

A G E N D A
FARRAGUT MUNICIPAL PLANNING COMMISSION

September 18, 2014
7:00 p.m. Farragut Town Hall

For questions please either e-mail Mark Shipley at mark.shipley@townoffarragut.org or Ashley Miller at ashley.miller@townoffarragut.org or call them at 865-966-7057.

- 1. Citizen Forum**
- 2. Approval of minutes – August 21, 2014**
- 3. Discussion and public hearing on a request to rezone Parcel 109, Tax Map 130, 820 N. Campbell Station Road, north of the Holiday Inn Express, 33 Acres, from R-2 to R-6/OSMFR (PMG, Applicant)**
- 4. Discussion on the re-alignment of intersection of US 11 and US 70 (Dixie Lee Junction) in Loudon County**
- 5. Discussion on amendments to the text of the Farragut Zoning Ordinance as it relates to the Mixed Use Town Center outlined in the Comprehensive Land Use Plan**
- 6. Public hearing on proposed locations for new utilities**

**MINUTES
FARRAGUT MUNICIPAL PLANNING COMMISSION**

August 21, 2014

MEMBERS PRESENT

Rita Holladay, Chairman
Ed St. Clair, Vice-Chairman
Ron Honken, Alderman
Ed Whiting, Secretary
Ralph McGill, Mayor
Betty Dick
Noah Myers
Louise Povlin

MEMBERS ABSENT

Annette Brun

Staff Representatives: Mark Shipley, Community Development Director
Ashley Miller, Assistant Community Development Director
Gary Palmer, Assistant Town Administrator

Chairman Holladay called the meeting to order at 7 p.m.

CITIZEN FORUM

Boy Scouts of Troop 444, Collin Christiansen, Brandon Speck, Jay Sherry and Parker Chadwell were in attendance and working on their Communications Merit Badge.

Mayor McGill spoke about a grant the town has received from TDOT to re-time the traffic signals in the Town. The Mayor also commented on an article in the Parade section of the Sunday paper regarding the winner of "America's Best Main Street" which was in Collierville, Tennessee. He said the Town was in the process of creating a downtown for Farragut.

APPROVAL OF MINUTES

Commissioner St. Clair moved to approve the July 17, 2014 minutes as submitted. Commissioner Dick seconded the motion and the motion passed 5-0 with Mayor McGill, Commissioners Honken, Myers, and Povlin abstaining because they were absent.

AGENDA ITEMS

DISCUSSION AND PUBLIC HEARING ON A SITE PLAN FOR THE FARRAGUT EXPRESS CAR WASH AT 103 S. CAMPBELL STATION ROAD, 2.22 ACRES, ZONED C-1 (Rocky Chambers, Chattanooga Engineering Group, Applicant)

The staff recommended to deny the site plan because it is inconsistent with the Comprehensive Land Use Plan (CLUP) and the Town is currently working on blending the CLUP with the zoning for the area identified as Mixed Use Town Center.

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The staff also noted that the remaining comments on the site plan were as follows:

1. Please number all sheets 1 of ..., 2 of ...;
2. Please provide the calculations and diagrams verifying the required and provided landscaping between the building and parking (this is needed on the site plan);
3. Please provide color renderings of the building;
4. Please reconsider the location for the address numbers. These are typically at the public entrance and must be visible from the adjacent roadway;
5. The traffic circulation is confusing. The directional signage exceeds the height and size permitted and does not meet required setbacks;
6. Per the Driveways and Other Access Ways Ordinance, the minimum driveway width is 15 feet (though a greater width may be required for fire code compliance);
7. Please include a grading plan for the sidewalk section proposed to Kingston Pike. This section may need to be steps;
8. The architectural sheets (including the lighting) were too faint to review. It is hard to assess what is proposed for the dumpster enclosure;
9. Please include visuals of the proposed fixtures on the lighting plan;
10. Prior to the issuance of a grading permit the water and sewer sheets must be signed by First Utility District;
11. No screening detail was provided for the HVAC units. Please include;
12. Please provide a detail of the vacuums. Photographs were included and are helpful but details on height, width, lighting, etc., are needed;
13. Will you have trash cans in the vacuum areas? If so, please show and include a detail;
14. Handicap spaces need to be reflected as revised on all plan sheets. The bicycle rack would need a concrete pad and shown on all sheets;
15. An irrevocable letter of credit for landscape maintenance will be required prior to the issuance of a Certificate of Occupancy. The amount will be established based on the approved landscape plan;
16. Please note that the landscape plan is a separate review and submittal. Please complete a landscape plan application, filing fee, and drawings per the landscape plan application checklist. This will then be taken to the Visual Resources Review Board for their consideration. A grading permit cannot be issued until the landscape plan is approved;
17. The two terminal islands must be landscaped. The plans are unclear about this;
18. The architect has not stamped nor signed his portion of the plans. Please address;
19. Please provide the required fire hydrants within 400' of all exterior points of the structure. If the hydrant at N Campbell Station Rd and Kingston Pike will be utilized, the access to the hydrant may require a clearly delineated path. Additionally, the elevation change and distance from the parking lot may exceed the maximum hand hose lay distances;
20. Please provide the calculated fire flow and quantity of fire hydrants in accordance with Appendix B & C of the 2012 International Fire Code (IFC). Please provide this information on the drawings;
21. Please indicate the date and time of fire hydrant testing, flow in GPM, static and residual pressures and name of agency providing test. This is required for all fire hydrants used to meet the calculated fire flow. Please provide this information on the drawings;

22. Fire apparatus access roads less than 26' wide must be provided with proper signage per Appendix D of the 2012 IFC. Signage should be provided along fire apparatus access roads on the property in question and not in the public right of way;
23. Will all additions to the existing structure be fire sprinkler protected in accordance with NFPA 13? Your previous answer indicates the current building is protected, but does not indicate if the new construction will be or a separation will be provided. Please clarify;
24. Exits from the tunnel area must comply with building and life safety codes. This will be verified during building permit plan review;
25. Please provide quantities of each chemical proposed for storage and use at this facility;
26. The gate at the required fire apparatus access road shall be listed in accordance with UL 325 and comply with ASTM F2200. Please provide confirmation on drawings;
27. The location of utility service lines should be shown, including where they enter the building. Sheet 6 shows water and sewer, plus location of gas at rear of building. Can gas service line be located? What about electric, telephone and cable?
28. Where does detail for "Pavement Extension Cross Section" apply? Clarification for types of pavement can perhaps be provided on Sheet 4;
29. An irrevocable letter of credit for erosion control must be provided in the amount of \$8,000; and
30. Please submit copy of NOC.

The staff indicated that this large number of comments would also be more than is typically acceptable for a site plan to be approved.

After a short discussion, Commissioner Myers moved to approve the site plan subject to the staff's comments being addressed. Commissioner Honken seconded the motion and the motion failed 7-1 with Myers voting in the affirmative.

DISCUSSION AND PUBLIC HEARING ON A REQUEST TO REZONE THE VILLAS AT ANCHOR PARK SUBDIVISION LOCATED ON THE NORTH SIDE OF TURKEY CREEK ROAD ACROSS FROM ANCHOR PARK, PARCEL 59, TAX MAP 152 AND PARCELS 001-034, TAX MAP 153IB, 29.17 ACRES, FROM R-4 TO R-1/OSMR (Saddlebrook Properties, LLC, Applicant)

Staff recommended approval of Resolution PC-14-05 which recommends approval of Ordinance 14-10.

