



Community Forum

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GIS Staff Assists with Damage Assessment related to Flooding

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A line of severe thunderstorms produced an extreme rainfall event in Tennessee and Kentucky on May 1 & 2, 2010.

Extreme rain inundated parts of these states when a high-pressure system blocked the storms from moving east. Trapped in place and fed by humid air from the Gulf of Mexico, the storms unleashed record breaking rains. Rain gauges on the ground recorded between 10 & 19 inches of rain in the hardest hit regions. In Nashville, the National Weather Service recorded 7.21 inches of rain at the airport, breaking the record for the most rain received on a single calendar day. The two day total (13.53 inches in Nashville) more than doubled the previous two-day record. The Cumberland River crested at 51.86 feet in Nashville on May 3, the river's highest level since the Cumberland River Dam system was built in the early 1960's.

The USGS observed many breaking record high flows in their stream gages for many rivers in middle Tennessee. Flood peaks on the Harpeth, Piney and Duck River appear to have exceeded levels expected with only a 0.2 percent probability (1 in 500 chance) in any given year. Floods across Tennessee, Mississippi and Kentucky caused at least 27 deaths and damaged parts of historic Nashville.

Wilson County did not escape the wrath of these storms. Many homes and businesses were damaged by the rising flood waters. Lebanon's historic Town Square received a lot of damage; some shops had as much 3 to 4 feet of water inside the store.

Last year Dee Lineberger, Planning Officer for WEMA, gave a presentation to the user's group about WEMA and working through a disaster event (*see 2010 Issue 1 of this newsletter*). Afterwards a GIS damage assessment team was organized. In two training sessions, this team was instructed in the necessity of a damage assessment, learned things to expect when called, and was trained on performing a preliminary damage assessment on affected structures. In a sense, the team was ready; there was a group to call on; a group willing to step up and get the job done. For most of us this was a first time adventure, but as any new task, we will grow and perfect the process.

On May 3, 2010 Dee called for the team to meet the next morning at the WEMA train-

ing center to begin the damage assessment work. The team consisted of 15 members: Bobby Sullins, J.R. Kelley, Julie Philips, Beverly Sellars, Tom Brashear, Bo Logan, Lynne Jordan, Jack Pratt, Jeff White, Luke McPeak, Matthew Martin, Erika Potts, Jeffrey Dedman, and Lynn Pruett. The team divided into groups and Dee assigned each to a different area of the county. The flood damage was so wide spread; the entire county had to be canvassed. Karen Moore, Data Manager for Wilson County 911, created a GIS map showing the addresses from emergency phone calls. The City of Lebanon created a map highlighting streets with known flood damage which came from Mayor Philip Craighead's personal observation as he responded to calls and from the collection of addresses assembled from phone calls and e-mails. A contact center was set up through the city police department with Shelia Mullins as the contact person. Also, Jackie Diebner at City Hall assisted in the creation of this address list. To complete this initial damage assessment, it took about 2 1/2 days, and another 2 or 3 days for the information to be entered and mapped. Sarah Allen and Karen Moore were instrumental in the entering of data and in processing this information into a county map for TEMA and FEMA to use as they set up their disaster aid centers. Great efforts from many people made this damage assessment a success.



Dee Lineberger, Planning Officer for WEMA, assigns team members areas for damage assessment using a Lebanon City Map marked with known areas of flood damage.

City of Lebanon

City Hall
200 N. Castle Heights Ave.
Lebanon, TN 37087
www.lebanontn.org
Phone: 615-444-3647
Fax: 615-443-2899

Think Regionally, Act Locally

According to the American Planning Association's Planning Advisory report entitled "A Planners Dictionary", regional is defined as "Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area." The recent flooding, that did not know municipal boundaries, is a reminder that water and drainage are regional issues. Land use and planning are regional issues in the sense that we need to be aware of how roads cross city limit lines or serve as dividing lines between municipal jurisdictions and how property outside of our boundaries impacts property within the city based on how it is zoned and used.

On May 26th, the second annual convening the region summit, entitled "The Power of Ten" was held. "The Power of Ten" refers to the ten counties (Cheatham, Davidson, Dickson, Maury, Montgomery, Robertson, Rutherford, Sumner, Williamson, and Wilson) that make up the greater Nashville area. The summit was hosted by Cumberland Region Tomorrow, the Nashville Area Metropolitan Planning Organization (MPO), and the Tennessee Department of Transportation (TDOT), agencies that focus their efforts from a regional perspective.

