



**AGENDA
FARRAGUT MUNICIPAL PLANNING COMMISSION**

**April 19, 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 – March 15, 2018**
- 4. Discussion on a request to rezone the Swan Property, Parcel 58, Tax Map 151, 12639 Kingston Pike, 28.76 Acres, from R-2, R-1, and FPD to C-1, R-4, OS-P, and FPD (SITE, Inc., Applicant)**
- 5. Discussion on a request to rezone Parcels 52, 54, 54.01, 55, and 57, Tax Map 151, located at 12723, 12733, 12737, 12743, and 12751 Union Road, 115 Acres, from A and R-1 to R-1/OSR (Site Inc., Applicant)**
- 6. Discussion on a request to rezone Parcel 12, Tax Map 162, 801 McFee Road, 20.267 Acres, from R-2 to R-1/OSR (Homestead Land Holdings, LLC, Applicant)**
- 7. Discussion and public hearing on a preliminary plat for road improvements along N. Campbell Station Road at the Fretz Road intersection (W. Scott Williams, Applicant)**
- 8. Discussion and public hearing on a request for a review of a concept plan for Grigsby Park (west of the Chapel Point Subdivision off Grigsby Chapel Road), Parcels 115.01, 116.01, 96, and 96.01, Tax Maps 130 and 142, 24.878 Acres, 66 lots, Zoned R-4 (Grigsby Park, LLC, Applicant)**
- 9. Discussion and public hearing on a request for approval of a site plan for a partial redevelopment of the Station West development, 11311 Station West Drive, 2.51 Acres, Zoned C-2 (11311 Station West, LLC - David Fiser, Applicant)**
- 10. Discussion and public hearing on a request for approval of a site plan for Tire Discounters, 709 N. Campbell Station Road, 1 Acre, Zoned C-2 (Leesman Engineering and Associates – Tim Dwyer, Applicant)**

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- 11. Discussion on the application of height as it relates to accessory structures and buildings constructed along slopes.**
- 12. Discussion and public hearing on an amendment to the Planning Commission By-Laws to change the term for the youth representative from calendar year to fiscal year.**
- 13. Discussion and public hearing on an ordinance to establish a neighborhood/convenience commercial zoning district (Town of Farragut, Applicant)**
- 14. Discussion on removing mini-warehouse facilities from the list of permitted uses in the Regional Commercial District (C-2) and amending the General Commercial Storage District (CS-1) to allow mini-warehouse facilities and re-word the general description to address where this district may be appropriate (Town of Farragut, Applicant)**
- 15. Approval of utilities**



**MINUTES
FARRAGUT MUNICIPAL PLANNING COMMISSION**

March 15, 2018

MEMBERS PRESENT

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

MEMBERS ABSENT

Noah Myers
Drew Carson
Jack Coker

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

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

1. CITIZEN FORUM

2. APPROVAL OF AGENDA

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

3. APPROVAL OF MINUTES

A motion was made by Commissioner Povlin to approve the February 15, 2018 minutes. The motion was seconded by Commissioner St. Clair and the motion passed unanimously.

4. DISCUSSION ON A CONCEPT SITE PLAN FOR THE REDEVELOPMENT OF THE U.S. GOLF PROPERTY AT 11775 SNYDER ROAD, 6.02 ACRES, ZONED C-2 (Ziff Properties, Inc., Applicant)

For discussion purposes only.

5. DISCUSSION AND PUBLIC HEARING ON A REQUEST FOR APPROVAL OF A SITE PLAN FOR THE EXPANSION OF THE FORMER GANDER MOUNTAIN BUILDING FOR THE AT HOME DÉCOR SUPERSTORE, 11501 PARKSIDE DRIVE, 8.09 ACRES, ZONED C-2 (Callaway Architecture – Raphael Anguiano, Applicant)

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

- 1) Please specifically address how any new building materials on the exterior will comply with the Town's Architectural Design Standards (ADS). In terms of materials, the requirement is at least 75% masonry (brick or natural stone). Staff understands that the existing building does not comply but more detail is needed as to how proposed exterior modifications will, at a minimum, bring the existing building more into compliance with the ADS;
- 2) Other than the modification in the front and the addition to the east, is the existing building only being re-painted? The building elevations are somewhat confusing as they refer to "new" EIFS;
- 3) The maximum permitted building height is 45 feet (1 additional foot of setback for each foot of building height over 35 feet);
- 4) The lighting plan does not show property lines so as to verify compliance with isofootcandle strength at the property lines. The plan also did not include details for new or modified wall lights and does not identify where existing lights are being modified and new lights are proposed. The lighting plan must also be signed over the seal;
- 5) The "Loading Area" located at the front of the store should be more clearly labeled as a "Customer Loading Area";
- 6) The applicants need to provide adequate documentation to support their proposed "underparked" condition in accordance with the zoning ordinance's requirements;
- 7) All sheets must be signed and sealed;
- 8) Please provide a materials board and colors for the Planning Commission meeting;
- 9) Prior to the issuance of a Certificate of Occupancy a digital as-built will be required in a JPEG format; and
- 10) Please submit an irrevocable letter of credit for erosion control for \$5000.

A discussion ensued regarding staff comment #'s 1 and 2. The commissioners were in agreement with staff that the new construction would need to be consistent with the existing building. Commissioner St. Clair also asked that some measures be taken to break up the long, and now extended, building elevation facing Parkside Drive. Raphael Anguiano was present as the applicant and indicated that they would add some pilasters across the front and also use tilt up concrete for most of the new construction. He indicated that they would provide an updated materials board and images of what the proposed building would look like and where similar applications have been applied in other At Home locations. The staff indicated that they would notify commissioners when the information was submitted so they could individually come by and provide input as to whether the revised elevations were acceptable. A motion was made by Commissioner Povlin to approve the site subject to the staffs' recommendation and a review of the revised building elevations that would address the staffs' and planning commissioner's comments. The motion was seconded by Commissioner Dick and the motion passed unanimously.

6. DISCUSSION AND PUBLIC HEARING ON A REQUEST FOR APPROVAL OF A CONCEPT PLAN FOR THE BROOKMERE SUBDIVISION, PARCEL 044, TAX MAP 152, 87.34 ACRES, 142 LOTS, ZONED R-1/OSR AND FPD (Bob Mohnsey, Homestead Land Holdings, LLC, Applicant)

The staff reviewed this item and noted that the remaining comments on the concept plan were as follows:

- 1) The cost-share agreement related to improvements to Virtue Road must be executed and approved by the Board of Mayor and Aldermen;
- 2) The applicant has acknowledged the need to comply with all Town and FEMA flood damage prevention regulations, including any CLOMR/LOMR applications. This is a significant issue and the Town has yet to see any supporting detailed studies or materials;
- 3) Staff does not support the applicant's variance request from the Town's vehicular connectivity requirements. Kingsgate Subdivision was platted with a stub-street connector to the property in question, which indicates planned connectivity. Connecting the proposed subdivision to Kingsgate would provide for alternative vehicular access to multiple existing subdivisions, as well as to Kingston Pike and Turkey Creek Road. It would also provide for improved emergency access to both the proposed development and other existing subdivisions. The Town's staff views this as a significant community benefit;
- 4) The applicant has shown a proposed greenway/walking trail along the southwestern side of Little Turkey Creek. In previous discussions with the applicant, the Town's staff has requested that the trail be located on the southeastern side of the creek to avoid a topographic pinch-point to the south, and to utilize the development's planned bridge to cross the creek. The location proposed by the applicant would entail the construction of a second pedestrian bridge. This would increase the cost of developing the greenway/walking trail and be complicated by FEMA's National Flood Insurance Program requirements. The greenway/walking trail was proposed in lieu of sidewalk construction in connection with the Virtue Road improvement project. The additional costs of a second pedestrian crossing may not have been factored into the Town's cost sharing agreement with the developers. Staff does not support the location of the greenway/walking trail, as proposed;
- 5) Given that this is an Open Space Residential Overlay, the staff does not support the cul-de-sac extending the distance proposed in the southeast portion of the development (lower right corner of the plan). The staff would recommend that that this cul-de-sac be shortened, and the lots be made more estate size to be consistent with the topography of the general area;
- 6) As noted in the applicant's response letter, more detailed streetscaping information will be provided as part of the preliminary platting requirements. The concept plan focuses almost exclusively on the boulevard streets;
- 7) The applicants have requested several variances from the Town's Subdivision Regulations. These include:
 - a) The use of a 10-foot greenway within the boulevard islands as an alternative to sidewalks along the one-way boulevard street sections. Staff supports this request with the addition of the cross-island connectors included on the revised plan;
 - b) An alternate sidewalk system with a dedicated public easement for a 10-foot public greenway within the floodplain of Little Turkey Creek. As noted above, the Town's staff does not support the proposed location of the greenway easement, which should be revised;
 - c) The use of a one-way street boulevard with two 16-foot wide travel lanes and a 26-foot wide ROW. Staff supports this requested variance;