Commissioner Myers moved to approve Resolution PC-14-05. Mayor McGill seconded the motion and the motion passed 8-0.

DISCUSSION AND PUBLIC HEARING ON A CONCEPT PLAN FOR THE BRIARSTONE SUBDIVISION (FORMERLY THE VILLAS AT ANCHOR PARK)

SUBDIVISION PROPERTY) LOCATED ON THE NORTH SIDE OF TURKEY CREEK ROAD ACROSS FROM ANCHOR PARK, PARCEL 59, TAX MAP 152, 29.17 ACRES (Saddlebrook Properties, LLC, Applicant)

Staff recommended approval subject to the following:

1. In accordance with Section D107 of the International Fire Code and in accordance with the Town's adopted Comprehensive Land Use Plan (CLUP) please provide a vehicular access to either Bobolink or Finch Road. The fire apparatus connection that would be gated or blocked with bollards does not satisfy the CLUP goal of improved connectivity between residential developments. The roads in Audubon Hills are stubbed out for the purpose of being connected and are even shown with a connection to the Briarstone property in the CLUP ;
2. Please include right of way widths (for Briarstone Lane and Turkey Creek Road) in boundary survey;
3. Please extend the sidewalk that currently terminates at Lot 27 so that it connects to the nearest walking trail; and
4. Within the phase breakdown, all open space lots should be shown in Phase I since that will be platted first.

Commissioner Honken moved to approve the concept plan for the Briarstone Subdivision subject to item #1 being deleted and addressing items 2, 3, and 4 that are part of the staff's recommendation. Commissioner Myers seconded the motion and the motion passed 8-0.

DISCUSSION AND PUBLIC HEARING ON A PRELIMINARY PLAT FOR PHASE 1 OF THE BRIARSTONE SUBDIVISION (FORMERLY THE VILLAS AT ANCHOR PARK SUBDIVISION PROPERTY) LOCATED ON THE NORTH SIDE OF TURKEY CREEK ROAD ACROSS FROM ANCHOR PARK, A PORTION OF PARCEL 59, TAX MAP 152, 9.8 ACRES (Saddlebrook Properties, LLC, Applicant)

Staff recommended approval subject to the following:

1. Please ensure that the preliminary plat is consistent with the concept plan and staff comments related to the concept plan;
2. The pattern on Sheet 1 needs to be revised to be visually consistent with the other sheets;
3. Please remove any grading shown within the drip line of the specimen oak tree between Lots 10 and 11. The tree protection fencing must be shown per the arborist recommendation. Please also include a detail of the fencing. This fencing will be required to be installed prior to the issuance of a grading permit and will need to remain in place throughout the home building process on Lots 10 and 11. Please include a note to this effect;
4. The area established for private outdoor areas for Lots 54a & 54b differ from Sheet 1 and the other sheets in the packet, also the depiction differs from the concept plan...should be revised to be consistent on all plans;

5. The road name change will have to be approved through the Addressing Division of the MPC;
6. There is a concern with the proposed haul route shown on Sheet CD.01 since it crosses the existing greenway trail. This section of walking trail will likely need to be re-constructed and the haul route must be completely out of the drip line of the specimen oak tree between Lots 10 and 11;
7. It is understood that all Phase 1 utilities are existing, but adjustments (such as movement of transformers, etc.) should be shown on this revised Preliminary Plat;
8. Drainage easement is shown on Preliminary Plat to contain the two catch basins and pipe installed at the rear of Lots 54 and 55 (as discussed in prior comments). On Lot 54A, however, it appears the drainage easement encroaches into a previously platted private area. Is this appropriate? Preliminary plat showed drainage easement to contain existing storm drain and pipe at rear of what is now Lots 1-4. While the storm drain is shown on this final plat, the easement is not documented;
9. Please submit copy of NOC;
10. The prior development has posted letters of credit for maintenance, completion of sidewalk, erosion control and landscaping. These will need to be adjusted appropriately as this new plan develops. We anticipate the need for an erosion control letter of credit for \$50,000.

Commissioner Myers moved to approve the preliminary plat subject to staff's recommendation. Commissioner Whiting seconded the motion and the motion passed 8-0.

DISCUSSION AND PUBLIC HEARING ON A FINAL PLAT FOR UNIT 1 OF THE SPLIT RAIL FARM SUBDIVISION, PARCELS 98.01 AND 98.02, TAX MAP 141, 35 LOTS, 37.6 ACRES (SRF Holdings, LLC, Applicant)

Staff recommended approval subject to the following:

1. Completing all remaining field items (including permanent stabilization of all disturbed areas) per the approved preliminary plat and in consultation with Town staff;
2. Finalizing the Everett Road cost share agreement;
3. Denoting the acreage for all lots being platted as part of Unit 1;
4. Correcting the total number of lots from 34 to 35;
5. Removing the note added by FUD that references restrictions and conditions that have been recorded at the register of deeds;
6. Providing an irrevocable letter of credit for completion of any sidewalk and/or final asphalt surface that will be calculated by staff and must be provided prior to staff's approval;
7. Providing an irrevocable two-year letter of credit for maintenance of roadways, sidewalk, trails and drainage improvements for \$105,000 and; submitting detention basin verifications for location, volume, and performance.

Commissioner Honken moved to approve the final plat for Unit 1 of the Split Rail Farm Subdivision subject to the staff's recommendation. Commissioner St. Clair seconded the motion and the motion passed 8-0.

DISCUSSION ON AN AMENDMENT TO THE TEXT OF THE FARRAGUT ZONING ORDINANCE, CHAPTER 3., SECTION XI., MULTI-FAMILY RESIDENTIAL DISTRICT (R-6), TO REPLACE IT WITH NEW REQUIREMENTS (Ross Bradley, TDK Construction and PMG, Applicants)

Staff recommended approval of Resolution PC-14-06 which recommends approval of Ordinance 14-11.

Commissioner Honken moved to approve Resolution PC-14-06. Commissioner St. Clair seconded the motion and the motion passed 8-0.

DISCUSSION AND PUBLIC HEARING ON AN AMENDMENT TO THE TEXT OF THE FARRAGUT ZONING ORDINANCE, CHAPTER 3. SPECIFIC DISTRICT REGULATIONS., TO CREATE A NEW ZONING DISTRICT, OPEN SPACE MULTI-FAMILY RESIDENTIAL OVERLAY DISTRICT (Ross Bradley, TDK Construction and PMG, Applicants)

Staff recommended approval of Resolution PC-14-07 which recommends approval of Ordinance 14-12.

Commissioner St. Clair moved to approve Resolution PC-14-07. Commissioner Honken seconded the motion and the motion passed 8-0.

DISCUSSION AND PUBLIC HEARING ON AN AMENDMENT TO THE TEXT OF THE FARRAGUT ZONING ORDINANCE, CHAPTER 4., SECTION XX., PARKING AND LOADING, A., 2. AND 3., TO CHANGE THE OFF-STREET PARKING PROVISIONS FOR MULTI-FAMILY USES (Ross Bradley, TDK Construction and PMG, Applicants)

Staff recommended approval of Resolution PC-14-08 which recommends approval of Ordinance 14-13.

Commissioner Honken moved to approve Resolution PC-14-08. Commissioner St. Clair seconded the motion and the motion passed 8-0.