The call to arms "Think Regionally, Act Locally" is im-

portant because we, as the City of Lebanon, need to be aware of what our surrounding communities, including the county are doing in order to think about how it will impact our citizens, land, schools, and employment opportunities. How the City of Lebanon "fits" within the region will impact the continued growth and development of our city. We do not operate in a vacuum. Rather, the City of Lebanon needs to compare ourselves with those municipalities that we consider our peer cities, either because they are geographically close to us or similar to us in other ways. We need to ensure that we are proceeding forward, rather than lagging behind, specifically in terms of employment opportunities,

housing availability, the services we provide, and tax rates. To this end, planning and GIS staff are involved in several regional projects, such as the Quality Growth Workshops summarized in another article in this newsletter, as well as the Nashville Area MPO further described in a separate article in this newsletter. Thus, we will continue to look for opportunities to learn more about how the City of Lebanon fits within the region, ask questions that take into consideration "the big picture", and find ways to improve upon the City of Lebanon's opportunities within the region; following the motto:

"Think Regionally, Act Locally".

City of Lebanon Participates in Quality Growth Workshops

City of Lebanon staff, along with the City of Mt. Juliet and Wilson County are participating in TVA Quality Growth Workshop Series. The series of workshops, which began in April, is a pilot project being conducted in partnership with the Tennessee Valley Authority and the Southeast Watershed Forum.

So far the core team, consisting of city and county staff, have assessed current development regulations against a "Quality Growth Scorecard" in order to understand where our communities are excelling and where they could improve. Public workshops have been held at various locations in order reach out to and engage the public.

Currently, workshop partici-

pants have been divided into sub-groups that will investigate the topics of Green Infrastructure, Education and Outreach, Green Business Development and Community Design. These sub-groups are drafting action plans that will clearly define specific measurable goals that can be implemented in a discreet time frame in order to keep the momentum of the workshop series going forward. In the coming months the group will work to refine the timeline for proposed projects and draft a plan of action that can guide the implementation.

The Quality Growth Workshop Series is the latest effort focused on addressing growth and development.

Building off of previous work completed by Cumberland Region Tomorrow and the American Institute of Architects Blueprint for America efforts, the Quality Growth Workshop series will take the concepts and expand upon them.

Many opportunities for participation will be available in the coming months. If you are interested in attending a workshop, feel free to contact Will Hager at hagerw@lebanontn.org or 444-3647 x252.



The Nashville Area MPO...Working for Us

The City of Lebanon is a member of the Nashville Area MPO (Metropolitan Planning Organization). MPOs were established through federal legislation and are responsible for planning and prioritizing projects for federal funds. The mayor sits on the MPO's Executive Board, while a staff member from each participating municipality or agency make-up the Technical Coordinating Committee (TCC). In the case of Lebanon, the Planning Staff serves as the TCC representative.

MPOs exist in urbanized areas with more than 50,000 people. In areas that do not meet the criteria to be an MPO, there is often an RPO

(Rural Planning Organization). RPOs are similar to MPOs in that they are both responsible for coordinating the long-range transportation planning process.

Currently, the MPO is in the process of updating their Regional Transportation Plan (RTP). The RTP establishes the goals, policies, and objectives for the regional transportation system. While the RTP is intended to be a 25-year vision for transportation in the greater Nashville area, it is updated every four or five years in order to address changes in federal, state, and local objectives, plans and funding. The current plan, adopted in 2005, includes almost \$3.5

Commonly Used Acronyms:

CMAQ—Congestion Mitigation and Air Quality

E + C—Existing plus Committed network (used in transportation modeling)

FAU—Federal Aid Urban

FHWA—Federal Highway Administration

FTA—Federal Transit Administration

IM—Interstate Maintenance funds

ISTEA—Intermodal Surface Transportation Efficiency Act of 1991

LOS—Level of Service

RTP—Regional Transportation Plan

STIP—Statewide Transportation Improvement Program

STP—Surface Transportation Program funds

TAZ—Traffic Analysis Zone (used in transportation modeling)

TEA-21—Transportation Equity Act for the 21st Century

TIP—Transportation Improvement Program

UPWP—Unified Planning Work Program

Projects Submitted by Lebanon for Consideration to be Included in the Regional Transportation Plan:

- Maddox-Simpson Parkway—relocate road, install turn lanes on SR-26 & install traffic signal at new intersection
- Traffic Signal Study—along US 70/West Main and US 231 North and South
- US 70/West Main Street at Castle Heights Avenue—improve intersection and add turn lanes
- SR 26/Baddour Parkway—widen roadway from 2/3 to 5 lanes
- Cedar City Trail, Phases 3 & 4—continuation of trail toward Cumberland University & the Square/Farmers Market
- Cedar City Trail, Phase 5—continuation of trail along Bartons Creek South
- US 231 North—widen roadway from 2 to 5 lanes
- US 231 South—widen roadway from 2/3 to 5 lanes
- Hartmann Drive—widen roadway from 2 to 3 lanes
- Hartmann Drive extension—new roadway from US 231 North easterly to US 70
- Briskin Lane extension—new roadway from SR 26/ Cainsville Road to US 231 South
- SR 26/Baddour Parkway—widen roadway from I-40 to SR

billion worth of regionally significant road, transit, walking and biking projects. This plan is currently being updated, with a new plan expected to be adopted in the Fall of 2010.

