



AGENDA
FARRAGUT MUNICIPAL PLANNING COMMISSION

January 18, 2018
7:00 p.m. Farragut Town Hall

For questions please e-mail Mark Shipley at mshipley@townoffarragut.org or Bart Hose at bhose@townoffarragut.org

- 1. Citizen Forum**
- 2. Approval of agenda**
- 3. Approval of minutes – December 21, 2017**
- 4. Discussion and public hearing on a request for approval of a resubdivision plat to remove the Finished Floor Elevation (FFE) and relocate the 50 foot building setback buffer, as measured from the sinkhole lip elevation, for Lot 60 in Unit 3 of the Sheffield Subdivision, .267 Acres, Zoned R-1/OSR (Ryan Lynch, Applicant)**
- 5. Discussion and public hearing on a request for approval to amend the concept plan for the Bridgemore Subdivision as it relates to lots that have been combined and how to calculate the permissible lot and building coverages (Placemakers No. 2 Partnership, Applicant)**
- 6. Discussion on amending action taken by the Planning Commission on June 21, 1990 in relation to approval subject to's associated with final approval of Unit 4 of the Sweet Briar Subdivision (Town of Farragut, Applicant)**
- 7. Discussion on a site plan for Kingston Pike Village, Parcels 78.03, 79, 80, and 81, Tax Map 151, 13110 Kingston Pike, west intersection of S. Watt Road and Kingston Pike, 18.59 Acres, Zoned PCD, Planned Commercial Development (GBS Engineering, Applicant)**
- 8. Discussion and public hearing on amendments to the Farragut Subdivision Regulations as they relate to grass strip widths between streets and pedestrian facilities, plan submittal requirements, connectivity, and street standards (Town of Farragut, Applicant)**

11408 MUNICIPAL CENTER DRIVE | FARRAGUT, TN 37934 | 865.966.7057

WWW.TOWNOFFARRAGUT.ORG

It is the policy of the Town of Farragut not to discriminate on the basis of race, color, national origin, age, sex, or disability pursuant to Title VI of the Civil Rights Act of 1964, Public Law 93-112 and 101-336 in its hiring, employment practices and programs. To request accommodations due to disabilities, please call 865-966-7057 in advance of the meeting.



**MINUTES
FARRAGUT MUNICIPAL PLANNING COMMISSION**

December 21, 2017

MEMBERS PRESENT

Rita Holladay, Chairman
Ed St. Clair, Vice-Chairman
Ed Whiting, Secretary
Louise Povlin, Alderman
Betty Dick
Rose Ann Kile

MEMBERS ABSENT

Ralph McGill, Mayor
Noah Myers
Drew Carson
Jack Coker, Youth Representative

Staff Representatives: Bart Hose, Assistant Community Development Director
David Smoak, Town Administrator

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

1. CITIZEN FORUM

Chairman Holladay commented on Founder's Park being so beautiful with all the lighted trees and decoration. She commended Bud McKelvey and his crew for all their hard work.

2. APPROVAL OF AGENDA

A motion was made by Commissioner Povlin to approve the agenda as presented. The motion was seconded by Commissioner St. Clair and the motion passed unanimously.

3. APPROVAL OF MINUTES

A motion was made by Commissioner St. Clair to approve the November 16, 2017 minutes. The motion was seconded by Commissioner Whiting and the motion passed unanimously with Commissioners' Povlin and Dick abstaining because they were absent.

4. DISCUSSION AND PUBLIC HEARING ON A REQUEST FOR A VARIANCE FROM THE DISTANCE BETWEEN DRIVEWAYS REQUIREMENTS IN THE DRIVEWAYS AND OTHER ACCESSWAYS ORDINANCE IN ASSOCIATION WITH A REQUESTED ACCESS ONTO DIXON ROAD FOR PARCEL 001, TAX MAP 161, 524 DIXON ROAD, 44.8 ACRES, ZONED R-1 (Richard LeMay, Applicant)

The staff indicated they have discussed the request with the Town Engineer and have visited the site to evaluate the proposed access spacing and 45-foot variance. Staff recommended approval of the access as requested due to improved sight distance and tree preservation and to forward the recommendation to the Board of Mayor and Alderman for final action.

A motion was made by Commissioner Povlin to approve the variance request for the reasons noted by the staff. The motion was seconded by Commissioner Dick and the motion passed unanimously.

5. DISCUSSION AND PUBLIC HEARING ON A REQUEST FOR APPROVAL OF A FINAL PLAT FOR CHANTILLY ACRES UNIT 2, PARCELS 18.01 AND 18.02, TAX MAP 162, 1006 MCFEE ROAD, 4.46 ACRES, 7 LOTS, ZONED R-2 (Land Development Solutions, Applicant)

Staff recommended approval subject to the following items being satisfactorily addressed as verified in writing by the Town staff:

- 1) The addition of a note, similar to note 14, clarifying the access easement serving lots 3-6;
- 2) Replacing the Knox County subsurface sewage disposal certification with the Town of Farragut's standard certification; and
- 3) Obtaining signatures on all required certificates.

A motion was made by Commissioner St. Clair to approve a final plat subject to the staffs' recommendation. The motion was seconded by Commissioner Kile and the motion passed unanimously.

6. DISCUSSION ON A SITE PLAN FOR KINGSTON PIKE VILLAGE, PARCELS 78.03, 79, 80, AND 81, TAX MAP 151, 13110 KINGSTON PIKE, WEST INTERSECTION OF S. WATT ROAD AND KINGSTON PIKE, 18.59 ACRES, ZONED PCD, PLANNED COMMERCIAL DEVELOPMENT (GBS Engineering, Applicant)

For discussion purposes only.

7. REVIEW OF TOWN OF FARRAGUT STRATEGIC PLAN

Town Administrator, David Smoak, reviewed the Town of Farragut Strategic Plan.

ADJOURNMENT

The meeting adjourned at 8:51 p.m.

Edwin K. Whiting, Secretary

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Bart Hose, Assistant Community Development Director

SUBJECT: Discussion and public hearing on a request for approval of a resubdivision plat to remove the Finished Floor Elevation (FFE) and relocate the 50-foot building setback buffer, as measured from the sinkhole lip elevation, for Lot 60 in Unit 3 of the Sheffield Subdivision, .267 Acres, Zoned R-1/OSR (Ryan Lynch, Applicant)

INTRODUCTION AND BACKGROUND: This item involves a request to replat Lot 60, Sheffield Subdivision – Unit 3, to remove a previously platted Finished Floor Elevation (FFE) and 50-foot building setback buffer line from a closed-contour depression (sinkhole) located on an adjoining lot. The lot in question was originally platted in 2016 with the noted 50-foot setback in order to comply with the Town's Sinkhole Ordinance. This ordinance also makes provisions for the Planning Commission to reduce or eliminate the setback requirement under certain conditions (see attached section of Sinkhole Ordinance). The lot owner and applicant have submitted a Limited Geotechnical Exploration Report prepared by GEOServices, LLC to support their request (see attached section from report).

RECOMMENDATION: Included in your packet is a copy of the revised final plat and the Geotechnical Report from GEOServices, LLC. The Town's planning and engineering staff have reviewed the materials and recommend approval subject to the following conditions and/or corrections:

1. The recommendations contained in the "Geotechnical Considerations for Construction" and "Sinkhole Risk Reduction and Corrective Actions" sections of the GEOServices report should be made conditions of the plat approval. The report and recommendations should be recorded with the plat and referenced accordingly on the plat as a guide to future construction on the lot;
2. Plat Note #15 should be amended to comply with the Minimum Finished Floor Elevation requirement of the recently amended Sinkhole Ordinance. In this case, it would be one (1) foot above the highest adjacent grade measured at the building. This standard applies within 50-feet of a sinkhole where the land in question is not located within a defined sinkhole drainage area. The requirement is not directly related to the building setback line and staff recommends that it be applied to the lot. In addition, any alteration to the F.F.E standard would first require a sperate variance from the provisions of the Sinkhole Ordinance;
3. Plat Note #9 should be amended to clarify that Tax Map "Lot 78" is Lot 59 on both the original plat and this replat;
4. All required certificates should be signed, and the surveyor should sign the face of his stamp.

In addition, please note that the Town's engineering staff investigated whether any TDEC permits would be required for building within 50-foot of the sinkhole. It appears that none would be required, provided there are no alterations/grading within the actual sinkhole.



PO BOX 30456, KNOXVILLE, TN, 37930
865-622-6560 RACKLEYENGINEERING.COM

December 15, 2017

Mark Shipley
Town of Farragut
Knoxville, TN

Re: Revised plat Lot 60 Sheffield

Dear Mark,

Submitted is a revised plat for Lot 60 reducing the sinkhole buffer to the edge of the side property line and eliminating the minimum finish floor elevation shown on the original plat.

Also submitted is a geotechnical report performed by GEO Services, LLC. Page 3 paragraph 4 discusses their findings of geological conditions. Page 5 paragraph 4&5 discusses their findings for construction on this lot, along with Page 6 paragraph 2. Figure 2 of the report shows the boring locations within the 50' buffer.

I believe the minimum finish floor elevation would not be required with the newly revised Sinkhole Ordinance, where a minimum FFE serves no purpose in this situation due to the location and topography of the lot and surrounding area.

Please advise if additional information is needed at this time.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Russell N. Rackley', is written over a horizontal line.

Russell N. Rackley, P.E.
Consulting Engineer

RECEIVED

DEC 15 2017

TOWN OF FARRAGUT

hard soils (i.e., 10 blows with zero penetration) were encountered at or near refusal elevations, which caused an elevation in N-values. Therefore, the residual soils are typically the consistency of stiff to very stiff. Moisture content testing results ranged from 28.1 to 55.1 percent. Additionally, the plasticity testing resulted in a liquid limit and plasticity index of 80% and 57%. Therefore the residual soils classify as a fat clay according to the USCS.

Auger Refusal

Auger refusal was encountered in of both borings drilled within the buffer zone ranging in depths from 18.6 to 34.9 feet. Auger refusal is a designation applied to any material that cannot be penetrated by the power auger. Auger refusal at this site would most likely indicate rock pinnacles, ledges, boulders, or the top of continuous bedrock.

Ground Water

Ground water was not encountered in any of the four borings drilled across the site. Ground water levels may fluctuate due to seasonal changes in precipitation amounts, construction activities in the area, and/or the level of nearby water features. The ground water information presented in this report is the information that was collected at the time of our field activities.

GEOTECHNICAL CONSIDERATION FOR CONSTRUCTION

The results of the subsurface exploration indicate that the recently graded site is generally overlain by residual soil with an isolated shallow layer of fill encountered in the vicinity of boring B-1. The residual soil observed was generally stiff, or better, in consistency extending down to auger refusal (bedrock).

Typical characteristics of karst solutioning consist of SPT N-values decreasing to a soft or very soft consistency (N-values lower than 5 bpf) with depth and moisture contents typically increasing with depth. Although soils generally increased in moisture content with depth, SPT N-values observed in the soil test borings conducted on site did not decrease but remained relatively consistent with an increase in depth. Given our site observations and the results of our field exploration, it is our professional opinion that the proposed residential structure can be

constructed within the buffer zone away from the closed contour depression that exists on site. Additionally, it is in our professional opinion that the risk of sinkhole development at this site is no greater than other sites successfully developed within the same geologic setting. However, as any site that is developed within an area underlain by carbonic bedrock, there is the possibility of sinkholes and/or construction induced dropouts. This risk can be further reduced by following the recommendations provided herein.



We recommend close foundation subgrade observations be performed by a geotechnical professional upon excavation of the proposed foundations in order to identify any soft, unsuitable subgrade unsuitable for use as direct foundation support. Any areas observed to be unsuitable should be undercut and replaced with lean concrete (flowable fill). GEOservices can be retained to provide these services in conjunction with providing a Foundation Subgrade Observation letter required by governing municipalities to obtain a Certificate of Occupancy.

SINKHOLE RISK REDUCTION AND CORRECTIVE ACTIONS

Based on our experience, corrective actions can also be performed to reduce the potential for sinkhole development at this site. These corrective actions would decrease but not eliminate the potential for sinkhole development. Much can be accomplished to decrease the potential of future sinkhole activity by proper grade selection and positive site drainage.

In general, the portions of a site that are excavated to achieve the desired grades will have a higher risk of sinkhole development than the areas that are filled, because of the exposure of relic fractures in the soil to rainfall and runoff. On the other hand, those portions of a site that receive a modest amount of fill (or that have been filled in the past) will have a decreased risk of sinkhole development caused by rainfall or runoff because the placement of a cohesive soil fill over these areas effectively caps the area with a relatively impervious “blanket” of remolded soil. Therefore, the recommendations that follow incorporate a modest remedial treatment program designed to make the surface of the soil in excavated areas less permeable.



Although it is our opinion that the risk of ground subsidence associated with sinkhole formation cannot be eliminated, we have found that several measures are useful in site design and development to reduce this potential risk. These measures include:

- Maintaining positive site drainage to route surface waters well away from structural areas both during construction and for the life of the structure.
- The scarification and re-compaction of the upper 6 to 10 inches of soil in earthwork cut areas.
- Verifying that subsurface piping beneath structures is carefully constructed and pressure tested prior to its placement in service.
- The use of pavement or lined ditches, particularly in cut areas, to collect and transport surface water to areas away from structures.

Considerations when building within a sinkhole prone area are to provide positive surface drainage away from any proposed building or parking area both during and after construction. Backfill in utility trenches of other excavations should consist of compacted, well-graded material such as dense graded aggregate or compacted on site soils. The use of an open graded stone such as No. 57 stone is not recommended unless the stone backfill is provided an exit path and not allowed to pond. If sinkhole conditions are observed, the type of corrective action is most appropriately determined by GEOservices on a case-by-case basis.

LIMITATIONS

This report has been prepared in accordance with generally accepted geotechnical engineering practice for specific application to this project. This report is for our geotechnical work only, and no environmental assessment efforts have been performed. The conclusions and recommendations contained in this report are based upon applicable standards of our practice in this geographic area at the time this report was prepared. No other warranty, express or implied, is made.

The analyses and recommendations submitted herein are based, in part, upon the data obtained from the exploration. The nature and extent of variations between the borings will not become evident until construction. We recommend that GEOservices be retained to observe the project construction in the field. GEOservices cannot accept responsibility for conditions which deviate



NOTES:

- 1.) BORING LOCATIONS ARE SHOWN IN GENERAL ARRANGEMENT ONLY.
- 2.) DO NOT USE BORING LOCATIONS FOR DETERMINATIONS OF DISTANCES OR QUANTITIES.
- 3.) PHOTOS PROVIDED BY: Rackley Eng. & Google Earth, Inc.

✚ LOCATION OF SOIL TEST BORING

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GEOS

GEOServices, LLC-Geotechnical and Materials Engineers

2561 Willow Point Way
Knoxville, Tennessee 37931

Office: 865-539-8242
Fax: 865-539-8252

BORING LOCATION PLAN
SHEFFIELD PHASE 3

LOT 60
KNOXVILLE, TN

DRAWN BY:	TBW	FIGURE 2
APPROVED BY:	ACA	
SCALE:	N.T.S.	
JOB NO.:	21-16227A	
DATE:	6-1-2016	

ET APPROVAL

sidewalks, and other required
en installed in an acceptable
to Town specifications, or
n the amount of \$
the Planning Commission to
all required improvements in
sts (are) public streets
xpense.

TOWN ENGINEER

nse No.: _____

L OF WATER SYSTEM

as been certified to us that the water system(s)
the final subdivision plat entitled

ve been installed in accordance with
overnment requirements.

ency of
nt

FOR RECORDING

bdvision plat shown here has been found to
Regulations for Farragut, Tennessee, with the
, if any, as are noted in the minutes of the
iat it has been approved for recording in the
ar of Deeds.