DISCUSSION ON AMENDMENTS TO THE TEXT OF THE FARRAGUT ZONING ORDINANCE, CHAPTER 3., SECTION XXVII., TOWN CENTER DISTRICT (TCD)

For discussion purposes.

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PUBLIC HEARING ON PROPOSED LOCATIONS FOR NEW UTILITIES

None at this time

ADJOURNMENT

The meeting adjourned at 10 p.m.

Edwin K. Whiting, Secretary

MEETING DATE: September 18, 2014

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a request to rezone Parcel 109, Tax Map 130, 820 N. Campbell Station Road, north of the Holiday Inn Express, 33 Acres, from R-2 to R-6/OSMFR (PMG, Applicant)

INTRODUCTION AND BACKGROUND: This request involves a zoning map amendment for the property north of the Holiday Inn Express on N. Campbell Station Road. The subject property is currently zoned R-2 (General Single-Family Residential) and the applicant is proposing to rezone the property to R-6/OSMFR (Multi-Family Residential/Open Space Multi-Family Residential Overlay District).

As you may recall, as part of a review of the Town's existing R-6 Zoning District, the planning commission felt that, in addition to making some amendments to the R-6 Zoning District, a separate R-6 district would be helpful for properties that may be candidates for multi-family residential, as specified in the Comprehensive Land Use Plan (CLUP), but that contain significant physical limitations.

The Open Space Multi-Family Residential Overlay District (OSMFR) was created to address this type of scenario. The idea is to provide flexibility in building placement and increased building height in order to concentrate or cluster development on the developable portions of a tract. The more physically challenging portions of a tract would be left undisturbed. This zoning district requires that at least 50% of the entire tract be left as common and permanent open space.

The property which is the subject of this rezoning request is approximately 33 acres. As shown on the topographic map in the packet, much of this property is very steep sloped and would not be conducive to development. In the CLUP, this characteristic of the property was acknowledged and, on the future land use map, the property is designated as Open Space Cluster Residential and Open Space. When the CLUP was approved, Open Space Cluster zoning districts were low density single family type districts (the OSR and OSMR). The OSMFR applies this open space concept to high density residential.

In the Land Use Descriptions section of the CLUP, the Open Space Cluster Residential describes the density as between very low and low-density land uses. This wording needs to be discussed in relation to this particular rezoning. In the staffs' view the CLUP should be amended as part of an annual review of the CLUP to reflect the open space cluster option that, assuming it is approved by the Board of Mayor and Alderman, would now also be available for multi-family residential.

RECOMMENDATION: Given the surrounding plan of development and the physically challenging characteristic of much of this property, the staff would consider the rezoning request to be reasonable. However, since the rezoning would significantly increase the density permitted on the property, the staff recommends that a traffic impact study (TIS) be provided to help evaluate the effect that a rezoning to R-6/OSMFR would have on the affected transportation network.

Once the TIS is in hand and can be thoroughly evaluated for the projected consequences of the proposed development, including the impact on the affected roadways and any other public safety issues, then staff and the planning commission would be in a better position to understand limitations or conditions that should be placed on a rezoning of this property to ensure that the Town does not unwittingly, as a result of this rezoning, create unnecessary problems for our existing citizens as well as residents of the proposed development. For this reason staff recommends a deferral of this request pending receipt and analysis of the TIS.

The staff would also recommend that, as part of this rezoning, the applicant request that the one acre tract that they will also be purchasing and using for their development be annexed into the Town and included in their rezoning application. This would facilitate the development of this project and avoid the pitfalls of a development being in two different jurisdictions. The one acre lot in question is within the Town's Urban Growth Boundary. This can be discussed further at the meeting.

Town of Farragut

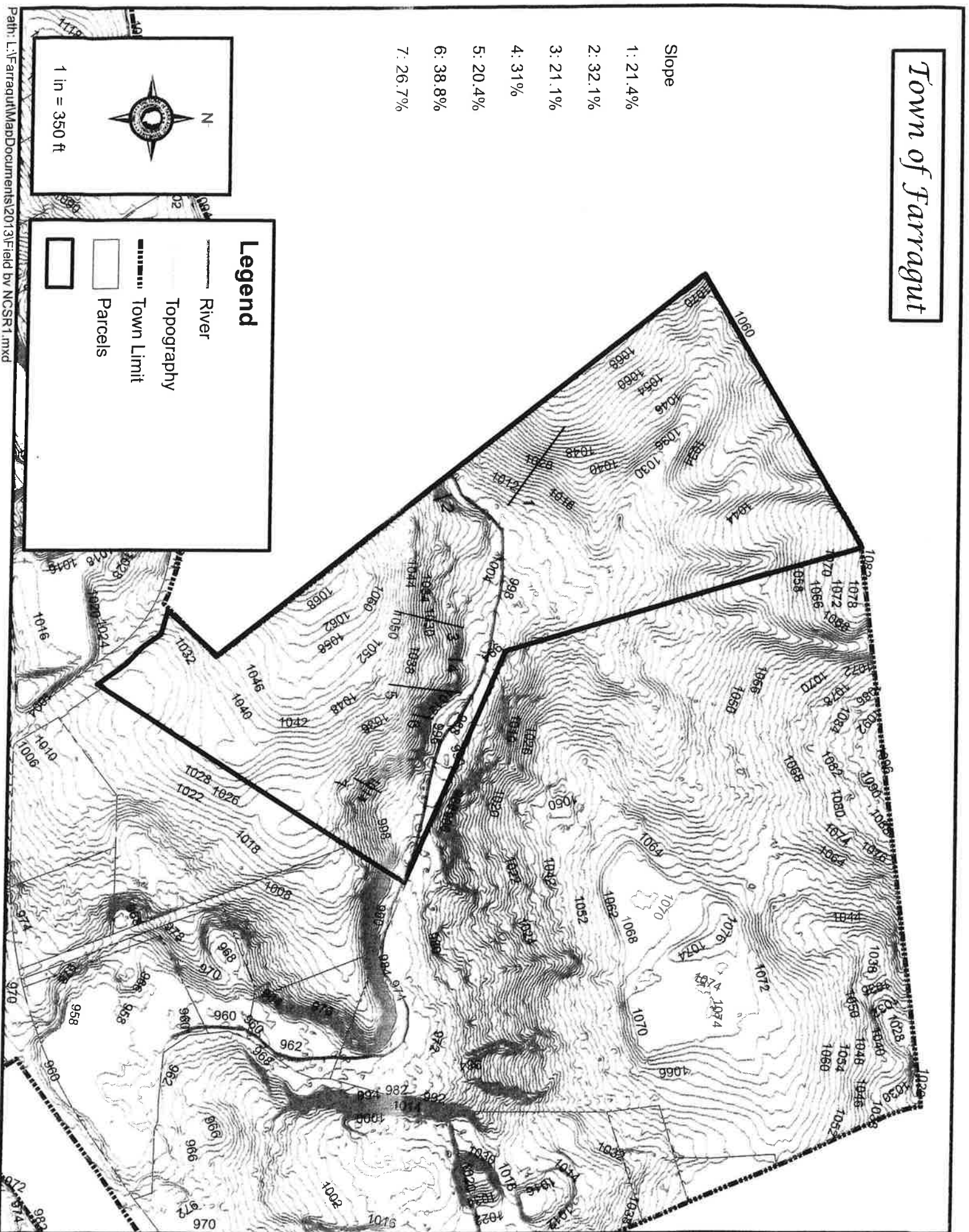
- Slope
- 1: 21.4%
 - 2: 32.1%
 - 3: 21.1%
 - 4: 31%
 - 5: 20.4%
 - 6: 38.8%
 - 7: 26.7%



1 in = 350 ft

Legend

- River
- Topography
- Town Limit
- Parcels



8 Rural residential

Intent

- Preserve and protect existing rural areas within Town as a lifestyle.
- Maintain open vistas and rural image of Farragut.

