , $BPTSF_d(\%)=100(1-e^{av_d^b})$	67.6		
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	19.3		
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	79.2		
<b>Level of Service and Other Performance Measures</b>			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, $v/c$	0.49		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1680
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	71.0
<b>Bicycle Level of Service</b>	
Directional demand flow rate in outside lane, $v_{OL}$ (Eq. 15-24) veh/h	823.9
Effective width, $W_v$ (Eq. 15-29) ft	13.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.42
Bicycle level of service score, BLOS (Eq. 15-31)	5.73
Bicycle level of service (Exhibit 15-4)	F
<b>Notes</b>	
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain. 2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F. 3. For the analysis direction only and for $v > 200$ veh/h. 4. For the analysis direction only 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10. 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.	

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	C. Burchett	Intersection	Site Ent- Peachers Mill R
Agency/Co.	McKay Burchett & Co	Jurisdiction	Clarksville
Date Performed	2/21/2017	East/West Street	Site Entrance
Analysis Year	2017	North/South Street	Peachers Mill Rd
Time Analyzed	Proposed PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	1110 Peacher Mill Rd		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		23		16						16	702				468	23
Percent Heavy Vehicles		3		3						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

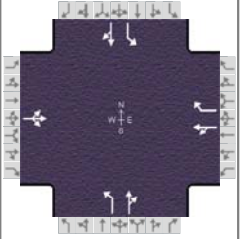
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			42							17						
Capacity			502							1028						
v/c Ratio			0.08							0.02						
95% Queue Length			0.3							0.1						
Control Delay (s/veh)			12.8							8.6						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.8								0.2							
Approach LOS	B								A							

# HCS 2010 Signalized Intersection Input Data

## General Information

Agency	McKay, Burchett & Co			Duration, h	0.25
Analyst	C. Burchett	Analysis Date	Feb 23, 2017	Area Type	Other
Jurisdiction	CSD	Time Period	Existing PM Peak	PHF	0.97
Urban Street	Peachers Mill Rd	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Peachers Mill Rd/ Pine...	File Name	Peachers-Pine Wood_Existing PM.xus		
Project Description	Existing PM				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	55	19	20	57	19	47	34	539	68	35	696	62

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.2	76.4	8.2	7.2	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	2.0	2.0	2.0	2.0	0.0	0.0		

## Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	55	19	20	57	19	47	34	539	68	35	696	62
Initial Queue (Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s <sub>0</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N <sub>m</sub> ), man/h		None			None			None			None	
Heavy Vehicles (P <sub>HV</sub> ), %		0			0	0		0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft		12.0			12.0	12.0		12.0	12.0		12.0	12.0
Turn Bay Length, ft		500			500	500		500	500		500	500
Grade (P <sub>g</sub> ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

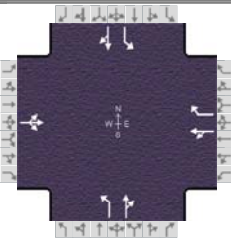
## Phase Information

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G <sub>max</sub> ) or Phase Split, s		30.0		30.0	20.0	40.0	20.0	40.0
Yellow Change Interval (Y), s		4.0		4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R <sub>c</sub> ), s		2.0		2.0	2.0	2.0	2.0	2.0
Minimum Green (G <sub>min</sub> ), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (I <sub>t</sub> ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

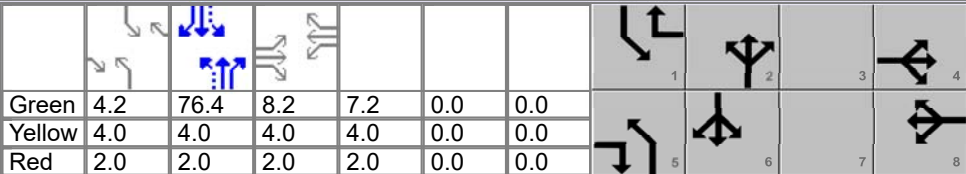
## Multimodal Information

	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	McKay, Burchett & Co			Duration, h	0.25	
Analyst	C. Burchett	Analysis Date	Feb 23, 2017	Area Type	Other	
Jurisdiction	CSD	Time Period	Existing PM Peak	PHF	0.97	
Urban Street	Peachers Mill Rd	Analysis Year	2017	Analysis Period	1> 7:00	
Intersection	Peachers Mill Rd/ Pine...	File Name	Peachers-Pine Wood_Existing PM.xus			
Project Description	Existing PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	55	19	20	57	19	47	34	539	68	35	696	62

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	4.2	76.4	8.2	7.2	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.1	4.0	1.1	4.0
Phase Duration, s		14.2		13.2	10.1	82.4	10.2	82.5
Change Period, ( $Y+R_c$ ), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( $MAH$ ), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s		8.4		7.0	2.8		2.8	
Green Extension Time ( $g_e$ ), s		0.1		0.2	0.0	0.0	0.1	0.0
Phase Call Probability		0.96		0.99	0.69		0.70	
Max Out Probability		0.00		0.00	0.00		0.00	

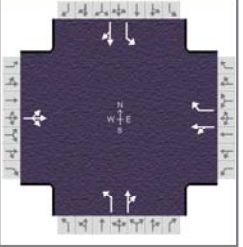
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate ( $v$ ), veh/h		97			78	48	35	626		36	781	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1780			1831	1610	1810	1862		1810	1872	
Queue Service Time ( $g_s$ ), s		6.4			5.0	3.4	0.8	22.1		0.8	31.2	
Cycle Queue Clearance Time ( $g_c$ ), s		6.4			5.0	3.4	0.8	22.1		0.8	31.2	
Green Ratio ( $g/C$ )		0.07			0.06	0.09	0.67	0.64		0.67	0.64	
Capacity ( $c$ ), veh/h		122			109	152	376	1186		491	1193	
Volume-to-Capacity Ratio ( $X$ )		0.795			0.717	0.318	0.093	0.528		0.073	0.655	
Available Capacity ( $c_a$ ), veh/h		356			607	590	1016	1186		1131	1193	
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)		3.0			2.4	1.4	0.3	9.0		0.3	13.0	
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)		0.15			0.12	0.07	0.01	0.45		0.01	0.65	
Uniform Delay ( $d_1$ ), s/veh		55.1			55.4	50.7	11.4	11.9		8.7	13.5	
Incremental Delay ( $d_2$ ), s/veh		4.4			3.3	0.4	0.0	1.7		0.0	2.8	
Initial Queue Delay ( $d_3$ ), s/veh		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay ( $d$ ), s/veh		59.4			58.7	51.1	11.5	13.6		8.7	16.4	
Level of Service (LOS)		E			E	D	B	B		A	B	
Approach Delay, s/veh / LOS	59.4	E		55.8	E		13.5	B		16.0	B	
Intersection Delay, s/veh / LOS	20.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	1.6	A	1.8	A

# HCS 2010 Signalized Intersection Intermediate Values

## General Information

Agency	McKay, Burchett & Co			Duration, h	0.25
Analyst	C. Burchett	Analysis Date	Feb 23, 2017	Area Type	Other
Jurisdiction	CSD	Time Period	Existing PM Peak	PHF	0.97
Urban Street	Peachers Mill Rd	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Peachers Mill Rd/ Pine...	File Name	Peachers-Pine Wood_Existing PM.xus		
Project Description	Existing PM				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	55	19	20	57	19	47	34	539	68	35	696	62

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	4.2	76.4	8.2	7.2	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	0.0	0.0		

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor ( $f_w$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor ( $f_{HV}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Approach Grade Adjustment Factor ( $f_g$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor ( $f_p$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor ( $f_{bb}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor ( $f_a$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor ( $f_{LU}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor ( $f_{wz}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor ( $f_{LT}$ )		0.937			0.964		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor ( $f_{RT}$ )		0.000			0.000			0.980			0.985	
Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate ( $s$ ), veh/h		360			458		1810	1654		1810	1719	
Proportion of Vehicles Arriving on Green ( $P$ )	0.07	0.07	0.07	0.06	0.06	0.06	0.03	0.64	0.64	0.03	0.64	0.64
Incremental Delay Factor ( $k$ )		0.04			0.04	0.04	0.04	0.50		0.04	0.50	

## Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )		4.0		6.0	6.0	6.0	6.0	6.0
Green Ratio ( $g/C$ )		0.07		0.06	0.67	0.64	0.67	0.64
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln		0		0	703	0	812	0
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln								
Permitted Effective Green Time ( $g_p$ ), s		0.0		0.0	76.4	0.0	76.4	0.0
Permitted Service Time ( $g_u$ ), s		0.0		0.0	43.3	0.0	54.3	0.0
Permitted Queue Service Time ( $g_{ps}$ ), s					1.7		1.0	
Time to First Blockage ( $g_r$ ), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage ( $g_{ts}$ ), s								
Protected Right Saturation Flow ( $s_R$ ), veh/h/ln				1610				
Protected Right Effective Green Time ( $g_R$ ), s				4.2				

## Multimodal

	EB		WB		NB		SB	
Pedestrian $F_w / F_v$	1.557	0.00	1.557	0.00	1.557	0.00	1.389	0.00
Pedestrian $F_s / F_{delay}$	0.000	0.159	0.000	0.169	0.000	0.083	0.000	0.083
Pedestrian $M_{corner} / M_{cw}$								
Bicycle $c_b / d_b$	119.41	53.05		67.20	1273.61	7.91	1274.66	7.89
Bicycle $F_w / F_v$	-3.64	0.16	-3.64	0.21	-3.64	1.09	-3.64	1.35



**--- Messages ---**

No errors or warnings exist.

**--- Comments ---**

# HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information							
Agency	McKay, Burchett & Co				Duration, h	0.25						
Analyst	C. Burchett		Analysis Date	Feb 23, 2017	Area Type	Other						
Jurisdiction	CSD		Time Period	Existing Zoning PM Peak	PHF	0.97						
Urban Street	Peachers Mill Rd		Analysis Year	2017	Analysis Period	1 > 7:00						
Intersection	Peachers Mill Rd/ Pine...		File Name	Peachers-Pine Wood_Existing Zoning PM.xus								
Project Description	Existing Zoning PM											

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	55	19	20	57	19	47	34	543	68	35	703	62

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
Green	4.2	76.4	8.2	7.2	0.0	0.0					
Yellow	4.0	4.0	4.0	4.0	0.0	0.0					
Red	2.0	2.0	2.0	2.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	55	19	20	57	19	47	34	543	68	35	703	62
Initial Queue (Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s <sub>o</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N <sub>m</sub> ), man/h	None			None			None			None		
Heavy Vehicles (P <sub>HV</sub> ), %	0			0			0			0		
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0			12.0			12.0			12.0		
Turn Bay Length, ft	500			500			500			500		
Grade (Pg), %	0			0			0			0		
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

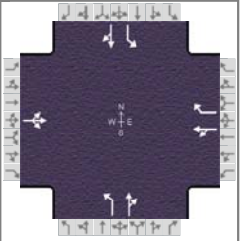
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G <sub>max</sub> ) or Phase Split, s		30.0		30.0	20.0	40.0	20.0	40.0
Yellow Change Interval (Y), s		4.0		4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R <sub>c</sub> ), s		2.0		2.0	2.0	2.0	2.0	2.0
Minimum Green ( G <sub>min</sub> ), s	6	6	6	6	6	6	6	6
Start-Up Lost Time ( lt), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

# HCS 2010 Signalized Intersection Results Summary

General Information					Intersection Information	
Agency	McKay, Burchett & Co			Duration, h	0.25	
Analyst	C. Burchett		Analysis Date	Feb 23, 2017	Area Type	Other
Jurisdiction	CSD		Time Period	Existing Zoning PM Peak	PHF	0.97
Urban Street	Peachers Mill Rd		Analysis Year	2017	Analysis Period	1 > 7:00
Intersection	Peachers Mill Rd/ Pine...		File Name	Peachers-Pine Wood_Existing Zoning PM.xus		
Project Description	Existing Zoning PM					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	55	19	20	57	19	47	34	543	68	35	703	62

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	4.2	76.4	8.2	7.2	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
				Red	2.0	2.0	2.0	2.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.1	4.0	1.1	4.0
Phase Duration, s		14.2		13.2	10.1	82.4	10.2	82.5
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( MAH ), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s		8.4		7.0	2.8		2.8	
Green Extension Time ( g <sub>e</sub> ), s		0.1		0.2	0.0	0.0	0.1	0.0
Phase Call Probability		0.96		0.99	0.69		0.70	
Max Out Probability		0.00		0.00	0.00		0.00	

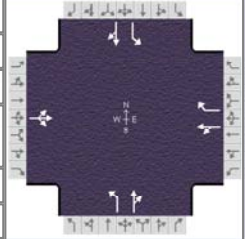
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate ( v ), veh/h		97			78	48	35	630		36	789	
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1780			1831	1610	1810	1863		1810	1873	
Queue Service Time ( g <sub>s</sub> ), s		6.4			5.0	3.4	0.8	22.3		0.8	31.7	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		6.4			5.0	3.4	0.8	22.3		0.8	31.7	
Green Ratio ( g/C )		0.07			0.06	0.09	0.67	0.64		0.67	0.64	
Capacity ( c ), veh/h		122			109	152	371	1186		488	1194	
Volume-to-Capacity Ratio ( X )		0.795			0.717	0.318	0.094	0.531		0.074	0.661	
Available Capacity ( c <sub>a</sub> ), veh/h		356			607	590	1012	1186		1128	1194	
Back of Queue ( Q ), veh/ln ( 50 th percentile)		3.0			2.4	1.4	0.3	9.1		0.3	13.2	
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.15			0.12	0.07	0.01	0.46		0.01	0.66	
Uniform Delay ( d <sub>1</sub> ), s/veh		55.1			55.4	50.7	11.6	12.0		8.8	13.6	
Incremental Delay ( d <sub>2</sub> ), s/veh		4.4			3.3	0.4	0.0	1.7		0.0	2.9	
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh		59.4			58.7	51.1	11.6	13.7		8.8	16.5	
Level of Service ( LOS )		E			E	D	B	B		A	B	
Approach Delay, s/veh / LOS	59.4	E		55.8	E		13.6	B		16.2	B	
Intersection Delay, s/veh / LOS	20.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	1.6	A	1.8	A

# HCS 2010 Signalized Intersection Intermediate Values

## General Information

Agency	McKay, Burchett & Co			Duration, h	0.25
Analyst	C. Burchett	Analysis Date	Feb 23, 2017	Area Type	Other
Jurisdiction	CSD	Time Period	Existing Zoning PM Peak	PHF	0.97
Urban Street	Peachers Mill Rd	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Peachers Mill Rd/ Pine...	File Name	Peachers-Pine Wood_Existing Zoning PM.xus		
Project Description	Existing Zoning PM				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	55	19	20	57	19	47	34	543	68	35	703	62