Commission

F STREET NAMES

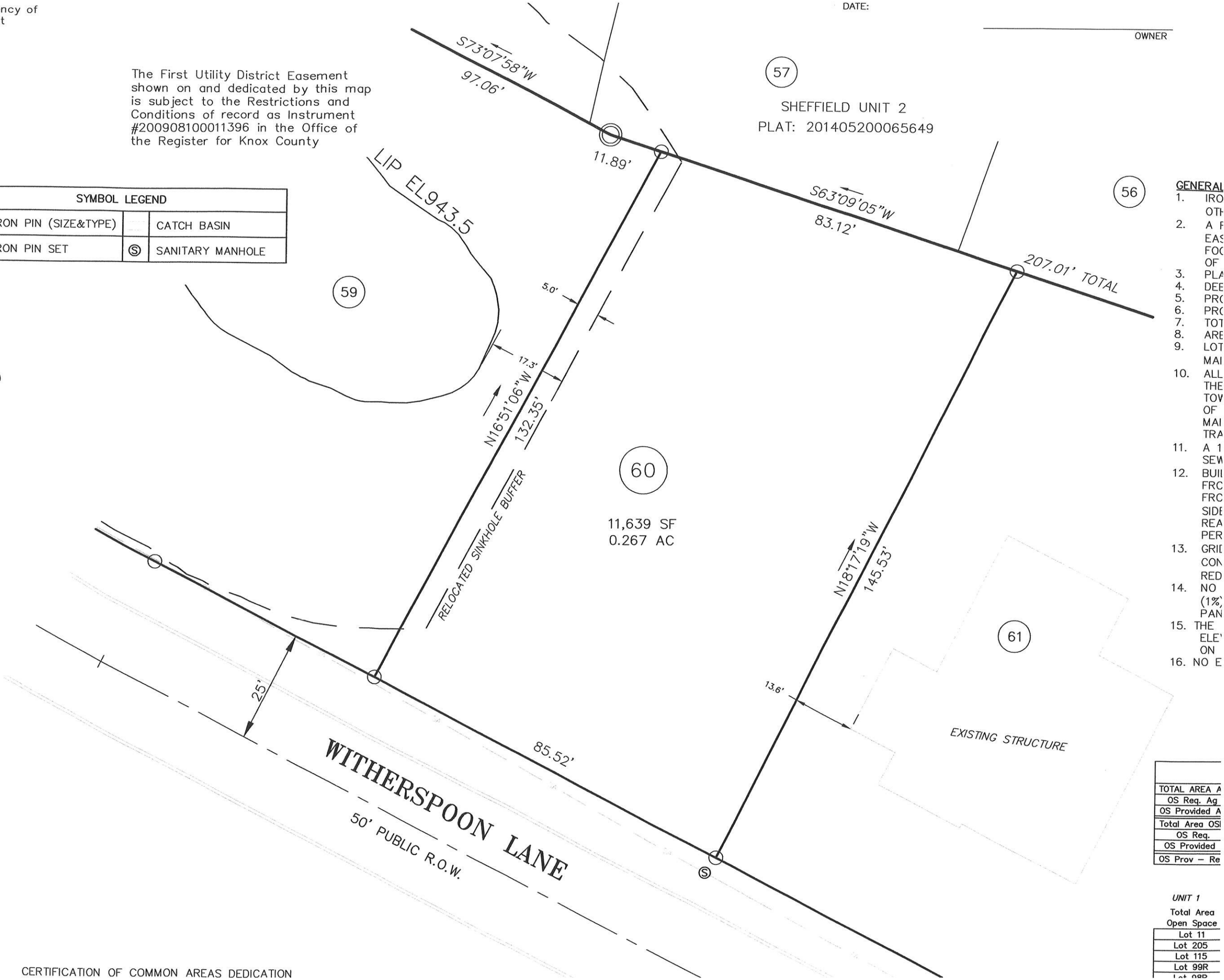
bdvision shown hereon has been reviewed for
ounty Uniform Street Naming & Addressing
oad names are hereby approved for recording.

ion / Date

s and Telephone Availability

The First Utility District Easement
shown on and dedicated by this map
is subject to the Restrictions and
Conditions of record as Instrument
#200908100011396 in the Office of
the Register for Knox County

SYMBOL LEGEND			
⊙	IRON PIN (SIZE&TYPE)	▭	CATCH BASIN
○	IRON PIN SET	Ⓢ	SANITARY MANHOLE



GENERAL

1. IRO
2. A F
3. PLA
4. DEE
5. PRO
6. PRO
7. TOT
8. ARE
9. LOT
10. MAI
11. A 1
12. BUI
13. FRC
14. NO
15. THE
16. NO E

TOTAL AREA A
OS Req. Ag
OS Provided A
Total Area OSI
OS Req.
OS Provided
OS Prov - Re

UNIT 1
Total Area
Open Space
Lot 11
Lot 205
Lot 115
Lot 99R
Lot 99R

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a request for approval to amend the concept plan for the Bridgemore Subdivision as it relates to lots that have been combined and how to calculate the permissible lot and building coverages (Placemakers No. 2 Partnership, Applicant)

INTRODUCTION AND BACKGROUND: One of the flexible aspects of the R-1/OSR Zoning District is that lot coverage (the portion of a lot that is covered by a non-vegetative surface) and building coverage (the portion of a lot that is covered by a roofed structure) is based on the total tract size of the entire development and not individual lots. The OSR District provides a formula for determining lot and building coverages.

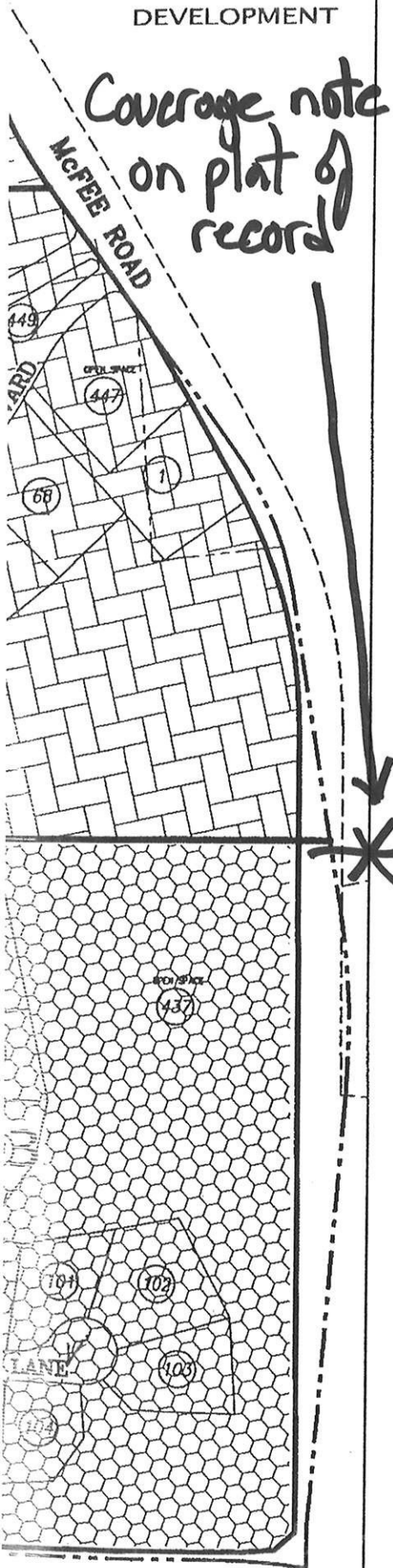
This allows an applicant to apply different coverages within the development to address a desired outcome. When the Bridgemore Subdivision was originally platted, the lot and building coverages varied depending on the lot sizes with higher coverage numbers for larger lots. Lots were grouped based on their sizes and coverages applied in a plat note (please refer to the note included in your packet from the plat of record for Bridgemore Phase I). Though this has worked well, there have been instances where lots that were held to a certain coverage number were combined to become a larger lot. A question that has arisen is how to apply the coverage numbers in a scenario where lots have been combined.

DISCUSSION: Since the intent of the coverage requirements is to ensure a certain amount of vegetated land area within developments, the staff met with the applicant and the applicant's surveyor to discuss an approach for addressing lots that are combined. The result is a proposed revision to the concept plan for Bridgemore which specifies, in a note on the plan, that coverages assigned to a lot on the plat of record can be added to the coverages assigned to another lot when the lots have been combined. If, however, the resulting numbers exceed the highest coverage numbers that were assigned to certain lots on the plat of record, then the resulting coverage allowance would be capped at these highest numbers.

On the plat of record, the highest lot coverage allowance was up to 13,850 square feet and the highest building coverage allowance was up to 10,000 square feet. The plat note proposed for the concept plan would cap coverages at these amounts even when two lots have been combined into one. In this manner, two lots that may have originally had lower coverage allowances could be, if combined, adjusted to the highest coverage amounts permitted on the plat of record. By doing so, the coverage of the entire tract would not be compromised (and, in fact, lessened) and would be no greater than what is permitted under the plat of record for larger lots within the subdivision.

RECOMMENDATION: The staff would recommend approval of the concept plan amendment and would recommend that this also be incorporated into the Phase III Bridgemore Subdivision final plat which should be forthcoming in the next few months.

FUTURE
DEVELOPMENT

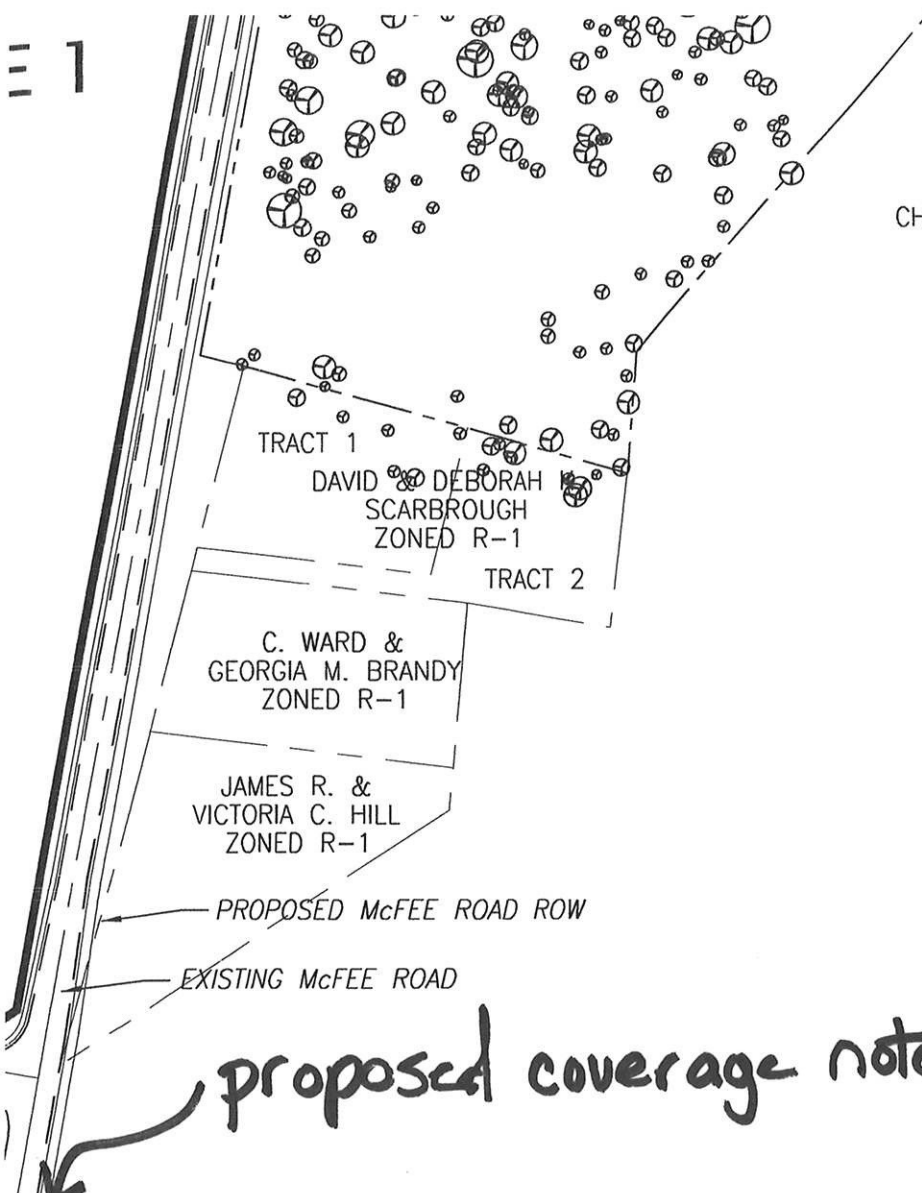


***NOTES - APPLY TO ALL SEVEN SHEETS OF SET.**

- 1) PROPERTIES LIE IN THE NAME OF PLACEMAKERS PARTNERSHIP, AND ARE OF RECORD AS A PORTION OF TRACT ONE, PARCEL SOUTHWEST OF McFEE ROAD AND ALL OF TRACT TWO OF PROPERTY DESCRIBED IN INSTRUMENT #200411290044145 OF THE REGISTER'S OFFICE OF KNOX COUNTY, TENNESSEE.
- 2) PROPERTY IS SUBJECT TO ANY FINDINGS OF AN ACCURATE TITLE SEARCH. NO TITLE WORK FURNISHED TO SURVEYOR PRIOR TO SURVEY.
- 3) IRON PIN CORNER MARKERS AT ALL LOT CORNERS, UNLESS DESIGNATED OTHERWISE.
- 4) PERIMETER PROPERTY LINES SHOWN HEREON ARE REPRESENTATIVE OF SURVEY BY BATSON, HIMES, NORVELL & POE, DRAWING NUMBER 23004-B. SURVEY RECORDED IN INSTRUMENT #200411290044145 OF THE REGISTER'S OFFICE OF KNOX COUNTY, TENNESSEE.
- 5) THE PURPOSE OF THIS SUBDIVISION PLAT IS TO CREATE 128 LOTS FROM EXISTING PARCEL 25.01 AND A PORTION OF EXISTING PARCEL 25.
- 6) A FIVE (5) FOOT UTILITY, DRAINAGE, AND CONSTRUCTION EASEMENT ON EACH SIDE OF INTERIOR LOT LINES, A TEN (10) FOOT UTILITY, DRAINAGE, AND CONSTRUCTION EASEMENT ON INSIDE OF ROAD RIGHTS-OF-WAY AND EXTERIOR LOT LINES.
- 7) FARRAGUT GRID NORTH REFERENCES BEARING OF S 32° 57' 29" W FROM FARRAGUT CONTROL STATION #017 TO FARRAGUT CONTROL STATION #018. DISTANCES HAVE NOT BEEN REDUCED TO GRID DISTANCES.
- 8) PROPERTY IS SUBJECT TO RIGHT OF WAY EASEMENT DATED MARCH 23, 1963 FROM FRED T. McFEE AND WIFE, ELLEN R. McFEE, TO COLONIAL PIPELINE COMPANY OF RECORD IN DEED BOOK 1226, PAGE 681, IN THE KNOX COUNTY REGISTER OF DEEDS OFFICE.
- 9) PROPERTY IS SUBJECT TO UNDERGROUND GAS LINE EASEMENT DATED SEPTEMBER 6, 1996 FROM McFEE INCORPORATED TO THE KNOXVILLE UTILITIES BOARD OF RECORD IN DEED BOOK 2227, PAGE 939, IN THE KNOX COUNTY REGISTER OF DEEDS OFFICE.
- 10) LOT LINES AS REPRESENTED HEREON ARE REPRESENTATIVE OF LAYOUT DESIGN BY LANDSCAPE ARCHITECT.
- 11) PROPERTY IS SUBJECT TO UTILITY EASEMENT DATED MARCH 6, 2002 FROM McFEE INCORPORATED TO THE KNOXVILLE UTILITIES BOARD AND FIRST UTILITY DISTRICT OF KNOX COUNTY, TENNESSEE OF RECORD IN INSTRUMENT #200203120075187 IN THE KNOX COUNTY REGISTER OF DEEDS OFFICE.
- 12) PROPERTY IS SUBJECT TO RESTRICTIVE SETBACKS AND REQUIREMENTS OF RECORD IN IN BRIDGEMORE SUBDIVISION RESTRICTIVE COVENANTS, OF THE KNOX COUNTY REGISTER OF DEEDS OFFICE.
- 13) ZONING FOR PROPERTIES REFERENCED HEREON IS "R1" & "OSR" REQUIRING THE FOLLOWING SETBACKS:
FRONT - 20' ,30' AT GARAGE OPENING,
50' SETBACK FROM McFEE ROAD, EXISTING FARMHOUSE EXEMPT,
40' SETBACK FROM ALLEN KIRBY ROAD,
SIDE -10',
REAR - 25'.
- 14) THE 20 FOOT PUBLIC WALKWAY EASEMENT SHALL BE IN FAVOR OF THE TOWN OF FARRAGUT AND RESERVED FOR PUBLIC USE. THE TOWN OF FARRAGUT SHALL ACCEPT MAINTENANCE AND LIABILITY OF USE OF SAID EASEMENT.
- 15) LOT AND BUILDING COVERAGE AS FOLLOWS:
LOTS 2-9, 68-75 - LOT COVERAGE 13,850 SQ.FT., BUILDING COVERAGE 10,000 SQ.FT.
LOTS 37, 78-80, 83-103, 115, 116, 119 - LOT COVERAGE 10,500 SQ.FT., BUILDING COVERAGE 8,500 SQ.FT.
LOTS 36, 39, 104-111 - LOT COVERAGE 10,500 SQ.FT., BUILDING COVERAGE 9,000 SQ.FT.
LOTS 112-114 - LOT COVERAGE 9,500 SQ.FT., BUILDING COVERAGE 7,250 SQ.FT.
LOTS 11-35, 42-53, 55, 57-67, 81, 82, 120, 121 - LOT COVERAGE 12,000 SQ.FT., BUILDING COVERAGE 9,000 SQ.FT.
LOTS 10, 38, 54, 56, 76, 77, 117, 118 - LOT COVERAGE 13,500 SQ.FT., BUILDING COVERAGE 9,000 SQ.FT.
LOTS 40, 41 - LOT COVERAGE 9,500 SQ.FT., BUILDING COVERAGE 8,500 SQ.FT.
LOT 79 - LOT COVERAGE 9,500 SQ.FT., BUILDING COVERAGE 8,000 SQ.FT.
- 16) LOTS 1, 437, 438 AND 447 SHALL NOT HAVE ACCESS TO McFEE ROAD OR ALLEN KIRBY ROAD.
- 17) LOTS 437, 438, 439, 440, 447, 449, 450 & 451 ARE OPEN SPACE LOTS, AND ARE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION. LOTS 438, 447, 449, 450 & 451 ARE NOT BUILDABLE LOTS. LOT 437 IS RESTRICTED TO TENNIS FACILITY & SPORTCOMPLEX FACILITY WITH ASSOCIATED PARKING. LOT 439 IS RESTRICTED TO CLUBHOUSE AND SPORTCOMPLEX WITH ASSOCIATED PARKING. LOT 440 IS RESTRICTED TO GAZEBO WITH PARK. LOTS 449, 450 & 451 ARE LOTS THAT WILL BE PLATTED IN FUTURE PHASES.
- 18) 20' WALKING TRAIL EASEMENT AND ASSOCIATED EASEMENTS IN FAVOR OF THE TOWN OF FARRAGUT HAS BEEN APPROVED BY COLONIAL PIPE LINE, BUT THE TOWN OF FARRAGUT IS RESPONSIBLE TO REPLACE AND REPAIR THE WALKING TRAIL IF IT IS DAMAGED BY COLONIAL PIPELINE IN IT OPERATION AND MAINTENANCE EFFORTS.
- 19) ALL ROADS, SHOWN HEREON, ARE "FIRE APPARATUS ACCESS ROADS", WITH THE EXCEPTION OF BRIDGEMORE BOULEVARD AND THE PORTION OF BARNESLEY ROAD WHICH TRAVERSES BETWEEN LOTS 5 & 6 AS SHOWN HEREON.
- 20) THE REASON FOR DUPLICATION OF LOT 437 HEREIN IS THAT WITH THE COMPLETION OF ALL PHASES, SAID LOT 437 WILL BE ONE CONTIGUOUS LOT.
- 21) STORM DRAINAGE EASEMENT REPRESENTED HEREIN ARE 20 FEET WIDE UNLESS DENOTED OTHERWISE.
- 22) IT SHOULD BE NOTED THAT THIS IS A MULTIPLE SHEET SET AND THAT THE NOTES REPRESENTED HEREON APPLY TO ALL SHEETS.