Location

- Existing rural parcels.
- Served by local roads.

Density

- A mix of lot sizes, usually 1 acre and larger, with an average of 3-acre lots.

Character

- Generally larger lots, with an estate or agricultural character.
- Uses include those typically associated with agriculture, including farming, livestock, nurseries, greenhouses, or can be solely residential.
- Rural designation will encourage clustering to preserve areas of active agriculture.

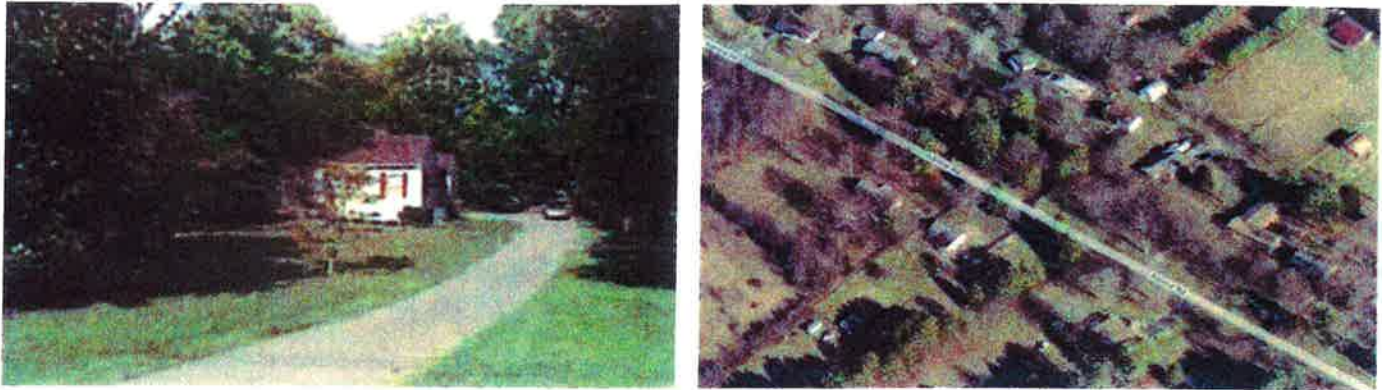


Figure 35: Rural residential character.

9 Open space cluster residential

Intent

- Cluster development to preserve sensitive lands including steep slopes, flooding, sinkholes, ridge lines, mature tree stands, and wetlands.

Location

- Large areas, known or suspected to have significant environmental constraints.

Density

- Determined by environmental constraints, gross density range is typically somewhere between very low and low-density land uses.

Character

- Consists of small lot or attached units in clustered setting.
- Large open spaces will be preserved.
- Where possible, passive recreation (such as trails, fishing, and viewing areas) should be encouraged in open areas.

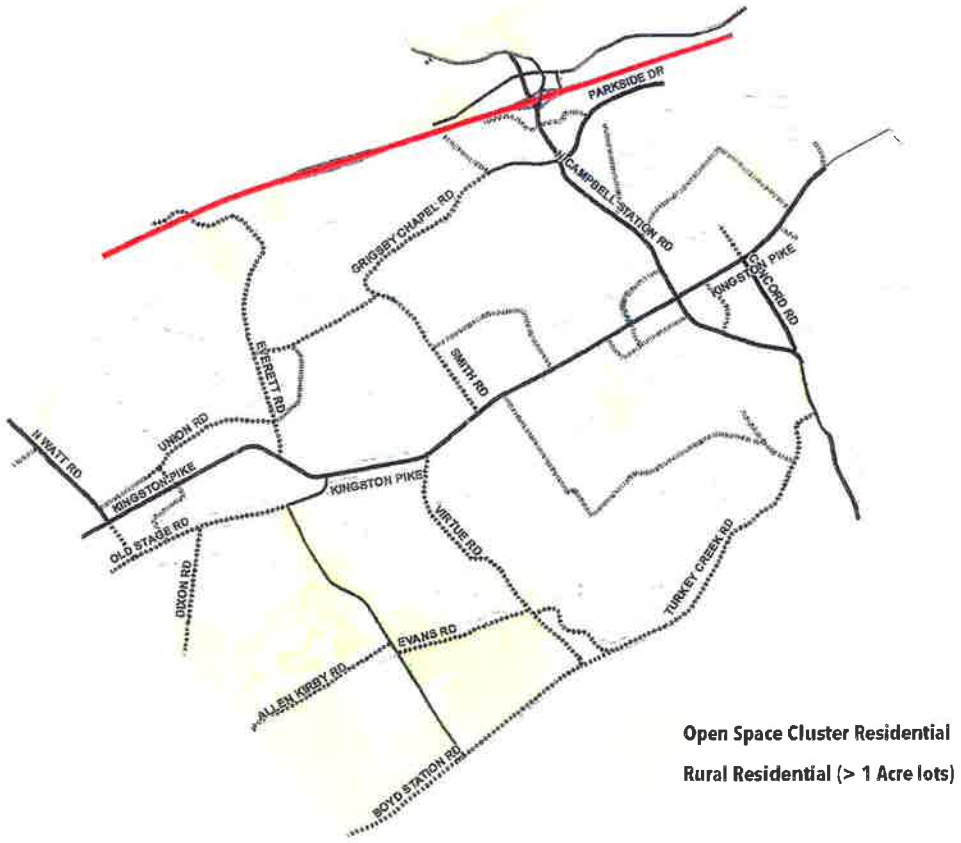


Figure 36: Residential land uses (Rural and Open space cluster residential).

MEETING DATE: September 18, 2014

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Darryl Smith, Town Engineer

SUBJECT: Discussion on the realignment of intersection of US 11 and US 70 (Dixie Lee Junction in Loudon County).

INTRODUCTION: The Tennessee Department of Transportation (TDOT) is currently finalizing plans for a realignment of the Dixie Lee Junction (State Route 1, Kingston Pike at State Route 2, Lee Highway). This realignment would only involve 200-300 feet of proposed improvements within the Town. The vast majority of the improvements will occur outside the Town in Loudon County.