- d) A variance request to narrow the pavement widths and ROW width on the cul-de-sacs to 22-feet and 40-feet, respectively. As noted above, staff supports this request;
- e) A variance request to eliminate the required second point of vehicular public road access to the development. The applicant is proposing a restricted emergency access and pedestrian pathway to West Kingsgate Road as a substitute. As noted above, the Town's staff is opposed to this variance request;
- 8) The proposed road design creates substandard street offsets (jogs) around the intersections of the one-way boulevards and Sandy Run Road with Justice Valley Street. This issue was not previously discussed with the applicants, but it will require a variance from the street design standards for street jogs. Staff is not opposed to approving the intersection design as shown, subject to review and approval by the Town's Engineer and Fire Marshal to assure they can support the maneuvering needs of emergency vehicles;
- 9) Please provide a cross section and detail for the 20 foot wide emergency access (public street) and a detail for the lane narrowing on the one-way streets;
- 10) Greenway from Virtue Road should enter Open Space just south of the Virtue Road bridge over Little Turkey Creek, then proceed through Open Space to meet Needlegrass Lane near its bridge over Little Turkey Creek. From that point, the path can be sidewalk across the Needlegrass Lane bridge, with mid-block crossing on the east side of the creek. From that point, greenway should be extended across Open Space at the rear of lots 82-89 to the southern edge of the property. The Town can then extend this trail along the eastern side of the creek to the trail into Sheffield Subdivision; and
- 11) Mid-block pedestrian access points on Boyd Chase Boulevard tie to the roadway at "bottlenecks." This may assist to slow traffic, but it brings up a question: While there are no sidewalks on the opposite sides of the street, have you considered the possibility of raised crosswalks?

The staff indicated that, related to Comment #7, the applicant has requested a number of variances from the Subdivision Regulations that would need to be addressed individually prior to taking action on the concept plan. The staff also noted that Comment #8 would also require a variance from the Subdivision Regulations.

The first variance was to use a 10-foot greenway within the boulevard islands as an alternative to sidewalks along the one-way boulevard street sections. The staff recommended approval of this variance since it would be an enhancement in comparison to a traditional sidewalk and since this is a key element in the subdivision's streetscape plan.

A motion was made by Kile to follow staffs' recommendation. Motion was seconded by Povlin and motion passed unanimously.

The second variance was a request for an alternative pedestrian facility (multi-use path) along the floodplain of Little Turkey Creek instead of along Virtue Road due to topographic issues associated with Virtue Road. The staff recommended approval of this variance.

A motion was made by Povlin to approve the variance for topographic reasons and that the exact location of the path would be determined with the more detailed preliminary plat. Motion was seconded by St. Clair and motion passed unanimously.

The third variance was to use a one-way street boulevard with two 16-foot wide travel lanes and a 26-foot wide right of way. The staff recommended approval of the variance since this is a key component of the subdivision's streetscape plan.

A motion was made by St. Clair to follow staffs' recommendation. Motion was seconded by Povlin and motion passed unanimously.

The fourth variance was to narrow the pavement and right of way widths on the cul-de-sacs to 22-feet and 40-feet respectively. The staff recommended approval since this would be more context appropriate and lessen disturbance.

After initially indicated that they did not want the variance, the applicant agreed to proceed with the variance. A motion was made by Povlin to follow staffs' recommendation. Motion was seconded by St. Clair and motion passed unanimously.

The fifth variance was a request to eliminate the required second point of vehicular public road access to the development. The staff recommended denial of this variance.

After a long discussion on this item, the commissioners were sensitive to the impact to Kingsgate but did not want to preclude the second point of vehicular public road access from occurring at some point. They asked that this would need to be more specifically addressed with the preliminary plat and the final plat so as to phase in a full public access at some point in the future. A motion was made by St. Clair to deny the variance. Motion was seconded by Povlin and motion passed unanimously.

The sixth variance was from the street design standards for street jogs. The staff recommended approval since this was a key aspect of the traffic calming plan for the subdivision.

A motion was made by St. Clair to follow staffs' recommendation. Motion was seconded by Povlin and motion passed unanimously.

Due to action taken on the variance requests, staff comment #'s 3, 4, 5, 7, 8, and 10 were already addressed and would not need to be included in the action taken on the concept plan.

A motion was made by Povlin to approve the concept plan subject to addressing staff comment #'s 1, 2, 6, 9, and 11. Motion was seconded by St. Clair and motion passed unanimously.

7. DISCUSSION ON A NEIGHBORHOOD/CONVENIENCE COMMERCIAL ZONING DISTRICT (Town of Farragut, Applicant)

For discussion purposes only.

8. APPROVAL OF UTILITIES

ADJOURNMENT

The meeting adjourned at 10 p.m.

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to rezone the Swan Property, Parcel 58, Tax Map 151, 12639 Kingston Pike, 28.76 Acres, from R-2, R-1, and FPD to C-1, R-4, OS-P, and FPD (SITE, Inc., Applicant)

INTRODUCTION AND BACKGROUND: This item was most recently discussed as a workshop item at the February 15, 2018 Planning Commission meeting. As part of that discussion, it was noted that the applicant was also involved in the rezoning request for the Ivey property north of Union Road. In addition, the Town is working with a consultant to finalize partial roadway design plans for improvements to Union Road and will be submitting these to TDOT for requested design exceptions.

Given all of the factors involved and the very substandard condition of Union Road, the Planning Commission felt that, before they move forward with any recommendation on the rezoning requests for the Swan or the Ivey properties, more information would need to be provided. Specifically, the Commission asked for a general plan for how the applicant envisions the development of their respective tracts and how this may relate to the timing and nature of improvements to Union Road.

DISCUSSION: In your packets, the staff has included a document from the applicant which addresses the development of both the Swan and Ivey properties. The document includes a conceptual master plan for the Swan property which is intended to correspond to the zoning map amendment that they are requesting. Also included in the document is a timeline of events which addresses the construction of Way Station Trail extension, the development of infrastructure on the Ivey property, and desired numbers of building permits for different years associated with the development of the Ivey property.

Based on the latest information, it is anticipated that Union Road will not be complete until at least five years from now. The applicant is proposing to construct Way Station Trail extension and a roundabout within Union Road that will tie together the Swan and Ivey properties. This work on Union Road will have to be coordinated with the Town and TDOT as part of the Union Road Improvement Project. The applicant is proposing to use Way Station Trail extension as a public street access for properties along Union Road as it is likely that portions of Union Road will be closed to the east of the Ivey property in order to construct a new bridge across Little Turkey Creek. Since it will connect Kingston Pike to Union Road, the extension of Way Station Trail will likely justify a traffic signal, based on anticipated traffic counts, at Kingston Pike and Way Station Trail.

RECOMMENDATION: Though this is only a workshop discussion item, the staff would recommend that before the portion of property on the Swan Farm that abuts Union Road (namely where the R-4 district is proposed) is rezoned, Way Station Trail extension should be complete to at least the anticipated access point for the R-4 portion of the property. In this manner the affected portion of the property would have access to a street that meets the requirements of the Farragut Subdivision Regulations.

Since it is very preliminary at this point, the staff has not reviewed the conceptual master plan for the Swan property. The staff has looked at the layout in general terms and would recommend that, if the Neighborhood/Convenience Commercial Zoning District is created, the portion of the Swan property that is requested for General Commercial should be rezoned instead to the Neighborhood/Convenience Commercial Zoning District. This would be a tract ideally suited for this new zoning district.

The staff also has some questions about the zoning map amendment for the Swan property that was presented by the applicant. The portion of the property proposed for Open Space/Park (OS-P) needs to be clarified in relation to the floodway and flood fringe. There is also a very small sliver of property along Kingston Pike that is R-1 but should likely be combined with the adjacent area to the east to OS-P. These areas are not developable and the OS-P would be the appropriate zoning designation.

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to rezone Parcels 52, 54, 54.01, 55, and 57, Tax Map 151, located at 12723, 12733, 12737, 12743, and 12751 Union Road, 115 Acres, from A and R-1 to R-1/OSR (Site Inc., Applicant)

INTRODUCTION AND BACKGROUND: Since this item is closely related to the previous item, please also refer to the report on the previous item. Though the timing and logistics in relation to the development of the Swan property infrastructure and the improvements to Union Road would have to be addressed, the staff does support the R-1/OSR district for this property. The property has some natural characteristics that would be better protected with an R-1/OSR zone.