LEGEND

(22)	LOT NUMBERS	— OHU —	OVERHEAD UTILITY LINE
S 42°18'16" W	FOUND CALLS	— SA —	SANITARY SEWER
(S 42°18'16" W)	EASEMENT CALLS	— SD —	STORM DRAIN
○	SANITARY SEWER MANHOLE	— W —	WATER LINE
⊙	WATER VALVE	— G —	GAS LINE



CHESHIRE LIMITED PARTNERSHIP
ZONED R-1

TRACT 1

DAVID & DEBORAH
SCARBROUGH
ZONED R-1

TRACT 2

C. WARD &
GEORGIA M. BRANDY
ZONED R-1

JAMES R. &
VICTORIA C. HILL
ZONED R-1

PROPOSED McFEE ROAD ROW

EXISTING McFEE ROAD

proposed coverage note for lots combined

10. IN THE EVENT THAT TWO LOTS ARE COMBINED INTO ONE LOT, WHEREBY THE COMBINED ALLOWABLE LOT COVERAGE OF THE TWO LOTS EXCEEDS 13,850 SQUARE FEET AND THE COMBINED BUILDING COVERAGE OF THE TWO LOTS EXCEEDS 10,000 SQUARE FEET, THE RESULTING ALLOWABLE LOT COVERAGE OF THE COMBINED LOTS WILL BECOME 13,850 SQUARE FEET AND THE RESULTING BUILDING COVERAGE OF THE COMBINED LOTS WILL BECOME 10,000 SQUARE FEET. SHOULD THE COMBINED ALLOWABLE LOT COVERAGE BE LESS THAN 13,850 SQUARE FEET AND THE COMBINED BUILDING COVERAGE BE LESS THAN 10,000 SQUARE FEET, THE ALLOWABLE LOT COVERAGE FOR THE COMBINED LOTS WILL BE THE SUM OF THE TWO ALLOWABLE LOT COVERAGE AREAS AND THE ALLOWABLE BUILDING COVERAGE WILL BE THE SUM OF THE TWO BUILDING COVERAGE AREAS FOR THE TWO LOTS PRIOR TO COMBINING OF SAID LOTS. THIS PRACTICE WILL BE MADE AVAILABLE TO ALL LOTS PREVIOUSLY COMBINED WITHIN THE DEVELOPMENT PRIOR TO THE APPROVAL OF THIS PLAN.

12

ACREAGE TOTALS:

TOTAL ACREAGE	282.97 ACRE
TOTAL OPEN SPACE ACREAGE	99.30

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on amending action taken by the Planning Commission on June 21, 1990 in relation to approval subject to's associated with final approval of Unit 4 of the Sweet Briar Subdivision (Town of Farragut, Applicant)

INTRODUCTION AND BACKGROUND: This agenda item, which is for discussion purposes only, is related to action taken by the Planning Commission in 1990 in association with a final plat approval for Unit 4 of the Sweet Briar Subdivision. Specifically, and noted in the June 21, 1990 FMPC Minutes that are included in your packet, the Planning Commission recommended approval of Unit 4 subject to four conditions which included tree planting along Lot 56, a paved parking lot with 32 parking spaces, a swimming pool with a minimum size of 20x50, and a soccer field. These conditions, with the exception of the tree planting, were collectively referred to as "recreational facilities" and were to be constructed on Lot 57, an open space lot in Unit 4 that contains roughly 3.91 acres.

After the approval, the developer, Claude (Jerry) McSpadden, proceeded with house construction in Unit 4 but did not address the conditions stipulated by the Planning Commission as part of their plat approval. When the last house lot in Unit 4 (Lot 37) was approved for a building permit in 1996, the Town staff was reminded of the Planning Commission approval conditions that had still not been satisfied by the developer. Though no building construction had yet been initiated, a stop work order was subsequently issued for Lot 37 in an effort to make the developer follow through with completing the conditions imposed by the Planning Commission in 1990.

Instead of addressing the Unit 4 conditions, the developer submitted a plat for the final phase of Sweet Briar (Unit 5) in 1997. The staff consulted with the Town Attorney, David Rodgers, about whether Unit 5 could be denied until the approval conditions for Unit 4 had been satisfied. The Town Attorney indicated that he felt Unit 5 could not be denied since the conditions were in relation to Unit 4. The stop work order that was originally issued on Lot 37 was rescinded but, in accordance with the Town's Municipal Code, the building permit was revoked due to Mr. McSpadden's failure to comply with the Planning Commission's approval conditions related to Unit 4.

Unit 5 was built out and Jerry McSpadden passed away a few years ago and both Lot 37 and Lot 57 have been maintained (periodic mowing) by his estate. An additional open space lot (Lot 76) that was platted as part of Unit 5 has also been maintained by Mr. McSpadden's estate.

DISCUSSION: As part of the administration of the probate estate of Dorothy McSpadden, Jerry McSpadden's wife, the estate would like to divest itself of the remaining three lots (Lots 37, 57, and 76) that it owns in Sweet Briar. Only Lot 37 is a buildable lot for house construction. Most of the Sweet Briar Subdivision pre-dates the Town's requirement that a subdivision have a mandatory homeowner's association (HOA) and that covenants be in place and approved by the Town Attorney for the ownership and maintenance of open space lots. Only Unit 5 has a homeowners association. The remainder of Sweet

Briar is a voluntary HOA membership. There are also no apparent covenants that address the ownership and maintenance of the open space lots in Sweet Briar.

As noted above, this item is on the agenda for discussion purposes only. A representative from the probate estate and representatives from the Sweet Briar Subdivision are aware that this is on the agenda and will likely be attending the meeting. The staff would note that the Town would not be interested in taking over the open space lots (Lots 57 and 76). The staff would encourage the probate estate and the Sweet Briar Subdivision homeowners to work together on a plan for addressing the ownership and maintenance of the open space lots. In terms of rescinding the building permit that was revoked on Lot 37, the Planning Commission would need to be presented with an alternative for consideration as to whether they may consider removing and/or altering the approval conditions imposed in 1990.

The Subdivision Regulations provide for a number of options in terms of the composition of community open space. The staff is open to different options than what was originally stipulated since the construction and maintenance of a parking lot, swimming pool, and soccer field may be well beyond the financial ability of both the estate and the homeowners association especially given the fact that the association does not have mandatory membership.

OFFICIAL MINUTES

Farragut Municipal Planning Commission
June 21, 1990

Members Present

Bob Hill
Robert Leonard
Art Akers
Russ Flanary
Mili Bass
Ed St. Clair
John Griess
Bill Henry

Members Absent

Staff Representatives

Chris Wood-Newman, TOF
Bill Hammon, TOF
Ruth Hawk, TSPO

Mayor Robert Leonard pre-empted the meeting with a press conference to announce the Tennessee Department of Transportation's plans for changes to the Campbell Station Road and Lovell Road interstate interchanges, which include a frontage road. Mayor Leonard told residents that he needed their support and attendance at a public hearing to be held on July 19, at which time an alternate plan will be presented to state officials by the Town of Farragut. Mayor Leonard stated that, because of the adverse impact upon Campbell Station Road, the Town opposes the proposed plan.

Chairman Bob Hill called the meeting to order at 7:45 p.m. Chairman Hill announced the resignation of Connie Rutenber, reading her letter of resignation, and praised her years of service on the planning commission and the planning commissions' loss and the Board of Mayor and Aldermen's gain.

Chairman Hill asked for an amendment to the agenda to elect a secretary to replace Connie Rutenber as secretary. A motion to amend the agenda and nominate Art Akers to serve as secretary was made by Commissioner St. Clair. The second was made by Commissioner Flanary. The motion passed unanimously.

Approval of Minutes.

A motion to approve the minutes of June 7, 1990, with the correction of "Rob" Hill to "Bob" Hill, was made by Commissioner Akers. The second was made by Commissioner Bass. The motion passed unanimously.

Public hearing on a request to amend the Farragut Subdivision

Regulations regarding lot identification.

Staff stated that this resolution (90-11) is to amend the subdivision regulations to help alleviate identification problems for the Town administration in dealing with such issues as drainage and overgrown lawns; that the subdivision regulations currently require lot identification and that only the stake and letter sizes have been changed.

A motion was made by Mayor Leonard to defer consideration of the matter until after Items 3 and 4 were heard, so that the two subdivisions being heard at this meeting would not have to comply with this change. The second was made by Commissioner Bass. That motion was amended by Chairman Hill to include the addition of the words, "30 days", to the resolution so that the amendment would read "in full force and effect 30 days from and after the date of passage of this Resolution". The second was made by Commissioner Bass. The motion passed.

Public hearing on a request for final approval of Unit 4, Sweet Briar Subdivision.

Staff stated that an additional 20' walkway has now been platted between Lots 43 and 44 and that a warranty deed to the Town has been executed transferring the recreational area in Unit 3. Staff recommended approval of the request, subject to the following: 1) The planting of trees along the north and east elevations of Lot 56 (rear and side); 2) Paved parking for 32 parking spaces; 3) A pool of a minimum of 50'x 20'; and, 4) A soccer field. All of these to be constructed by the completion of Phase 1, Unit 4 of the subdivision.

Chairman Hill requested that a complaint of Mr. John Hoffman, President of the Sweet Briar Homeowners' Association, regarding certain lots within the subdivision, be turned over to the the Town's building inspection/codes enforcement office.

A motion to grant the request for final approval of Unit 4, Sweet Briar Subdivision, subject to the aforementioned stipulations, was made by Commissioner Flanary. The second was made by Alderman Griess. The motion passed unanimously.

Public hearing on a request for final approval of Unit 4, Fort West Subdivision.

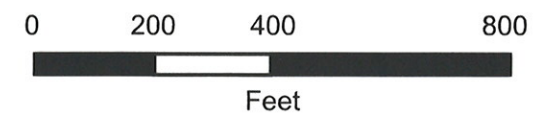
Staff recommended approval of this request, subject to the completion or bonding of improvements. A motion to grant the request for final approval of Unit 4, Fort West Subdivision, subject to the completion or bonding of improvements was made by



Sweet Briar Subdivision

Lots 37, 57, and 76

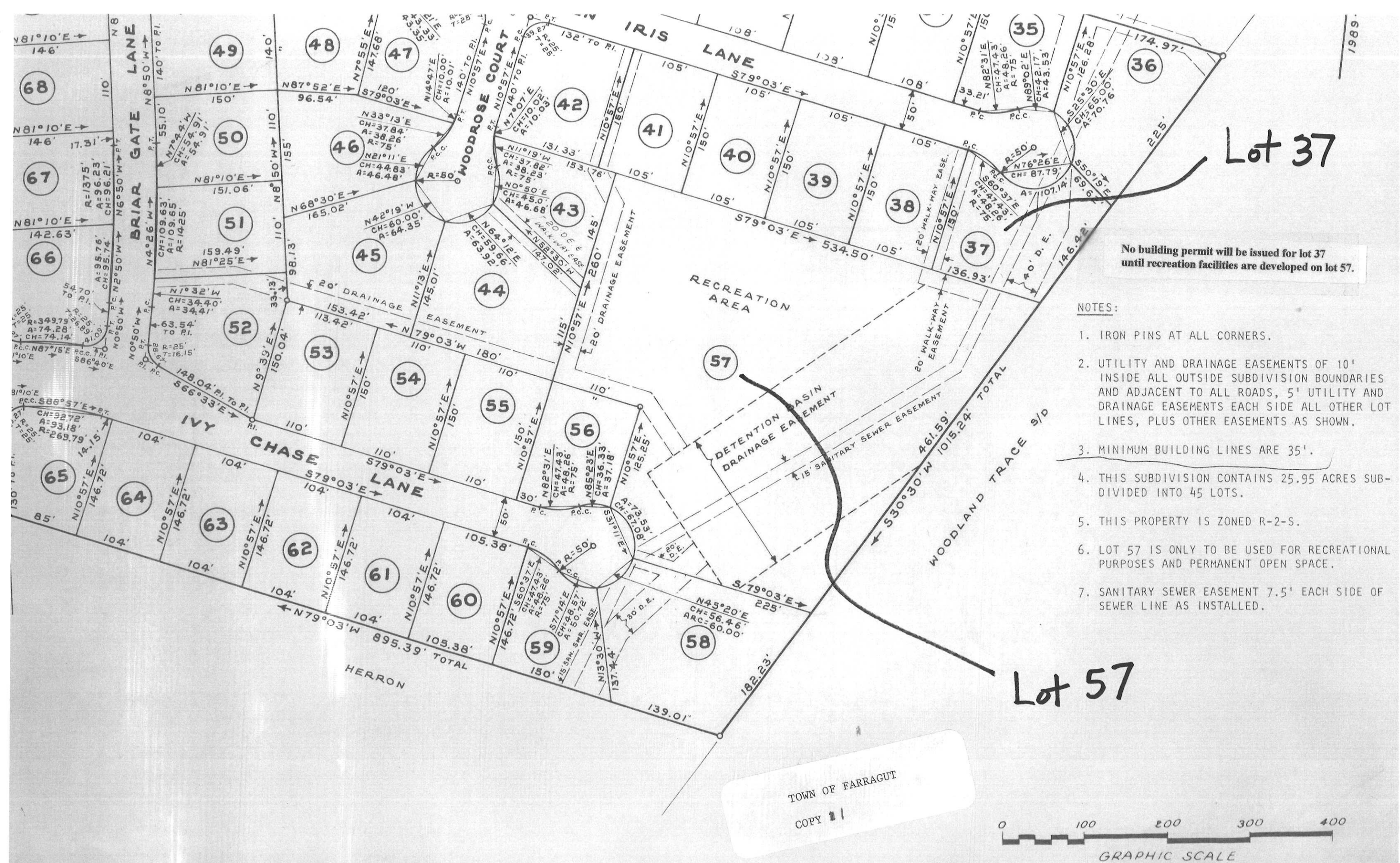
Notes



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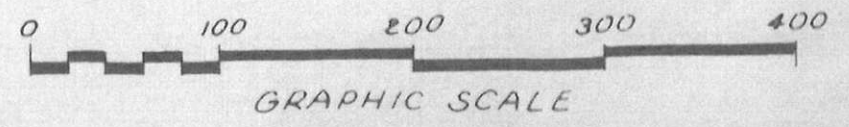
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No building permit will be issued for lot 37 until recreation facilities are developed on lot 57.