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.2	76.4	8.2	7.2	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	2.0	2.0	2.0	2.0	0.0	0.0		

	EB			WB			NB			SB		
<b>Saturation Flow / Delay</b>	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor ( $f_w$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor ( $f_{HV}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Approach Grade Adjustment Factor ( $f_g$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor ( $f_p$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor ( $f_{bb}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor ( $f_a$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor ( $f_{LU}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor ( $f_{wz}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor ( $f_{LT}$ )		0.937			0.964		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor ( $f_{RT}$ )		0.000			0.000			0.980			0.986	
Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate ( $s$ ), veh/h		360			458		1810	1655		1810	1721	
Proportion of Vehicles Arriving on Green ( $P$ )	0.07	0.07	0.07	0.06	0.06	0.06	0.03	0.64	0.64	0.03	0.64	0.64
Incremental Delay Factor ( $k$ )		0.04			0.04	0.04	0.04	0.50		0.04	0.50	

## Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )		4.0		6.0	6.0	6.0	6.0	6.0
Green Ratio ( $g/C$ )		0.07		0.06	0.67	0.64	0.67	0.64
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln		0		0	698	0	809	0
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln								
Permitted Effective Green Time ( $g_p$ ), s		0.0		0.0	76.4	0.0	76.4	0.0
Permitted Service Time ( $g_u$ ), s		0.0		0.0	42.8	0.0	54.1	0.0
Permitted Queue Service Time ( $g_{ps}$ ), s					1.8		1.0	
Time to First Blockage ( $g_t$ ), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage ( $g_{ts}$ ), s								
Protected Right Saturation Flow ( $s_R$ ), veh/h/ln				1610				
Protected Right Effective Green Time ( $g_R$ ), s				4.2				

## Multimodal

	EB		WB		NB		SB	
Pedestrian $F_w / F_v$	1.557	0.00	1.557	0.00	1.557	0.00	1.389	0.00
Pedestrian $F_s / F_{delay}$	0.000	0.159	0.000	0.169	0.000	0.083	0.000	0.083
Pedestrian $M_{corner} / M_{cw}$								
Bicycle $c_b / d_b$	119.41	53.05		67.20	1273.61	7.91	1274.66	7.89
Bicycle $F_w / F_v$	-3.64	0.16	-3.64	0.21	-3.64	1.10	-3.64	1.36

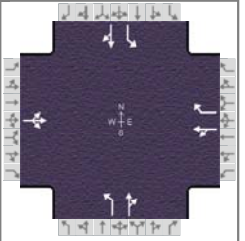
**--- Messages ---**

No errors or warnings exist.

**--- Comments ---**

# HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	McKay, Burchett & Co			Duration, h	0.25
Analyst	C. Burchett	Analysis Date	Feb 23, 2017	Area Type	Other
Jurisdiction	CSD	Time Period	Proposed Zoning PM Peak	PHF	0.97
Urban Street	Peachers Mill Rd	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Peachers Mill Rd/ Pine...	File Name	Peachers-Pine Wood_Proposed Zoning PM.xus		
Project Description	Proposed Zoning PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	55	19	20	57	19	47	34	555	68	35	719	62

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.2	76.4	8.2	7.2	0.0	0.0		
				Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	0.0	0.0		

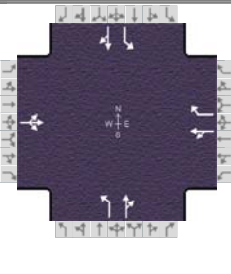
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	55	19	20	57	19	47	34	555	68	35	719	62
Initial Queue (Q <sub>b</sub> ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s <sub>o</sub> ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N <sub>m</sub> ), man/h	None			None			None			None		
Heavy Vehicles (P <sub>HV</sub> ), %	0			0			0			0		
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0			12.0			12.0			12.0		
Turn Bay Length, ft	500			500			500			500		
Grade (Pg), %	0			0			0			0		
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G <sub>max</sub> ) or Phase Split, s		30.0		30.0	20.0	40.0	20.0	40.0
Yellow Change Interval (Y), s		4.0		4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R <sub>c</sub> ), s		2.0		2.0	2.0	2.0	2.0	2.0
Minimum Green ( G <sub>min</sub> ), s	6	6	6	6	6	6	6	6
Start-Up Lost Time ( lt ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

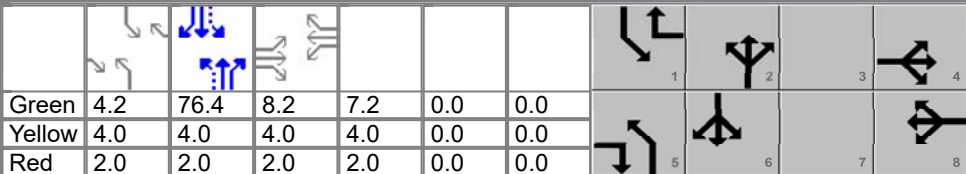



Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	



# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	McKay, Burchett & Co			Duration, h	0.25	
Analyst	C. Burchett	Analysis Date	Feb 23, 2017	Area Type	Other	
Jurisdiction	CSD	Time Period	Proposed Zoning PM Peak	PHF	0.97	
Urban Street	Peachers Mill Rd	Analysis Year	2017	Analysis Period	1> 7:00	
Intersection	Peachers Mill Rd/ Pine...	File Name	Peachers-Pine Wood_Proposed Zoning PM.xus			
Project Description	Proposed Zoning PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	55	19	20	57	19	47	34	555	68	35	719	62

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	4.2	76.4	8.2	7.2	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	0.0	0.0		

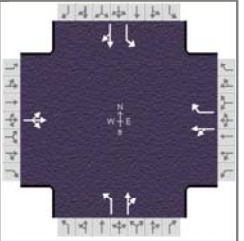
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.1	4.0	1.1	4.0
Phase Duration, s		14.2		13.2	10.1	82.4	10.2	82.5
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( MAH ), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s		8.4		7.0	2.8		2.8	
Green Extension Time ( g <sub>e</sub> ), s		0.1		0.2	0.0	0.0	0.1	0.0
Phase Call Probability		0.96		0.99	0.69		0.70	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate ( v ), veh/h		97			78	48	35	642		36	805	
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1780			1831	1610	1810	1863		1810	1873	
Queue Service Time ( g <sub>s</sub> ), s		6.4			5.0	3.4	0.8	22.9		0.8	32.8	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		6.4			5.0	3.4	0.8	22.9		0.8	32.8	
Green Ratio ( g/C )		0.07			0.06	0.09	0.67	0.64		0.67	0.64	
Capacity ( c ), veh/h		122			109	152	361	1187		480	1194	
Volume-to-Capacity Ratio ( X )		0.795			0.717	0.318	0.097	0.541		0.075	0.674	
Available Capacity ( c <sub>a</sub> ), veh/h		356			607	590	1001	1187		1119	1194	
Back of Queue ( Q ), veh/ln ( 50 th percentile)		3.0			2.4	1.4	0.3	9.4		0.3	13.7	
Queue Storage Ratio ( RQ ) ( 50 th percentile)		0.15			0.12	0.07	0.01	0.47		0.01	0.69	
Uniform Delay ( d <sub>1</sub> ), s/veh		55.1			55.4	50.7	11.9	12.1		8.9	13.8	
Incremental Delay ( d <sub>2</sub> ), s/veh		4.4			3.3	0.4	0.0	1.8		0.0	3.1	
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh		59.4			58.7	51.1	12.0	13.9		8.9	16.9	
Level of Service ( LOS )		E			E	D	B	B		A	B	
Approach Delay, s/veh / LOS	59.4	E		55.8	E		13.8	B		16.6	B	
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	1.6	A	1.9	A

# HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	McKay, Burchett & Co			Duration, h	0.25
Analyst	C. Burchett	Analysis Date	Feb 23, 2017	Area Type	Other
Jurisdiction	CSD	Time Period	Proposed Zoning PM Peak	PHF	0.97
Urban Street	Peachers Mill Rd	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Peachers Mill Rd/ Pine...	File Name	Peachers-Pine Wood_Proposed Zoning PM.xus		
Project Description	Proposed Zoning PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	55	19	20	57	19	47	34	555	68	35	719	62

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.2	76.4	8.2	7.2	0.0	0.0		
				Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	0.0	0.0		

1	2	3	4	
5	6	7	8	

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor ( $f_w$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor ( $f_{HV}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Approach Grade Adjustment Factor ( $f_g$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor ( $f_p$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor ( $f_{bb}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor ( $f_a$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor ( $f_{LU}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor ( $f_{wz}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor ( $f_{LT}$ )		0.937			0.964		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor ( $f_{RT}$ )		0.000			0.000			0.981			0.986	
Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h		360			458		1810	1660		1810	1725	
Proportion of Vehicles Arriving on Green (P)	0.07	0.07	0.07	0.06	0.06	0.06	0.03	0.64	0.64	0.03	0.64	0.64
Incremental Delay Factor (k)		0.04			0.04	0.04	0.04	0.50		0.04	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )		4.0		6.0	6.0	6.0	6.0	6.0
Green Ratio ( $g/C$ )		0.07		0.06	0.67	0.64	0.67	0.64
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln		1440		1440	687	0	800	0
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln								
Permitted Effective Green Time ( $g_p$ ), s		24.0		24.0	76.4	0.0	76.4	0.0
Permitted Service Time ( $g_u$ ), s		0.0		0.0	41.6	0.0	53.5	0.0
Permitted Queue Service Time ( $g_{ps}$ ), s					1.9		1.1	
Time to First Blockage ( $g_t$ ), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage ( $g_{ts}$ ), s								
Protected Right Saturation Flow ( $s_R$ ), veh/h/ln				1610				
Protected Right Effective Green Time ( $g_R$ ), s				4.2				

Multimodal	EB		WB		NB		SB	
Pedestrian $F_w / F_v$	1.557	0.00	1.557	0.00	1.557	0.00	1.389	0.00
Pedestrian $F_s / F_{delay}$	0.000	0.159	0.000	0.169	0.000	0.083	0.000	0.083
Pedestrian $M_{corner} / M_{cw}$								
Bicycle $c_b / d_b$	119.41	53.05		67.20	1273.61	7.91	1274.66	7.89
Bicycle $F_w / F_v$	-3.64	0.16	-3.64	0.21	-3.64	1.12	-3.64	1.39

**--- Messages ---**

No errors or warnings exist.

**--- Comments ---**

# Appendix V

## LOS Summary

Two Way-Peachers Mill Road	
	LOS
Existing	D
Existing Zoning	D
Proposed	D

Peachers Mill Rd- Pine Mountain Rd Intersection	
	LOS
Existing	C
Existing Zoning	C
Proposed	C

Proposed Site Entrance-Peachers Mill Intersection	
	LOS
Eastbound	B
Northbound	A

ORDINANCE 48-2016-17

AN ORDINANCE AMENDING THE 2016-17 GENERAL FUND OPERATING BUDGET (ORDINANCE 104-2015-16) AUTHORIZING THE CITY OF CLARKSVILLE TO INCREASE THE OPERATING BUDGET OF THE FIRE DEPARTMENT FOR THE PURPOSES OF PAYING FOR TECHNOLOGY NECESSARY FOR CAD IMPLEMENTATION THAT WAS CUT DURING THE FY2016-17 BUDGET PROCESS

*WHEREAS,* The Fire Department originally budgeted \$68,103 for toughbooks for use with the new CAD (Computer Aided Dispatch) being implemented this fiscal year.

*WHEREAS,* during budget cuts, the Fire Department cut the toughbooks from their department budget, planning to delay one year.

*WHEREAS,* the CAD project is moving forward and will necessitate all equipment available for implementation prior to fiscal year end.

*WHEREAS,* \$132,985 will be necessary to provide toughbooks, technology and implementation to function with the new CAD system.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the following General Fund Budget Amendment be made:

10422003-4324	Increase:	\$ 21,160
10422004-4650	Increase:	\$111,825

*BE IT FURTHER ORDAINED* that the source of funding for this \$132,985 shall be from the fund balance of the General Fund.

*FIRST READING:* March 2, 2017

*SECOND READING:*

*EFFECTIVE DATE:*



ORDINANCE 49-2016-17

AN ORDINANCE AMENDING THE OFFICIAL CODE OF THE CITY OF CLARKSVILLE, PART II (CODE OF ORDINANCES), TITLE 13 (UTILITIES AND SERVICES), CHAPTER 3 (GAS, WATER, AND SEWER SERVICE) PERTAINING TO THE CHARGE FOR THE INSTALLATION AND MAINTENANCE OF EXCESS FLOW VALVES (EFV)

*WHEREAS*, and the Federal Government has promulgated new regulations at 49 CFR 192.383(e) regarding the installation of EFV's; and

*WHEREAS*, pursuant to said regulations the City must notify customers of their right to request the installation of an EFV beginning April 14, 2017 ; and

*WHEREAS*, the City desires to recover the cost associated with such installation and maintenance of any EFV installed at the request of the customer.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Official Code of the City of Clarksville, Part II (Code of Ordinances), Title 13 (Utilities and Services), Chapter 3 (Gas, Water, and Sewer Service) is amended as follows:

(1) By adding subparagraph (14) to section 13-309 (k), stating that:

(2) (14) A customer requesting the installation of an excess flow valve will be responsible for the payment of the actual cost associated with the installation of the excess flow valve and cost associated with the maintenance, if any, of the excess flow valve.

*FIRST READING:* March 2, 2017

*SECOND READING:*

*EFFECTIVE DATE*

ORDINANCE 50-2016-17

AN ORDINANCE AUTHORIZING EXTENSION OF CITY OF CLARKSVILLE UTILITY SERVICES OUTSIDE THE CLARKSVILLE CITY LIMITS; REQUEST OF FULTON WILSON FOR PROPERTY LOCATED AT POPLAR HILL SUBDIVISION

*WHEREAS,* proper application has been made by Cal McKay on behalf of Fulton Wilson for extensions of City utility service to property located at Cmap 087, Parcel 106.00, 105.00, 105.02 with the property address of Poplar Hill Subdivision outside the corporate boundary of the City, said property and the extension of service thereto, which is more particularly described in Exhibit A attached hereto and incorporated herein; and

*WHEREAS,* the City of Clarksville Gas and Water Department has recommended approval of said application; and

*WHEREAS,* the Gas, Water and Sewer Committee of the Clarksville City Council has recommended approval of said application; and

*WHEREAS,* the Clarksville City Council finds that all of the requirements of City Code Section 13-405 have been or are satisfied and the extension of water and sewer service to property as described in Exhibit A will be in the best interest of the City.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the City of Clarksville Gas, Water and Sewer Department is hereby authorized to extend utility service to property located at Cmap 087, Parcel 106.00, 105.00, 105.02 with the property address of Poplar Hill Subdivision outside the City corporate limits as described in Exhibit A attached hereto and incorporated herein and subject to and in accordance with the provisions of the City Code and Ordinance 37-2009-10.