RECOMMENDATION: Though this is only a workshop discussion item, in order to have some control over the intensity of development on the Ivey property, the staff would recommend that the Planning Commission consider recommending that the property either be rezoned incrementally or that a set number of building permits would be permitted and tied to the level of completion of Union Road. The staff would recommend that Way Station Trail extension and the roundabout on Union Road between the Swan and the Ivey properties be constructed as a condition of rezoning any portion of the Ivey property.

No building permits could be issued for the development of the Ivey property until Way Station Trail extension and the roundabout on Union Road were satisfactorily completed. Beyond that point, building permits should be issued in a manner that is proportional to improvements that are being made along the remainder of the Union Road corridor.

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Bart Hose, Assistant Community Development Director

SUBJECT: Discussion and public hearing on a request to rezone Parcel 12, Tax Map 162, located at 801 McFee, 20.267 Acres, from R-2 to R-1/OSR (Homestead Land Holdings, LLC, Applicant)

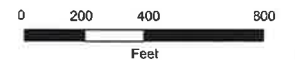
INTRODUCTION AND BACKGROUND: The request is to rezone a 20.27-acre tract from General Single Family Residential (R-2) to Rural Single Family/Open Space Residential Overlay (R-1/OSR). The property is located on the west side of McFee Road and lies between McFee Park to the south and McFee Manor Subdivision to the north (map attachment 1). It currently contains a small single family residential unit located just off McFee Road. The property is heavily wooded and has some physical/environmental constraints. This includes some steeper slopes and a small creek at the western edge of the property (map attachments 2 & 3).

DISCUSSION: The requested R-1/OSR zoning for the property would be largely consistent with the Comprehensive Land Use Plan (CLUP) and the surrounding existing land use and development pattern. The CLUP designates the bulk of the property as Rural Residential with some limited potential Open-Space areas at the western edge of the site. As noted above, the property is located adjacent to and just south of McFee Manor Subdivision and just north of McFee Park. The R-1/OSR designation will allow for transition between the park and McFee Manor and will be complementary and consistent with both. In addition, it is located across McFee Road from the Cottages at Price Farm Subdivision, which is zoned Open Space Mixed Residential (map attachment 4). The R-1/OSR zoning will also allow the owner/developer to better design around any physical/environmental constraints on the property and preserve some of the wooded character of the site.

RECOMMENDATION: Staff supports the requested zoning for the property and feels that it is very appropriate given its location and the physical characteristics.



Attachment 1
801 McFee Rd. Rezoning
 R-2 to R-1/OSR

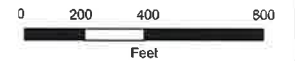


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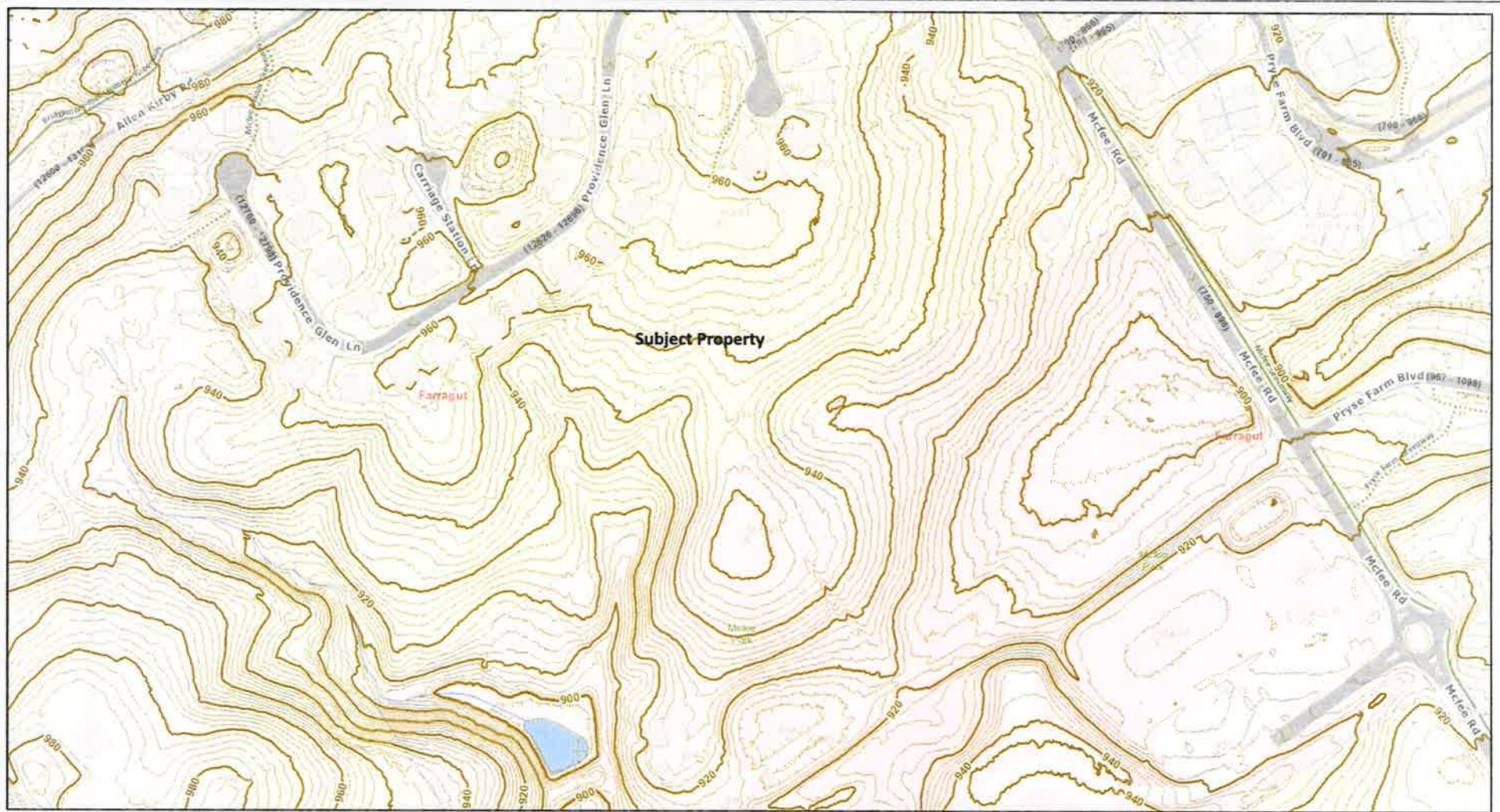


Attachment 2
801 McFee Rd. Rezoning
R-2 to R-1/OSR

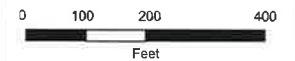


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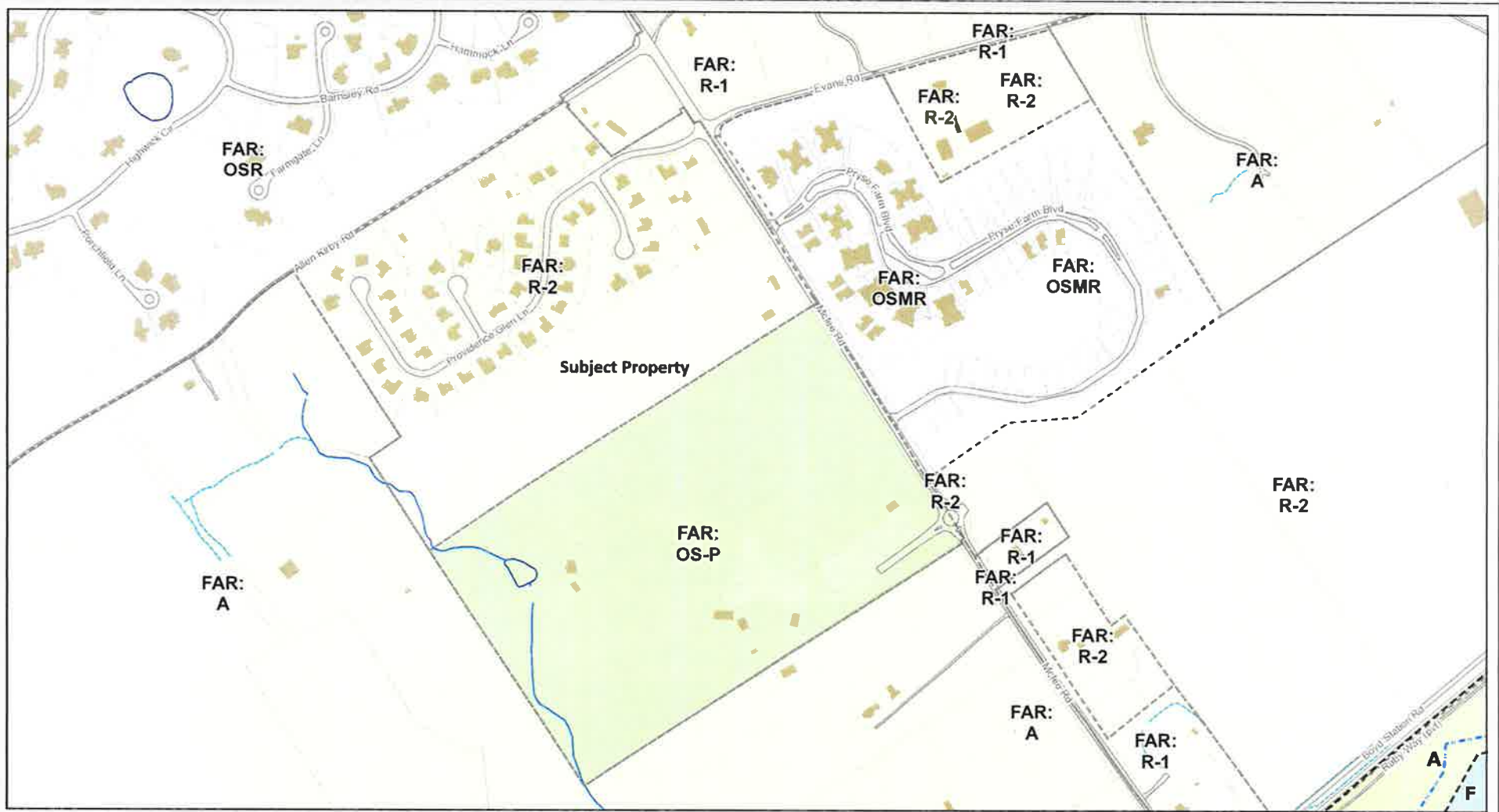