- NOTES:
1. IRON PINS AT ALL CORNERS.
 2. UTILITY AND DRAINAGE EASEMENTS OF 10' INSIDE ALL OUTSIDE SUBDIVISION BOUNDARIES AND ADJACENT TO ALL ROADS, 5' UTILITY AND DRAINAGE EASEMENTS EACH SIDE ALL OTHER LOT LINES, PLUS OTHER EASEMENTS AS SHOWN.
 3. MINIMUM BUILDING LINES ARE 35'.
 4. THIS SUBDIVISION CONTAINS 25.95 ACRES SUB-DIVIDED INTO 45 LOTS.
 5. THIS PROPERTY IS ZONED R-2-S.
 6. LOT 57 IS ONLY TO BE USED FOR RECREATIONAL PURPOSES AND PERMANENT OPEN SPACE.
 7. SANITARY SEWER EASEMENT 7.5' EACH SIDE OF SEWER LINE AS INSTALLED.

TOWN OF FARRAGUT
COPY 11



REFERENCE: DEED BOOK 1542, PAGE 347

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HERE HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS FOR FARRAGUT, TENNESSEE, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER OF DEEDS.

DATE

SECRETARY, PLANNING COMMISSION

I HEREBY CERTIFY THAT IT HAS BEEN CERTIFIED TO US THAT THE SEWER SYSTEMS OUTLINED OR INDICATED ON THE FINAL SUBDIVISION PLAT ENTITLED Units 1-4 Sweet Briar HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS.

DATE

NAME, TITLE, AND AGENCY OF AUTHORIZED APPROVING AGENT

1-2-98
DATE

OF AUTHORIZED APPROVING AGENT
TELEPHONE - NAME, TITLE, AND AGENCY OF AUTHORIZED APPROVING AGENT

CERTIFICATE OF APPROVAL OF STREET NAMES

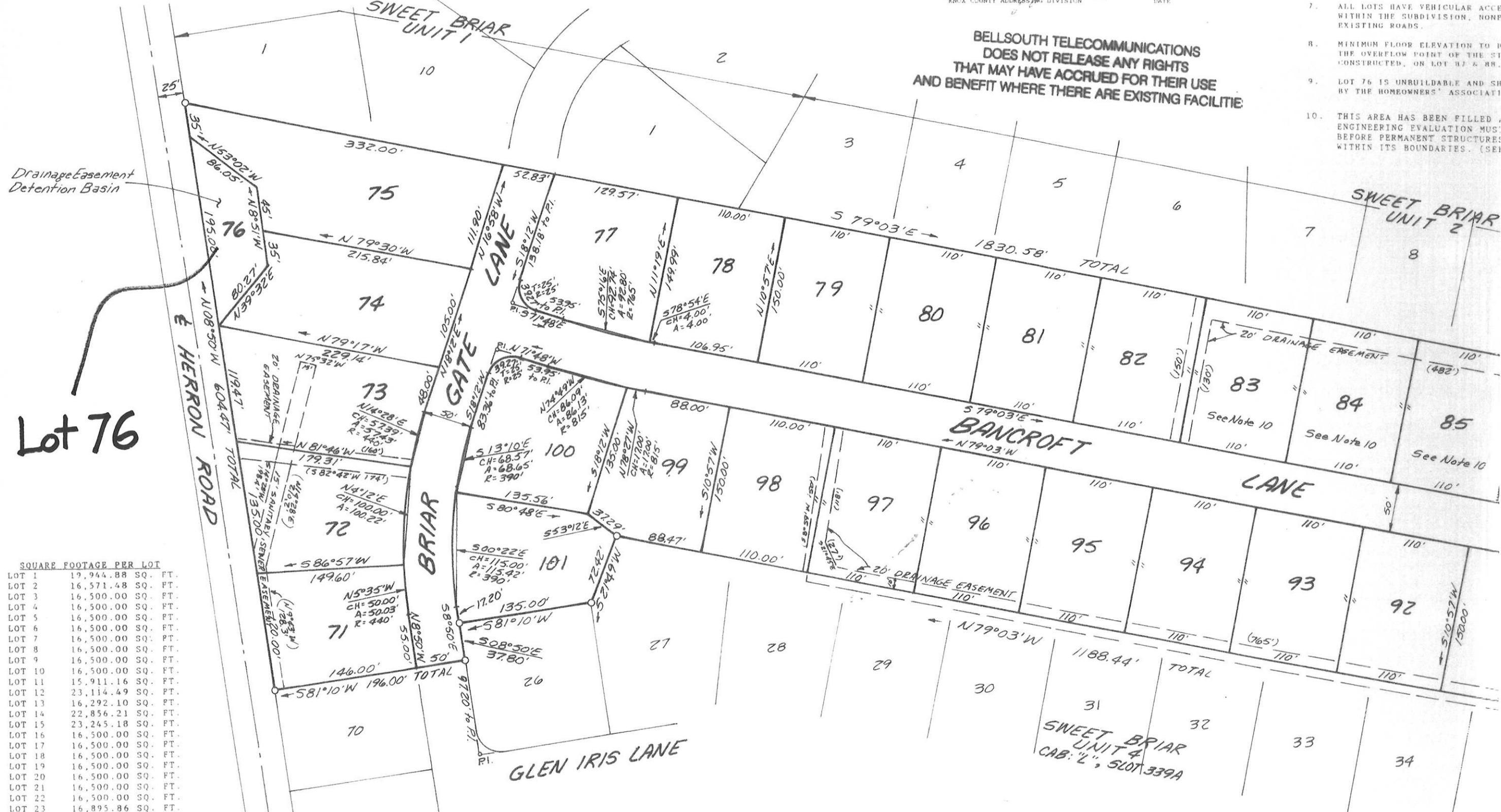
THIS IS TO CERTIFY THAT THE SUBDIVISION SHOWN HEREON HAS BEEN REVIEWED FOR COMPLIANCE WITH THE KNOX COUNTY UNIFORM STREET NAMING & ADDRESSING SYSTEM ORDINANCE, AND THE ROAD NAMES ARE HEREBY APPROVED FOR RECORDING.

KNOX COUNTY ADDRESSING DIVISION

DATE

BELLSOUTH TELECOMMUNICATIONS
DOES NOT RELEASE ANY RIGHTS
THAT MAY HAVE ACCRUED FOR THEIR USE
AND BENEFIT WHERE THERE ARE EXISTING FACILITIES

- SANITARY SEWER EASEMENTS OF SIDE OF SEWER AS INSTALLED, (WHERE APPLICABLE)
- THIS PROPERTY IS ZONED R-2-S
- BUILDING SETBACK LINES ARE A FRONT... 30' SIDE... 30' (TOTAL OF BOTH SIDES... 10' MINIMUM ON ANY SIDE REAR... 25')
- THIS PROPERTY CONTAINS 14.93 SUBDIVIDED INTO 31 LOTS (INCLUDING DETENTION BASIN LOT).
- ALL LOTS HAVE VEHICULAR ACCESS WITHIN THE SUBDIVISION, NON-EXISTING ROADS.
- MINIMUM FLOOR ELEVATION TO BE THE OVERFLOW POINT OF THE SEWER CONSTRUCTED, ON LOT 87 & 88.
- LOT 76 IS UNBUILDABLE AND SHOWN BY THE HOMEOWNERS' ASSOCIATION
- THIS AREA HAS BEEN FILLED, ENGINEERING EVALUATION MUST BE BEFORE PERMANENT STRUCTURES WITHIN ITS BOUNDARIES (SEE



LOT	SQUARE FOOTAGE PER LOT
LOT 1	19,944.88 SQ. FT.
LOT 2	16,571.48 SQ. FT.
LOT 3	16,500.00 SQ. FT.
LOT 4	16,500.00 SQ. FT.
LOT 5	16,500.00 SQ. FT.
LOT 6	16,500.00 SQ. FT.
LOT 7	16,500.00 SQ. FT.
LOT 8	16,500.00 SQ. FT.
LOT 9	16,500.00 SQ. FT.
LOT 10	16,500.00 SQ. FT.
LOT 11	15,911.16 SQ. FT.
LOT 12	23,114.49 SQ. FT.
LOT 13	16,292.10 SQ. FT.
LOT 14	22,856.21 SQ. FT.
LOT 15	23,245.18 SQ. FT.
LOT 16	16,500.00 SQ. FT.
LOT 17	16,500.00 SQ. FT.
LOT 18	16,500.00 SQ. FT.
LOT 19	16,500.00 SQ. FT.
LOT 20	16,500.00 SQ. FT.
LOT 21	16,500.00 SQ. FT.
LOT 22	16,500.00 SQ. FT.
LOT 23	16,895.86 SQ. FT.
LOT 24	19,658.88 SQ. FT.
LOT 25	16,577.11 SQ. FT.
LOT 71	16,487.78 SQ. FT.
LOT 72	18,799.93 SQ. FT.
LOT 73	22,126.47 SQ. FT.
LOT 74	22,014.20 SQ. FT.
LOT 75	30,457.83 SQ. FT.
DETENTION BASIN	2,250.00 SQ. FT.

CERTIFICATION OF COMMON AREAS DEDICATION

AS OWNER, IN RECORDING THIS PLAT I HAVE DESIGNATED CERTAIN AREAS OF LAND SHOWN HEREON AS COMMON AREAS INTENDED FOR USE BY THE HOMEOWNERS WITHIN Units 1-4 Sweet Briar (NAME OF SUBDIVISION) FOR RECREATION AND RELATED ACTIVITIES. THE ABOVE DESCRIBED AREAS ARE NOT DEDICATED FOR USE BY THE GENERAL PUBLIC, BUT ARE

INST: 59069 CAB: P SLIDE: 136A
REC'D FOR REC 03/13/1998 15:46:59 KNOX CO. TN
RECORD FEE: \$ 10.00
MORTGAGE TAX: \$ 0.00 TRANSFER

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director
Bart Hose, Assistant Community Development Director

SUBJECT: Discussion on a site plan for Kingston Pike Village, Parcels 78.03, 79, 80, and 81, Tax Map 151, 13110 Kingston Pike, west intersection of S. Watt Road and Kingston Pike, 18.59 Acres, Zoned PCD, Planned Commercial Development (GBS Engineering, Applicant)

INTRODUCTION AND BACKGROUND: This development is located at the west intersection of S. Watt Road and Kingston Pike and received a rezoning approval a few months ago for Planned Commercial Development (PCD). As required as part of the rezoning, a concept plan which shows a preliminary layout is required. A workshop session was conducted at the December 21st, 2017 meeting to discuss the project's detailed site plan and other aspects of the project. A number of issues were discussed during the meeting (see 12/21/17 packet materials) and the developers have been working to address several of them. This includes proposed changes to the shared access point and internal traffic circulation with and between the project site and Little Joe's Pizza; and the proposed common open space area located closest to the grocery store.

DISCUSSION: This follow-on workshop is intended to address the revised materials submitted by the applicants. Drawings of the proposed changes and/or alternatives are attached.

- 1) The Town's planning and engineering staff had expressed concern with the project's proposed use of an existing access point located approximately 130 feet from the intersection of Kingston Pike and S. Watt Road. This access point currently serves Little Joe's Pizza, via a recorded access easement that is located on the subject property. The developers have been working to address these concerns. The applicants are also conducting a required traffic study which may affect the final plan.

The newly revised access plan includes a right-in/right-out only access point on Kingston Pike with changes to the traffic flow between the proposed development and Little Joe's. It appears to address several of the Town Engineer's concerns and suggestions, however, additional changes should be required. These include:

- a) Extending the curb and gutter section between the proposed access drive and S. Watt Road, to the north, toward the travel lanes along Kingston Pike. This will allow for a more pronounced right-in/right-out drive and limit undesirable attempts to merge into stacked/stopped traffic at the corner light. The Town Engineer has previously made this recommendation.
- b) The applicants should also further address and improve pedestrian connections between the two sites and provide grading information to more fully evaluate the proposal.

The plan will also need to be coordinated with the owners of Little Joe's, who should be required to sign-on to any changes that may affect their site and recorded easements.

- 2) The developers have also provided two alternative designs to address concerns raised over the common open-space proposed for the area located between the apartments and the grocery store (see attached). The planning commission and staff had questioned the functionality of this space given the grade separation between it and the apartments section of the development.
 - a) The first option keeps the open-space area at grade with the grocery store's parking lot area and below the apartments. A stairway has been added in the southwest corner area, apparently to improve resident access. The retaining walls separating the open-space area from the apartment level area appear to be approximately 13-17 feet in height.
 - b) The second option brings the open-space area up to the grade of the apartments section of the development. This is accomplished by moving the retaining walls to the north, along the grocery store's parking lot and sidewalk. These walls appear to be approximately 15-17 feet in height.

The first option continues to provide some open-space near the grocery store, but staff questions its utility in that location. It remains largely grade separated from the apartment's residents and we are unsure if it will be utilized by patrons of the grocery store. The second option seems to provide a greater opportunity for use by the residents of the apartment complex, but eliminates an open and green area in the main commercial area of the development. On balance, staff favors the second option with the open-space raised to the level of the apartment complex. Staff also feels that the sidewalk should be extended to the apartments located along the southwestern edge of the site.

Staff also continues to question whether the proposed open-space areas fully satisfy the PCD ordinance's objectives of "functional common spaces, ... located to provide focal points to be actively used." While the revised alternatives improve upon last month's submittal, the area in question still does not appear to live up to what was originally depicted as part of the concept plan for rezoning (see attached).

In addition, last month's workshop discussion noted changes that had been made to the common open-space area located along S. Watt Road. These changes have sacrificed usable area for an enlarged detention basin along with other changes from the original concept (see attached). During that discussion the project engineer noted that they were looking to reclaim the usable area with changes to the drainage, but no plan changes have been submitted.

- 3) The applicants have not yet addressed connectivity to the west, which may or may not be required by the commission, but we were under the impression that the designer was at least going to show a possible connection for evaluation by the commission. Improved internal pedestrian walkways and connectivity were also discussed at the last meeting and should continue to be evaluated and adjusted in response to the proposed plan revisions and comments noted above. And finally, improved landscaping at the front of the grocery store continues to be a staff recommendation.

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director
Bart Hose, Assistant Community Development Director

SUBJECT: Discussion on a site plan for Kingston Pike Village, Parcels 78.03, 79, 80, and 81, Tax Map 151, 13110 Kingston Pike, west intersection of S. Watt Road and Kingston Pike, 18.59 Acres, Zoned PCD, Planned Commercial Development (GBS Engineering, Applicant)

INTRODUCTION AND BACKGROUND: This development is at the west intersection of S. Watt Road and Kingston Pike and received a rezoning approval a few months ago for Planned Commercial Development (PCD). As required as part of the rezoning, a concept plan which shows a very preliminary layout is required. The applicant has now gathered more information on the property and is requesting a workshop review of a site plan for the entire development.

The staffs' comments on the initial site plan that was submitted are included in your packet along with selected sheets from the site plan submittal. This is likely a project that will require multiple workshop sessions. Consistent with the provisions in the PCD District, the Town may require, particularly when more detailed information is provided that is typical of a site plan review, the following:

- The rearrangement of structures, open space, driveways, and parking areas;
- The modification of density, setbacks, and buffering; and
- A limitation of specific commercial uses.

Within the PCD District, the Commission has substantial latitude to ensure that a project that has been given the benefits of a PCD designation is also, as it moves through the more detailed site design process, consistent with the objectives of the PCD. The Commission is not bound by a previously reviewed concept plan since this type of document reflects a limited level of analysis and is intended for conceptual purposes only.

DISCUSSION: As evident in the staffs' comments on the initial site plan submittal, there are numerous issues that need to be addressed. For the purposes of this workshop discussion, the staff has identified the following items that would seem critical to the overall site design/redesign and would require early input from the Planning Commission:

- 1) The Town's planning and engineering staff are concerned with the project's proposed use of an existing access point located approximately 130 feet from the intersection of Kingston Pike and S. Watt Road. This access point currently serves Little Joe's Pizza, via a recorded access easement that is located on the subject property. The site plan, as submitted, includes this access as a second point of ingress/egress along Kingston Pike. The Town's staff is opposed to this access plan and has discussed several design alternatives. These include the following:

Dec 21, 2017

- a) The Town's preferred alternative would require the developers to work with the owners of Little Joe's Pizza to close the existing access on Kingston Pike and either combine, or reconfigure both sites to coordinate traffic flow between the sites and route exiting traffic to an access point along S. Watt Road.
- b) A second alternative would involve restricting the existing access point to right-in/right-out traffic only. This would involve a deceleration lane with an exaggerated island to limit improper turning movements. It should also include changes to the internal traffic flow between the proposed development and Little Joe's, to encourage the use of an exit on South Watt Road. This alternative will also require the developers to work with Little Joe's to alter the existing access and coordinate through lot traffic to S. Watt Road.

A traffic study will also be required, in accordance with the Town's ordinances.