*FIRST READING:* March 2, 2017

*SECOND READING:*

*EFFECTIVE DATE*

## EXHIBIT A



ORDINANCE 51-2016-17

AMENDING THE ZONING ORDINANCE AND MAP OF THE CITY OF CLARKSVILLE, APPLICATION OF ANNETTE SHRADER FOR ZONE CHANGE ON PROPERTY LOCATED AT THE INTERSECTION OF BUSINESS PARK DRIVE AND CORPORATE DRIVE

*BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Zoning Ordinance and Map of the City of Clarksville, Tennessee are hereby amended by designating the zone classification of the property described in Exhibit A, currently zoned M-1 Light Industrial District, as C-5 Highway & Arterial Commercial District.

*PUBLIC HEARING:* March 2, 2017

*FIRST READING:* March 2, 2017

*SECOND READING:*

*EFFECTIVE DATE:*

EXHIBIT A

Beginning at a point said point being 170 +/- feet southeast of the centerline of the intersection of Business Park Drive & Corporate Drive, said point being the southeast corner of the herein described tract and the northeast corner of the Cheung Property, thence in a southwesterly direction 123 +/- feet with the Cheung Property northern boundary to a point, said point being the southeast corner of the Susan Choate Young property, thence in a northwesterly direction 144 +/- feet with the eastern boundary of the Susan Choate Young property to a point, said point being in the southern right of way margin of Business Park Dr., thence in a northerly direction 105 +/- feet thence in a southerly direction 136 +/- feet with the southern right of way line margin of Corporate Drive to the point of beginning, said tract containing 0.39 +/- acres. further identified as Tax Map 56-A-A, Parcel 6.00

ORDINANCE 52-2016-17

AMENDING THE ZONING ORDINANCE AND MAP OF THE CITY OF CLARKSVILLE, APPLICATION OF RICHARD D. COLLINS FOR ZONE CHANGE ON PROPERTY LOCATED AT THE INTERSECTION OF BATTS LANE AND COLUMBIA STREET

*BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Zoning Ordinance and Map of the City of Clarksville, Tennessee are hereby amended by designating the zone classification of the property described in Exhibit A, currently zoned RM-1 Single Family Mobile Home Residential District, as R-4 Multiple Family Residential District.

*PUBLIC HEARING:* March 2, 2017

*FIRST READING:* March 2, 2017

*SECOND READING:*

*EFFECTIVE DATE:*

EXHIBIT A

Beginning at a point, said point being in the southern corner of the intersection of Batts Lane and Columbia Street, said point also being the northeast corner of the herein described tract, thence in a southerly direction 154 +/- feet to a point, said point being the northeast corner of the Richard Collins property, thence in a westerly direction 152 +/- feet and 177 +/- feet in a southerly direction with the Collins northern and western boundaries to a point, said point being in the northern boundary of the Titan Realty GP, thence in a westerly direction 121 +/- feet to a point said point being the northwest corner of the Titan Realty GP Property, thence in a southerly direction 292 +/- feet with the western boundary of the Titan Realty GP property and others to a point, said point being the northeast corner of the Nick Dattilo property, thence in a westerly direction 139 +/- feet to a point said point being the southeast corner of the Richard Collins property, thence in a northerly direction 229 +/- feet to a point, said point in the southern right of way margin of Batts Lane, thence in a northeasterly direction 580 +/- feet to the point of beginning, tract herein described containing 1.07 +/- acres, further identified as Tax Map 30-I-H, Parcels 2.02 & 2.03



## **CLARKSVILLE CITY COUNCIL REGULAR SESSION MARCH 2, 2017**

### **MINUTES**

#### **PUBLIC COMMENTS**

During the public comment period, Kevin Morgan said he routinely stands along city streets with a sign asking for financial support because of his disabilities and felt he was being harassed by city police officers.

#### **CALL TO ORDER**

The regular session of the Clarksville City Council was called to order by Mayor Kim McMillan on Thursday, March 2, 2017, at 7:00 p.m. in City Council Chambers, 106 Public Square, Clarksville, Tennessee.

A prayer was offered by Bro. James Shepherd, New Faith Baptist Church, guest of Councilman Bill Powers (Ward 11); the Pledge of Allegiance was led by Councilman Richard Garrett (Ward 1).

#### **ATTENDANCE**

**PRESENT:** Richard Garrett (Ward 1), Deanna McLaughlin (Ward 2), Ron Erb (Ward 3), Tim Chandler (Ward 4), Valerie Guzman, Mayor Pro Tem (Ward 5), Wanda Smith (Ward 6), Geno Grubbs (Ward 7), David Allen (Ward 8), Jeff Henley (Ward 9), Bill Powers (Ward 11), Jeff Burkhart (Ward 12)

**ABSENT:** Mike Alexander (Ward 10; Excused)

#### **SPECIAL RECOGNITIONS**

Mayor McMillan presented a Key to the City to Vickie Koelman who was retiring from Montgomery County Government after serving as Administrator of Elections.



## PUBLIC HEARING

Councilman Grubbs made a motion to conduct a public hearing to receive comments regarding requests for zone change. The motion was seconded by Councilwoman McLaughlin. There was no objection.

**ORDINANCE 51-2016-17** (First Reading) Amending the Zoning Ordinance and map of the City of Clarksville, application of Annette Shrader, Jason Daugherty-Agent, for zone change on property located at the intersection of Business Park Drive and Corporate Drive from M-1 Light Industrial District to C-5 Highway & Arterial Commercial District

Jason Daugherty spoke on behalf of the applicant and offered to answer questions. No one expressed opposition.

**ORDINANCE 52-2016-17** (First Reading) Amending the Zoning Ordinance and map of the City of Clarksville, application of Richard D. Collins for zone change on property located at the intersection of Batts Lane and Columbia Street from RM-1 Single Family Mobile Home Residential District to R-4 Multiple Family Residential District

Vernon Weakley spoke on behalf of the applicant and said the existing mobile homes would be replaced with apartment buildings. No one expressed opposition.

Councilman Grubbs made a motion to revert to regular session. The motion was seconded by Councilwoman McLaughlin. There was no objection.

## ADOPTION OF ZONING

The recommendations of the Regional Planning Staff and Commission were for approval of **ORDINANCE 51-2016-17**. Councilman Grubbs made a motion to adopt this ordinance on first reading. The motion was seconded by Councilman Burkhart. The following vote was recorded:

AYE: Allen, Burkhart, Chandler, Erb, Garrett, Grubbs, Guzman, Henley, McLaughlin, Powers, Smith

The motion to adopt this ordinance on first reading passed.

The recommendations of the Regional Planning Staff and Commission were for approval of **ORDINANCE 52-2016-17**. Councilman Grubbs made a motion to adopt this ordinance on first reading. The motion was seconded by Councilwoman McLaughlin. The following vote was recorded:

AYE: Allen, Burkhart, Chandler, Erb, Garrett, Grubbs, Guzman, Henley, McLaughlin, Powers, Smith

The motion to adopt this ordinance on first reading passed.

## REQUEST FOR ZONING REAPPLICATION

**RESOLUTION 27-2016-17** Authorizing reapplication for zone change by Grace Bible Church on property located at the intersection of Peachers Mill Road and Pine Mountain Road [ $\frac{3}{4}$  majority present required for adoption]

The City Clerk read the resolution in its entirety. Councilman Erb made a motion to adopt this resolution. The motion was seconded by Councilman Grubbs. Councilman Erb said the applicant had new information to present to the City Council if permitted to reapply. Councilman Chandler disagreed with the applicant's statement that the City Council's vote on February 2, 2017, was not fair and he restated his opposition to this change because of increased traffic near a school and a public park. Councilwoman McLaughlin felt a multi-family development was not appropriate for single-family area. Councilman Burkhardt said he was willing to hear any new information regarding the request. The following vote was recorded:

AYE: Burkhardt, Erb, Garrett, Grubbs, Guzman, Henley, McMillan, Powers, Smith

NAY: Allen, Chandler, McLaughlin

The motion to adopt this resolution passed by the  $\frac{3}{4}$  majority required.

## CONSENT AGENDA

*All items in this portion of the agenda are considered to be routine and non-controversial by the Council and may be approved by one motion; however, a member of the Council may request that an item be removed for separate consideration under the appropriate committee report:*

1. **ORDINANCE 45-2016-17** (Second Reading) Authorizing extension of utilities to Poplar Hills Subdivision, Section 7; request of Clinton Barger
2. **ORDINANCE 47-2016-17** (Second Reading) Amending the Zoning Ordinance and Map of the City of Clarksville, application of Grace L. Harless for zone change on property located at the intersection of Peachers Mill Road and Carter Road from R-1 Single Family Residential District to R-4 Multiple Family Residential District
4. **RESOLUTION 26-2016-17** Approving a retail liquor store Certificate of Compliance for Steven Howard (relocation of University Package Store from College Street to Jefferson Street)
5. Adoption of Minutes: February 2, 2017

6. Approval of Board Appointments:

Airport Liaison Committee: Ron Erb – Coterminous

Community Health Foundation: Tommy Bates, Jeff Bibb, Dr. Micki Dautherty, Kyle Luther – March 2017 through February 2020

Museum Board: Mike Alexander – January 2017 through December 2017

Senior Citizens Board of Directors: Trish Blair – March 2016 through June 2018; Norma Deal – March 2016 through June 2019

Councilman Burkhart made a motion to adopt the Consent Agenda as presented. The motion was seconded by Councilman Powers. Councilwoman McLaughlin registered a nay vote on **ORDINANCE 47-2016-17**. The following vote was recorded:

AYE: Allen, Burkhart, Chandler, Erb, Garrett, Grubbs, Guzman, Henley, McLaughlin, Powers, Smith

The motion to adopt the Consent Agenda as presented passed.

FINANCE COMMITTEE

*Jeff Burkhart, Chair*

**ORDINANCE 48-2016-17** (First Reading) Amending the FY2017 Fire & Rescue budget for CAD Implementation

The Finance Committee recommended approval. Councilman Burkhart made a motion to adopt this ordinance on first reading. The motion was seconded by Councilman Allen. The following vote was recorded:

AYE: Allen, Burkhart, Chandler, Erb, Garrett, Grubbs, Guzman, Henley, McLaughlin, Powers, Smith

The motion to adopt this ordinance on first reading passed.

**ORDINANCE 49-2016-17** (First Reading) Amending the Official Code to installation and maintenance of excess flow valves

The recommendation of the Finance Committee was for approval. Councilman Burkhart made a motion to adopt this ordinance on first reading. The motion was seconded by Councilman Grubbs. The following vote was recorded:

AYE: Allen, Burkhart, Chandler, Erb, Garrett, Grubbs, Guzman, Henley, McLaughlin, Powers

NAY: Smith

The motion to adopt this ordinance on first reading passed.

**RESOLUTION 21-2016-17** (Postponed January 24<sup>th</sup>) Authorizing issuance of \$25,750,000 Water, Sewer, Gas Revenue Bonds

The recommendation of the Finance Committee was for approval. Councilman Burkhart made a motion to adopt this resolution. The motion was seconded by Councilwoman Guzman. Councilwoman McLaughlin made a motion to consider this resolution after the vote on **ORDINANCE 38-2016-17**. The motion was seconded by Councilman Chandler. There was no objection.

#### GAS & WATER COMMITTEE

*Bill Powers, Chair*

**ORDINANCE 38-2016-17** (First Reading; Postponed February 2<sup>nd</sup>) Amending the Official Code relative to gas rates

The recommendation of the Gas & Water Committee was for approval. Councilman Powers made a motion to adopt this ordinance on first reading. The motion was seconded by Councilman Grubbs. Councilwoman McLaughlin made a motion to postpone action on this ordinance to the April regular session to allow the Council to be able to hear a presentation from the utility consultant. The motion was seconded by Councilman Chandler. The following vote was recorded:

AYE: Allen, Burkhart, Chandler, Erb, Garrett, Grubbs, Guzman, Henley, McLaughlin, Powers, Smith

The motion to postpone action on this ordinance to the April regular session passed.

**ORDINANCE 50-2016-17** (First Reading) Authorizing extension of utilities to Poplar Hill Subdivision; request of Fulton Wilson

The recommendation of the Gas & Water Committee was for approval. Councilman Powers made a motion to adopt this ordinance on first reading. The motion was seconded by Councilman Burkhart. The following vote was recorded:

AYE: Allen, Burkhart, Chandler, Erb, Garrett, Grubbs, Guzman, Henley, McLaughlin, Powers, Smith

The motion to adopt this ordinance on first reading passed.

**RESOLUTION 21-2016-17** Authorizing issuance of \$25,750,000 Water, Sewer, Gas Revenue Bonds

The recommendation of the Finance Committee was for approval. Councilman Grubbs made a motion to adopt this resolution. The motion was seconded by

Councilman Powers. Councilwoman McLaughlin made a motion to postpone action on this resolution to the April regular session. The following vote was recorded:

AYE: Allen, Burkhart, Chandler, Erb, Garrett, Grubbs, Guzman, Henley, McLaughlin, Powers, Smith

The motion to postpone action on this resolution passed.

#### HOUSING & COMMUNITY DEVELOPMENT COMMITTEE

*David Allen, Chair*

Councilman Allen said the former National Guard building property and two properties on Gracey Avenue would be improved under the program for elimination of slum and blighted areas. The Shelter Plus Care Grant was awarded in the amount of \$109,688 providing rent subsidies and case management services for fifteen mentally or physically challenged individuals which would otherwise be homeless. Councilman Allen announced a public hearing would be held on March 9, 2017, at Burt-Cobb Recreation Center regarding the 2017-18 Annual Action Plan.

#### PARKS COMMITTEE

(Parks, Recreation, General Services)

*Valerie Guzman, Chair*

Councilwoman Guzman announced upcoming events including Toddler's Splash, Women of Defiance, Preschool Time, Trail Cleanup, Spring Break activities, Daddy-Daughter Night, and Indian Artifacts display.

#### PUBLIC SAFETY COMMITTEE

(Building & Codes, Fire & Rescue, Police)

*Geno Grubbs, Chair*

Councilman Grubbs reported the following monthly department statistics: Building & Codes Construction Division – 1,566 inspections; Building & Codes Enforcement Division – 183 cases; Building & Codes Administration – 58 single-family permits; Building & Codes Abatement Division – 11 work orders; Fire & Rescue – 916 emergency runs; Police – 11,917 responses.

#### STREETS & GARAGE COMMITTEE

*Mike Alexander, Chair*

In the absence of Councilman Alexander, Councilman Garrett announced the Street Department would offer debris pickup between March 13th and April 10<sup>th</sup>.

Councilman Garrett reported the following monthly department statistics: Streets – 286 work orders; Garage – 249 work orders.