Attachment 3
801 McFee Rd. Rezoning
R-2 to R-1/OSR



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Attachment 4
801 McFee Rd. Rezoning
 R-2 to R-1/OSR

0 200 400 800
 Feet

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REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Darryl Smith, Town Engineer

SUBJECT: Discussion and public hearing on a preliminary plat for road improvements along N. Campbell Station Road at the Fretz Road intersection (W. Scott Williams, Applicant)

INTRODUCTION AND BACKGROUND: Knox County MPC recently approved development of new subdivision at 905 Fretz Road (north side of Interstate 40/75), approximately 700 feet south of the Town Limits (within Knox County's jurisdiction). The subdivision will contain approximately 144 lots, and the developers' Traffic Impact Study indicates the need to construct a northbound left-turn bay at the intersection of Campbell Station Road and Fretz Road (within our jurisdiction), to be triggered upon approval of the 67th building permit.

DISCUSSION: Knox County MPC approved the development at 905 Fretz Road subject to the developers completing an acceptable plan for construction of the left turn lane. Construction of the lane is not required at this time, but will be required prior to construction of the 68th home within the development. Submitted plans are not fully developed at this time, but can be approved subject to staff's comments.

RECOMMENDATION: Staff has included the revised drawings in your packet, along with staff's prior comments. Staff will make recommendation at the FMPC meeting on April 19.

Mark Shipley

From: Mark Shipley
Sent: Wednesday, March 28, 2018 5:10 PM
To: 'Scott Williams'
Cc: Bart Hose; Darryl Smith; 'cindy.pionke@knoxcounty.org'; 'aaron.fritts@knoxcounty.org'
Subject: FW: Comments - N. Campbell Station Road at Fretz Road - 03/27/18

Scott,

Below are the comments on the preliminary plat for N. CSR and Fretz Road. I added a comment about the sidewalk to the other comments from the town and county engineering staffs'.

From: Darryl Smith
Sent: Tuesday, March 27, 2018 5:45 PM
To: Mark Shipley <mshipley@townoffarragut.org>
Cc: Bart Hose <bhose@townoffarragut.org>; Aaron Fritts <Aaron.Fritts@knoxcounty.org>; Cindy Pionke <Cindy.Pionke@knoxcounty.org>
Subject: Comments - N. Campbell Station Road at Fretz Road - 03/27/18

Mark: I'm copying Aaron and Cindy on this as well, in order to keep Knox County in the loop. Please see comments below:

Note to FMPC: Submitted plans are for improvements at the intersection of N. Campbell Station Road at Fretz Road, to develop a northbound left turn bay at the intersection. Residential growth in the area of Fretz Road and Hatmaker has resulted in the need for this left turn lane, and Knox County MPC has made this a requirement for developments currently underway on Fretz Road (Knox County's jurisdiction).

The submitted design is certainly buildable, but plans will need to be further developed before any acquisition of right of way and easements. Construction plans will need to include notes typically found in TDOT-level roadway plans, including General Notes and Pavement Edge Drop-Off Notes. Other elements will need to be considered as well, including reference to the appropriate TDOT standard drawings, quantities tabulation, construction details, etc.

Drainage structures and pipes must allow for minimum 1' cover above top of pipe to subgrade. Minimum pipe size is 18".

Coordination with existing utilities will require removing valves/meters from paved roadway.

Please include 10' construction easement to allow for working room. Suggest using TDOT line styles and shading to show easements and proposed ROW.

Cross sections indicate a cut of the existing roadway (meaning full depth reconstruction of the roadway) in some areas (see sta. 0+50). This would require maintaining traffic on subgrade, which cannot be accepted. Suggest keeping existing roadway at grade (while maintaining traffic), widening along both sides (bringing lower courses of asphalt even with existing roadway surface), then overlay everything with at least one course of binder and surface.

Please label the sidewalk and ensure that the grass strip separation is provided.

Side slopes should be no steeper than 3:1, which will likely eliminate the need for guardrail.

Staff concurs with Knox County staff's comments, which are as follows:

Relocate power poles beyond 10' from edge of pavement.

All valves & meters should be located outside pavement.

Mill all tie-ins for smooth transitions.

Consider fluted taper to reduce project limits. This taper "nests" pavement taper with bay taper, creating a shorter transition.

Specify curb inlet as TDOT Type 12 (see Standard Drawing D-CB-12RA)

Use TDOT "U" type end wall at beginning of project (see D-PE-18A, for 18" pipes)

Include TDOT's Pavement Edge Drop-Off Notes

Consider limitation of work hours to off-peak times.

darryl w. smith, PE

TOWN ENGINEER

EMAIL • DSMITH@TOWNOFFARRAGUT.ORG

PHONE • 865.966.7057

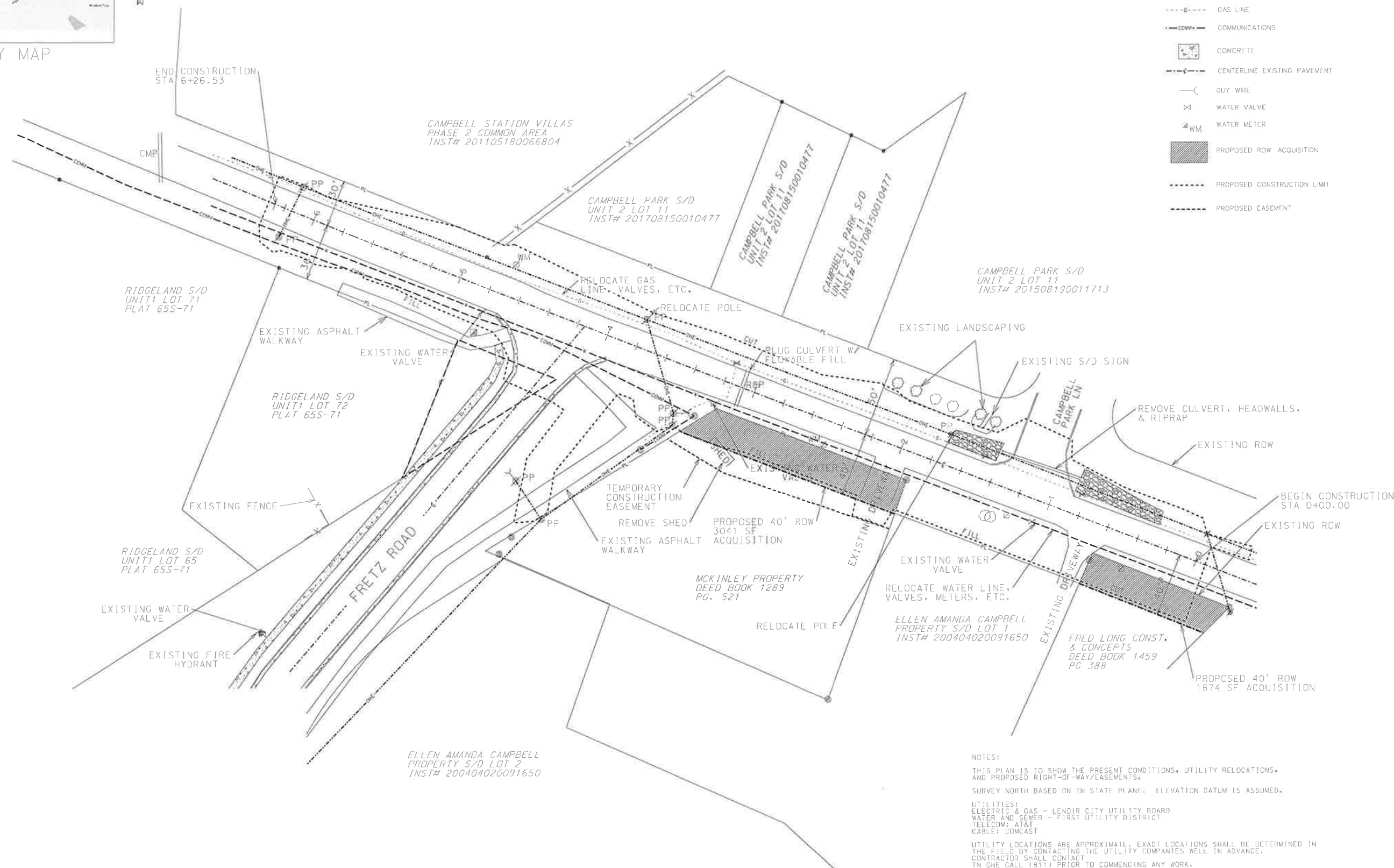
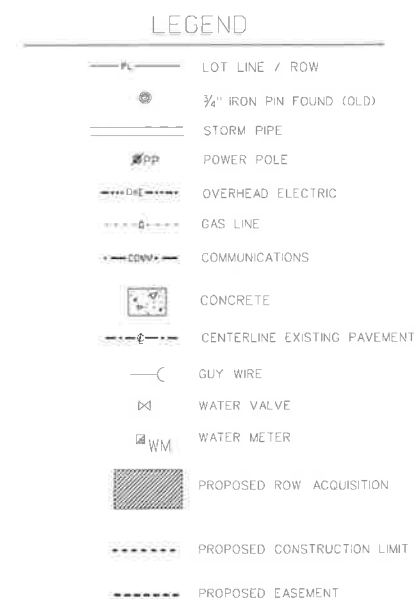
ADDRESS • 11408 MUNICIPAL CENTER DRIVE
FARRAGUT, TN 37934