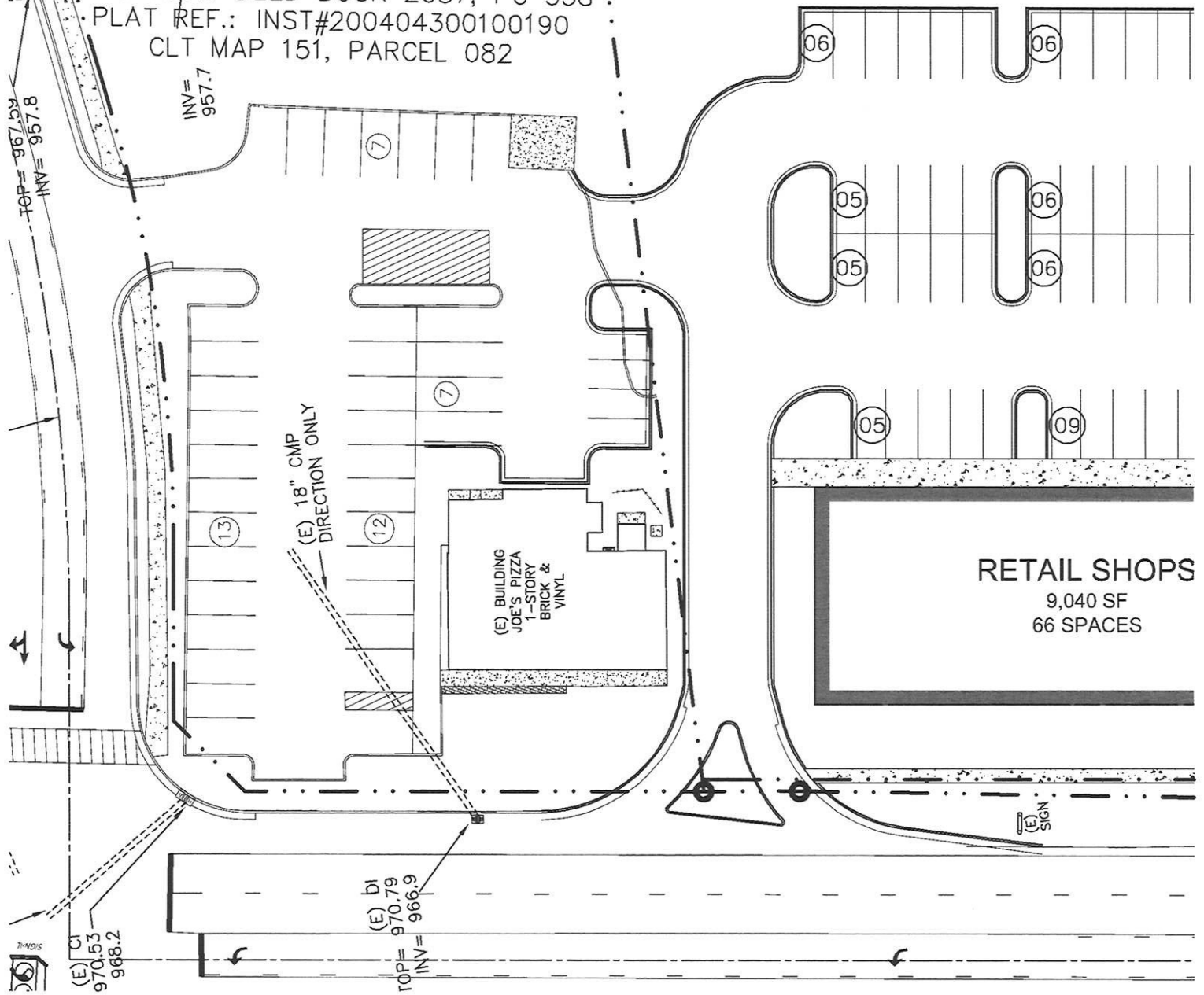
- 2) The plan does not adequately address vehicular and pedestrian connectivity to abutting properties.
 - a) There are no planned connections to the west, particularly to the commercially zoned properties in Loudon County. The planning commission should consider the need for such connections and what type of provisions the developer should make for them.
 - b) Pedestrian connectivity between the proposed development and the Little Joe's site should be better defined and enhanced. This should be coordinated with any design changes related to the previously discussed access point on Kingston Pike.
 - c) The Town's staff questions the utility of the proposed pedestrian access to the south (at the top of the hill) and the impact of its construction on a required transition and buffer area.
- 3) Improvements to the site's internal pedestrian circulation and landscaping plan areas should be considered. Additional sidewalks are needed to facilitate pedestrian movement in several areas; including but not limited to; from the western most apartment building to the rest of the site, along both sides of all buildings adjoining parking areas, and along the south side of the main entrance to S. Watt Road. All sidewalks and connection points between areas within the overall site should also be ADA compliant and fully accessible. Additional landscaping areas should be provided at the front of the proposed supermarket building. The project is being developed as a PCD and design elements, including landscaping, should exceed those found in a typical development.
- 4) The Town's staff continues to question whether the proposed "open space" areas satisfy the PCD ordinance's objectives of "functional common spaces, ... located to provide focal points to be actively used." The submitted site plans provide additional grading information that was not available as part of the concept plan, including the use of significant retaining walls. The plans do not clearly identify the height of these walls, but during the staff developer conference it was noted that they range as high as thirty (30) feet in places. The identified open space behind the apartment's is isolated and of little use to the residents due to the grade and retaining walls. In addition, the open space area located closest to the grocery store is also separated from the apartments by grade and a retaining wall. This results in a situation where the planned "functional open space" consists of largely inaccessible open space areas behind the apartments; an area close the grocery's loading dock that is located below and largely separated from the apartments, a walking path around the detention area adjacent to the fuel pumps, and the apartment's clubhouse and pool. The planning commission will need to determine if this is adequate or if design changes need to be made.

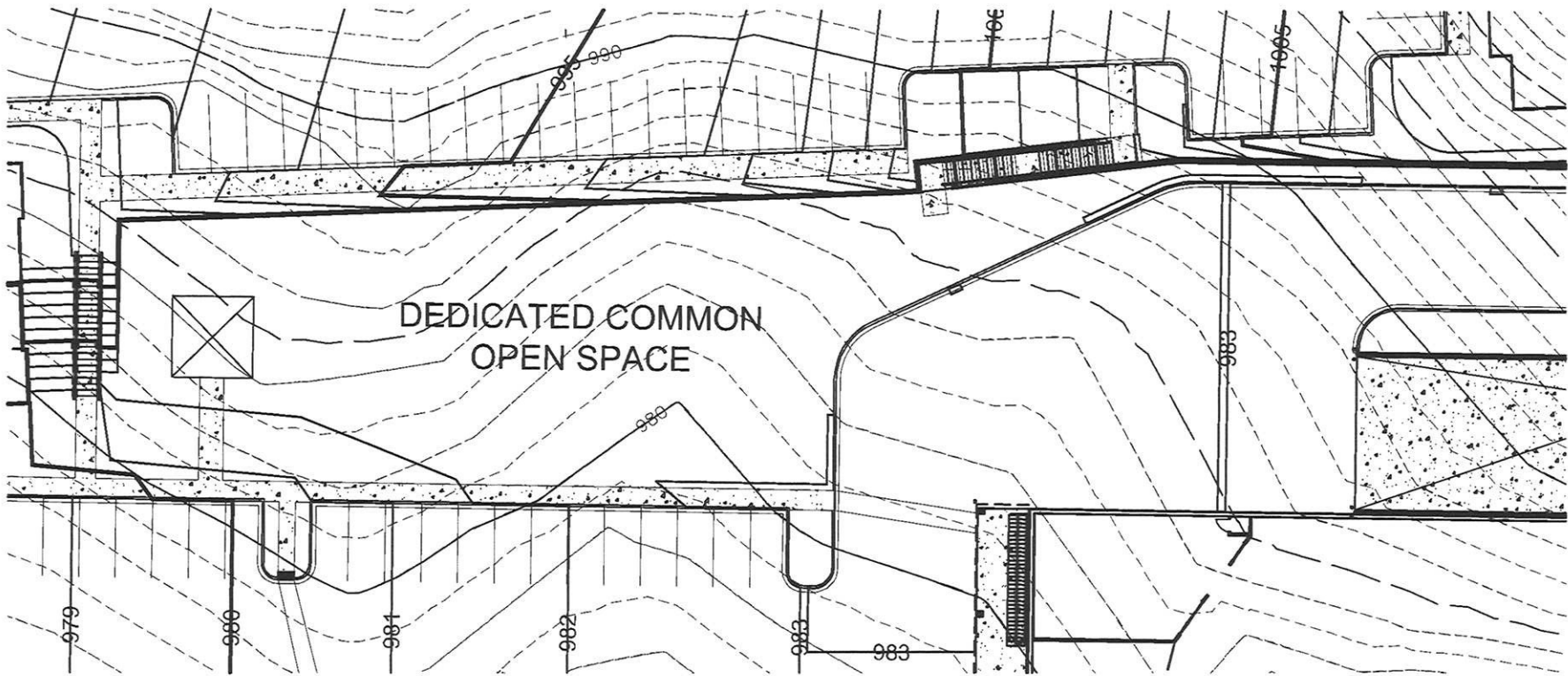
Dec 21, 2017

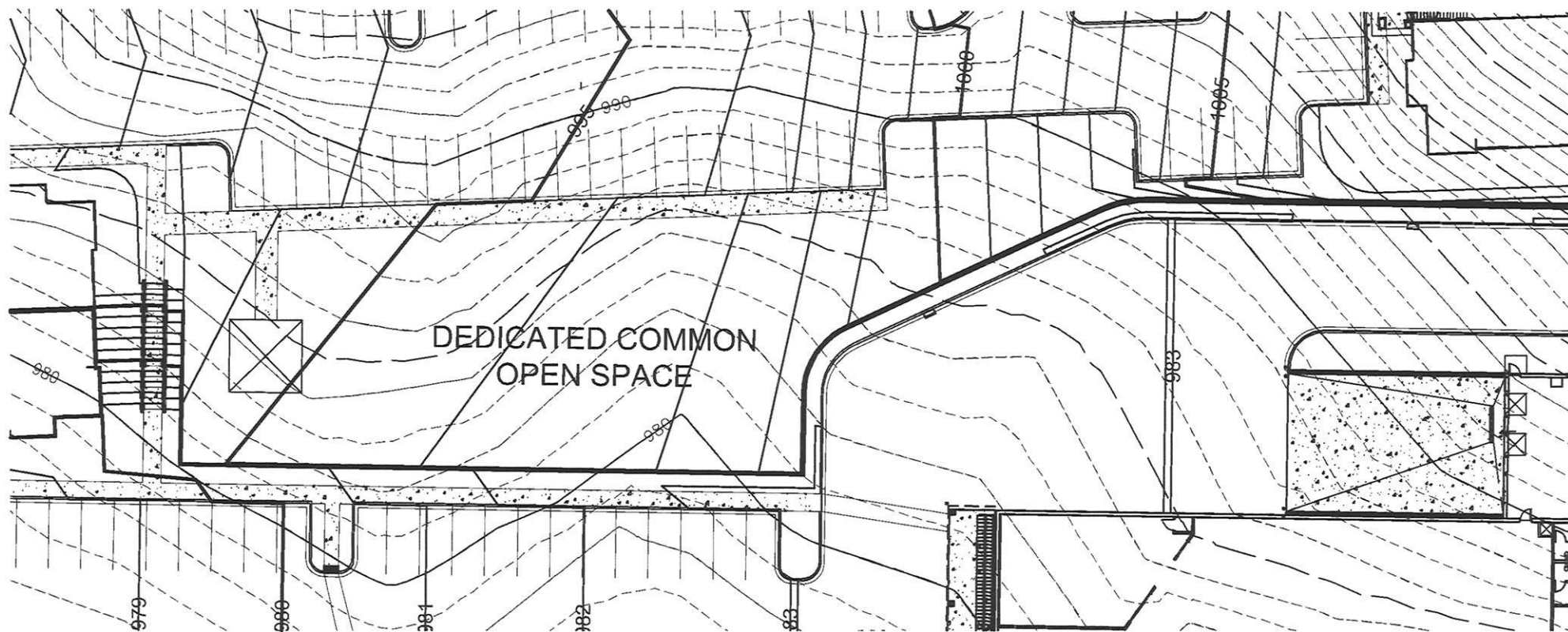
- 5) The developer has not clearly identified the environmentally sensitive areas on the site. This includes but is not limited to; steep slopes, wet-weather conveyances, and wetlands. The protection of natural resources is an objective of the PCD zone. Unfortunately, the site is essentially being mass graded to accommodate a desired amount of development in three largely grade separated areas. This in turn, seems to be influencing other site design elements including; functional open spaces, pedestrian and vehicular circulation, and building arrangement. Staff acknowledges that the site's topography will involve grading and impact design, however, it appears that the desired development is simply being imposed on the site.

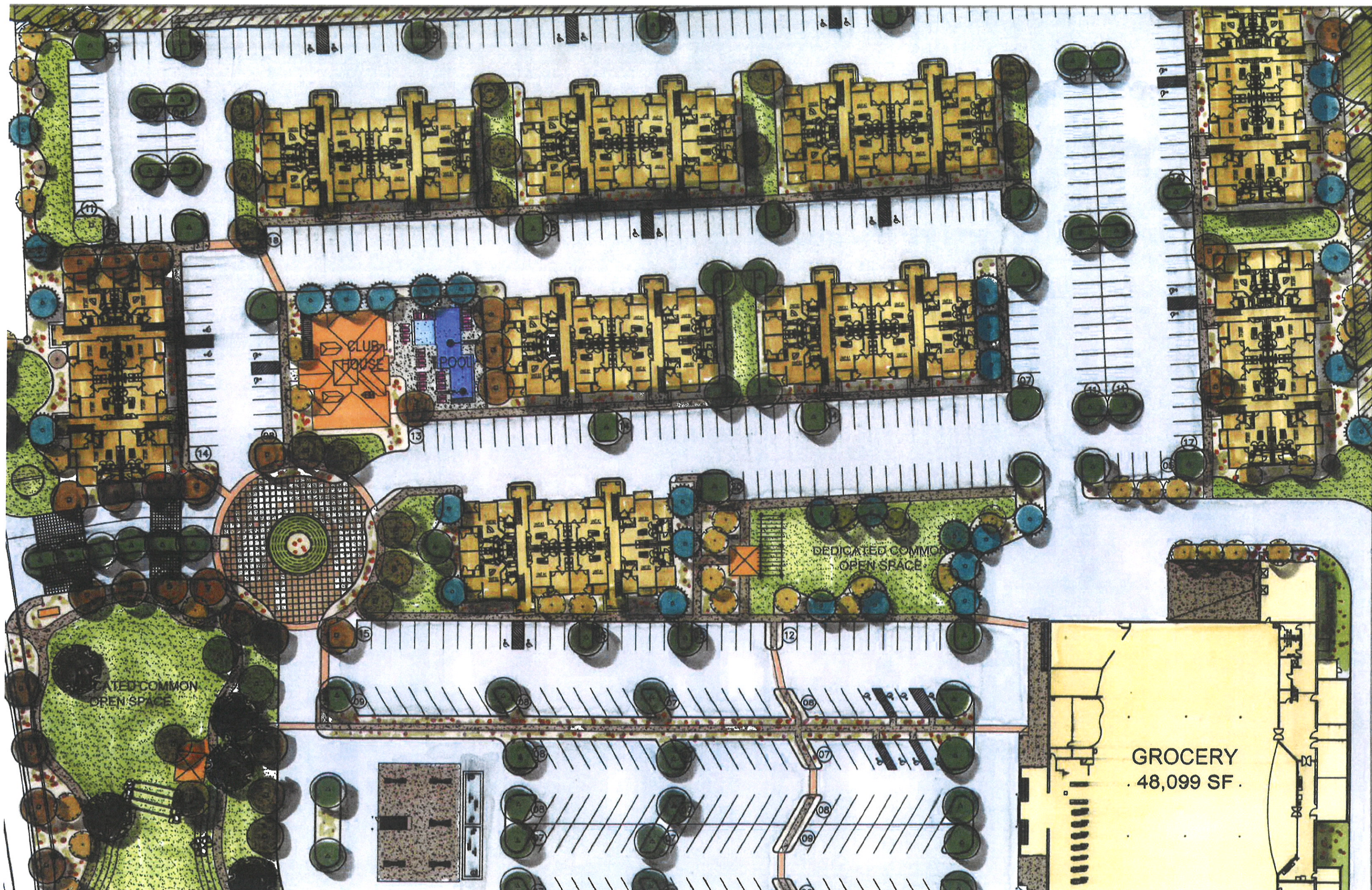
In general, and as more detailed information has become available during the site planning process, it appears to staff that the overall design of the project should be reassessed. The purpose and objectives of the PCD zone is to provide flexibility to encourage developments that exhibit innovation and create a "sense of place". The project, as submitted, appears to be lacking in this regard and should be modified utilizing a design team approach to help make it more unique, cost effective, and marketable for the developer while also creating a long-term asset for the community.