## TRANSPORTATION COMMITTEE

*Deanna McLaughlin, Chair*

Councilwoman McLaughlin reported 59,605 passengers transported by Clarksville Transit System during February.

## NEW BUSINESS

**RESOLUTION 28-2016-17** Expressing support for increased transportation funding and local public transit referendums in Tennessee

Mayor McMillan made a motion to adopt this resolution. The motion was seconded by Councilwoman McLaughlin. Mayor McMillan shared a video outlining the Governor's proposed IMPACT Act which include a proposed gas tax for Tennessee's transportation infrastructure. Councilwoman McLaughlin expressed her opposition to the gas tax. Councilman Burkhardt said the plan would be revenue neutral and some funding would be diverted to local projects. In response to Councilman Chandler's question, Mayor McMillan said information on the local effect of the reduction in the Hall Income Tax was not yet available. Councilman Allen expressed support for the state plan. The following vote was recorded:

AYE: Allen, Burkhardt, Chandler, Erb, Garrett, Grubbs, Guzman, McMillan, Powers, Smith

NAY: Henley, McLaughlin

The motion to adopt this resolution passed.

## MAYOR AND STAFF REPORTS

There were no Mayor or Staff reports.

## ADJOURNMENT

The meeting was adjourned at 7:52.



ORDINANCE 44-2016-17

AN ORDINANCE AUTHORIZING THE EXERCISE OF RIGHT OF EMINENT DOMAIN TO OBTAIN UTILITY EASEMENTS AND PROPERTY NECESSARY TO ALLOW NATURAL GAS DISTRIBUTION SYSTEM CONSTRUCTION ASSOCIATED WITH THE NATURAL GAS INTERCONNECT PIPELINE PROJECT.

*WHEREAS*, the City of Clarksville is in the process of designing and ultimately constructing a 12-inch natural gas main through portions of Todd County, Kentucky and Montgomery County, Tennessee; and

*WHEREAS*, the gas main is intended to serve as a redundant natural gas feed to customers within the Clarksville Gas service area and will also present the opportunity to negotiate gas prices between the two competing suppliers; and

*WHEREAS*, the availability of a redundant natural gas feed, as requested by many interested prospects, will aid the Clarksville-Montgomery County Industrial Development Board in industrial recruitment to the area; and

*WHEREAS*, it may not be possible to cost effectively negotiate timely easements and property acquisition with the affected property owners for the required construction activities.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That if negotiation efforts are not timely or effective, the City of Clarksville is hereby authorized to exercise the right of eminent domain to obtain necessary easements and property to allow natural gas distribution system construction associated with the Natural Gas Interconnect Pipeline project in the aforementioned area.

*POSTPONED:* February 2, 2017

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE:*

ORDINANCE 53-2016-17

AN ORDINANCE AMENDING THE 2016-17 SPECIAL REVENUE FUND BUDGET (ORDINANCE 104-2015-16) AUTHORIZING THE CITY OF CLARKSVILLE TO ACCEPT A SAFE ROUTES TO SCHOOLS GRANT OF FEDERAL FUNDS ADMINISTERED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION IN THE AMOUNT OF \$119,240.

*WHEREAS*, the Safe Routes to School (SRTS) Program was established in August 2005 as part of the federal transportation reauthorization legislation – SAFETEA-LU (Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users) – providing multi-year funding for the surface transportation programs that guide spending of federal gas tax revenue, and;

*WHEREAS*, Section 1404 of the legislation provided funding for State Departments of Transportation to create and administer SRTS programs with subsection (a) establishing a SRTS program to benefit children in primary and middle schools (K-8), and;

*WHEREAS*, the City of Clarksville was awarded a 2016 SRTS grant by the Tennessee Department of Transportation to construct sidewalks, signage, and crosswalks to benefit Kenwood Middle School, and;

*WHEREAS*, there is no local match required for these funds.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the following Special Revenue Fund budget amendments be made:

Expenditure:

33410003 4450 ST010	Safe Routes to Schools-Ken	Increase:	\$ 119,240
---------------------	----------------------------	-----------	------------

Revenue:

3341000 33110 ST010	Federal Grant Revenue	Increase:	\$ 119,240
---------------------	-----------------------	-----------	------------

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE:*

ORDINANCE 54-2016-17

AN ORDINANCE AMENDING THE 2016-2017 GENERAL GOVERNMENT CAPITAL PROJECTS FUND (ORDINANCE 102B-2015-16) AUTHORIZING THE CITY OF CLARKSVILLE TO TRANSFER AVAILABLE FUNDS FROM A SPECIAL REVENUE FUND TO THE CAPITAL PROJECTS FUND FOR LIBERTY PARK PARKING

*WHEREAS,* the Parks Special Revenue fund for events held at Liberty Park have additional funds available; and

*WHEREAS,* the project to be funded from the Parks Special Revenue fund has been completed, and

*WHEREAS,* the Liberty Park parking capital project proposals came in higher than budgeted; and

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

The capital projects fund, specifically capital project 15501 and the Parks Special Revenue Fund, be modified as follows:

Parks Special Revenue Fund:

Transfer to Capital Projects Fund 24470003-4910	Increase	\$8,410
Expenditure 24450004-4730-CHOC	Decrease	\$4,205
Expenditure 24450004-4730-HMADE	Decrease	\$4,205

Capital Projects Fund:

Transfer from Other City Funds 4041000-39190	Increase	\$8,410
Project Expenditure 40450003-4450-15501	Increase	\$8,410

*BE IT FURTHER ORDAINED* that the source of funding for the capital project will be from the Special Revenue Fund, no General Fund dollars are necessary.

*FIRST READING:*

*SECEND READING:*

*EFFECTIVE DATE:*

ORDINANCE 38-2016-17

AN ORDINANCE AMENDING PART II (CODE OF ORDINANCES), TITLE 13 (UTILITIES AND SERVICE), CHAPTER 3 (GAS, WATER, AND SEWER SERVICE) THE CITY OF CLARKSVILLE RELATIVE TO GAS RATES

*WHEREAS*, Clarksville Gas and Water retained Raftelis Financial Consultants to develop a comprehensive financial plan, cost of service study and rate plan; and

*WHEREAS*, the Natural Gas Rate Study Report recommends rate revenue adjustments to better align the cost of serving each class with the revenues generated by that class and rate structure adjustments to better align the City's rate structure with industry best practices for natural gas utility rates.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That Sections 13-315 through and including Section 13-319 are hereby deleted in their entirety and substituted therefor the following:

Sec. 13-315. - Authorization for pass through adjustment.

The chief financial officer/comptroller and the gas manager are hereby authorized to pass gas cost adjustments on to customers, whether increases or decreases, from the supplier of the city gas system to maintain the balanced efficiency of the gas department.

The PTA adjustment is intended to assure that the city gas and water department adjusts for these volatile changes in the commodity cost of gas.

The "commodity" cost of gas is the city gas and water department monthly city gate cost of gas. This includes the actual gas cost plus the interstate pipeline volumetric and storage costs involved in transporting the gas from the source of supply to our city gate regulator station.

The PTA will be calculated monthly on the last business day of each month to be applied to the first billing that follows.

Any balance over or under recovery of gas cost at the end of each month may be passed through the subsequent month PTA accordingly.

Sec. 13-316. - Gas services.

- (1) *Availability.* Gas shall be available to any customer as defined in Section 13-312 where the department's distribution mains are suitable for supplying the desired service. A building, for purposes of gas service, shall be considered nonresidential which has more than four (4) units. Commercial and industrial customers will be supplied only through a single metering point. The commercial and industrial rate shall be available to individual apartment houses where service is supplied to more than one family unit through a single meter. The large Commercial and Industrial rate schedule shall be available to any commercial or industrial consumer using natural gas principally for process steam

generation, manufacturing purposes, or any other base-load application, and where the use of gas for space heating is only incidental. This rate is not available to consumers whose use of gas during the months of least consumption is less than fifty (50) percent of the use of gas during the month of greatest consumption. The Department reserves the right to place customers in the appropriate rate schedule based on usage history.

(2) *Rates:* The following rates shall be effective beginning on the dates listed:

	30 Days after 2nd Reading to 12/31/2018	1/1/2018 to 12/31/2019	1/1/2019
<b><u>Residential Inside</u></b>			
Monthly Meter Charge	\$ 12.890	\$ 13.860	\$ 14.280
Usage Charge per 100cf	\$ 0.071	\$ 0.077	\$ 0.079
Commodity Charge per 100cf	Based on actual cost of gas		
<b><u>Residential Outside</u></b>			
Monthly Meter Charge	\$ 16.110	\$ 17.320	\$ 17.840
Usage Charge per 100cf	\$ 0.178	\$ 0.191	\$ 0.197
Commodity Charge per 100cf	Based on actual cost of gas		
<b><u>Commercial &amp; Industrial</u></b>			
Monthly Meter Charge	\$ 37.410	\$ 37.410	\$ 37.410
Usage Charge per 100cf	\$ 0.153	\$ 0.153	\$ 0.153
Commodity Charge per 100cf	Based on actual cost of gas		
<b><u>HLF Large Commercial &amp; Industrial</u></b>			
Monthly Meter Charge	\$ 211.890	\$ 211.890	\$ 211.890
Usage Charge per 100cf	\$ 0.082	\$ 0.082	\$ 0.082
Commodity Charge per 100cf	Based on actual cost of gas		
<b><u>WACOG</u></b>			
Monthly Meter Charge	\$ 497.260	\$ 497.260	\$ 497.260
Usage Charge per 100cf	\$ 0.039	\$ 0.039	\$ 0.039
Commodity Charge per 100cf	Based on actual cost of gas		
<b><u>Interruptable Transportation</u></b>			
Monthly Meter Charge	\$ 497.260	\$ 497.260	\$ 497.260
Usage Charge per 100cf	\$ 0.028	\$ 0.030	\$ 0.031
<b><u>Firm Transportation</u></b>			
Monthly Meter Charge	\$ 497.260	\$ 497.260	\$ 497.260
Demand Charge per Peak 100cf	\$ 0.317	\$ 0.341	\$ 0.351
Usage Charge per 100cf	\$ 0.018	\$ 0.019	\$ 0.020

- (3) *Minimum bill.* For all services rendered the minimum bill shall be equal to the monthly meter charge as applicable to each customer class per meter. The demand charge for firm transportation customers shall be as set forth in Section 13-317 (a).Section

Sec. 13-317. – Firm and Interruptible Transportation

(a) FIRM TRANSPORTATION

AVAILABILITY:

To be eligible for firm transportation service under this Section, customers must meet each of the following criteria:

- (1) The distribution mains owned and operated by the Department must be suitable for supplying the desired service;
- (2) The customer must take deliveries of all gas at a single delivery point;
- (3) The customer must use at least 100 Mcf per day or 3,000 Mcf per month of natural gas;
- (4) The customer must have executed a written notice of election to receive firm transportation service under this Ordinance for a minimum term of 12 months;
- (5) The customer must not resell the gas, except that it may resell the gas to any retail consumers served by the customer at the time the Department initiates service and are located in Tennessee.
- (6) The customer shall not transport the gas to others.
- (7) The customer must have executed a Natural Gas Firm Transportation Agreement substantially in the form approved by the Department for use by the Department in connection with the provision of firm transportation service to eligible customers; and
- (8) The customer must have paid the Department a fee of \$8,000.00 for the installation of telemetry equipment to be owned and installed by the Department at the customer's meter. Such fee shall be true-up based on actual cost incurred by the Department with any overpayment being reimbursed to the customer and any underpayment being due the Department.

RATES: For each month of service provided during the term of the of the Natural Gas Firm Transportation Agreement the customer shall pay the rates set forth in that Agreement and under Section 13-316 (2), including charges for firm transportation, for authorized interruptible overrun service, for daily and monthly balancing and for certain charges imposed by third parties.

MINIMUM BILL:

For service rendered under this Section, the minimum monthly bill shall be the monthly demand charge as set forth in Section 13-316 (2) and shall be applied to the level of the customer's Maximum Daily Quantity, which quantity will be the same for each month for the term of the Natural Gas Firm Transportation Agreement and will be set forth in that Agreement.



CONTRACT PERIOD AND BILLING:

Contracts shall be for a minimum period of one year. A customer that has elected to receive service under this Section shall not be allowed to switch to service under a different Section or Rate Schedule without the Department's written permission during the contract period.

(b) INTERRUPTIBLE TRANSPORTATION

AVAILABILITY:

To be eligible for interruptible transportation service under this Section, a customer must meet each of the following criteria:

- (1) The distribution mains owned and operated by the Department must be suitable for supplying the desired service;
- (2) The customer must take deliveries of all gas at a single delivery point;
- (3) The customer must maintain in a usable condition facilities for substitute fuels or otherwise make provision for the curtailment of gas service and must agree to use such substitute facilities or other provision for curtailment of gas service in order to curtail the use of gas up to 100% of the customer's requirements immediately upon oral notice from the Department, and after such curtailment to refrain from increasing the use of gas until permitted to do so by the Department;
- (4) The customer must not resell the gas transported and must not transport the gas for another entity;
- (5) The customer's facilities must not be connected to any facilities through which it could receive deliveries of gas other than those of the Department;
- (6) The customer must use at least 100 Mcf per day or 3,000 Mcf per month of natural gas at its plant when not curtailed by the Department
- (7) The customer must have executed a written notice of election to receive interruptible transportation service under this Ordinance for a minimum term of 12 months
- (8) The customer must have executed a Natural Gas Interruptible Transportation Agreement substantially in the form approved by the Department for use by the Department in connection with the provision of interruptible transportation service to eligible industrial and commercial customers; and
- (9) The customer must have paid the Department a fee of \$8,000.00 for the installation of telemetry equipment to be owned and installed by the Department at the customer's meter. Such fee shall be true-up based on actual cost incurred by the Department with any overpayment being reimbursed to the customer and any underpayment being due the Department.

MINIMUM BILL:

For service rendered under this Interruptible Transportation Rate Schedule, the minimum monthly bill shall be as set forth in Section 13-316 (2). However, in order to remain eligible for service under this Ordinance, the customer must maintain the minimum volume requirements for the availability of interruptible transportation service set forth in this Section during the term that the service is provided. If the customer fails to maintain such minimum volume requirements during the term of the interruptible transportation service, the Department may terminate the availability of service under this Ordinance.

#### CONTRACT PERIOD AND BILLING:

Contracts shall be for a minimum period of one year with monthly payment for service taken. A customer that has elected to receive service under this Section shall not be allowed to switch to service under a different Section or Rate Schedule without the Department's permission during the contract period.

#### PENALTY FOR UNAUTHORIZED USE:

In the event a customer uses gas in excess of the daily volume allowed by the Department during a curtailment period, the customer shall pay the amounts set forth in the Natural Gas Interruptible Transportation Agreement between the Department and the customer. Each such unauthorized use of gas, whether occurring in the same month or in different months of a contract year, shall be subject to a separate penalty.