| farragut



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NOTES:

THIS PLAN IS TO SHOW THE PRESENT CONDITIONS, UTILITY RELOCATIONS, AND PROPOSED RIGHT-OF-WAY/EASEMENTS.

SURVEY NORTH BASED ON TN STATE PLANE. ELEVATION DATUM IS ASSUMED.

UTILITIES:
ELECTRIC & GAS - LENOIR CITY UTILITY BOARD
WATER AND SEWER - FIRST UTILITY DISTRICT
TELECOM: AT&T
CABLE: COMCAST

UTILITY LOCATIONS ARE APPROXIMATE. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES WELL IN ADVANCE.

CONTRACTOR SHALL CONTACT TN ONE CALL (811) PRIOR TO COMMENCING ANY WORK.

ALL UTILITY ADJUSTMENTS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PERFORMED BY A LICENSED UTILITY CONTRACTOR OR THE RESPONSIBLE UTILITY AT CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL PROVIDE PROTECTIVE MEASURES DURING CONSTRUCTION TO AVOID DAMAGE TO ANY EXISTING UTILITIES. ANY DAMAGE TO UTILITIES SHALL BE CONTRACTOR'S RESPONSIBILITY.

OWNER IS RESPONSIBLE FOR ALL REQUIRED R.O.W. ACQUISITIONS AND EASEMENTS.

[illegible]

PRESENT LAYOUT / R.O.W.
N. CAMPBELL STATION ROAD
AT FRETZ ROAD
TOWN OF FARRAGUT
KNOX COUNTY, TENNESSEE



W. SCOTT WILLIAMS & ASSOCIATES

2532 Armonk Way
 Suite 100
 Westchester, NY 10594
 914/662-8189

CELEBRATING
 CIVIL ENGINEERING
 75 YEARS

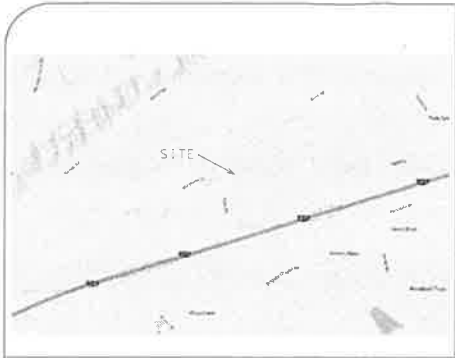
CLIENT:
TERRY PATTON/
WALT DICKSON

ORIGINAL ISSUE:
MAR. 18, 2018

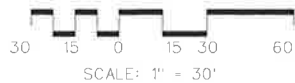
SHEET NO. _____

RI 4

JOB NO. 1793



VICINITY MAP
N.T.S.



LEGEND

- PL LOT LINE / ROW
- 3/4" IRON PIN FOUND (OLD)
- STORM PIPE
- PP POWER POLE
- OHE--- OVERHEAD ELECTRIC
- G--- GAS LINE
- COMM--- COMMUNICATIONS
- CONCRETE
- E--- CENTERLINE EXISTING PAVEMENT
- GUY WIRE
- WATER VALVE
- WM WATER METER
- OVERLAY SECTION
- FULL PAVEMENT SECTION
- PROPERTY ENT. SECTION

END CONSTRUCTION
STA 6+26.53

WIDEN ROAD AS SHOWN USING PAVING SECTION BELOW

MILL ASPHALT WEARING SURFACE. RESURFACE W/ 1 1/2" OVERLAY
USE LEVELING COURSE TO ACHIEVE REQUIRED GRADES.

INT. OF FRETZ RD.
STA 4+14.45

APPROACH/DEPARTURE TAPER
180'

STORAGE
75'

160' BAY TAPER

CAMPBELL PARK RD.
STA 1+18.17

END OF CONSTRUCTION
STA 0+44.50

160' APPROACH/
DEPARTURE TAPER

TIE TO EXISTING
EDGE PAVEMENT

N. CAMPBELL
STATION RD.

BEGIN CONSTRUCTION
STA 0+00.00

EX. DRIVEWAY
STA 2+03.36

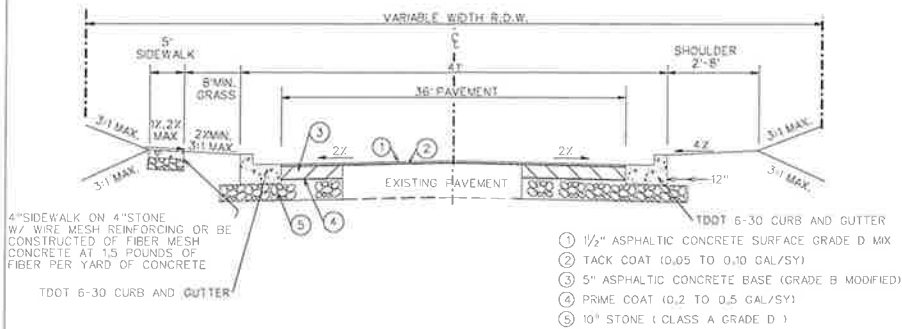
END OF CONSTRUCTION
STA 0+50.50

EX. DRIVEWAY
STA 0+72.78

END OF CONSTRUCTION
STA 0+37.75

RETAINING WALL ELEVATIONS

POINT NO.	TOP WALL	BOTTOM WALL (FINISH GRADE)	STATION	OFFSET
1	991.64	988.64	STA 0+00.00	-27.54
1A	992.65	989.65	STA 0+20.00	-28.27
1B	993.25	990.25	STA 0+39.95	-29.00
2	991.01	988.84	STA 2+18.50	-32.40
2A	989.49	987.70	STA 2+50.00	-33.57
2B	988.85	984.85	STA 3+00.00	-35.46
2C	988.50	985.73	STA 3+38.46	-37.10



MINOR ARTERIAL WITH TURN LANE
N.T.S.

NOTES:

THIS PLAN IS TO SHOW THE PROPOSED LAYOUT FOR PAVING, CURB, ETC., ONLY.

ALL WORK AND MATERIALS SHALL COMPLY WITH ALL TOWN OF FARRAGUT, KNOX COUNTY, TDOT, AND AASHTO REGULATIONS AND ALL D.S.H.A. STANDARDS.

THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO DIGGING. EXISTING UTILITIES SHOWN ON PLAN ARE APPROXIMATE. ANY DAMAGE TO SUCH UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

PAVEMENT MARKINGS SHALL BE 4" WIDE SOLID WHITE PAINTED STRIPES MEETING REQUIREMENTS AND INSTALLED IN ACCORDANCE WITH APPLICABLE DETAILS AND SPECIFICATIONS.