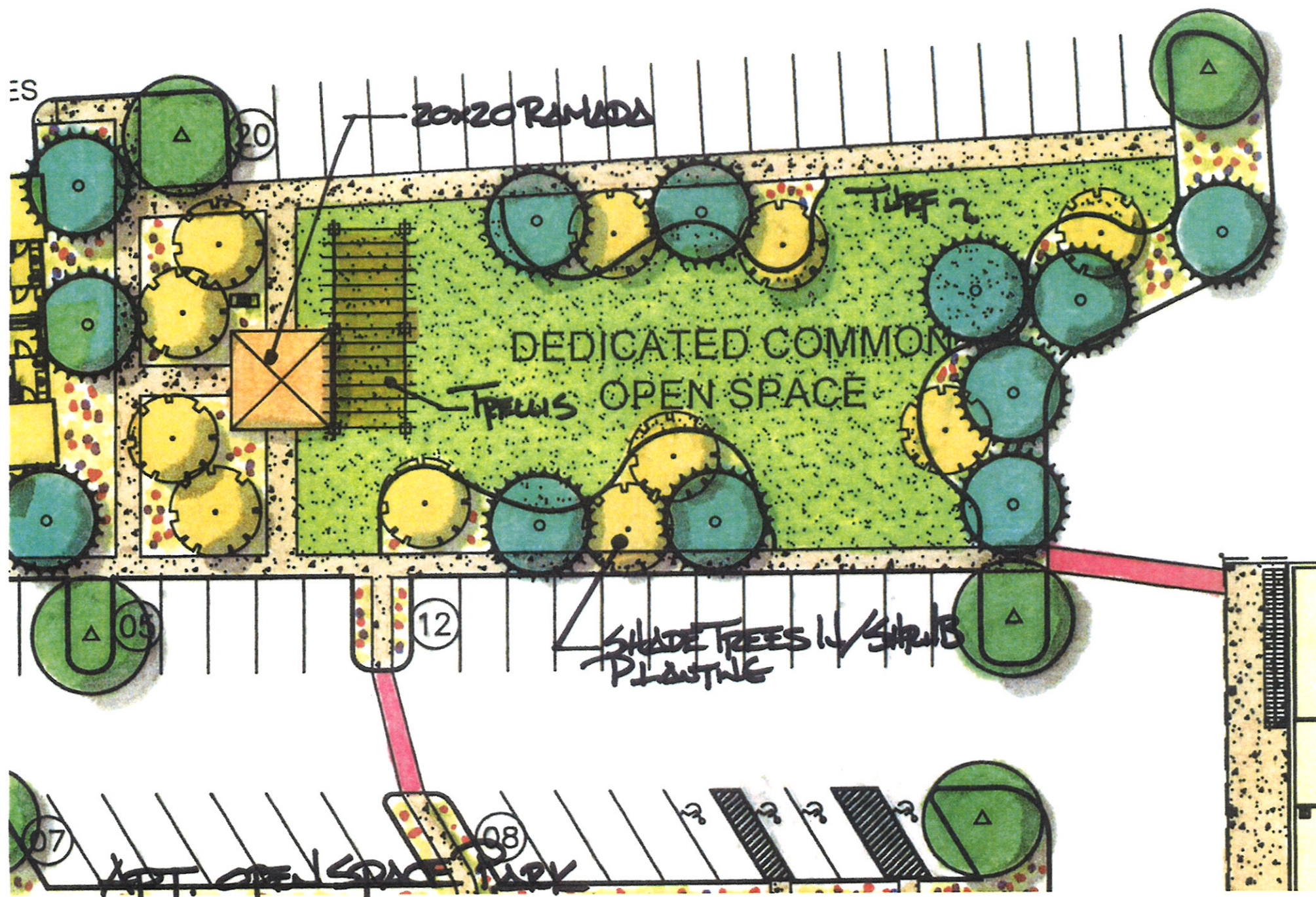
DEED REF.: DEED BOOK 2087, PG 558
PLAT REF.: INST#200404300100190
CLT MAP 151, PARCEL 082













S. WATT ROAD
(80' RIGHT-OF-WAY)
PLAT C&B, O. SLIDE
194-C

(C) BUILDING
JOE'S PIZZA
1-STORY
BRICK &
VINYL

RETAIL SHOPS
6,440 SF
69 SPACES

REI

KINGSTON
PIKE
(RIGHT-OF-WAY)



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on amendments to the Farragut Subdivision Regulations as they relate to grass strip widths between streets and pedestrian facilities, plan submittal requirements, connectivity, and street standards (Town of Farragut, Applicant)

INTRODUCTION AND BACKGROUND: At a number of Planning Commission meetings over the past several months, the staff has discussed different components of development that help provide a sense of place and character. Some amendments have been made to the Zoning Ordinance that help to address this and to implement different aspects of the Town's Comprehensive Land Use Plan Update (CLUP) and Architectural Design Standards (ADS).

The staff has also discussed paying more attention to how the public rights of ways can be more effectively used as place making corridors for all forms of people movement. In an effort to try to put in place measures that will help to achieve this, the staff has included in your packet Resolutions PC-18-01 and PC-18-02. These resolutions propose amendments to Articles II and III of the Farragut Subdivision Regulations.

Resolution PC-18-01 includes amendments to Article II and specifically addresses plan submittal requirements for concept plans and preliminary plats. Some clarifications have been provided in relation to the physical features inventory required for concept plans and preliminary plats for subdivisions that do not require concept plans. Namely this includes recognizing steep slopes as at least 15% and that the inventoried information shall be a plan sheet and prepared and/or verified by professionals with expertise in the different features of the property being identified. Having a thorough inventory of the property early in the design process is essential to capitalizing on the property's inherent characteristics and can help lessen situations where a design that is inappropriate for the property is proposed.

Resolution PC-18-01 also provides amendments designed to encourage a more creative and innovative approach to the use rights of ways and areas abutting rights of ways and how to make them more visually and functionally desirable for all forms of people movement. The goal of these amendments is to consider rights of ways as linear public spaces and make them inviting as community spaces by enhancing their appearance and slowing vehicular traffic speeds on the front end through thoughtful design. The amendments to Article II include a requirement for a plan sheet that addresses streetscape enhancements and, as part of the transportation element of subdivision development, a requirement to examine and identify how traffic speeds will be calmed through the subdivision design process.

Resolution PC-18-02 includes amendments to Article III and specifically addresses transportation related aspects of subdivision development that promote principles encouraged in the CLUP and ADS, including a street layout system that is more interconnected so that users have alternative routes to reach their

destinations (which is particularly critical for emergency responders). A more connected street layout also establishes a greater sense of community as streets may more easily lead to focal points that are encouraged in the streetscape plan addressed in Resolution PC-18-01. Dead end streets should generally be discouraged as they can create fragmentation and isolation and contribute to a less efficient transportation system.

The amendments included in Resolution PC-18-02 also require connectivity laterally to abutting properties. The lack of connectivity was a major issue identified in the update of the CLUP in 2012 and is a significant reason why some of the Town's collector streets are overloaded at times and are less desirable for other forms of transportation, such as bicycling. Resolution PC-18-02 includes a requirement for a minimum 6 foot rather than 3 foot grass or landscaped strip between pedestrian or shared use facilities and the back of street curbing. This was discussed as part of the workshop item in November and provides for a more inviting public space for users of pedestrian and shared use facilities and for a more functional space that may accommodate street trees which, in turn, can make the space more visually inviting and slow traffic speeds. Resolution PC-18-02 also provides some language that addresses the reality that certain zoning districts do not require a minimum of 75 feet of frontage on a public street.

In addition to Resolutions PC-18-01 and PC-18-02, some other aspects of the Subdivision Regulations may warrant some discussion as workshop topics. These include whether and to what extent and how low impact development applications can be encouraged as part of subdivision development. Also, should there be a different approach to how street standards should be presented in the Subdivision Regulations so as to provide more flexibility in initial design considerations. There has also been a question of whether the Town's shared path width requirements should be increased. The minimum width for TDOT funded shared paths is 10 feet and some municipalities are now requiring as much as 12 feet. The Town's minimum requirement is 8 feet.

RESOLUTION PC-18-01

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO AMEND THE FARRAGUT SUBDIVISION REGULATIONS, ARTICLE II. PROCEDURE FOR SUBDIVISION APPROVAL, TO PROVIDE FOR NEW REQUIREMENTS FOR CONCEPT PLANS AND PRELIMINARY PLATS

WHEREAS, the Farragut Municipal Planning Commission has adopted regulations governing the subdivision of land within the Town in the manner provided for in Section 13-4-303, Tennessee Code Annotated,

WHEREAS, the Farragut Municipal Planning Commission may amend the Subdivision Regulations in the manner provided for in Section 13-4-303, Tennessee Code Annotated, and after a public hearing has been held thereon;

WHEREAS, such public hearing was held on January 18, 2018; and

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission adopts the following amendment to the Farragut Subdivision Regulations:

SECTION 1.

Article II. Procedure for Subdivision Approval, B. Concept Plan, 1., is amended as follows:

Replace information item “j.” to state the following:

- j. A plan sheet that specifically identifies and outlines all significant physical features of the property based on readily available information and a field (on the ground) site inspection of the subject property. Such features shall include, but not necessarily be limited to, site topography, mapped wetlands and floodplains, water courses and lands that are generally inundated (e.g. ponds, lakes, perennial streams, etc.), springs, intermittent streams, slopes that exceed 15%, soils subject to slumping, surface depressions or sinkholes, and historic, archaeological, or cultural sites listed on the National Register of Historic Places, and/or on State, County, or Town inventories. Such information shall be prepared and/or verified by professionals with expertise in the different features of the property being inventoried. The names and contact information for all said professional shall be listed on the plan sheet.

Replace information item “n.” to state the following:

- n. The proposed location and approximate grade of streets, sidewalks, and shared-use paths (also referred to in the Subdivision Regulations as bike paths) and how these proposed transportation elements will be connected both internally and to adjacent properties. Existing transportation elements which abut or stub into the property proposed for subdivision shall be shown.

The plan sheet(s) shall also address how the street(s) within the subdivision will be designed (e.g. avoiding long straight street sections and providing more street connectivity and street intersections) to slow vehicular traffic in order to make the street(s) and abutting pedestrian and shared-use facilities more inviting to all forms of people movement. Such information shall be coordinated with other design aspects of the subdivision, such as anticipated utility locations, topography and soil conditions, and access points. Proposed pedestrian and shared-use facilities shall be included on this plan sheet.

The subdivision shall provide for both vehicular and pedestrian/shared-use path connectivity to abutting properties. The subdivision shall have more than one public street vehicular access into and out of the development. The Planning Commission may waive this requirement in cases where all of the surrounding properties are existing house lots of less than one acre or where very significant topographic issues, not created by the design of the subdivision, would effectively prohibit connections.

Add as a new information item “s.” the following and move existing information item “s.” to information item “t.”:

- s. A plan sheet that addresses streetscaping. This plan sheet shall specifically addresses how the subdivision will provide visual enhancements along and/or within the street corridors throughout the development. The plan shall include at least one visual enhancement element that is prominent and that creates an identifiable character for the subdivision. This may include, but not necessarily be limited to, a street tree planting plan, bioswales, rain gardens, landscaped boulevards and landscaped islands, village greens, rear accessed dwelling units, etc.

SECTION 2.

Article II. Procedure for Subdivision Approval, C. Preliminary Plat 6., is amended as follows:

Replace information item “c.” to state the following:

- c. The location of existing and platted property lines, streets, access easements, buildings, railroads, sewers, bridges, culverts, drain pipes, water mains, any public utility easements, the names of adjoining property owners or subdivisions, and the present zoning classification on the land to be subdivided and on the adjoining land. If the property to be subdivided is bisected by different zones, the zoning lines shall be identified on the plat. The setback requirements shall be noted in a plat note.

In addition, where a concept plan has not been submitted and approved, A plan sheet that specifically identifies and outlines all significant physical features of the property based on readily available information and a field (on the ground) site inspection of the subject property shall be required. Such features shall include, but not necessarily be limited to, site topography, mapped wetlands and floodplains, water courses and lands that are generally inundated (e.g. ponds, lakes, perennial streams, etc.), springs, intermittent streams, slopes that exceed 15%, soils subject to slumping, surface depressions or sinkholes, and historic, archaeological, or cultural sites listed on the National Register of Historic Places, and/or on State, County, or Town inventories. Such information shall be prepared and/or verified by professionals with expertise in the different features of the property being inventoried. The names and contact information for all said professional shall be listed on the plan sheet.

Add a new information item “q.” as the following:

- q. The proposed location and approximate grade of streets, sidewalks, and shared-use paths (also referred to in the Subdivision Regulations as bike paths) and how these proposed transportation elements will be connected both internally and to adjacent properties. Existing transportation elements which abut or stub into the property proposed for subdivision shall be shown.

The plan sheet(s) shall also address how the street(s) within the subdivision will be designed (e.g. avoiding long straight street sections and providing more street connectivity and street intersections) to slow vehicular traffic in order to make the street(s) and abutting pedestrian and shared-use facilities more inviting to all forms of people movement. Such information shall be coordinated with other design aspects of the subdivision, such as anticipated utility locations, topography and soil conditions, and access points. Proposed pedestrian and shared-use facilities shall be included on this plan sheet.

The subdivision shall provide for both vehicular and pedestrian/shared-use path connectivity to abutting properties. The subdivision shall have more than one public street vehicular access into and out of the development. The Planning Commission may waive this requirement in cases where all of the surrounding properties are existing house lots of less than one acre or where very significant

topographic issues, not created by the design of the subdivision, would effectively prohibit connections.

Add a new information item “r.” as the following:

- r. A plan sheet that addresses streetscaping. This plan sheet shall specifically addresses how the subdivision will provide visual enhancements along and/or within the street corridors throughout the development. The plan shall include at least one visual enhancement element that is prominent and that creates an identifiable character for the subdivision. This may include, but not necessarily be limited to, a street tree planting plan, bioswales, rain gardens, landscaped boulevards and landscaped islands, village greens, rear accessed dwelling units, etc.

This amendment shall be in full force and effect from and after the date of passage of this Resolution.

RESOLUTION passed January 18, 2018.

Rita Holladay, Chairman

Edwin K. Whiting, Secretary

RESOLUTION PC-18-02

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO AMEND THE FARRAGUT SUBDIVISION REGULATIONS, ARTICLE III. GENERAL REQUIREMENTS AND MINIMUM STANDARDS OF DESIGN

WHEREAS, the Farragut Municipal Planning Commission has adopted regulations governing the subdivision of land within the Town in the manner provided for in Section 13-4-303, Tennessee Code Annotated,

WHEREAS, the Farragut Municipal Planning Commission may amend the Subdivision Regulations in the manner provided for in Section 13-4-303, Tennessee Code Annotated, and after a public hearing has been held thereon;

WHEREAS, such public hearing was held on January 18, 2018; and

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission adopts the following amendment to the Farragut Subdivision Regulations:

SECTION 1.

Article III. General Requirements and Minimum Standards of Design, A. Streets is amended as follows:

Replace Subsection “13. Dead end streets,” with the following:

13. Dead end streets and cul-de-sacs.
 - a. The use of dead end streets and cul-de-sacs shall be discouraged in favor of loop and other connected street designs. The planning commission may permit the limited use of dead end streets and cul-de-sacs to enhance the protection of desirable natural features inherent to the property or as a temporary stub out to abutting properties for future connections. When permitted, dead end streets and cul-de-sacs shall be no more than 500 feet in length unless necessitated by topography and approved as a variance by the Planning Commission.

Dead end streets and cul-de-sacs shall be provided at the closed end with a turn-around having an outside roadway diameter of at least 74 feet and a street right-of-way diameter of at least 94 feet.

- b. Where dead end streets are stubbed out to abutting properties, such streets shall be provided with a temporary turn-around as recommended by the Town Engineer and Fire Marshal.

SECTION 2.

Add as a new Subsection “18.” as follows:

18. Connectivity. The subdivision shall provide for both vehicular and pedestrian/shared-use path connectivity to abutting properties. The subdivision shall have more than one public street vehicular access into and out of the development. The Planning Commission may waive this requirement in cases where all of the surrounding properties are existing house lots of less than one acre or where very significant topographic issues, not created by the design of the subdivision, would effectively prohibit connections.

SECTION 3.

Article III. General Requirements and Minimum Standards of Design, B. Sidewalks and other pedestrian facilities, 2., is amended as follows:

2. Placement of sidewalks and other pedestrian and shared-use facilities. A grassed or landscaped strip of at least six feet in width shall be provided between the back of the street curb and the edge of the approved pedestrian or shared-use facility on all streets classified as a local or collector on the Major Road Plan. A grassed or landscaped strip of at least eight feet in width shall be provided between the back of the street curb and the edge of the approved pedestrian or shared-use facility on all streets classified as an arterial street on the Major Road Plan. When there is a deceleration or taper lane and the right-of-way is not of adequate width to accommodate a six-foot or eight-foot grassed or landscaped strip between the back of the street curb and the edge of the pedestrian or shared-use facility, the grass or landscaped strip may be reduced in width to a minimum of three feet for that abutting section, if approved by the Planning Commission.