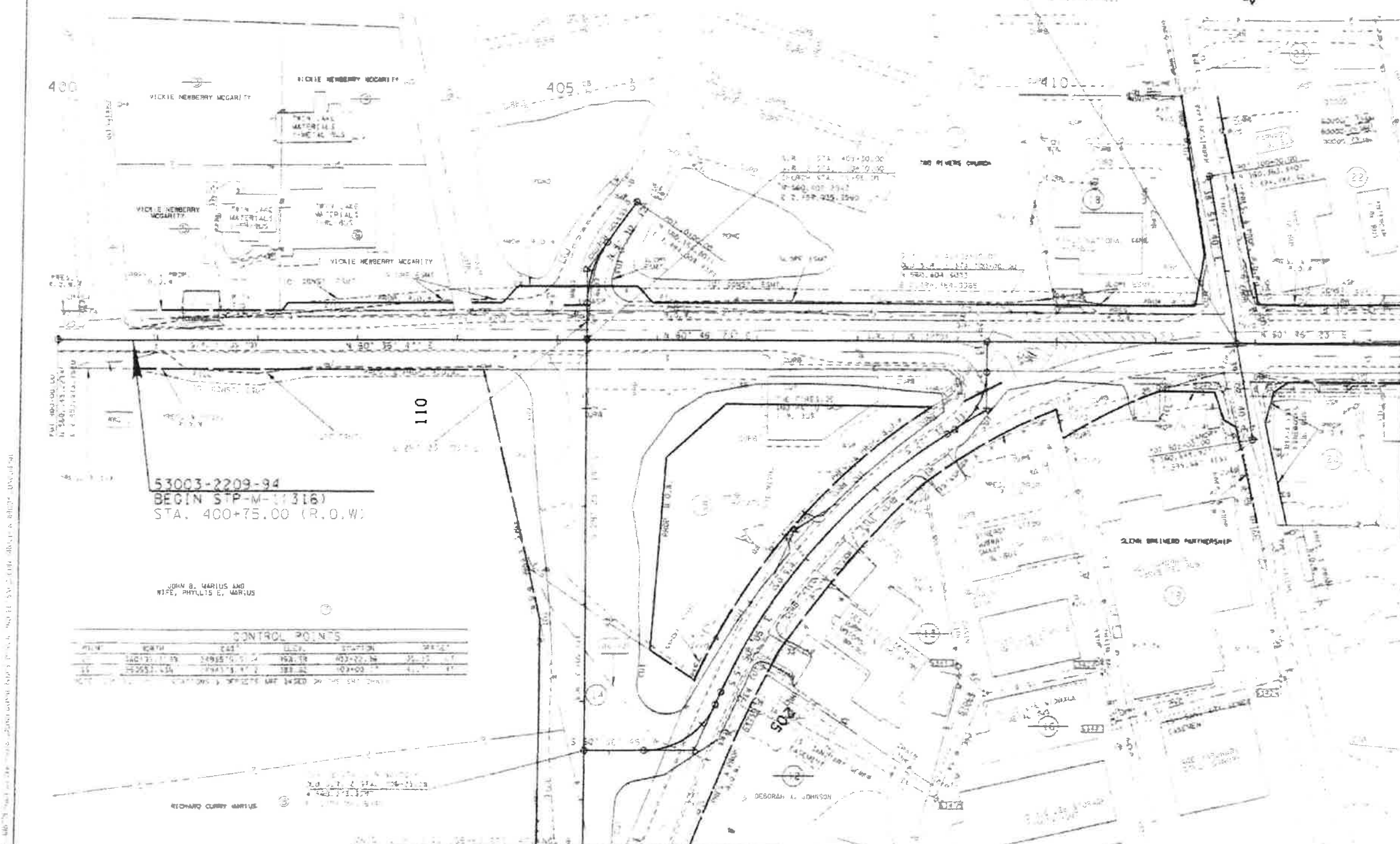
DISCUSSION: The existing intersection's current low level of service requires realignment in order to meet growing demands, particularly with growth in the western part of Farragut and eastern Loudon County. While earlier conceptual plans indicated that a roundabout might be the best option to improve the intersection, future traffic projections are such that this option would provide a poor level of service for at least two of the movements. TDOT is now finalizing plans to create a "T" intersection (with double left turns from westbound to southbound), plus a free right turn movement from northbound to eastbound. The existing roadway will become a frontage road to the businesses within the curve on Highway 11. Please see the attached Present layout and Proposed layout sheets.

RECOMMENDATION BY: The objective of this item is to make the planning commission aware of the ROW improvement project. The staff will recommend that, at a minimum, pedestrian facilities will be provided along both sides of the affected roadway.

PRES. R.O.W. OWNERS	
1	KATHY SUSAN JOHNSON
2	EAGLE BEND REALTY, LLC
3	EMMA BEND REALTY, LLC
4	SEPT 1998-01-01 E. LLC
5	HAMILTON NATIONAL BANK OF LEANOR CITY
6	DEANNA SHARP
7	RETCO PROPERTIES, LLC
8	RETCO PROPERTIES, LLC

STATION	DATE	BY	REVISION	DESCRIPTION
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100+00	10/15/10	10/15/10	10/15/10	10/15/10
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STATION	DATE	BY	REVISION	DESCRIPTION
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53003-2209-94
 BEGIN STP-M-11316
 STA. 400+75.00 (R.O.W.)

CONTROL POINTS					
POINT	EAST	NORTH	DATE	STATION	REMARKS
1	100+00	100+00	10/15/10	100+00	100+00
2	100+00	100+00	10/15/10	100+00	100+00
3	100+00	100+00	10/15/10	100+00	100+00
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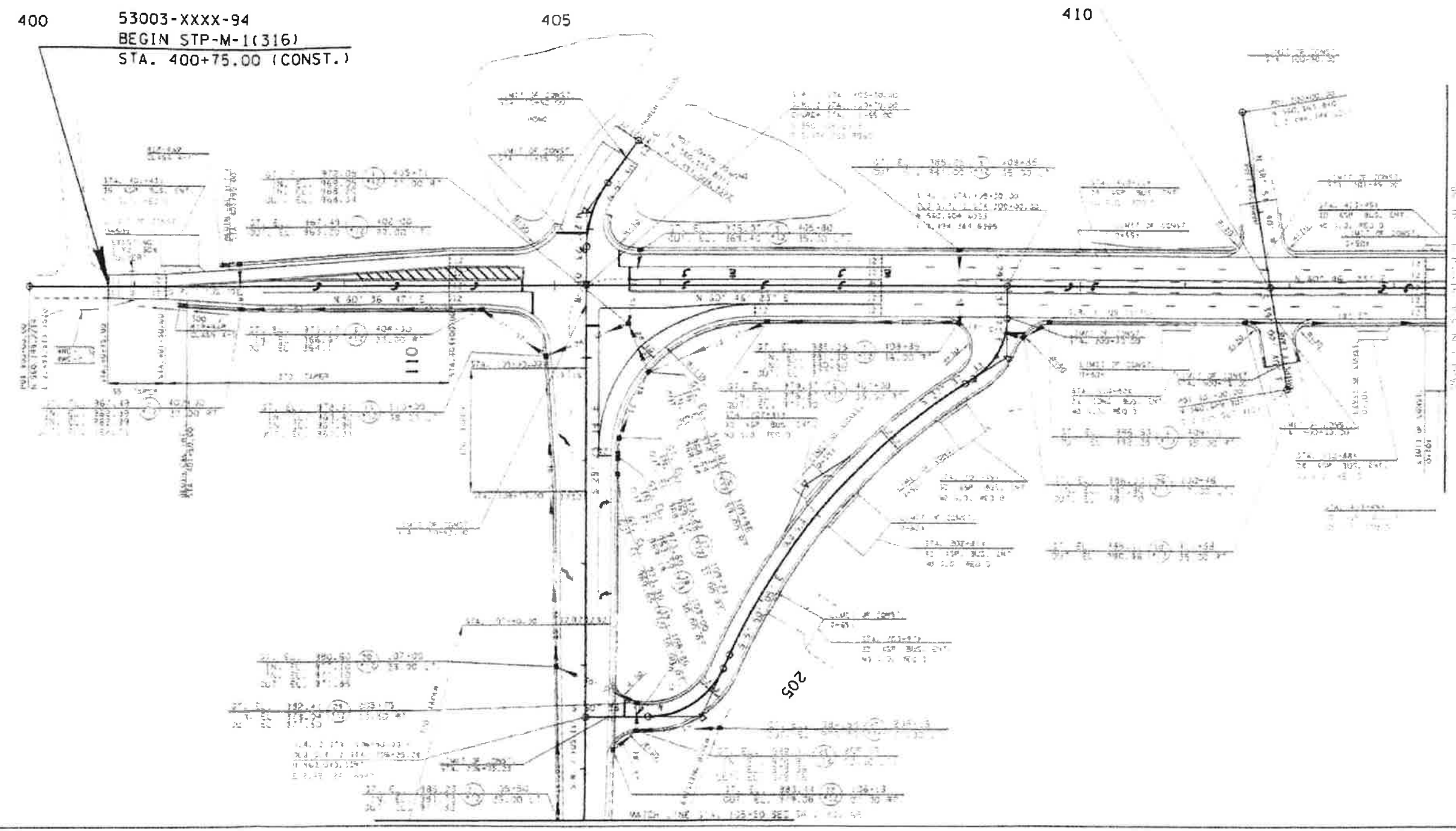
R.O.W. FIELD REVIEW