PORTLAND CEMENT CONCRETE USED IN SITE WORK CONSTRUCTION TO BE MIXED AND PLACED IN ACCORDANCE WITH A.C.I. STANDARD 318 - LATEST EDITION.

ADA REQUIREMENTS SHALL BE FOLLOWED AT ALL TIMES.

ANY DISCREPANCIES IN THE LAYOUT SHALL BE REPORTED TO W. SCOTT WILLIAMS & ASSOC. IMMEDIATELY.

CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND PERFORMING ALL DEMOLITION AND UTILITY RELOCATION REQUIRED. ALL WORK SHALL COMPLY WITH ALL APPLICABLE REGULATIONS.

PROPOSED PAVEMENT SURFACE SHALL MATCH EXISTING DEPTH AND BE PER TOWN OF FARRAGUT SPECIFICATIONS AND DETAILS. PROPOSED CURB AND GUTTER SHALL MATCH EXISTING CURB AND GUTTER.

A TRAFFIC CONTROL PLAN IS INCLUDED AND SHALL BE FOLLOWED AT ALL TIMES.

SEE SHEETS R110-R115 FOR STATION OFFSETS AND CROSS SECTIONS

NOT FOR CONSTRUCTION

REVISIONS	NO.	DATE	DESCRIPTION

PROPOSED LAYOUT

N. CAMPBELL STATION ROAD
AT FRETZ ROAD
TOWN OF FARRAGUT
KNOX COUNTY, TENNESSEE



CLIENT:

TERRY PATTON/
WALT DICKSON

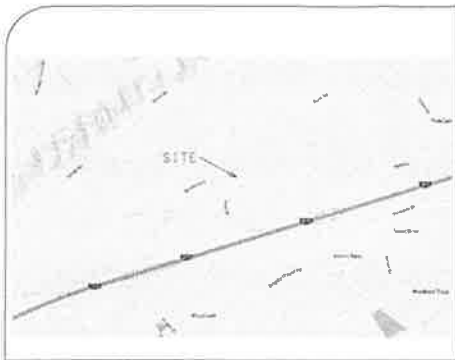
ORIGINAL ISSUE:

MAR. 18, 2018

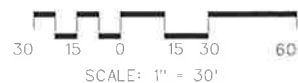
SHEET NO.

R15

JOB NO. 1793

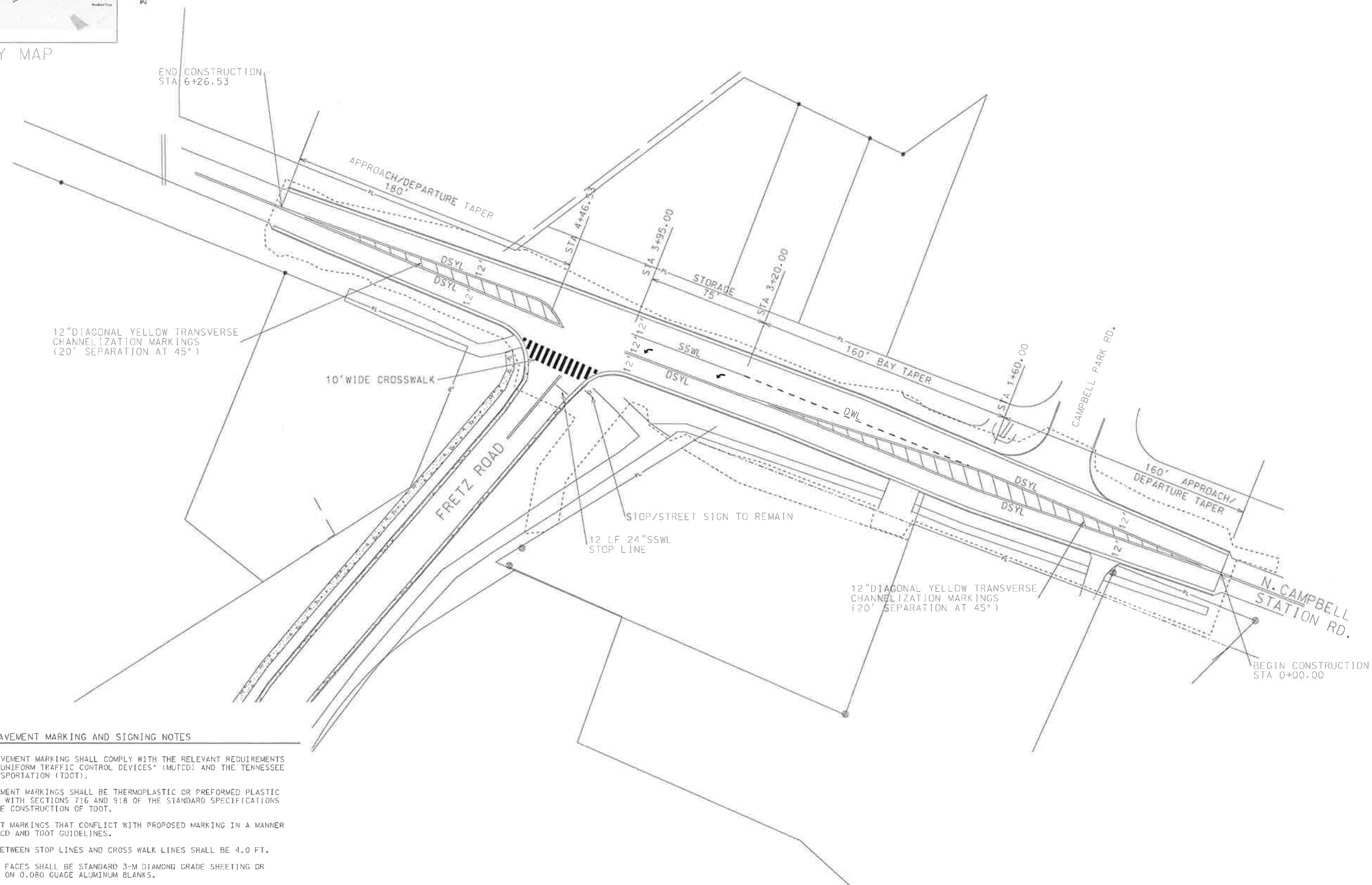


VICINITY MAP
N.T.S.



PAVEMENT MARKING LEGEND

- SSWL = 4" SINGLE SOLID WHITE LINE
DSYL = 4" DOUBLE SOLID YELLOW LINE
DWL = 8" DOTTED WHITE LINE (2' STRIPE / 4' GAP)
↵ = LEFT TURN PAVEMENT ARROW



PAVEMENT MARKING AND SIGNING NOTES

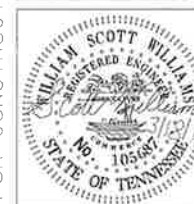
1. ALL SIGNING AND PAVEMENT MARKING SHALL COMPLY WITH THE RELEVANT REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT).
2. NEW PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC OR PREFORMED PLASTIC IN FULL ACCORDANCE WITH SECTIONS 716 AND 918 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF TDOT.
3. REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKING IN A MANNER COMPLIANT WITH MUTCD AND TDOT GUIDELINES.
4. MINIMUM DISTANCE BETWEEN STOP LINES AND CROSS WALK LINES SHALL BE 4.0 FT.
5. ALL PERMANENT SIGN FACES SHALL BE STANDARD 3-M DIAMOND GRADE SHEETING OR EQUIVALENT, PLACED ON 0.080 GAUGE ALUMINUM BLANKS.
6. ALL SIGN POSTS SHALL BE SQUARE PERFORATED TUBE TYPE (MINIMUM 2.25 IN. BY 2.25 IN.).
7. SIGN PLACEMENT SHALL COMPLY WITH THE STANDARDS SPECIFIED IN THE MUTCD, WITH A MOUNTING HEIGHT OF 7.0 FT. FOR SIGN R1-1.

NOT FOR CONSTRUCTION

REVISIONS	
NO.	DATE DESCRIPTION

PAVEMENT MARKING &
STRIPING PLAN

N. CAMPBELL STATION ROAD
AT FRETZ ROAD
TOWN OF FARRACUT
KNOX COUNTY, TENNESSEE



W. SCOTT WILLIAMS & ASSOCIATES

CONSULTING
CIVIL ENGINEERING
LAND SURVEYING

4532 Franklin Pike
Farracut, TN 37621
P: 817.1865.612 F: 817.1865.613
E: bill.williams@wscottwilliams.com

CLIENT:

TERRY PATTON/
WALT DICKSON

ORIGINAL ISSUE:

MAR. 18, 2018

SHEET NO.