If the Town of Farragut is constructing a new pedestrian or shared-use facility on an existing street next to an existing residential subdivision, a grassed or landscaped strip shall be provided or, if possible, additional width in excess of the minimum required shall be added to the pedestrian or shared-use facility to provide the greatest pedestrian and vehicular separation possible in the given context.

SECTION 4.

Article III. General Requirements and Minimum Standards of Design, D. Lots, 1., is amended as follows:

1. Arrangement. Unless reductions are provided for otherwise as part of these regulations or in the Farragut Zoning Ordinance, each buildable lot shall front for a minimum of seventy-five (75) feet upon a public street. Where dead end streets or cul-de-sacs are permitted by the Planning Commission, each buildable lot shall have at least 60 feet of frontage on the dead end street or cul-de-sac.

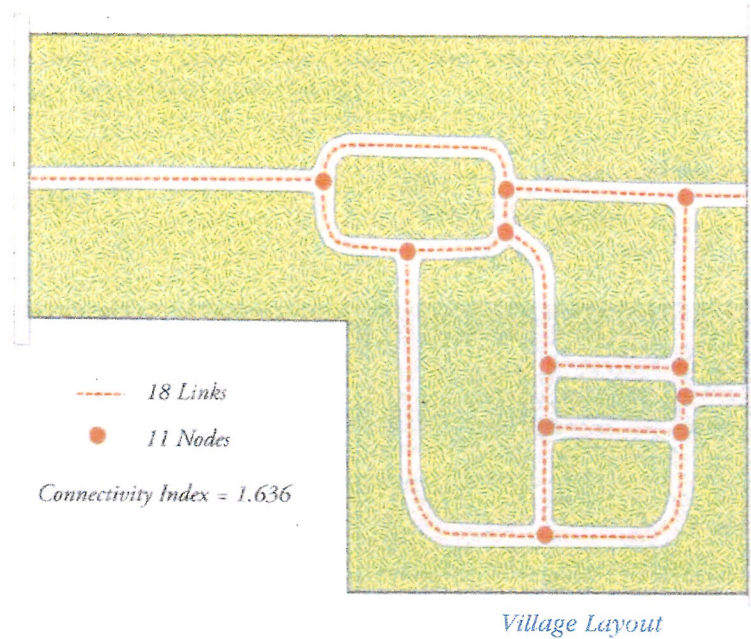
This amendment shall be in full force and effect from and after the date of passage of this Resolution.

RESOLUTION passed January 18, 2018.

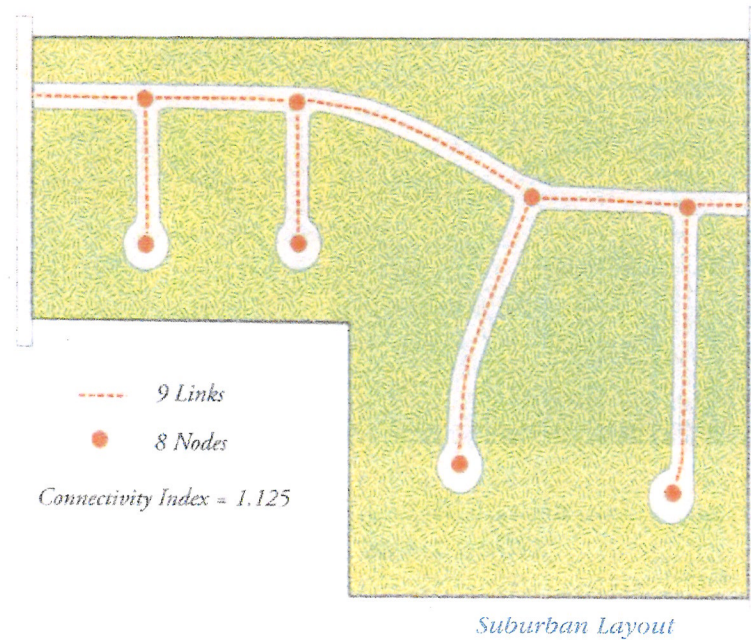
Rita Holladay, Chairman

Edwin K. Whiting, Secretary

BUILD STREETS LIKE THIS



INSTEAD OF THIS



Street Layout

The VMU District requires interconnected streets laid out as a grid or modified grid. This type of street system moves traffic relatively equitably among all the streets, gives drivers alternative routes to reach their destinations, and establishes a sense of community by allowing all streets to lead to community focal points.

The model ordinance also includes a unique regulation, called the street connectivity index. This index is derived by dividing the number of new street links by the number of new street intersections/permanent cul-de-sac heads. The two examples to the left show a village style layout, which exceeds the minimum ordinance street connectivity index of 1.40, and a typical suburban layout, which does not meet the index.

Street Connectivity in Village Layout

New street sections	18 Links
÷ New intersections/cul-de-sacs	11 Nodes
= Connectivity Index	1.636

Street Connectivity in Suburban Layout

New street sections	9 Links
÷ New intersections/cul-de-sacs	8 Nodes
= Connectivity Index	1.125

B. - Concept plan.

 Existing

Since it is the function and duty of the Planning Commission to provide for the harmonious development of the municipality, which includes the coordination of streets, sidewalks, open spaces, recreation, and other elements which will create conditions favorable to the health, safety, convenience and prosperity, a concept plan is herein required for any subdivision which is to be developed in multiple phases.

The purpose of the concept plan is to provide for a review of the significant physical features of a property proposed for subdivision so that an early general agreement on the comprehensive development of the entire property, particularly transportation and open space networks and their connections with adjoining properties and the immediate area, can be secured and the final design can take into consideration and capitalize on those features identified.

The plan should be prepared by a professional team that includes a Tennessee licensed engineer, a Tennessee registered land surveyor, a Tennessee licensed landscape architect, and/or a physical planner with a comparable background and experience. At a minimum, the plan shall require the seal of at least one of the above listed professionals.

1. The application submittal process for a concept plan is as follows:

The subdivider shall file with the staff of the Planning Commission four full-sized copies and one 8½-inch by 11-inch reduced copy of a concept plan of the proposed subdivision for review. At the time of such filing, the staff shall issue a receipt acknowledging said filing if requested. Neither the filing of the concept plan with the staff nor the receipt issued by the staff shall constitute "submission" of the concept plan for consideration by the Planning Commission. When the Planning Commission itself determines that it has sufficient information upon which to base its decision with respect to a particular matter, the matter will, at that time, be deemed "submitted" to the Planning Commission.

The concept plan shall be drawn to a scale of not less than 1" = 100' on sheets 24 inches by 36 inches in size and shall include, at a minimum, the following information:

- a. A title block which specifically indicates that this plan contains "conceptual information" which is "not intended for construction purposes."
- b. An address and a tax map and parcel reference associated with the property.
- c. The acreage of the property.
- d. The name, address, and telephone number of the owner(s) of record and developer(s). Where a subdivision involves multiple parcels, the owner(s) of record for each parcel shall be indicated.
- e. The name, address, and telephone number of all professionals involved and, at a minimum, the professional seal of the principal individual responsible for preparing the plan.
- f. Preparation and revision dates, approximate north point, location map, verbal and graphic scales, and legend.
- g. A boundary survey, including existing rights-of-way and easements.
- h. The location of existing improvements.
- i. The present zoning classification on the land to be subdivided and on the adjoining land. If the property to be subdivided is bisected by different zones, the zoning lines shall be identified on the plan.
- j. The location and an identification of all significant physical features of the property based on readily available information. Such features would include, but not necessarily be limited to, mapped wetlands and floodplains, lands that are generally inundated (e.g., ponds, lakes,



perennial streams, etc.), springs, intermittent streams, steep slopes, soils subject to slumping, surface depressions or sinkholes, and historic, archaeological, or cultural sites listed on the National Register of Historic Places, and/or on state, county, or town inventories.

- k. The general location and approximate square footage and acreage of all tree covered areas.
- l. The approximate density, predominant species, general distribution of predominant species, and predominant level of maturity of trees within all tree covered areas. Maturity levels shall be classified as follows: "Young stands" would be used where the predominant tree cover is from trees that are less than six inches at DBH; "Intermediate stands" would be used where the predominant tree cover is from trees that are six to ten inches at DBH; and "Mature stands" would be used where the predominant tree cover is from trees that are greater than ten inches at DBH.
- m. Mean sea level contours based on readily available information, such as geographic information systems, aerial photographs, or previous surveys, drawn at vertical intervals of not more than two feet, except when specifically not required by the Planning Commission.
- n. The proposed location and approximate grade of streets, sidewalks, and bikepaths and how these proposed transportation elements will be connected both internally and to adjacent properties. Existing transportation elements which abut or stub into the property proposed for subdivision shall be shown.
- o. The distance from the proposed subdivision entrance to existing access points on the same street and which are located within the immediate vicinity of the proposed subdivision entrance.
- p. The location of existing utilities and an indication of those utilities which are readily available and are expected to serve the site.
- q. The location and an identification of any areas to be designated as open space and how these open spaces will be connected both internally and to adjacent properties. Existing open spaces which abut the property proposed for subdivision shall be shown.
- r. The proposed lot line. If the property is being developed as attached single-family dwellings, indicate the maximum building footprint for each dwelling.
- s. From the above information, a preliminary engineering certification is to be submitted that the conceptual layout of proposed transportation elements, building lots, and open space can be designed to comply with the town's applicable ordinances, particularly those ordinances governing the design of subdivision streets and stormwater management facilities.

2. Within 30 days after submission of the concept plan, the Planning Commission will review it and indicate its approval, disapproval, or approval subject to modifications as a basis for the preparation of a preliminary plat. If a plan is disapproved, reasons for such disapproval will be stated in writing. If approved subject to modifications, the nature of the required modifications will be indicated.
3. If the Planning Commission fails to act on the concept plan within 30 days after being submitted to the Planning Commission, the concept plan will be deemed approved and a certificate to that effect shall be issued by the commission on demand. The applicant may waive this 30-day requirement and consent to the extension of such period.
4. The approval of the concept plan by the Planning Commission will not constitute acceptance of the preliminary plat.
5. One copy of the concept plan will be returned to the applicant with any notations at the time of approval or disapproval and the specific changes, if any, required.

6. The approval of the concept plan shall lapse unless an initial preliminary plat based thereon has been submitted one year from the date of such approval or unless an extension is applied for and granted by the Planning Commission. Any extension shall be based on current requirements and shall be valid for a maximum of one year each.

Once a preliminary plat has been approved and construction is underway, an application shall be made every two years by the subdivider for the approved concept plan to be reviewed by the Planning Commission for those areas which have not received approval for a preliminary plat. By doing so, this will help ensure that the approved concept plan is kept up to date with any additional known information, applicable ordinances, and/or with conditions or circumstances which may change over an extended period of time.

7. In an attached single-family dwelling development, once construction is complete and a final plat has been recorded in at least one phase of the development, if the developer or another property owner makes application to amend any building footprints on the concept plan, all property owners shall be notified of such changes.

(Ord. of 10-1987; Ord. of 2-2006; Res. No. PC-07-07, § 1, 4-5-2007; Res. No. PC-11-01, §§ 1, 2, 1-20-2011)

C. - Preliminary plat.

The purpose of the preliminary plat is to provide for a detailed design of construction plans for proposed public improvements.

1. The application submittal process for a preliminary plat is as follows:

The subdivider shall file with the staff of the Planning Commission four full-sized copies and one 8½-inch by 11-inch reduced copy of the preliminary plat of the proposed subdivision for review. At the time of such filing, the staff shall issue a receipt acknowledging said filing if requested. Neither the filing of the preliminary plat with the staff nor the receipt issued by the staff shall constitute "submission" of the preliminary plat for consideration by the Planning Commission. When the Planning Commission itself determines that it has sufficient information upon which to base its decision with respect to a particular matter, the matter will at that time be deemed "submitted" to the Planning Commission.

2. Where a concept plan has been approved, the preliminary plat shall conform substantially to the concept plan. Where a preliminary plat does not conform substantially with the approved concept plan, a revised concept plan shall be submitted to the Planning Commission in coordination with the preliminary plat. This revised concept plan shall only be binding for those portions of the subdivision which have not received approval for a preliminary plat.

Where a subdivider chooses to omit the filing of a concept plan, the subdivider shall submit a preliminary plat for the entire property.

3. The preliminary plat shall be drawn to a scale of not less than 1" = 100' on sheets 24 inches by 36 inches in size.
4. All federal and state permits required for construction of the development must be filed with the preliminary plat. This shall include a notice that the applicant has submitted a copy of the preliminary plat to the United States Post Office, Local Customer Relations Coordinator.
5. If any portion of the land being subdivided is subject to flood, as defined in article III, section F, the limit of the base flood elevation (the 500-year floodway and flood fringe boundary[ies]) shall be platted along with minimum floor elevations.
6. The preliminary plat shall meet the minimum standards of design as set forth in article III and the general

requirements for the construction of public improvements as set forth in article IV and shall give the following information insofar as possible:

- 
- a. The proposed subdivision name and location; the name and address of the owner or owners; and the name, address, telephone number, and seal of the designer(s) of the plat who shall be a Tennessee-licensed engineer, a Tennessee-licensed landscape architect, and/or a Tennessee-registered land surveyor. The Planning Commission shall be responsible for approving subdivision names or designating names appropriate to subdivision development.
 - b. Preparation and revision dates, approximate north point, location map, verbal and graphic scales, and legend.
 - c. The location of existing and platted property lines, streets, access easements, buildings, sink holes, water courses, railroads, sewers, bridges, culverts, drain pipes, water mains, any public utility easements, the names of adjoining property owners or subdivisions, and the present zoning classification on the land to be subdivided and on the adjoining land. If the property to be subdivided is bisected by different zones, the zoning lines shall be identified on the plat. The setback requirements shall be noted in a plat note.
 - d. A construction plan which shall include:
 - (1) A complete drainage plan showing all improvements, including, but not limited to, all proposed streets, sidewalks, bikepaths/walkways, easements, detention areas, storm sewers, swales, ditches, reserved areas, and lot drainage;
 - (2) Complete drainage calculations, pursuant to the Farragut Municipal Code chapter entitled "Stormwater Ordinance";
 - (3) A plan and profile of all streets showing typical cross sections of proposed roadways, sidewalks, swales, and ditches as well as both existing and proposed finished grades of paved rights-of-way and special ditches, and details of all structures which are part of the physical improvements in the subdivision; and
 - (4) All proposed drainage structures including manholes, catch basins, junction boxes, pipe storm drains, ditches, swales, and other drainage facilities including headwalls shall be shown on the plan and profile.
 - e. Complete erosion control plan with details.
 - f. A tree preservation/removal plan, as provided for in the Farragut Municipal Code.
 - g. The distance and bearing of one of the corners of the boundary of the subdivision to the nearest intersection of existing streets or roads and to an original corner of the original survey of which it is a part, and a key map showing relation of subdivision to well-known streets, railroads, and water courses in all directions to a distance of at least one-half mile. Suggested scale of one inch equals 2,000 feet.
 - h. Plans for proposed utility layouts (sanitary and storm sewers, water, electricity, gas, and conduit for future telecommunication network fiber) showing feasible connections to the existing or any proposed utility systems.
 - i. Plans for street lighting, if applicable.
 - j. The locations, widths, and other dimensions of proposed streets, alleys, easements, parks, other open spaces, reservations, lot lines, building lines, and utilities. This shall include the ten percent open space reservation.
 - k. If the property is being developed as attached single-family dwellings, include the locations and dimension of the maximum building footprints for each dwelling.

- l. Contours drawn at vertical intervals of not more than two feet, except when specifically not required by the Planning Commission. In areas where grade changes are proposed in association with the development of the project, the contours shall be shown based on actual field collected and verified elevations.
 - m. Dominant ground cover.
 - n. The acreage of the land to be subdivided and the acreage of each lot being created.
 - o. Actual closure computations for the boundary traverses. Such boundary traverses shall close to an accuracy of at least one foot in 10,000.
 - p. Plans for street name signs and other traffic signs.
7. Within 30 days after submission of the preliminary plat, the Planning Commission will review it and indicate its approval, disapproval, or approval subject to modifications as a basis for the preparation of the final plat. If a plat is disapproved, reasons for such disapproval will be stated in writing. If approved subject to modifications, the nature of the required modifications will be indicated.
 8. If the Planning Commission fails to act on the preliminary plat within 30 days after being submitted to the Planning Commission, the preliminary plat will be deemed approved and a certificate to that effect shall be issued by the commission on demand. The applicant may waive this 30-day requirement and consent to the extension of such period.
 9. The approval of the preliminary plat by the Planning Commission will not constitute acceptance of the final plat and will not be indicated on the preliminary plat.
 10. One copy of the preliminary plat will be returned to the applicant with any notations at the time of approval or disapproval and the specific changes, if any, required.
 11. The approval of the preliminary plat shall lapse if a grading permit is not obtained within six months of approval by the planning commission. The approval of the preliminary plat shall lapse unless a final plat based thereon is submitted within two years from the date of such approval or an extension is applied for and granted by the planning commission. Extensions shall be based on current requirements and shall be valid for a maximum of one year.
 12. If the subdivision is going to be developed and filed as final plats in portions of the preliminary plat, the portions must be expressed as phases and be designated and titled in roman numerals.
 13. In an attached single-family dwelling development, once construction is complete and a final plat has been recorded in at least one phase of the development, if the developer or another property owner makes application to amend any building footprints on the preliminary plat, all property owners shall be notified of such changes.
 14. The engineering and/or surveying firm representing the applicant in a preliminary plat filing shall certify that the proposed plat conforms to all applicable standards required in the Farragut Subdivision Regulations relative to either preliminary and/or final approval.
 15. When the applicant desires a departure or variance from the subdivision regulations, a specific request must be made in writing for such variance and an explanation provided to support the request.
 16. Once preliminary plat approval has been granted and the site preparation completed on those roads or sections of roads proposed for final approval, the applicant's engineering representative shall certify in writing to the town that the "as-built" profiles conform to the approved preliminary design.