The list of projects submitted by the City of Lebanon for inclusion in the latest update to the plan are listed in the blue box located on this page.

Inclusion of a project in the RTP is the first step to obtaining state and/or federal funding for a project. The RTP does not have to be fiscally constrained, meaning it is a wish list of projects that do not necessarily have funding.

In coordination with the RTP, the MPO has a four-year work program referred to as the Transportation Improvement Program (TIP). The TIP is de-

veloped from those projects listed in the RTP. Because the TIP must be fiscally constrained, it only includes projects that are funded, using federal, state or local sources, or anticipated to be funded using future revenues from sources such as the Surface Transportation Program (STP) or Congestion Mitigation and Air Quality Program (CMAQ). Like the RTP, the current TIP (Federal Fiscal Year 2008-2011) is in the process of being updated. The current TIP shows more than \$1 billion worth of funding for projects in the greater Nashville region; more than \$2.7 million in non-local fund within the City of Lebanon.

(continued on page 4)

Nashville MPO (continued)

A majority of the projects in the TIP receive federal funds. Such funds are awarded on a competitive basis across the region. However, the City of Lebanon is allocated a dedicated "pot" of STP funds. While this "pot of money" is not large, we are not in competition for these funds. In the past, the City of Lebanon has received approximately \$231,000 in STP funds annually.

While the federal govern-

ment has provided funds through the American Recovery and Reinvestment Act of 2009 (ARRA) to stimulate the economy, they have also rescinded money from the Federal Highway Administration (FHWA) that supports the local STP program.

The City of Lebanon received ARRA money for Maddox-Simpson Parkway based on the project being "ready to go". One of the criteria for the transportation-related ARRA

money was that the project already be designed, right-of-way acquired, and ready to start construction.

Due to the rescission of funds by the federal government, the City of Lebanon was not able to make use of approximately \$700,000 of STP funds. We were in jeopardy of losing an additional \$619,000, however, that money is being put toward the much needed resurfacing and restriping of roads such as Hickory Ridge

Road, Hartmann Drive, Leeville Pike and Franklin Road/Holloway Drive, South Maple Street, North Castle Heights Avenue and Castle Heights Avenue.

Stay tuned as the City of Lebanon and MPO continue to work through the process of updating Regional Transportation Plan and Transportation Improvement Program documents.

For more information or to view the referenced documents on-line go to: <http://www.nashvillempo.org>

Construction Review...the last six months

Development and construction are picking-up in the City of Lebanon. From January through June 2010, 72 single-family permits have been issued for new homes. During that same time period in 2009, only 53 permits had been issued. With this 36% increase in the number of permits issued, we also saw a 38% increase in the value of the homes.

During the first six months of 2010, the Planning Commission has approved final plats encompassing 172 residential units (including apartments), compared to only 33 residential units during the same time period in

2009. The primary differences between these two time periods relates to the Callis Hills and Hartmann Plantation apartment complexes getting underway and the continued activity in the Spence Creek and Stone

Bridge developments. With respect to non-residential construction in the City of Lebanon, the value of new construction that was permitted in 2010 is more than three times greater than what was permitted in 2009.

Additions and alterations to non-residential construction is up slightly (3% or \$78,840) from the same time last year. The non-residential construction during the first six months of 2010 includes developments (continued on page 6)

2009	January	February	March	April	May	June	TOTAL
Units on Final Plats (includes apartments)	0	8	3	0	5	3	19
Single-family Home Permits	4	14	4	6	16	9	53
Non-Residential - New (value)	\$0	\$0	\$1,292,000	\$400,000	\$0	\$0	\$1,692,000
Non-Residential - Addition/Alteration (value)	\$796,500	\$275,500	\$161,000	\$67,124	\$1,515,000	\$72,000	\$2,887,124

2010	January	February	March	April	May	June	TOTAL
Units on Final Plats (includes apartments)	44	48	40	0	40	0	172
Single-family Home Permits	6	24	8	11	10	13	72
Non-Residential - New (value)	\$393,371	\$684,456	\$0	\$1,600,000	\$65,000	\$4,102,000	\$6,844,827
Non-Residential - Addition/Alteration (value)	\$93,371	\$189,000	\$1,435,000	\$253,593	\$96,000	\$899,000	\$2,965,964

GIS Staff Assists with Damage Assessment ... continued from page 1

Photos were taken by Erika Potts and Lynn Pruett during damage assessment May 4 & 5, 2010.