THIS MAP WAS PREPARED BY THE
 LEANOR CITY ENGINEERING DEPARTMENT
 FOR THE LEANOR CITY ENGINEERING DEPARTMENT
 FOR THE LEANOR CITY ENGINEERING DEPARTMENT

PRESENT LAYOUT

STA. 400+75.00 TO STA. 400+75.00
 10/15/10

DATE	10/1/84	PROJECT NO.	53003-XXXX-94
DRAWN BY	W. J. V.	CHECKED BY	W. J. V.
SCALE	AS SHOWN	DATE	10/1/84
BY	W. J. V.	DATE	10/1/84



**R.O.W.
FIELD
REVIEW**

REVIEWED BY: [Signature]
DATE: 10/1/84
PROJECT NO.: 53003-XXXX-94
STATION 400+75 TO STA. 410+5
SCALE: AS SHOWN
BY: W. J. V.
DATE: 10/1/84

[illegible]

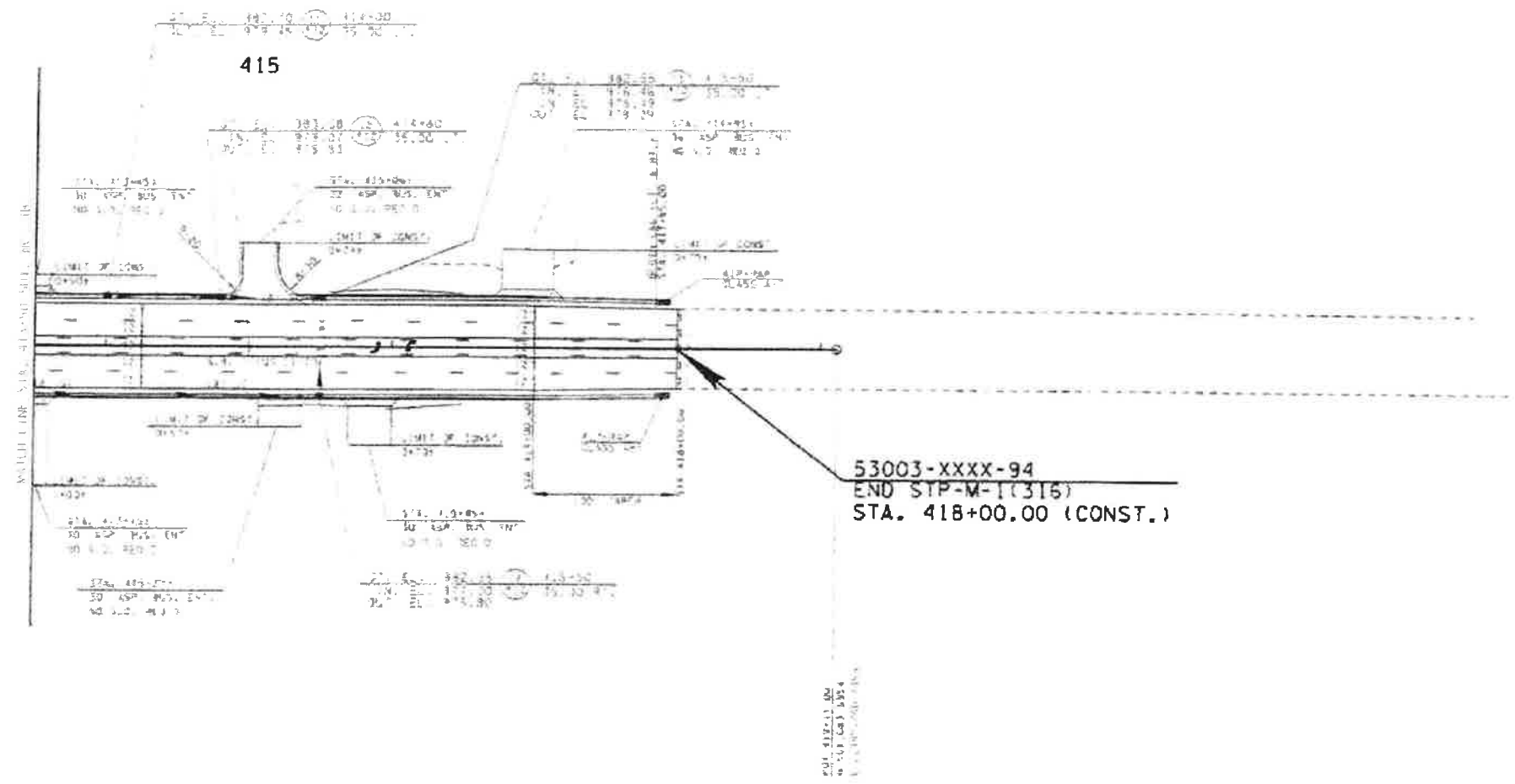
PRESENT LAYOUT

POST	GP	POST	GP	POST	GP
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12470	86.5	81	12471	86.5	81
12472	86.5	81	12473	86.5	81
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12476	86.5	81	12477	86.5	81
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12484	86.5	81	12485	86.5	81
12486	86.5	81	12487	86.5	81
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12494	86.5	81	12495	86.5	81
12496	86.5	81	12497	86.5	81
12498	86.5	81	12499	86.5	81
12500	86.5	81	12501	86.5	81
12502	86.5	81	12503	86.5	81
12504	86.5	81	12505	86.5	81
12506	86.5	81	12507	86.5	81
12508	86.5	81	12509	86.5	81
12510	86.5	81	12511	86.5	81
12512	86.5	81	12513	86.5	81
12514	86.5	81	12515	86.5	81
12516	86.5	81	12517	86.5	81
12518	86.5	81	12519	86.5	81
12520	86.5	81	12521	86.5	81
12522	86.5	81	12523	86.5	81
12524	86.5	81	12525	86.5	81
12526	86.5	81	12527	86.5	81
12528	86.5	81	12529	86.5	81
12530	86.5	81	12531	86.5	81
12532	86.5	81	12533	86.5	81

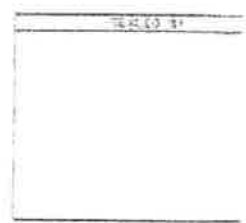
CONTROL POINTS					
POINT	NORTH	EAST	DEVI	STATION	W/ST
1	442754.3352	204211.3110	88.14	113-11.11	50.00
2	541352.7762	214661.3215	17.62	113-11.30	15.31

0079-6665/98/0000-0000\$05.00/0

DATE	YEAR	PROJECT NO.