#### DAILY TRANSPORTATION BALANCING CHARGES:

Customer shall pay a daily transportation balancing charge to the Department as set forth in the Natural Gas Interruptible Transportation Agreement between the Department and the customer for variances between the quantities that the customer has scheduled for transportation and the quantities that the customer uses at its plant each day.

#### MONTHLY GAS BALANCING CHARGES:

Monthly balancing of quantities of gas owned by the customer and delivered to the Department and the quantities of gas used by the customer and charges associated with such balancing shall be as set forth in the Natural Gas Interruptible Transportation Agreement between the Department and the customer.

Sec. 13-318 is reserved

Sec. 13-319. - Weighted average cost of gas, interruptible service (WACOG).

- (1) *Availability.* WACOG interruptible gas service rate shall be available for eligible commercial or industrial customers for all purposes where the department's distribution mains are suitable for supplying the desired service. The department shall establish guidelines to determine customers eligibility for this service.

The customer shall maintain, in a usable condition, facilities for substitute fuel or shall otherwise make provisions for the curtailment of gas service hereunder and shall agree to use such substitute facilities or curtailment provisions in order to curtail the use of gas up to one hundred (100) percent of the maximum requirements immediately upon verbal notice from the department and, after such curtailment, shall refrain from increasing the use of gas until permitted to do so by the department. It is understood and agreed that the department will have the right to cut off gas service to the customer in the event the customer fails to curtail his use of gas in accordance with the department's verbal notice of curtailment.

(2) *Rate.* The rate shall be as described in Sec. 13-316 (2).

The department and the mayor shall have the authority, under circumstances where it is economically feasible and beneficial for the city to do so, to modify the specific terms of the WAGOC natural gas sales agreement entered into between the department and a specific industrial end use consumer under this section 13-319 as the department and the mayor deem necessary to induce such consumer to locate plant facilities in the city or the city service area, or to locate plant expansions that will increase the consumer's usage of natural gas at its facilities in the city or the city service area, rather than locating such plant facilities or plant expansions in other locations not serve by the department.

(3) *Minimum bill.* For services rendered under the WACOG rate, the minimum monthly bill shall be equal to the monthly meter charge for WACOG customers as listed in Sec. 13-316 (2).

(4) *Contract period and billing.* Contracts shall be for a period of one year with monthly payment of service taken. The customer shall not be allowed to switch from this contract rate during the period covered.

(5) *Penalty for unauthorized use.* In the event a customer uses gas in excess of the daily volumes allowed by the department during a curtailment period, the customer agrees to pay, in addition to the regular rate, an amount the department is penalized by the supplier and/or pipeline for the twelve-month period immediately following the month in which the breaching of the curtailment agreement occurred. Each unauthorized use of gas, whether occurring in the same month or in different months of a contract year, will be subject to a separate penalty.

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE:*

**Sections 13-215 through 13-219 CURRENT LANGUAGE:**

Sec. 13-315. - Authorization for pass through adjustment.

The chief financial officer/comptroller and the gas manager are hereby authorized to pass gas cost adjustments on to customers, whether increases or decreases, from the supplier of the city gas system to maintain the balanced efficiency of the gas department.

The mayor, public utilities committee members and other governmental officials shall be apprised of such increases or decreases, as the case may be, whenever they occur.

**PASS THROUGH ADJUSTMENT (PTA)**

Due to the volatility of the unregulated cost of gas at the wellhead, all city gas and water department residential, commercial and high load factor rate classes will be adjusted monthly, increased or decreased, by a value called the "Pass Through Adjustment" or PTA. The PTA adjustment is intended to assure that the city gas and water department adjusts for these volatile changes in the wellhead cost of gas.

The "base" cost of gas is the city gas and water department average annual city gate cost of gas. This includes the actual gas plus the interstate pipeline volumetric costs involved in transporting the gas from the source of supply to our city gate regulator station. This cost is established annually and will remain stable throughout our fiscal year (July 1 through June 30).

The "monthly" cost of gas is the city gas and water department actual city gate cost of gas compared to the base cost of gas. If the monthly cost of gas exceeds the base cost of gas, the amount will be an increase. If the monthly cost of gas is less than the base cost of gas, the amount will be a decrease.

The cost of gas at the wellhead, or source of supply, has been unregulated for years and is affected by free market factors such as supply, demand and competition.

The city gas and water department does not profit from the PTA adjustment. It adjusts for the city gas and water department monthly city gate gas costs only. It does not affect operation and maintenance, fixed demand costs, or other costs incurred by the utility.

The PTA will be calculated monthly on the last business day of each month to be applied to the first billing that follows.

Any balance over or under recovery of gas cost at the end of each month may be passed through the subsequent month PTA accordingly.

The "pass through adjustment" shall be effective on bills rendered on or after November 1, 2005.

(Ord. No. 17-2005-06, 10-6-05)

Editor's note— Ord. No. 17-2005-06, adopted October 6, 2005, amended § 13-315 in its entirety to read as herein set out. Formerly, § 13-315 pertained to utility committee authorized to pass on gas adjustments, and derived from the Code of 1963, § 28-66.

Sec. 13-316. - Residential gas service.

(1) Availability. Gas shall be available to any regular residential customer for residential uses where the department's distribution mains are suitable for supplying the desired service. A building shall be considered nonresidential which has more than four (4) apartments.

(2) Rates:

Residential Gas Service

a. Rate schedule No. 1—City rate: Gas rates in the city shall be:

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 3 or less	\$8.93 for 300 CF or less	3	\$ 8.93
Next 37	1.131763 per 100 CF	40	50.81
All over 40	1.064043 per 100 CF		

b. Rate schedule No. 1-A—Outside city rate: Gas rates outside the city shall be:

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 3 or less	\$9.53 for 300 CF or less	3	\$ 9.53
Next 37	1.297226 per 100 CF	40	57.53
All over 40	1.219605 per 100 CF		



General Commercial and Industrial Gas Service

c. Rate schedule No. 2—City rate: Gas rates in the city shall be:

	Billing months of June through October		
Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 5 or less	\$13.40 for 500 CF or less	5	\$ 13.40
Next 195	1.294227 per 100 CF	200	265.77
Next 1,800	1.130491 per 100 CF	2,000	2,300.66
All over 2,000	1.088209 per 100 CF		

	Billing months of November through May		
Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 5 or less	\$13.40 for 500 CF or less	5	\$ 13.40
Next 195	1.358941 per 100 CF	200	278.39
Next 1,800	1.187017 per 100 CF	2,000	2,415.02
All over 2,000	1.142620 per 100 CF		

d. Rate schedule No. 2-A—Outside city rate: Gas rates outside the city shall be:

	Billing months of June through October		
Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 5 or less	\$14.70 for 500 CF or less	5	\$ 14.70
Next 195	1.454325 per 100 CF	200	298.29
Next 1,800	1.270335 per 100 CF	2,000	2,584.90
All over 2,000	1.222823 per 100 CF		

	Billing months of November through May		
Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 5 or less	\$14.70 for 500 CF or less	5	\$ 14.70
Next 195	1.527041 per 100 CF	200	312.47
Next 1,800	1.333851 per 100 CF	2,000	2,713.41
All over 2,000	1.283963 per 100 CF		

HLF (optional) for Large Commercial and Industrial Gas Consumers Having Year-Round Usage

e. Rate schedule No. 3—City rate: Gas rates in the city shall be:

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 104 or less	\$149.00 for 10,400 CF or less	104	\$ 149.00
Next 496	1.024596 per 100 CF	600	657.20
All over 600	0.974646 per 100 CF		

f. Rate schedule No. 3-A—Outside city rate: Gas rates outside the city shall be:

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 104 or less	\$165.88 for 10,400 CF or less	104	\$ 165.88
Next 496	1.142426 per 100 CF	600	732.52
All over 600	1.086727 per 100 CF		

In the event that gas cost adjustments are made pursuant to section 13-315, then the rates set out above shall be adjusted accordingly.



(3) Minimum bill. For services rendered under Rate Schedule No. 1, the minimum monthly bill shall be two dollars and fifty cents (\$2.50) net. For services rendered under Rate Schedule No. 1-A, the minimum monthly bill shall be two and dollars seventy-five cents (\$2.75) net.

(4) Payment terms. All bills for service are due upon presentation, and the above stated net rates shall be allowed if payment is made on or before the last day for payment as specified on the bill. Payments made after that date shall be for the gross amount, which will be greater by ten (10) percent than the net billing.

(1963 Code, § 28-67; Ord. No. 7-1997-98, 8-7-97; Ord. of 12-14-00; Ord. No. 82-2001-02, Exh. A, 5-2-02; Ord. of 9-27-05; Ord. No. 17-2005-06, 10-6-05)

Editor's note— Ord. of Dec. 14, 2000 was approved by the Gas and Water Committee.

Sec. 13-317. - General commercial and industrial gas service.

(1) Availability. Gas shall be available to any regular commercial or industrial customer where the department's distribution mains are suitable for supplying the desired service. Service will be supplied only through a single metering point. This schedule shall be available to individual apartment houses where service is supplied to more than one family unit through a single meter.

(2) Rates.

a. Rate Schedule No. 2—City rate: Gas rates in the City of Clarksville shall be:

Billing months of June through October

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 5 or less	\$6.35 for 500 CF or less	5	\$ 6.35
Next 45	1.001278 per 100 CF	50	51.40
Next 150	0.847378 per 100 CF	200	178.51
Next 800	0.789666 per 100 CF	1,000	810.24
Next 2,000	0.770428 per 100 CF	23,000	2,351.10
Over 3,000	0.751191 per 100 CF		

Billing months of November through May

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 5 or less	\$6.35 for 500 CF or less	5	\$ 6.35
Next 45	0.058991 per 100 CF	50	54.00
Next 150	0.895472 per 100 CF	200	188.32
Next 800	0.837759 per 100 CF	1,000	858.53
Next 2,000	0.799284 per 100 CF	23,000	2,457.10
Over 3,000	0.780047 per 100 CF		

b. Rate Schedule No. 2-A—Outside city rates: Gas rates outside the City of Clarksville shall be:

Billing months of June through October

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 5 or less	\$6.95 for 500 CF or less	5	\$ 6.95
Next 45	1.125107 per 100 CF	50	57.58
Next 150	0.971207 per 100 CF	200	203.26
Next 800	0.913326 per 100 CF	1,000	933.92
Next 2,000	0.894257 per 100 CF	23,000	2,722.44
Over 3,000	0.875019 per 100 CF		

Billing months of November through May

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 5 or less	\$6.95 for 500 CF or less	5	\$ 6.95
Next 45	1.182819 per 100 CF	50	60.18
Next 150	1.019301 per 100 CF	200	213.07
Next 800	0.961588 per 100 CF	1,000	982.34
Next 2,000	0.923113 per 100 CF	23,000	2,828.57
Over 3,000	0.903876 per 100 CF		

In the event that gas cost adjustments are made pursuant to section 13-315, then the rates set out above shall be adjusted accordingly.

(3) Minimum bill. For services rendered under Rate Schedule No. 2, the minimum monthly bill shall be three dollars and seventy-five cents (\$3.75) net. For services rendered under Rate Schedule No. 2-A, the minimum monthly bill shall be four dollars and twelve cents (\$4.12) net.

(4) Payment terms. All bills for service are due upon presentation and the above-stated net rates shall be allowed if payment is made on or before the last day for payment as specified on the bill. Payment made after that date shall be for the gross amount, which will be greater by ten (10) percent than the net billing.

(1963 Code, § 28-68; Ord. No. 7-1997-98, 8-7-97; Ord. of 12-14-00; Ord. No. 17-2005-06, 10-6-05)

Editor's note— Ord. of Dec. 14, 2000 was approved by the Gas and Water Committee.

Sec. 13-318. - HLF (optional) for large commercial and industrial gas consumers having year-round usage.

(1) Availability. The HLF rate schedule shall be available to any commercial or industrial consumer using natural gas principally for process steam generation, manufacturing purposes, or any other base-load application, and where the use of gas for space heating is only incidental. This rate is not available to consumers whose use of gas during the months of least consumption is less than fifty (50) percent of the use of gas during the month of greatest consumption.



(2) Rates.

a. Rate Schedule No. 3—City rates. Gas rates in the City of Clarksville shall be:

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 104 or less	\$75.94 for 10,400 CF or less	104	\$ 75.94
Next 296	0.804347 per 100 CF	400	314.02
Next 600	0.698541 per 100 CF	1,000	733.15
Next 1,000	0.679303 per 100 CF	2,000	1,412.45
Over 2,000	0.669684 per 100 CF		

b. Rate Schedule No. 3-A—Outside city rate. Gas rates outside the City of Clarksville shall be:

Usage (100 cubic feet per month)	Amount	Usage (In 100 CF)	Accumulated Amounts
First 104 or less	\$83.30 for 10,400 CF or less	104	\$ 83.30
Next 296	0.928176 per 100 CF	400	358.03
Next 600	0.821863 per 100 CF	1,000	851.15
Next 1,000	0.803132 per 100 CF	2,000	1,654.28
Over 2,000	0.793513 per 100 CF		

In the event that gas cost adjustments are made pursuant to section 13-315, then the rates set out above shall be adjusted accordingly.

(3) Minimum bill. For services rendered under Rate Schedule No. 3, the minimum monthly bill shall be forty-five dollars (\$45.00) net. For services rendered under Rate Schedule No. 3-A, the minimum monthly bill shall be forty-nine dollars and fifty cents (\$49.50) net.

(4) Payment terms. All bills for service are due upon presentation, and the above-stated net rates shall be allowed if payment is made on or before the last day for payment as specified on bill. Payments made after that date shall be for the gross amount which will be greater by ten (10) percent than net billing.

(1963 Code, § 28-69; Ord. No. 7-1997-98, 8-7-97; Ord. of 12-14-00; Ord. No. 17-2005-06, 10-6-05)

Editor's note— Ord. of Dec. 14, 2000 was approved by the Gas and Water Committee.

---

Sec. 13-319. - Weighted average cost of gas, interruptible service (WACOG).

(1) Availability. WACOG interruptible gas service rate shall be available for eligible commercial or industrial customers for all purposes where the department's distribution mains are suitable for supplying the desired service. The department shall establish guidelines to determine customers eligibility for this service.

The customer shall maintain, in a usable condition, facilities for substitute fuel or shall otherwise make provisions for the curtailment of gas service hereunder and shall agree to use such substitute facilities or curtailment provisions in order to curtail the use of gas up to one hundred (100) percent of the maximum requirements immediately upon verbal notice from the department and, after such curtailment, shall refrain from increasing the use of gas until permitted to do so by the department. It is understood and agreed that the department will have the right to cut off gas service to the customer in the event the customer fails to curtail his use of gas in accordance with the department's verbal notice of curtailment.