Erika and Lynn were assigned the square as the first area of assessment. From their they continued through out the city limits assessing known damaged



Photo on left was taken on Tuesday, 2 days after the flood on Sunday. This is at the antique shop on the square. Flood line can be seen on this piece of furniture. Above, house on Ligon Dr. a definite water line can be seen on the house just even with the deck. Photo taken on Wednesday, 3 days after the flood on Sunday. Photo on right also taken on Tuesday on the square, repairs had begun to the walls. Trash line from flood water can be seen on door way.



John Jewell, director of WEMA discusses the May flood with GIS professionals Beverley Sellars & Julie Philips.



Evidence of flood damage in an office on the Town Square.



This picture also from the Town Square, signs of the beginning of repair to flood damaged areas.

At the July the Wilson Co. GIS User's Group meeting a *damage assessment committee* was formed. Their purpose is to establish and develop the best process for completing a damage assessment. With the personnel, equipment and technical knowledge of this county's GIS group, we can move forward in providing quick and accurate data in time of disaster. The first endeavor of this committee is researching and seeking more knowledge of the available possibilities for per-

forming this task. Next will be to decide what will work best of Wilson County.

Here are the 3 areas of research the group identified:

1. Contact the Clarksville GIS department for more information on the application developed for Android Mobile Phones (Disaster Mitigation And Recovery KIT, DMARK) Info link: <http://businessclarksville.com/2010/05/27/apsus-gis-technology-aids-in-flood-damage-assessment/>

2. View demonstration from Geo-Jobe on an application created for Juno GPS device. (Topic of August meeting)
3. Investigate units available among the GIS professionals in the county, creating our own applications and data dictionaries.

At present damage assessment is done all on paper with pencil; paper forms must be gathered, transcribed, compiled and then

submitted to the state. By collecting damage assessment via GPS technology, data can be tied to a point on a map for location and to property data for calculating damage allowing for quicker processing and submittal to the state.

GIS professionals of Wilson County involved with this committee are excited about the development of the use of technology in this way.

Construction Review (continued)

such as West Haven Baptist Church on Highway 70, Storage Solutions on Babb Court, Aspen Dental on South Cumberland and an expansion of the Specialty Bread facility.

The second half of 2010 looks to be just as busy based on ground breakings for both the new Lebanon Special School District middle school and Wilson County School District high school. It is safe to say that things are look-

ing up for the City of Lebanon in terms of development activity. Hopefully the woes of 2009 are behind us and we will continue to move forward in the future.

To help us provide meaningful and interesting educational opportunities, we need to hear from you— What is your vision for the City of Lebanon? • How do you want our community to grow & develop? • What is important to you in terms of development—not only in our review process, but our current development regulations? • What information would be helpful to you as you make decisions or plan for the future?



The City of Lebanon Planning & GIS Department is committed to providing service and information to help our community grow and prosper in an organized manner.

Planning & GIS Staff

Planning Director — Magi Tilton — x265
tiltonm@lebanontn.org

GIS Manager — Lynn Pruett — x254
lpruett@lebanontn.org

Planner — Will Hager — x252
hagerw@lebanontn.org

GIS Tech II — Erika Potts — x253
pottse@lebanontn.org

GIS Tech I — Jeffrey Dedman — x272
dedmanj@lebanontn.org

Meeting Schedule

City Council regularly meets the 1st and 3rd Tuesdays in the Town Meeting Hall of City Hall. Work sessions normally begin at 5:00 pm Public hearings begin at 5:55 pm and the actual Council meeting begins at 6:00 pm.

Planning Commission regularly meets the 4th Tuesday in the Town Meet-

ing Hall of City Hall. The meetings begin at 5:00 pm. A preliminary meeting begins at 11:00 am on the 3rd Tuesday. No presentations are made by the public, nor any decisions made on actual items at the preliminary meeting. Both meetings are held in the Town Meeting Hall at City Hall.

Board of Zoning Appeals regularly meets the 4th Monday in the Town Meeting Hall of City Hall. The meetings begin at 5:00 pm. The **Public Works and Transportation Committee** regularly meets the 4th Monday in the Town Meeting Hall of City Hall. The meetings begin at 7:30 am.

Wilson County GIS Committee meets regularly every quarter on the second Wednesday at 9: a.m. in Conference Room 1, Wilson County Courthouse.

GIS Users Group meets once a month, date and time to be announced.