**R.O.W.
FIELD
REVIEW**



CONDITIONS OF THE ROAD TO BE
CONSTRUCTED ARE AS SHOWN ON THE
PLAN AND SECTION AND TO THE
BEST OF THE ENGINEER'S KNOWLEDGE
AND BELIEF THEY COMPLY WITH THE
REQUIREMENTS OF THE LAW.

DATE OF PREPARATION
DEPARTMENT OF TRANSPORTATION

**PROPOSED
LAYOUT**

Sta. 413+00 TO STA. 418+00

SCALE: 1" = 40'

MEETING DATE: September 18, 2014

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director



SUBJECT: Discussion on amendments to the text of the Farragut Zoning Ordinance as it relates to the Mixed Use Town Center outlined in the Comprehensive Land Use Plan

INTRODUCTION: As you know, the Town is currently working on implementing different elements of the Comprehensive Land Use Plan (CLUP). A recent example is the Town's efforts to develop architectural design standards and that should be finalized in the coming months. Related to this effort, and consistent with the CLUP, the Town has also initiated the process of providing a regulatory framework for implementing Strategy 1 in the CLUP – Bringing About a Downtown (Mixed Use Town Center).

A joint planning commission and board of mayor and alderman workshop was held on August 13 to begin discussion on this item. During the workshop and at last month's planning commission meeting, the staff presented some options for consideration as a way to move forward with implementation of a Mixed Use Town Center. These options included:

1. Creating a new zoning district;
2. Amending the existing TCD to add more flexibility;
3. Working with property owners to rezone properties within the mixed use town center to any new or modified zoning district;
4. Amending the existing zoning districts (C-1, O-1, and PCD) associated with properties in the area identified as mixed use town center to be consistent with the development of a downtown;
5. Providing for a special exception process in the C-1, O-1, and PCD for any new or redevelopment associated with any tract within the mixed use town center. Make compatibility with the CLUP a primary condition for approving a special exception

At both the workshop and last month's planning commission meeting, the consensus was that Option 4 should be pursued at this time in order to help steer new development and re-development toward a built environment consistent with a Mixed Use Town Center. Consequently, the staff has drafted a rough framework for amendments to the C-1 Zoning District for those properties that are shown as Mixed Use Town Center on the future land use map in the CLUP. The staff has sent letters to all property owners where the Mixed Use Town Center is shown on the future land use map. A copy of the letter that was sent to the property owners is included in your packet. The staff strongly believes

that this effort will benefit these property owners and we encourage their input throughout this process.

Also included in your packet are some pictures of different types of buildings and site elements that might be consistent with a Mixed Use Town Center.

DISCUSSION: Please review the draft amendments to the C-1 District and note the comments provided by the staff.

XII. GENERAL COMMERCIAL DISTRICT (C-1)

- A. (Existing and unchanged)
- B. Permitted Principal and Accessory Uses and Structures (Non-Mixed Use Town Center as identified in the Comprehensive Land Use Plan)
Unless provided for elsewhere in this section, property and structures..... *(comment: added "Non-Mixed Use Town Center" and the phrase "unless provided for elsewhere in this section" so as to accommodate the mixed use town center provisions added later in this section)*
- C. (Existing and unchanged)
- D. (Existing and unchanged)
- E. (Existing and unchanged)
- F. Mixed Use Town Center *(comment: added a new section with its own uses and requirements)*

1. General Description and Purpose *(comment: this section is important to provide some background and describe what we are trying to accomplish in this section)*

In the Town's adopted Comprehensive Land Use Plan (CLUP), Strategy 1 describes the community's desire to Bring About a Downtown. Also included in the CLUP are land use descriptions related to the intent, uses, and character of what is described as a Mixed Use Town Center (MUTC). The CLUP also includes a future land use map which identifies locations for a MUTC.

The purpose of this section is to ensure that properties zoned C-1 that are within (i.e. at least half of the existing parcel) *(comment: the future land use map does not follow property lines. There must be a mechanism in place to address parcels that are not entirely within the MUTC)* the area shown as Mixed Use Town Center are developed and redeveloped in a manner that is consistent with the CLUP.

Where a property is zoned C-1 and is shown to be within the area identified as MUTC on the Future Land Use Map the following provisions shall apply:

2. Permitted Principal and Accessory Uses and Structures (if a use is not listed below it shall not be permitted unless it is approved by the Board of Zoning Appeals as a Special Exception and the proposed use is consistent with the CLUP as it relates to the MUTC).

(comment: this provides some flexibility with uses that may be compatible with a MUTC but not specifically listed as permitted. Additional stipulations associated with a special exception in this context will likely be necessary to lessen any subjectivity)

- a. Generally recognized retail sales. This excludes all outdoor sales or storage (unless part of an approved Farmers Market or similar seasonal pedestrian oriented use) and any “big box” entities where the total gross square footage exceeds 50,000 square feet. *(comment: some outdoor sales would be appropriate as pedestrian friendly “gathering places” and should not be prohibited) (comment: big box entities, unless they have a small footprint, are not compatible with a MUTC – the 50,000 sq ft could be re-visited – it may need to be lowered)*
- b. Restaurants, tea rooms, cafes, coffee houses, bistros, or other similar establishments serving food or beverage that is primarily consumed within the principal building or in designated outdoor seating areas associated with the principal building. This excludes drive-through service lanes and windows. *(comment: drive through’s are an automobile focused element and not compatible with a pedestrian oriented MUTC)*
- c. Financial and real estate services. This excludes drive-through service lanes and windows.
- d. Professional, personal, and business services.
- e. Public, governmental, and general offices.
- f. Medical, dental, and veterinary facilities (indoors only). *(comment: some concern has been raised about “pill mills” that could discourage pedestrian activity – how should this be treated?)*
- g. Medical spas.
- h. Adult education and training facilities, indoors only.
- i. Cultural activities.
- j. Theaters, indoors only.
- k. Indoor recreational facilities.
- l. Parks and community facilities.
- m. Residential, provided located in upper stories. *(comment: unless residential density is significantly increased within and around a MUTC it is likely to fail. Residential should be encouraged within and around the MUTC – this is a critical component of “Mixed” Use)*
- n. Churches and other places of worship, provided they are not located in freestanding buildings.
- o. Day care facilities, provided they are not located in freestanding buildings.
- p. Schools, public and private, provided they are not located in freestanding buildings.