(2) Rate. The rate shall be variable as computed by the department using the weighted average cost of gas (WACOG) plus forty-eight cents (\$0.48) per MCF (1,000 CF) for all gas consumed per month.

The department shall compute two (2) separate WACOG rates each month: (1) a market-based WACOG rate; and (2) a fixed-variable WACOG rate. For the market-based WACOG rate, the department shall compute the commodity costs of gas supply as the first of the month index price as published in Inside FERC's Gas Market Report for deliveries into Tennessee Gas Pipeline—Zone 1 per MMBtu, plus fuel, converted to Mcf. For the fixed-variable WACOG rate, the department shall compute the commodity cost of gas supply as equal to the department's per unit commodity cost of gas supply per MMBtu, including all purchases of fixed price gas, variable priced gas, and hedged gas prices, plus fuel.

Each industrial interruptible WACOG customer may make an annual election to take market-based WACOG pricing for the upcoming twelve (12) months by providing notice in writing to the department by no later than August 15th, with such election to be effective on September 1st. If a WACOG customer does not make such an election, it shall receive fixed-variable WACOG pricing for the next twelve-month period.



Except as provided herein for the computation of the commodity cost of gas supply, the computation of the market-based WACOG rate and the fixed-variable WACOG rate shall be identical. The upstream pipeline transportation and storage costs component of the WACOG rate shall be as computed by the department so as to reflect an allocation of such costs determined by the department to be appropriate under all of the circumstances presented but no less than the unit cost of interruptible transportation service on the Tennessee Gas Pipeline Company System.

The department, the mayor, and the gas, water and sewer committee (the utilities committee) of the city council shall have the authority, under circumstances where it is economically feasible and beneficial for the city to do so, to modify the specific terms of the natural gas sales agreement entered into between the department and a specific industrial end use consumer under this section 13-219 as the department, the mayor, and the utilities committee of the city council deem necessary to induce such consumer to locate plant facilities in the city or the city service area, or to locate plant expansions that will increase the consumer's usage of natural gas at its facilities in the city or the city service area, rather than locating such plant facilities or plant expansions in other locations not serve by the department.

(3) Minimum bill. For services rendered under this WACOG rate, the minimum monthly bill shall be one hundred dollars (\$100.00) net with a minimum annual net billing of fifteen thousand dollars (\$15,000.00).

(4) Payment terms. All bills for services are due upon presentation and the above-stated net rates shall be allowed if payment is made on or before the last day for payment as specified on the bill. Payments made after that day shall be for the gross amount, which will be greater by ten (10) percent than the net billing.

(5) Contract period and billing. Contracts shall be for a period of one year with monthly payment of service taken. The customer shall not be allowed to switch from this contract rate during the period covered.

(6) Penalty for unauthorized use. In the event a customer uses gas in excess of the daily volumes allowed by the department during a curtailment period, the customer agrees to pay, in addition to the regular rate, an amount the department is penalized by the supplier and/or pipeline for the twelve-month period immediately following the month in which the breaching of the curtailment agreement occurred. Each unauthorized use of gas, whether occurring in the same month or in different months of a contract year, will be subject to a separate penalty.

(1963 Code, § 28-70, Ord. No. 61-1989-90, 9-6-90; Ord. No. 7-1997-98, 8-7-97; Ord. No. 67-1998-99, 7-1-99; Ord. No. 65-1999-00, 4-6-00)



# City of Clarksville

---

## Natural Gas Utility Rate Study

March 30, 2017



# Agenda

- » **Project Overview**
- » **Financial Plan**
- » **Cost of Service Analysis**
- » **Rate Design**

# Project Overview

## » Two Goals:

- Financial Plan to Ensure Sustainable Natural Gas Utility
- Rates that recover costs from users in proportion to use of gas system

## » Steps:

1. Financial Plan (How much is needed to support the system?)
2. Cost of Service Study (What is each user's contribution to system costs?)
3. Rate Design (What is the best way to recover customer class costs?)

# Financial Plan

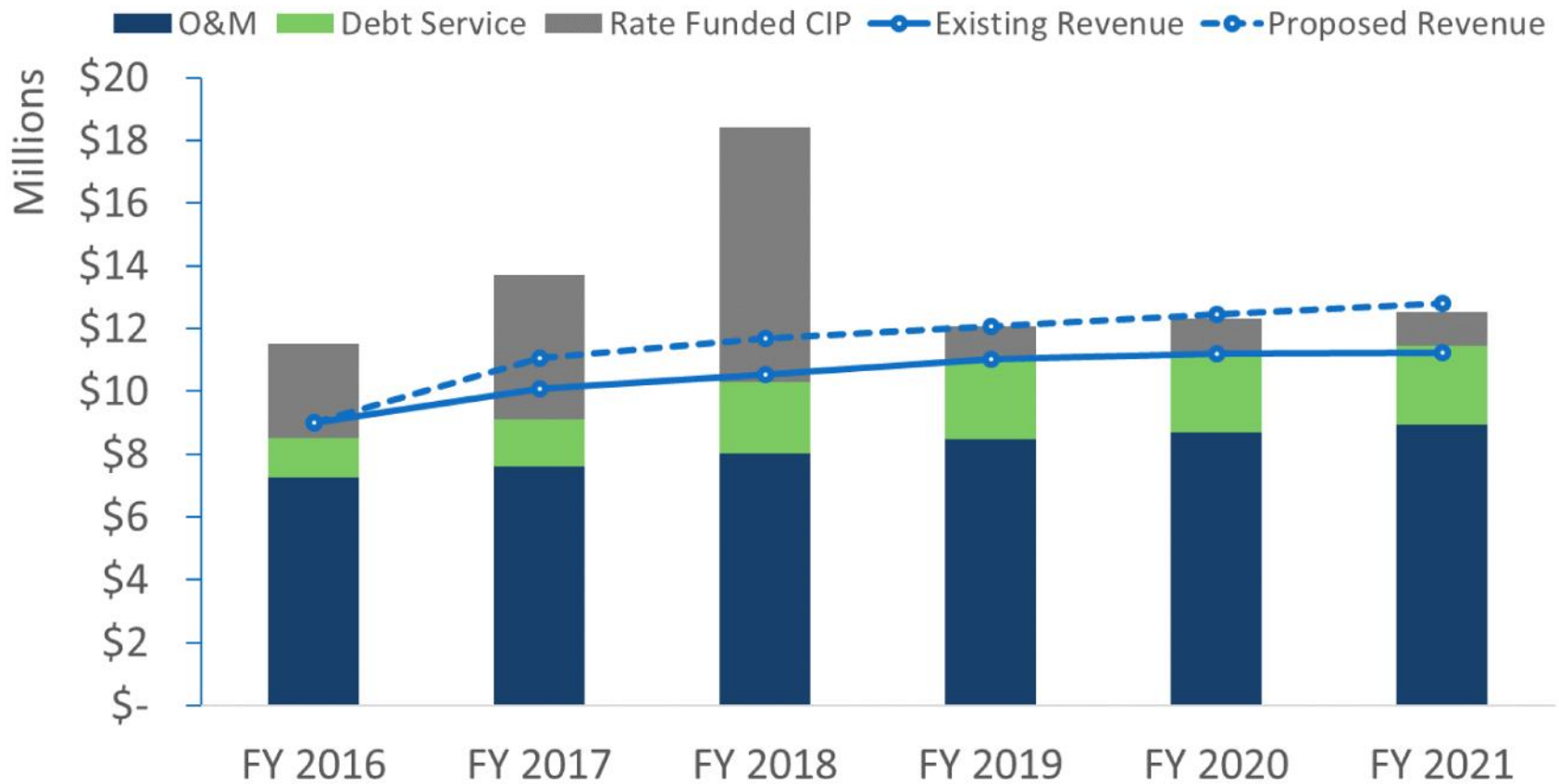
- » Objective: Develop a plan of rate adjustments which maintains the utility's financial sustainability
- » Steps:
  1. Forecast Revenues:
    - a) Unbundled cost of gas (pass-through)
    - b) Margin Revenues (recovers City system costs)
    - c) Weather normalized usage forecast
    - d) Consideration for system growth
  2. Forecast Expenditures
    - a) O&M: Inflationary
    - b) Capital: Existing and future debt plus cash funded capital
  3. Determine Rate Adjustment

# Key Cost Drivers

- » Addition of Hankook USA as an industrial customer
- » Capital Costs
  - Approximately \$37 million (FY 2016 – FY 2021)
    - Texas Gas Pipeline Interconnect
- » Capital Financing Plan
  - Combination of debt and cash reserves
- » Key Metrics:
  - Days Cash – Minimum Target (365 day O&M\* + PILOT)
  - Debt Service Coverage Ratio (1.8x target)

\*Excludes cost of gas.

# Financial Plan



\*Revenues represent margin revenues only, expenses exclude cost of gas

# Cost of Service Study

- » Objective: allocate costs to customer classes in accordance with each classes proportionate use of the gas system
- » Steps:
  - Allocate Cost to Cost Drivers:
    - Commodity
    - Capacity
    - Customer
    - Meters
  - Allocate Costs to Customer Classes based on:
    - Annual Usage (commodity)
    - Load Factors (capacity)

# Cost of Service Study: Findings

- » There is a significant variance between the costs generated by each customer class and the revenues recovered from each customer class.
- » Costs are being under-recovered from:
  - Inside City Residential
  - Inside City Industrial
- » Costs are being over-recovered from:
  - Inside City Commercial
  - Outside City Residential
  - Outside City Commercial
  - Outside City Industrial



# Rate Design

## » Objective:

- To better align cost of serving each class with the revenues generated by that class
- Establish rate structures more in alignment with current industry practice

## » Steps:

- Unbundle rate for distribution service from cost of gas
- Eliminate minimum bills with minimum usage and establish a flat monthly customer charge designed to align with fixed costs
- Simplify rate structure by removing block rates
- Remove seasonal differentials from distribution rates
  - Better to reflect in cost of gas
- Remove inside and outside city differentials
- Phase-in adjustments over a three year period

# Existing vs. Proposed Rate Structure

## EXISTING

---

- » Bundled Rate
- » Minimum Bill
- » Block Rates by Class
- » Seasonal Distinction
- » Inside Outside Differential

## PROPOSED

---

- » Unbundled Rate
- » Customer Charge (no min.)
- » Uniform Rate by Class
- » No Seasonal Distinction
- » No Inside Outside Differential

# Challenges with Existing Rate Structure

- » Overly complex
- » Combines gas cost into volumetric rate structure
  - Not as transparent as unbundling
- » Revenue recovery is too dependent upon sales which are impacted by weather
- » Revenue recovery is variable but distribution costs are generally fixed
- » Seasonal rates can send mixed signals to customers regarding actual cost of service
- » Inside and outside city differentials can work against marketing natural gas service
  - Natural gas competes directly with other energy sources

Q&A



MSRB REGISTERED  
**MUNICIPAL  
ADVISOR**

**RFC IS A REGISTERED MUNICIPAL ADVISOR WITH THE MSRB AND SEC UNDER THE DODD-FRANK ACT AND IS FULLY QUALIFIED AND CAPABLE OF PROVIDING ADVICE RELATED TO ALL ASPECTS OF UTILITY FINANCIAL AND CAPITAL PLANNING, INCLUDING THE SIZE, TIMING, AND TERMS OF FUTURE DEBT ISSUES.**

Any opinion, information, or recommendation included in this presentation, related to the size, timing, and terms of a future debt issue may be relied upon only for its intended purpose. This information is not intended as a recommendation to undertake a specific course of action related to the issuance of debt, or to indicate that a particular set of assumptions for the size, timing and terms of issuing debt will be available at the time debt is actually issued.

ORDINANCE 55-2016-17

AN ORDINANCE AUTHORIZING EXTENSION OF CITY OF CLARKSVILLE UTILITY SERVICES OUTSIDE THE CLARKSVILLE CITY LIMITS; REQUEST OF PROPERTY OWNERS MILLER, KING, AND RUDOLPH FOR PROPERTY LOCATED AT 401 MILLER ROAD

*WHEREAS*, proper application has been made by Cal McKay on behalf of property owners Miller, King, and Rudolph for extensions of City utility service to property located at Cmap 088, Parcel 106.00 with the property address of 401 Miller Road outside the corporate boundary of the City, said property and the extension of service thereto, which is more particularly described in Exhibit A attached hereto and incorporated herein; and

*WHEREAS*, the City of Clarksville Gas and Water Department has recommended approval of said application; and

*WHEREAS*, the Gas, Water and Sewer Committee of the Clarksville City Council has recommended approval of said application; and

*WHEREAS*, the Clarksville City Council finds that all of the requirements of City Code Section 13-405 have been or are satisfied and the extension of water and sewer service to property as described in Exhibit A will be in the best interest of the City.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

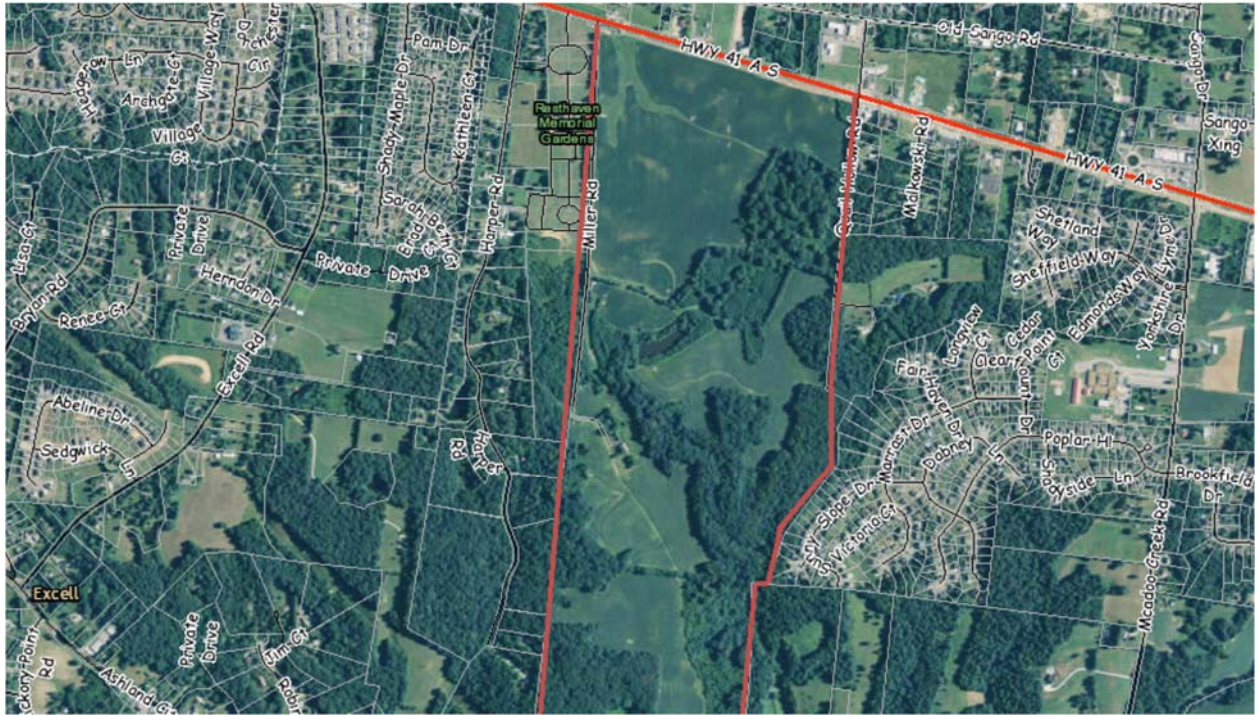
That the City of Clarksville Gas, Water and Sewer Department is hereby authorized to extend utility service to property located at Cmap 088, Parcel 106.00 with the property address of 401 Miller Road outside the City corporate limits as described in Exhibit A attached hereto and incorporated herein and subject to and in accordance with the provisions of the City Code and Ordinance 37-2009-10.