R19

JOB NO. 1793

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Bart Hose, Assistant Community Development Director

SUBJECT: Discussion and public hearing on a request for a review of a concept plan for Grigsby Park (west of Chapel Point Subdivision off Grigsby Chapel Road), Parcels 115.01, 116.01, 96, and 96.01, Tax Maps 130 and 142, 24.878 Acres, 66 lots, Zoned R-4 (Grigsby Park, LLC, Applicant)

INTRODUCTION AND BACKGROUND: The request involves a concept plan for a proposed 66 lot subdivision and attached single-family home development located on 24.88 acres with frontage on Grigsby Chapel Road. The affected portion of property is rezoned R-4 (Attached Single Family Residential), which supports the proposed use and development type. The northeastern most corner of the property is zoned C-2 (Regional Commercial) but is not part of the proposed development area.

DISCUSSION: As noted, the applicants are seeking concept subdivision plan approval for a 66-lot attached single family home subdivision development. The property fronts on Grigsby Chapel Road, across from the Windham Hall development and immediately to the west of the Chapel Point development. It extends northward from Grigsby Chapel Road to the Interstate 40/75 right-of-way and to the east behind and to the north of Chapel Point and the Farragut Commons development. The property includes a total of 32.16 acres, 24.88 of which is affected by this development. The property is subject to several physical/environmental development constraints, including areas of steep slopes, the North Branch of Turkey Creek and its associated floodplain, and several potential springs and wetland areas. There are also several identified depressions on the property that have been evaluated as required by the Town's sinkhole ordinance. The attached single-family development concept will allow the developer to better cluster the units and limit disturbance in some of the more constrained portions of the property.

Unfortunately, the property's location and the surrounding development appears to limit vehicular connectivity in the near term. Staff had originally requested that the development's roadway be connected to Chapel Point Lane, which would create a loop and provide a second point of access to Grigsby Chapel Road. Subsequent investigation appears to indicate that Chapel Point and Chapel Point Lane was platted with what amounts to a "reserve strip or lot" that requires the approval of the developments HOA before the roads can be connected. The developers are providing a stub-street access point to the west for potential future access to Fritz Road, and staff has asked them to make some provisions for a possible future connection to Chapel Point should it ever be approved. The lack of connectivity and planned single ingress/egress point will mean that the units will have to be sprinklered to meet the Town's adopted fire code. The property is crossed by the Grigsby Chapel Greenway trail and the development's planned internal sidewalk system will provide pedestrian connectivity to it and an existing sidewalk along Grigsby Chapel Road.

Finally, traffic generation and its impact on Grigsby Chapel Road has been a concern in the surrounding area. The developers have had a traffic study done for the project and it found that the additional traffic can be accommodated (see attached study summary sheets).

RECOMMENDATION: Included in your packet is a copy of the revised concept plan along with the staff's comments on the original concept plan and the applicant's response letter submitted with the revised concept plan. The staff will make a recommendation at the meeting based on whether the staffs' comments have been addressed.

March 27, 2018

Mr. Travis Fuller
620 Mabry Hood Road, Suite 201
Knoxville, TN 37932
travis@belleinvestmentco.com

**SUBJECT: STAFF COMMENTS ON THE REVISED CONCEPT PLAN FOR
THE GRIGSBY PARK, LLC., PARCELS 115.01 AND 116.01, TAX
MAP 130 AND PARCELS 096 AND 096.01, TAX MAP 142**

Dear Travis:

The Town staff has reviewed the above referenced concept plan for compliance with the Town's regulations. Please address these comments and resubmit the corrected plan sheets by no later than Monday, April 9, 2018, so that this can be considered at the next Planning Commission meeting on April 19. When the plan is resubmitted, *please include a letter which addresses these comments and that indicates where the information can be found on the plan sheets.*

This item will be discussed at the Staff/Developer Meeting at the Farragut Town Hall on Tuesday, April 3, at 10:30 a.m. The purpose of this meeting is to discuss questions you may have on staff comments. Modifications to the plans are not due until Monday, April 9.

Fire Division: (Contact Dan Johnson at djohnson@townoffarragut.org)

- 1) Secondary access point of Chapel Point does not meet the minimum remoteness requirements for entrances. If all dwellings are protected by fire sprinklers, this requirement is eliminated by the International Fire Code;

Planning Division: (Contact Mark Shipley at mark.shipley@townoffarragut.org)

- 2) Please number all sheets 1 of .., 2 of .., etc;
- 3) Please remove the conceptual residential design sheet. It appears to show old information that may not comply with the R-4 Zoning District;
- 4) There should be separate sheets submitted for Boundary Survey/Existing Improvements, Physical Features, Layout & Transportation, and Utilities;
- 5) A streetscaping sheet is required in the submittal packet;
- 6) Please provide a current property address for the site;
- 7) Please provide name and contact information (address & phone #) of all listed professionals involved, including the architect, Geoservices staff, etc.;
- 8) Surveyor's note #2 on sheets C1 & C2 is problematic. All existing ROWs and easements should be clearly identified and shown on the plan;
- 9) Please correct Regional Commercial height. The maximum height is 2.5 stories or 35 feet, not 3 stories;

- 10) The physical features sheet needs to identify all significant features including slope areas that exceed 15%, and all surface depressions and sinkholes. The GEOS report lists seven (7) depressions but the plan only clearly identifies one (1). In addition, please address whether there are any identified wetlands on the site;
- 11) The site includes FEMA identified special flood hazard (A Zones) areas. The Town's Flood Damage Prevention Regulations and NFIP standards require the provision of Base Flood Elevations for subdivisions and other developments in such areas;
- 12) Please identify any easement for the existing greenway crossing the site;
- 13) Please verify and ensure that required aquatic buffers encompass springs (and any wetlands) on the site;
- 14) Has the developer secured the approval of the Chapel Point HOA for the proposed road connection, or documented a legal right to connect, given the notes and possible restrictions on the Chapel Point subdivision plat?
- 15) The location of the proposed future roadway connection to the west will need to be reviewed with respect to the adjoining properties and topography. In addition, the applicants design plans should include the connection to ensure that it can be built in the future;
- 16) Sidewalk and/or shared-use path locations and external connections should be more clearly identified on the plan;

Engineering Division: (Contact Darryl Smith at dsmith@townoffarragut.org)

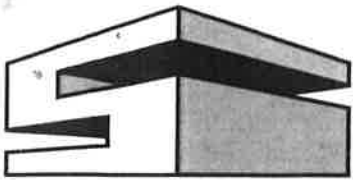
- 20) Please show typical section of roadway, including sidewalk. Roadway should be 26' from face of curb to face of curb;
- 21) Where will detention be located?

In addition to the e-mail address provided above you may also call us at 865-966-7057 if you have any questions on the above items. Unless specified otherwise, please include all requested information on the plans. Thank you for your assistance.

Sincerely,

Mark Shipley, AICP
Community Development Director

Darryl Smith, PE
Town Engineer



SINCE 1979

STERLING

ENGINEERING, INC.

CIVIL ENGINEERING
LAND SURVEYING & LAND PLANNING

April 6, 2018

Mr. Mark Shipley
Community Development Director
Town of Farragut
11408 Municipal Center Drive
Farragut, TN 37934

Dear Mr. Shipley,

This documentation is being provided for the Grigsby Park Concept Plan as submitted for review by the Town of Farragut. The concept has been revised in accordance with the staff review comments and have been addressed as follows:

Fire Division

- 1) The dwellings will be sprinkled.

Planning Division

- 2) The sheets have been renumbered as requested.
- 3) The conceptual residential design sheet has been removed as requested.
- 4) The sheets have been separated as requested.
- 5) A streetscaping plan has been added as requested.
- 6) Current property address has been added to the sheets.
- 7) Information for all professionals involved has been added to the sheets.
- 8) Surveyor's note #2 is a standard note, but has been revised on the Boundary Survey.
- 9) The Regional Commercial Height has been corrected to 2.5 stories.
- 10) The physical features sheet has been revised as requested.
- 11) Base flood elevations will be established during the design process as required.
- 12) An easement was not found on the existing greenway; however, it will be added to the plat for the property to insure that it is in place.
- 13) Buffers have been revised on Sheet 4 of 6 to reflect additional buffers.
- 14) Per our discussion, a meeting will be held with the Chapel Point POA. If a connection is not approved by them at this time, a temporary turnaround will be provided.
- 15) The proposed future roadway has been relocated to a more easily constructed and more appropriate location.
- 16) Sidewalks are shown on both sides of the internal roadways and have been hatched to better illustrate.