- q. Other uses similar to any of the above, as approved by the Board of Zoning Appeals as a Special Exception. Any use approved as a Special Exception in this section shall be compatible with the CLUP as it relates to the Mixed Use Town Center. *(comment: this was noted above and offers some flexibility with uses that may not be specifically listed but are compatible with a MUTC).*

3. Building Façade Requirements *(comment: this is very basic wording and will be amended in accordance with the architectural design standards document when it is finalized)*

New construction shall comply with Title 14, Chapter 3, Section 14-305. and Section 14-306. (1) and (2) of the Farragut Municipal Code. *(comment: this wording is the same as the BD-4 district)*. The street facing building facade that does not have the storefront must provide windows or some other type architectural feature so the wall is not blank. *(comment: this would prevent the "dull brick wall" look facing an arterial roadway)*

Where re-development involves improvements (interior and/or exterior) to an existing building(s) which exceed 50% of the current value (as determined by a certified appraisal) of such building(s), the building(s) façade(s) shall be modified to use high-quality, durable, materials that are architecturally compatible and include a significant masonry element. Such building façades shall not use fabricated metal panels or vinyl siding and shall include only very limited use of synthetic stucco (EIFS) or panelized brick. *(comment: this will need to be discussed in more detail)*

4. Low Impact Development Requirements *(comment: the presentation and creativity of a site is an important aspect of a mixed use town center. Incorporating LID will assist in this regard and expand what is being demonstrated at the nearby outdoor classroom)*

Any new development or redevelopment where at least half of the existing site improvements are being modified (e.g. half of the existing parking lot is being altered from its current configuration), shall incorporate a minimum of one (1) of the following Low Impact Development (LID) practices into the design:

- a. Twenty-five (25) percent of the parking lot being constructed with permeable pavers;
- b. Stormwater runoff draining to rain gardens;
- c. A building(s) being constructed with a vegetated roof, commonly referred to as a green roof;
- d. Stormwater draining to bioswales/bioretenion facilities; or
- e. Rainwater being harvested for irrigation or gray water uses.

5. Area Regulations

a. Front Yards

1. All principal buildings shall be set back a minimum of ten (10) feet from all property lines and access easements. *(comment: this would place the building out of the standard 10 foot drainage, utility, and construction easement required inside all rights of ways)*
2. All accessory structures, such as parking garages, dumpsters, HVAC units and generators, shall be set back a minimum of twenty (20) feet from all property lines and access easements. This excludes signage, detention basin structures (if associated with a low impact development measure), or structures typically associated with a store front or furnishing zone as described in the TCD Zoning District. *(comment: for structures required to meet the 20 foot setback this is consistent with the setback for parking lots. The listed exclusions are either governed in other ordinances (such as signage) or are associated with concepts being promoted in this MUTC area – such as LID measures and outdoor seating, benches, etc.)* Where abutting an arterial street, no portion of a parking lot shall be closer to such street than the principal building(s). The minimum setback for a parking lot shall be twenty (20) feet from all property lines and access easements. *(comment: this promotes buildings rather than parking lots in front yards. This, in turn, provides a desired “downtown” appearance, highlights a building’s architecture rather than an auto focused asphalt area, and brings the building to the streetscape to encourage more pedestrian activity)*

b. Side and Rear Yards

1. All principal buildings shall be set back a minimum of zero (0) feet if part of a larger plan to join a building on an adjoining property.

(comment: this wording does not prohibit an incremental building form that would be consistent with MUTC)

Where the adjacent property is zoned residential or agricultural, principal buildings shall be set back from the nearest point of any side or rear property line a minimum of thirty-five (35) feet.

(comment: wording consistent with C-1 and provides protection to existing residential properties)

2. All accessory structures shall be set back a minimum of ten (10) feet, unless a greater setback is otherwise required in this ordinance or the Municipal Code.

6. Buffer Strips

- a. There shall be a buffer strip a minimum of thirty-five (35) feet in width on all side and rear property lines when the abutting property is zoned residential or agricultural;

(comment: taken from BD-4)

7. Maximum Lot Coverage

Total lot coverage — Seventy (70) percent.

(comment: remains the same as the current C-1)

8. Land Area

Minimum lot size of one (1) acre. *(comment: same as remainder of C-1 and BD-4).*

9. Height Regulations

- a. Whenever the adjacent property is zoned residential (other than multi-family), or agricultural, no buildings to be constructed within 100 feet of a periphery property line shall exceed the maximum height permitted for principal dwelling units in the adjacent zoning district(s).

When abutting all other zoning districts or where buildings are greater than 100 feet from a periphery property line such buildings shall not exceed three (3) stories, or forty-five (45) feet in height.

(comment: same as proposed R-6. One question is whether there should be a minimum of two stories for new development similar to what is specified in the BD-4?)

No accessory building shall exceed fifteen (15) feet in height. Parking garages shall not exceed three stories or forty-five (45) feet in height. Parking garages may not access streets classified as arterial.

(comment: consider possible accessory buildings – parking garage, pavilion, covered dumpster, etc. Portions of parking garage language taken from TCD.)

10. Parking spaces required.

1. *Number of parking spaces required.*

One (1) parking space per two hundred and fifty (250) square feet of gross floor area for the first [ground] floor;

One (1) parking space per five hundred (500) square feet of gross floor area for the second floor; and

One (1) parking space per seven hundred and fifty (750) square feet of gross floor area for the third floor.

2. *Required bicycle parking.* One (1) bicycle space per five thousand (5,000) square feet of gross floor area. Bicycle racks shall be provided in desirable locations and shall be conveniently located at each building. The rack placement should not impede pedestrian movement and should not cause conflicts between bicycles and pedestrians.

(comment: Both #1 and #2 were taken from TCD)

3. *Shared parking.*

Shared parking within the area identified as MUTC shall be encouraged. The parking and access easements must be identified as part of the site plan review and a plat prepared and recorded which memorializes such easements prior to the issuance of a building permit. *(comment: this provides for efficient land use and is an important aspect of helping to ensure that enough available parking is provided within the MUTC)*

GENERAL NOTE: Development of a larger tract (15 acres or more) should involve a rezoning to TCD so that the more detailed provisions in this district can be applied. The MUTC section above that is applied to the C-1 is primarily intended as a smaller scale application (small incremental applications) of some limited ideas and concepts enumerated namely in the TCD Zoning District.

This section is an effort to blend C-1 type of developments with some basic MUTC principles. A larger TCD must be more comprehensive and include the elements specified in the TCD Zoning District which, among other provisions, includes a gridded street system with a typical “downtown” cross section and a very significant residential component.

September 5, 2014

FDI Postal Properties II Inc.
PO Box 659
Mount Airy, MD 21771

**SUBJECT: *DISCUSSION RELATED TO A PROCESS FOR BRINGING ABOUT A DOWNTOWN
FOR FARRAGUT***

Dear FDI Postal Properties II Inc.,

I am sending you this letter to solicit your involvement and input in the Town's efforts to work toward bringing about a downtown. The planning commission will discuss this topic as a workshop item at their next meeting on *Thursday, September 18, at 7:00 p.m.* at the Farragut Town Hall.

As you may remember, when the Comprehensive Land Use Plan (CLUP) was being updated in 2012, the single most important desire that was expressed by those that provided input was to work toward bringing about a downtown for Farragut. This is reflected in the CLUP as Strategy 1 - ***please follow this link*** <http://www.townoffarragut.org/index.aspx?nid=389> to review the entire document.

As part of the CLUP, a general area near the intersection of Kingston Pike and Campbell Station Road was identified as desirable for a mixed use town center (MUTC) - ***please see attached map from the CLUP.***

The planning commission is now looking at the MUTC area to try to develop a strategy that will provide a framework for incrementally working toward the development of a downtown in this general area. This will not affect existing developments and, as currently envisioned, will only apply to new development or re-development.

The Town is confident that pursuing a downtown will, over time, greatly increase property values and marketability in the area identified as MUTC in the CLUP. We would welcome your ideas and input as we work through this process. If you have any questions or comments at any time please either call me at 865-966-7057 or send me an e-mail at mark.shipley@townoffarragut.org. We look forward to working with you to help build something special for this community. Thank you very much.

Sincerely,
Mark Shipley, AICP
Community Development Director