(Ord. of 10-1987; Ord. of 2-2006; Res. No. PC-07-02, §§ 1, 2, 3-15-2007; Res. No. PC-07-07, § 2, 4-5-2007; Res. No. PC-08-05, § 1, 2-21-2008; Res. No. PC-08-07, § 1, 3-20-2008; Res. No. PC-09-08, § 1, 5-21-2009; Res. No. PC-11-01, §§ 3, 4, 1-20-2011)

A. - Streets.

1. *Conformity to the Major Road Plan and the Pedestrian and Bicycle Plan - 2010, as amended.* The town's adopted Major Road Plan, as amended, shall serve as the official document regarding street classifications involving the town's existing and future transportation system. For those streets that are classified on the Major Road Plan as collector or arterial, an abutting subdivision that fronts along such street(s) shall be improved along such frontage as part of the subdivision process to provide for a context appropriate (i.e. appropriate in relation to the proposed development, the street in question, and its physical surroundings) complete streets cross section consistent with the Complete Streets Cross Section exhibits in the Pedestrian and Bicycle Plan - 2010, as amended. Where a subdivision fronts on only one side of a collector or arterial street, only the side of such street abutting the subdivision shall be required to be improved to the complete streets cross section.
2. *Relation to adjoining street system.* The proposed street system shall extend existing streets within proposed projects at the same or greater width, but in no case less than the required minimum width.
3. *Access streets to subdivision boundaries.* Sufficient access streets to adjoining properties shall be provided in subdivisions to permit harmonious development of the area.
4. *Right-of-way and pavement widths.* The minimum width of any right-of-way is measured from lot line to lot line. The width of pavement is measured from pavement edge to pavement edge, thus excluding the gutter and curb section. Standards for both right-of-way and lane width for applications falling within the jurisdiction of these regulations shall not be less than as follows:

a. *Major arterial streets.*

Right-of-way	100 feet
Curb and gutter (TDOT 6-30)	30 inches
Lane width	12 feet*

Reduction in lane width may be permitted due to existing conditions based on the recommendation of the town engineer.

Such streets are used primarily for fast or heavy traffic and are located on the major road plan. Turn lanes may be required by the Planning Commission if warranted by the traffic impact study.

b. *Minor arterial streets.*

Right-of-way	80 feet
Curb and gutter (TDOT 6-30)	30 inches
Lane width	12 feet*

Reduction in lane width may be permitted due to existing conditions based on the recommendation of the town engineer.

Such streets are used primarily to handle moderate to high traffic speeds and volumes. These streets should be reflected on the major road plan. Turn lanes may be required by the Planning Commission if warranted by the traffic impact study.

The Planning Commission may, at the recommendation of the town engineer, elect to allow three twelve-foot lanes distributed as follows:

Right-of-way	70 feet
Curb and gutter (TDOT 6-30)	30 inches
Lane width	12 feet*

c. *Major collector streets.*

Right-of-way	60 feet
Curb and gutter (TDOT 6-30)	30 inches
Lane width	12 feet

Such streets are used primarily to carry slow to moderate traffic speeds and volumes. These streets act primarily as the transition between local traffic and through traffic. These streets should be reflected on the major road plan. Turn lanes may be required by the Planning Commission if warranted by the traffic impact study.

d. *Local collector streets.*

Right-of-way	50 feet
Curb, extruded	8 inches
Lane width	13 feet

Such streets are used primarily to carry slow traffic speeds and volumes. The streets primarily serve the internal movements of residential areas to major collector status streets. These streets should be reflected on the major road plan. Turn lanes may be required by the Planning Commission if warranted by the traffic impact.

e. *Local streets.*

Right-of-way	50 feet
Curb, extruded	8 inches
Curb, rolled	24 inches(multi-family residential)
Lane width	13 feet

Such streets are used primarily to serve individual residential lots. Typically, both speeds and volumes are very slow. In such cases where local streets intersect with arterial or major collector streets, the Planning Commission may require a twelve-foot center lane if warranted by the traffic impact study.

f. *Frontage roads.*

Right-of-way	40 feet
Pavement width	30 feet
Curb, extruded	8 inches

Typically, access or frontage roads are used in commercial and/or multi-family developments to facilitate internal traffic movements or reduce the overall number of curb cuts to higher status streets. Such frontage roads shall conform to the radius requirements, at points of ingress and egress, on arterial streets.

NOTE: In extreme cases where topography or other physical conditions make a street of the required minimum width impractical, the Planning Commission may modify the above referenced requirements. However, through proposed neighborhood or local business areas, the street right-of-way width may be increased 11 feet on each side to provide for movement of vehicles into and out of necessary off-street parking areas without interference to traffic.

5. *Additional right-of-way widths on existing streets.* Subdivisions that adjoin existing streets shall dedicate additional right-of-way to meet the above minimum street width requirements.
 - a. The entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing street.
 - b. When the subdivision is located on only one side of the existing street, one-half of the required width of the right-of-way, measured from the center line of the existing roadway, shall be provided.
6. *Restriction of access.* Where a subdivision abuts or contains an existing or proposed major street the Planning Commission may require frontage roads, or such other treatment as may be required to afford separation to through and local traffic. Subdivisions abutting or containing an existing or proposed major street shall comply with the provisions of the driveways and other access ways ordinance.
 - a. Paved acceleration and deceleration lanes may be required along any arterial or collector street or highway at the determination of the commission.
 - b. Frontage roads (roads which parallel the public streets giving access and which extend along the entire frontage of particular properties) shall be constructed in order to provide safe and efficient vehicular movement between specified access points. All frontage roads shall be dedicated as public streets and shall be maintained by the public.
 - c. Frontage roads shall be constructed in conformance with standards of the subdivision regulations. Dedicated right-of-way for frontage roads shall be ten feet greater than the width of the proposed frontage road.
 - d. Items a through c of this subparagraph shall apply in their entirety to commercial property having road frontage greater than the distance between access points specified in the access ordinance. For commercial property of lesser road frontage, the commission may waive or reduce requirements (i.e., require dedicated right-of-way for frontage roads rather than constructed frontage roads).
7. *Street grades.* Grades on streets shall not exceed the following:
 - a. Arterial streets and highways: Seven percent.
 - b. Collector streets: Ten percent.
 - c. Residential streets: 12 percent.
 - d. Dead end and loop streets: 14 percent.
8. *Horizontal curves.* When a deflection angle of more than six degrees in the alignment of a street occurs, the following radii shall be used:
 - a. Arterial streets and highways: 600 feet.
 - b. Collector streets: 400 feet.
 - c. Residential streets: 150 feet.
 - d. Dead end and loop streets: 100 feet.
9. *Vertical curves.* Vertical curves shall conform to AASHTO stopping sight distance for the following design speeds:
 - a. Arterial streets and highways: 50 mph.

- b. Collector streets: 40 mph.
- c. Residential streets: 35 mph.
- d. Dead end and loop streets: 30 mph.

10. *Intersections.* Street intersections shall be as nearly at right angles as possible, and no intersection shall be at an angle of less than 60 degrees.

To permit the construction of a curb having a desirable radius, property line radii at all street intersections shall not be less than 20 feet. Where the angle of the street intersection is less than 90 degrees, the Planning Commission may require a greater radius.

All intersections of two or more streets shall have a grade that does not exceed four percent of the following distance from the intersection:

- a. Arterial streets and highways: 150 feet.
- b. Collector streets: 100 feet.
- c. Residential streets: 60 feet.
- d. Dead end and loop street: 50 feet.

11. *Tangents.* Reverse curves in road right-of-way shall be corrected by tangents of not less than the following:

- a. Arterial streets and highways: 150 feet.
- b. Collector streets: 100 feet.
- c. Residential streets: 75 feet.
- d. Dead end and loop streets: 50 feet.

12. *Street jogs.* Street jogs of less than 200 feet shall not be allowed, except where both intersecting streets are cul-de-sacs in which case the street jogs with centerline offsets of less than 125 feet shall not be allowed.

13. *Dead end streets.*

- a. Minor terminal streets or courts designed to have one end permanently closed shall have no more than 500 feet long unless necessitated by topography. They shall be provided at the closed end with a turn-around having an outside roadway diameter of at least 74 feet and a street right-of-way diameter of at least 94 feet.
- b. Where, in the opinion of the Planning Commission, it is desirable to provide for street access to adjoining property, proposed streets shall be extended to the boundary of such property. Such dead end streets shall be provided with a temporary turn-around having a roadway diameter of at least 80 feet.

14. *Private streets and reserve strips.* Private streets are prohibited. All streets shall be constructed per these regulations and shall be dedicated to the town. There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed with the town under conditions approved by the Planning Commission.

15. *Drainage.* All streets and roads must be so designed as to provide for the discharge of surface water from the right-of-way of all streets and roads by grading and drainage as shall be approved by the

planning commission. Where possible, water should be discharged by surface drainage into open ditches or swales. Such open ditches and swales shall be platted on the final plat as water quality drainage easements. In order to reduce run off, such open ditches and swales shall be kept in a vegetated state. No piping or the use of any type of hard surface (rip rap, river rock, etc.) shall be permitted in a water quality drainage easement. Where water cannot be adequately discharged by surface drainage, the planning commission shall require the installation of a storm sewer.

A street shall not carry water for a distance greater than 400 feet from the beginning point of the runoff. Discharge from the street shall be handled by means of a catch basin—The number, size, type, and location to be determined by the town engineer. Pipes under the right-of-way, for purposes of discharging water into the pipe, must be no less than 18 inches in diameter. Drainage shall not discharge into a sinkhole as a means of an outlet for runoff, unless the depression has a storage capacity for a 100-year flood without flooding any adjacent properties, or creating overflow runoff that will adversely affect existing drainage courses.

16. *Street Names.* Proposed streets which are obviously in alignment with others already existing and names shall bear the names of existing streets. In no case shall the name for proposed streets duplicate existing street names, irrespective of the use of the suffix street, avenue, boulevard, drive, place or court. The Planning Commission shall have the power to approve or disapprove street names and if necessary determine and assign names to public rights-of-way on submitted plats.
17. *Street Elevations.* The Planning Commission may require, where necessary, profiles and elevations of streets for determination of proximity to floodplains. No street shall be approved for construction within a floodplain if it is proposed to be constructed more than one foot below the elevation of the 500-year flood as defined in Article III, Section E. Fill may be used for streets provided such fill does not increase upstream flood heights. Drainage openings shall be so designed as to not restrict the flow of floodwaters or increase upstream flood heights.

(Ord. of 10-1987; Ord. of 2-2006; Res. No. PC-09-08, § 2, 5-21-2009; Res. PC-17-01, § 1, 2-16-2017)

B. - Sidewalks and other pedestrian facilities.

1. *Provisions for Sidewalks and Other Pedestrian Facilities.* Sidewalks shall be constructed on all collector and arterial streets which a subdivision fronts. Sidewalks shall be constructed on at least one side of all new spine streets. Spine streets are those main streets located within a subdivision which connect less traveled streets located deeper within the subdivision to the subdivision entrance(s).

Additional sidewalks along non-spine streets internal to a subdivision may also be required by the Planning Commission. In making their determination, the Planning Commission shall consider the anticipated use of such facilities, the frequency of pedestrian/vehicular conflicts, and whether such additional facilities would significantly contribute to the town's existing or projected pedestrian network.

In lieu of sidewalks being constructed along spine and/or non-spine streets, the Planning Commission may approve an alternate comprehensive pedestrian system for the subdivision. Such system shall include sidewalks, bicycle/pedestrian paths, greenways, or any combination thereof.

2. *Placement of Sidewalks and Other Pedestrian Facilities.* Where possible, pedestrian facilities which are adjacent to roadways shall be located in the right-of-way no less than one foot from the property lines so

as to minimize conflicts with fencing, hedges, or other plantings or structures that may be placed on the property line at a later date.

A grassed strip of at least three feet in width shall be provided between the street curb and the edge of the approved pedestrian facility on all streets classified as a local street on the Major Road Plan. A grassed strip of at least six feet in width shall be provided between the street curb and the edge of the approved pedestrian facility on all streets classified as a collector street on the Major Road Plan. A grassed strip of at least eight feet in width shall be provided between the street curb and the edge of the approved pedestrian facility on all streets classified as an arterial street on the Major Road Plan. When there is a deceleration lane and the right-of-way is not of adequate width to accommodate a six-foot or eight-foot grass strip between the street curb and the edge of the pedestrian facility, the grass strip may be reduced in width to a minimum of three feet.

If the Town of Farragut is constructing a new pedestrian facility on an existing street next to an existing residential subdivision, a grassed strip of at least three feet in width shall be provided between the street curb and the edge of the approved pedestrian facility.

3. *Widths of Sidewalks and Other Pedestrian Facilities.* Sidewalks fronting on access easements or public streets shall be a minimum of five feet in width. Bicycle/pedestrian paths and greenways shall be a minimum of eight feet in width.
4. *Completion and Bond Requirements for Sidewalks and Other Pedestrian Facilities.* Prior to the recording of a final plat, all pedestrian facilities shall be completed or a bond provided to ensure completion. A two-year maintenance bond for all pedestrian facilities shall also be provided before the final plat is recorded or the completion bond is released.

(Ord. of 10-1987; Ord. of 2-2006; Res. No. PC-07-02, § 4, 3-15-2007; Res. No. PC-09-05, §§ 1, 2, 4-16-2009; Res. No. PC-11-09, § 1, 6-16-2011)

D. - Lots.

-  1. *Arrangement.* Insofar as practical, side lot lines shall be at right angles to straight street lines or radial to curved street lines. Each lot must front for a minimum of 75 feet upon a public street or road except in special instances, such as cul-de-sacs; in which case each lot must have frontage of at least 60 feet.
2. *Minimum Size.* The size, shape, and orientation of lots shall be such as the Planning Commission deems appropriate for the type of development and use contemplated. Where public water and sanitary sewer systems are reasonably accessible, the subdivider shall connect with such systems and provide a connection or connections to each lot. Where a public sewer is not accessible, an alternate method of sewerage disposal may be used, when meeting all applicable public health regulations of the Knox County Health Department.
 - a. Residential lots served by public water and sanitary sewer systems shall not be less than 15,000 square feet in area, except for areas specifically noted in the Farragut Zoning Ordinance.
 - b. Residential lots not served by sanitary sewer systems shall not be less than 100 feet wide at the building setback line nor less than one acre or 43,560 square feet in area, or as specified in the Farragut Zoning Ordinance, however, greater area may be required by the Planning

Commission as indicated by data from percolation tests and investigations or as determined by the county health officer and soil scientist.

3. *Building Setback Lines and Yard Requirements.* All such requirements shall conform to the Farragut Zoning Ordinance. In the event a developer desires to place on record a minimum building line, which is over and above that required by the zoning classification, such building setback line must be denoted on each of the lots platted, as well as appear in the plat notes.

In the case of electric transmission lines where easements are not definitely established, there shall be a minimum building setback line from the center of the transmission line as follows:

Voltage of Line	Minimum Depth Building Setback Line From Center of Transmission Line
46 KV	38 feet
69 KV	50 feet
161 KV and over	75 feet

4. *Corner Lots.* Corner lots shall be sufficiently wider and larger to permit the additional side yard requirements of the zoning ordinance or building setback lines as outlined above.
5. *[Subdivisions, ten lots or more].* In subdivisions of ten or more lots, all lots approved by the Planning Commission, by either final approval or bonding, shall be identified in the following manner: A minimum stake size of one inch by four inches, nominal, with a minimum above-ground length dimension of 24 inches; to be painted white with red or black numbers (the numbers to be not less than two inches tall); and to be located on the front right-of-way, between lots. These stakes must be erected at the time of final approval and shall be maintained by the developer for a period of two years. After the initial two-year maintenance period, a stake must be erected by the applicant at the time a building permit is issued and remain through the issuance of a certificate of occupancy.

(Ord. of 10-1987; Ord. of 2-2006)