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE*

## EXHIBIT A





ORDINANCE 56-2016-17

AN ORDINANCE AMENDING THE 2016-17 CAPITAL PROJECTS FUND BUDGET (ORDINANCE 102B-2015-16) AND THE 2016-17 GENERAL FUND BUDGET (ORDINANCE 104-2015-16) AUTHORIZING THE CITY OF CLARKSVILLE TO ADD A CAPITAL PROJECT IN THE AMOUNT OF \$1,056,646 WITH GENERAL GOVERNMENT FUNDING IN THE AMOUNT OF \$132,081 AND ACCEPTANCE OF FEDERAL AND STATE GRANTS IN THE AMOUNT OF \$924,565

*WHEREAS*, the City of Clarksville applied for and has been awarded \$924,565 in grant funds from the Federal Emergency Management Agency (hereinafter, "FEMA") Hazard Mitigation Grant Program that requires a local match of \$132,081; and

*WHEREAS*, the Clarksville City Council finds that the property at 3051 Fort Campbell Blvd. is eligible to participate in said FEMA grant; and

*WHEREAS*, the Clarksville City Council finds it in the public interest to further participate in said FEMA grant through the acquisition of the property at 3051 Fort Campbell Blvd. for the purpose of flood hazard mitigation.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

Creation of Capital project number 17102 Hazard Mitigation (Embassy)

The following Capital Projects Fund and General Fund budget amendments be made:

Capital Projects Fund

Expenditure:

40410004 4710 17102 FEMA Flood Buyout (land)	Increase:	\$1,025,646
40410003 4450 17102 FEMA Flood Buyout (demolition)	Increase:	\$ 31,000

Revenue:

4041000 33130 17102 FEMA Flood Buyout (federal)	Increase:	\$792,485
4041000 33430 17102 FEMA Flood Buyout (state)	Increase:	\$ 132,080
4041000 39150 Transfer in from General Fund	Increase:	\$ 132,081

General Fund

Expenditure:

10470003 4914 Transfer out to Capital Projects Fund	Increase:	\$ 132,081
---	-----------	------------

*BE IT FURTHER ORDAINED* That the General Fund transfer out will come from the fund balance of the General Fund, and;

*BE IT FURTHER ORDAINED* That the Mayor, acting through the City Attorney or his designee, may negotiate and enter into an agreement for the purchase of the property at 3051 Fort Campbell Blvd., further identified as Map and Parcel 005L-A-008.00 and 005L-A-008.01 , according to the Assessor's Office for Montgomery County, Tennessee, not to exceed One Million Twenty-Three Thousand Seven Hundred Ninety-Six and 00/100 Dollars (\$1,023,796), plus reasonable acquisition costs.

*FIRST READING:*

*SECOND READING:*

*THIRD READING:*

ORDINANCE 60-2016-17

AN ORDINANCE AUTHORIZING THE MAYOR, THROUGH THE CITY ATTORNEY OR HIS DESIGNEE, TO ENTER INTO AN AGREEMENT FOR PURCHASE OF PROPERTY BETWEEN KRAFT STREET AND THE RED RIVER FOR EXTENSION OF THE RED RIVER TRAIL/CLARKSVILLE GREENWAY

*WHEREAS,* the Clarksville City Council finds that improvements to certain recreational developments within the City are a vital component to the residents' quality of life; and

*WHEREAS,* the Clarksville City Council finds it to be in the public interest to purchase property between Kraft Street and the Red River from CSX Transportation, Inc., for extension of the Red River Trail/Clarksville Greenway.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

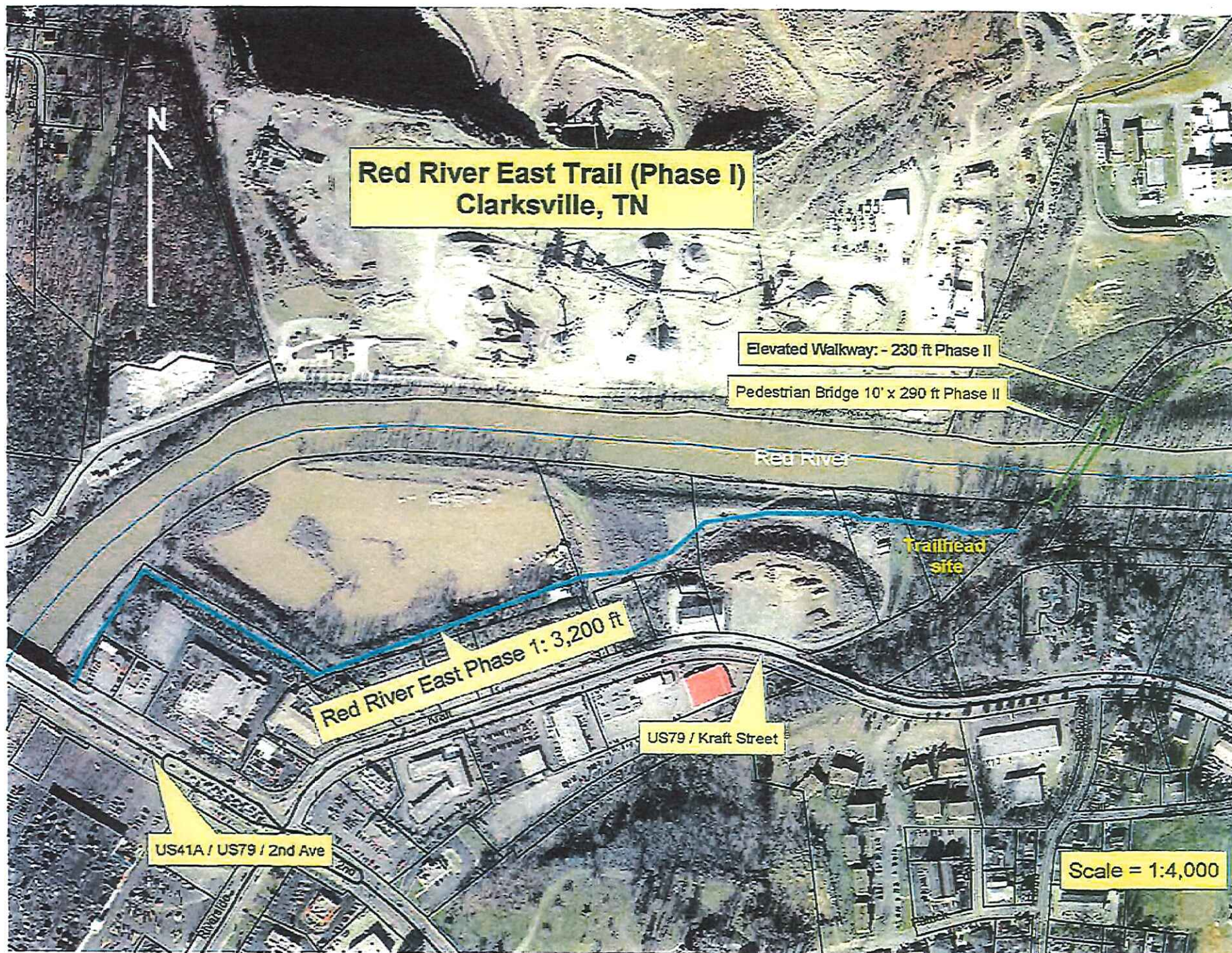
That the Mayor, acting through the City Attorney or his designee, enter into an agreement for purchase of property between Kraft Street and the Red River from CSX Transportation, Inc., not to exceed \$35,000.00, for extension of the Red River Trail/Clarksville Greenway.

*FIRST READING:*

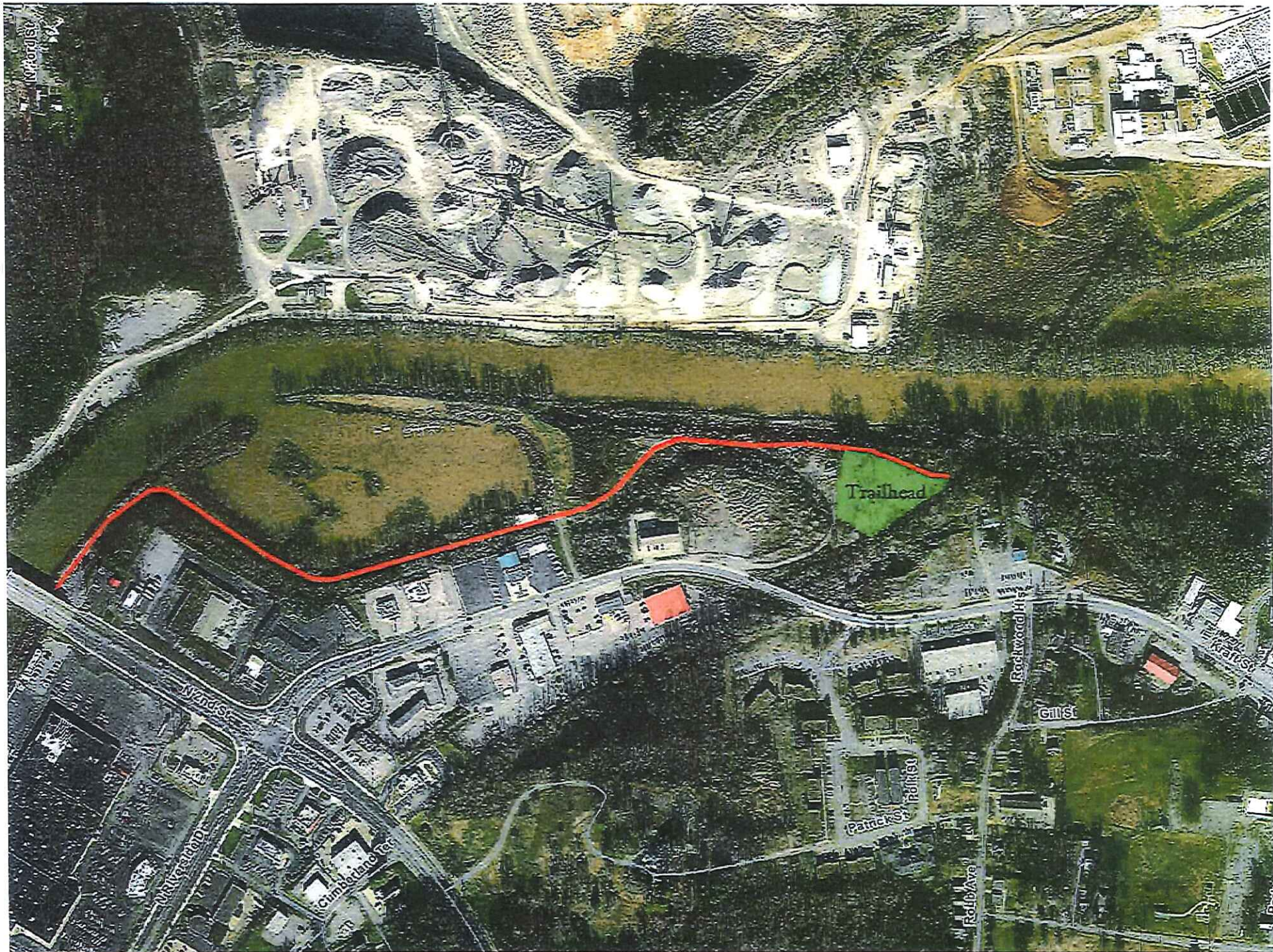
*SECOND READING:*

*EFFECTIVE DATE:*













# State of Tennessee Department of Transportation

ROW FORM-17B  
Revision 11-26-2013

## Offer to Acquire Real Property

STATE PROJ. # 63LPLM-F3-068

COUNTY : Montgomery

FED PROJ. #: TAP-9301(33)

TRACT #: Not available

PIN #: 118505.02

NEGOTIATOR: Hatem Shah

OWNERS; CSX Transportation, Inc.

DATE PRINTED: 2/24/2017

The following offer is not less than the approved appraisal of the fair market value of the property including, where applicable, damages to the remainder.

This offer does ☐ does not ☒ include payment for the purchase of one or more uneconomic remainders.

	A IMPROVEMENTS ACQUIRED	B IMPROVEMENTS RETAINED
LAND (FEE SIMPLE )	\$0.00	\$0.00
PDE	\$0.00	SAME AS A
AIR RIGHTS	\$0.00	SAME AS A
AVIGATION EASEMENT	\$0.00	SAME AS A
ACCESS CONTROL	\$0.00	SAME AS A
IMPROVEMENTS	\$0.00	SAME AS A
DAMAGES	\$0.00	SAME AS A
SPECIAL BENEFITS	\$0.00	SAME AS A
SLOPE EASEMENT	\$0.00	SAME AS A
TCE	\$0.00	SAME AS A
APPROVED COMPENSATION	\$35,000.00	\$0.00
UTILITY ADJUSTMENT	\$0.00	SAME AS A
OTHER	\$0.00	\$0.00
GRAND TOTAL	\$35,000.00	\$0.00
RESIDENTIAL RELOCATION	<input type="checkbox"/> (See RA Form 109)	
BUSINESS RELOCATION	<input type="checkbox"/> (See RA Form 116)	

This offer includes payment for the following improvements: Not applicable

This offer does not include payment for the following improvements as they are owned by others:  
N/A

The original of this form was delivered to CSX Transportation, Inc. on February 24, 2017.

who had or were furnished a copy of the Acquisition Brochure.

2/24/2017  
Date

  
Hatem Shah  
Negotiator Signature



ORDINANCE 61-2016-17

AN ORDINANCE AUTHORIZING PURCHASE OF PROPERTY ON WALNUT STREET FOR A SIDEWALK TO PROVIDE ACCESS TO BUS STOP SHELTERS ON FORT CAMPBELL BOULEVARD

*WHEREAS,* the City of Clarksville has received a Multi Modal Access Grant from the Tennessee Department of Transportation for construction of a sidewalk on Walnut Street and Fort Campbell Boulevard (SR12) between Concord Drive and Quin Lane; and

*WHEREAS,* 41 (forty-one) bus stop shelters will be constructed along Fort Campbell Boulevard (SR12); and

*WHEREAS,* the Multi Modal Access Grant will provide 95% funding for the sidewalk and bus stop shelters.

*BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Clarksville City Council hereby authorizes purchase of 70 square feet of property on Walnut Street, identified as Tax Map 054E-D, Parcel 011.00, from Singer-Burney Partnership, not to exceed \$700.00, for construction of a sidewalk and ADA ramps to access bus stop shelters.

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE:*



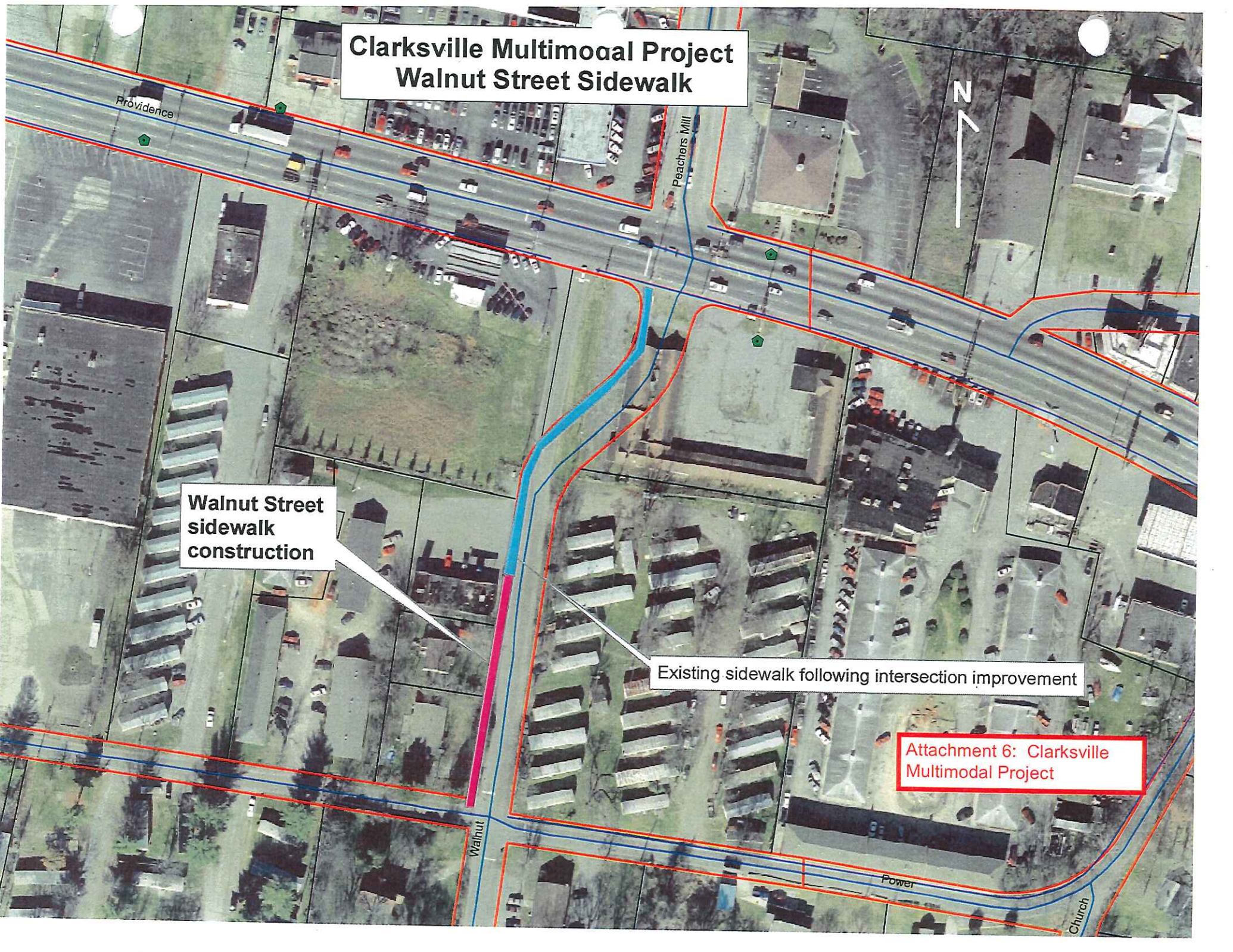
# Clarksville Multimodal Project Walnut Street Sidewalk



Walnut Street  
sidewalk  
construction

Existing sidewalk following intersection improvement

Attachment 6: Clarksville  
Multimodal Project





# Clarksville Multimodal Project Concord Dr to Quin Ln Sidewalks

Spot Safety Intersection

Spot Safety Intersection

Spot Safety Intersection

## Legend

Blue line = existing sidewalk  
Violet line = proposed sidewalk  
Green pentagon = bus stop

Attachment 3 - Clarksville  
Multimodal Access Project



ADMINISTRATIVE SETTLEMENT REQUEST

TO: Kim McMillan, Mayor  
FROM: Hatem Shah, project Manager

DATE: 3/24/2017

SUBJECT: FEDERAL ROW: \_\_\_\_\_ TRACT# Parcel -011.00 Tax: 054E-D  
STATE ROW: \_\_\_\_\_  
COUNTY: Montgomery  
OWNER/S: Singer-Burney Partnership

Name of Appraisers: NA

Amount: NA

Appraisal is not required for any small purchase. Minimum offer for sale is given as per TDOT guideline.

Before Acreage:	0.284	Taking: 70 Square feet	After: 0.2824 Acres
Approved Offer:	\$300.00		Counter Offer: \$700.00
Amount of Increase:	\$400.00		Percent of Increase: 233%

JUSTIFICATIONS FOR SETTLEMENT

Owner will not sell less than \$700.00

APPROVED AS FOLLOWS:

LAND:	\$700.00
PERMANENT EASEMENT:	0
CUT FILL SLOPES:	0
CONSTRUCTION EASEMENT:	0
IMPROVEMENTS:	0
DAMAGES TO REMAINDER:	0
UTILITY ADJUSTMENT:	0

GRAND TOTAL: \$700.00

  
\_\_\_\_\_  
Kim McMillan, Mayor

  
\_\_\_\_\_  
Date

3/30/17

ORDINANCE 62-2016-17

AN ORDINANCE AUTHORIZING THE MAYOR, THROUGH THE CITY ATTORNEY OR HIS DESIGNEE, TO ENTER INTO AN AGREEMENT FOR PURCHASE OF PROPERTY BETWEEN KRAFT STREET AND THE RED RIVER FOR A TRAIL HEAD FOR THE RED RIVER TRAIL/CLARKSVILLE GREENWAY

*WHEREAS,* the Clarksville City Council finds that improvements to certain recreational developments within the City are a vital component to the residents' quality of life; and

*WHEREAS,* the Clarksville City Council finds it to be in the public interest to purchase property between Kraft Street and the Red River from James and Fonda Taylor, for a trail head for the Red River Trail/Clarksville Greenway.

*NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Mayor, acting through the City Attorney or his designee, enter into an agreement for purchase of property between Kraft Street and the Red River from James and Fonda Taylor, not to exceed \$26,000.00, for a trail head for the Red River Trail/Clarksville Greenway.

*FIRST READING:*

*SECOND READING:*

*EFFECTIVE DATE:*

**APPRAISAL REPORT**  
**City of Clarksville, Tennessee**

---

The purpose of this appraisal is to estimate the fair market value for acquisition purposes.

---

**1. Name, Address, & Telephone Numbers**

**(A) Owner**

James T. Taylor and Fonda K. Taylor  
516 Kraft Street  
Clarksville, Tennessee 37040  
Contact: N/a

**(B) Tenant**

N/a

**(C) Address and/or Location of Subject Property**

Kraft Street  
Clarksville, Montgomery County, Tennessee 37040

The subject property is located just north of Kraft Street in Clarksville, Montgomery, Tennessee.

**2. Detailed Description of Entire Tract**

*Land Area (Ac.):* 1.707

*Land Area (SF):* 74,357

*Source of Land Area:* Deed

*Shape:* Irregular

*Topography:* Moderately rolling to steep - Approx. 360' to 390' above sea level

*Vegetation:* Mostly Wooded

*Roadway Frontage:* None

*Access:* Below Average

*Utilities:* All available

*Significant Easements/Encumbrances:* A portion of the site is encumbered by an easement to the United States Army Corps of Engineers. The easement allows for the permanent flooding of the site located below the 362' elevation marking. The easement also allows for the occasional flooding of the site between the 362' and 378' elevation markings. As a result of the easement, habitable buildings located below the 378' elevation marking are prohibited.



### *Physically Possible*

The access, topography, and floodplain/Army Corps easement significantly limit development potential of the property.

### *Financially Feasible*

The only financially feasible use of the property is for assemblage with the adjacent property owned by the City of Clarksville. The subject property is positioned along the eastern boundary of the property owned by the City of Clarksville, which remains undeveloped except for a small water treatment facility. The existing use of the adjacent property does not maximize the development potential of the site.

### **Assemblage Property**



### *Maximally Productive*

The maximally productive use of the subject site is deemed to be assemblage with the adjacent property for future retail and/or light industrial redevelopment.

### *Conclusion of Highest and Best Use – As Vacant*

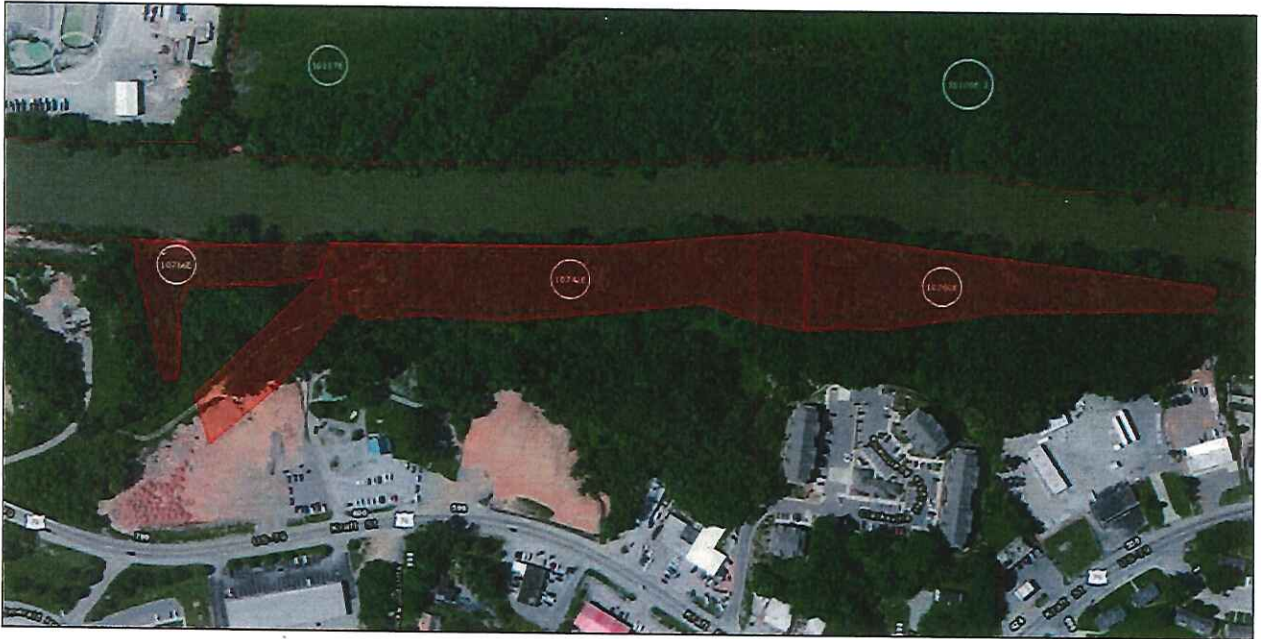
Assemblage with the adjacent property to the west, with subsequent future retail and/or industrial redevelopment

*Most Probable Buyer – As Vacant:* Owner/User , Adjacent Property Owner

### **Larger Parcel Determination**

There are no properties located within the vicinity of the subject which feature unity of ownership, are contiguous to the subject, or are utilized in unity with the subject parcel. Based upon the preceding analysis and the elements that comprise the larger parcel (unity of ownership, contiguity, and unity of use), the larger parcel is considered to be the entirety of the 1.707-acre site that is the subject of this report.

### Map of Unites States Army Corps of Engineers Easement



Based on deeds provided by USACE, a significant portion of the site appears to be located within the easement. According to officials with the United States Army Corps of Engineers, there are no outgrants permitted on the subject site. According to the United States Army Corps of Engineers website, an outgrant is defined as "a written, legal document that authorizes the right to use real property managed by the U.S. Army Corps of Engineers and establishes the timeframe, consideration, conditions, and restrictions of its use".

*Improvements:* None

3. **Tax Map, Group, & Parcel:** Map 55N, Group B, Parcel 28
- Floodplain Encumbrance:** Partial - Moderate to Significant
- FEMA Flood Map/Date of Last Revision:** 47125C0236D / 3/18/2008

*Special Flood Hazard Areas – High Risk*

☒ Zone AE, A1-A30 – Areas subject to inundation by the 1-percent-annual change flood event.

☒ Zone X – Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and area protected by levees from the 1% annual chance flood.

RESOLUTION 29-2016-17

A RESOLUTION AUTHORIZING A RIGHT OF ENTRY FOR THE TENNESSEE DEPARTMENT OF TRANSPORTATION ONTO CERTAIN CITY-OWNED PROPERTY FOR ROAD IMPROVEMENTS ALONG HIGHWAY 48/13

- WHEREAS*, the City of Clarksville, for the benefit of the Gas & Water Department, owns certain property located at Hwy. 48/13, being Map & Parcel Number 79P-A-7.01, the same being used for the purpose of a sewer lift station;
- WHEREAS*, the Tennessee Department of Transportation (hereinafter, "TDOT") requires certain permanent and temporary easements on the above described property relating to certain road improvements along Hwy. 48/13;
- WHEREAS*, while the parties are in the process of negotiation regarding the purchase of said easements, TDOT requests a right of entry onto the property, which right shall not in any way hinder or interfere with the rights of the City of Clarksville in and to the property pending purchase, to include any and all available rights and remedies under the eminent domain laws of the State; and
- WHEREAS*, the Clarksville City Council finds it is in the best interests of the City and its citizens that this right of entry be granted to TDOT, pending purchase of the above-noted easement, so that road improvements may begin forthwith.

*BE IT, THEREFORE, RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:*

That the Clarksville City Council hereby authorizes the granting of a right of entry to Tennessee Department of Transportation for road improvements along Highway 48/13, and, further, that any and all necessary forms required to effectuate said grant be executed by the Mayor after approval of the City Attorney.

*ADOPTED:*