P.O. Box 4878
Maryville, TN 37802-4878
Phone (865) 984-3905
FAX (865) 981-2815
www.sterling.us.com
sdjones@sterling.us.com

RECEIVED

APR 9 2018

TOWN OF FARRAGUT

Engineering Division

- 17) A typical roadway section has been added to the Road Plan Sheet.
- 18) Likely detention locations have been labeled on Sheet 4 of 6.

Please feel free to contact me if you have any questions regarding the concept plan or need any additional information.

Sincerely,

A handwritten signature in dark ink, appearing to read 'S. Derick Jones', with a long horizontal flourish extending to the right.

S. Derick Jones, PE

RECEIVED

APR 9 2018

TOWN OF NARRAGUT

Auger Refusal

Auger refusal was encountered in each boring at depths ranging from 4 to 21 feet below existing ground surface. 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..

CONCLUSIONS & RECOMMENDATIONS

The results of the subsurface exploration indicate that the site is generally overlain by a layer of topsoil which is underlain by firm, or better residual soils, with isolated zones of soft to very soft soils, to 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 a “very soft” to “soft” zone between firm to very stiff soil was encountered in one of the borings, SPT N-values observed in the soil test borings generally did not decrease but remained relatively consistent with increasing depth. In addition, moisture contents did not generally increase with depth. Given our site observations, it is our professional opinion that the observed closed contours are not active sinkholes and the risk of sinkhole development is no greater than any other area in the general vicinity of the subject property.

SITE PREPARATION

Subgrade

Initially, topsoil and vegetation (including tree roots) must be removed from the areas proposed for construction and the resulting excavations backfilled with compacted fill as described below. Stripping and undercut operations should extend a minimum of 5 feet beyond the limits of proposed construction areas. The topsoil and vegetation should be removed from the site and not utilized as fill material. Demolition should consist of the complete removal of all above and below grade structures (including utilities and septic systems (if encountered)). Abandoned utilities should be completely removed and the excavations should be backfilled with properly placed structural fill.

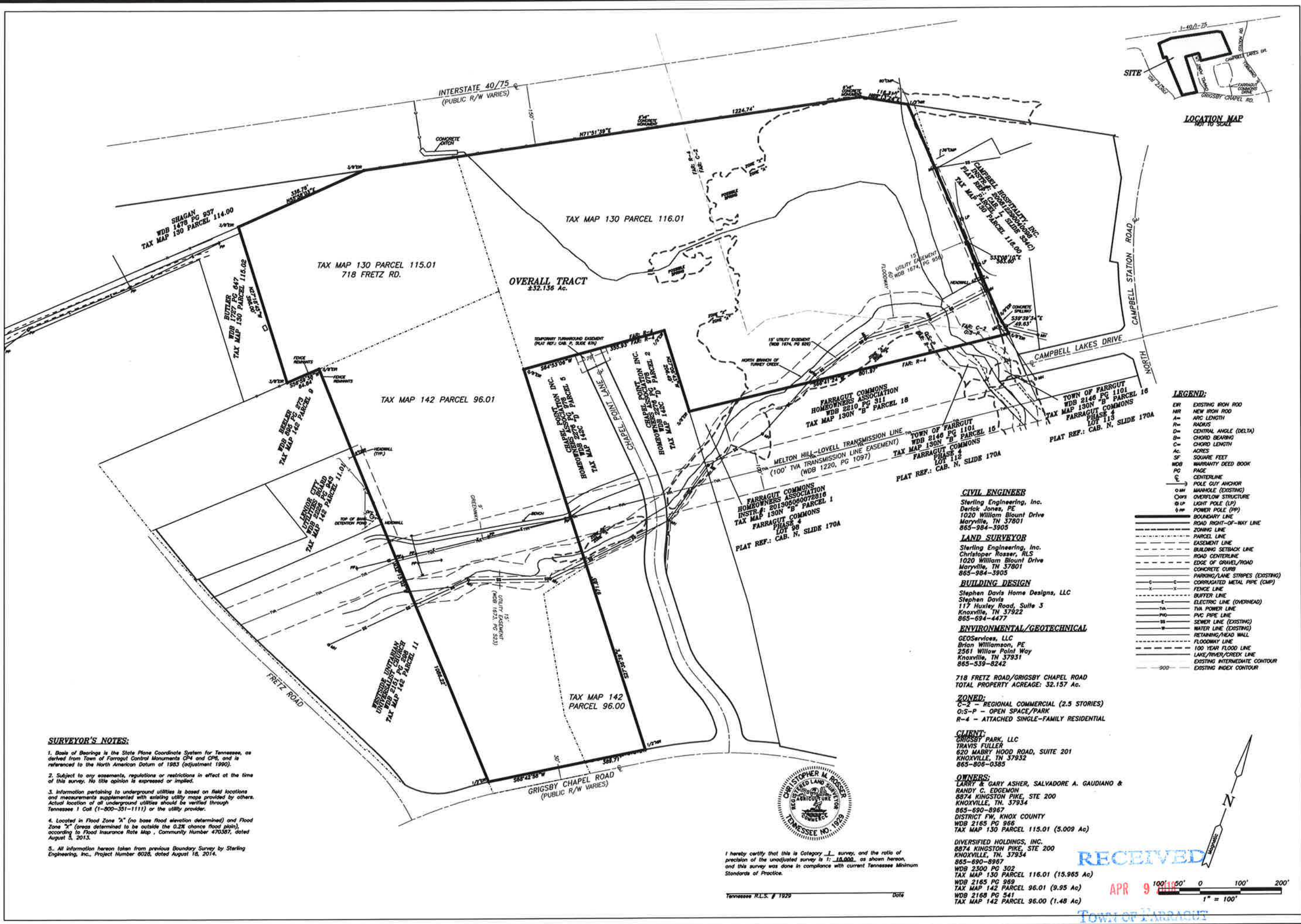
7.0 CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that the traffic generated from the proposed townhouse development will not result in unacceptable levels-of-service at the study intersections. In fact, the estimated increases in average vehicular delay are relatively insignificant for all three study intersections.

The following recommendations are considered appropriate to maximize the operations and safety of the study intersections:

1. The site access road intersection with Grigsby Chapel Road should be side street STOP controlled and should be located directly opposite the existing Wyndham Hall Lane. Good turning radii of 25 feet or more should be provided to serve traffic entering and exiting the site. A short right-turn deceleration lane or tapered entry lane constructed for westbound traffic entering the site would further improve traffic flow, especially for westbound Grigsby Chapel Road traffic. The existing center turn lane on Grigsby Chapel Road will be adequate to serve the eastbound left-turn movement.
2. The vegetation on the traffic calming island, located to the west of the main site entrance road, should be carefully maintained to prevent blockage of the line of sight for drivers exiting the main site entrance looking west.
3. New site signage and landscaping should be carefully positioned to prevent blockage of the line of sight for drivers exiting the main site entrance looking both east and west.
4. The traffic signal at the intersection of Campbell Station Road with Grigsby Chapel Road should have its timing periodically evaluated and adjusted as appropriate.

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SURVEYOR'S NOTES:

1. Basis of Bearings is the State Plane Coordinate System for Tennessee, as derived from Town of Farragut Control Monuments CP4 and CP6, and is referenced to the North American Datum of 1983 (adjustment 1990).
2. Subject to any easements, regulations or restrictions in effect at the time of this survey. No title opinion is expressed or implied.
3. Information pertaining to underground utilities is based on field locations and measurements supplemented with existing utility maps provided by others. Actual location of all underground utilities should be verified through Tennessee 1 Call (1-800-351-1111) or the utility provider.
4. Located in Flood Zone "A" (no base flood elevation determined) and Flood Zone "X" (areas determined to be outside the 0.2% chance flood plain), according to Flood Insurance Rate Map, Community Number 470387, dated August 3, 2013.
5. All information hereon taken from previous Boundary Survey by Sterling Engineering, Inc., Project Number 6026, dated August 16, 2014.

I hereby certify that this is Category 1 survey, and the ratio of precision of the unadjusted survey is 1: 10,000, as shown hereon, and this survey was done in compliance with current Tennessee Minimum Standards of Practice.

Tennessee R.L.S. # 1929 DATE

CIVIL ENGINEER
Sterling Engineering, Inc.
Derrick Jones, PE
1020 William Blount Drive
Maryville, TN 37801
865-984-3905

LAND SURVEYOR
Sterling Engineering, Inc.
Christopher Rosser, RLS
1020 William Blount Drive
Maryville, TN 37801
865-984-3905

BUILDING DESIGN
Stephen Davis Home Designs, LLC
Stephen Davis
117 Hunley Road, Suite 3
Knoxville, TN 37922
865-694-4477

ENVIRONMENTAL/GEOTECHNICAL
GEOServices, LLC
Brian Williamson, PE
2561 Willow Point Way
Knoxville, TN 37931
865-539-8242

718 FRETZ ROAD/GRIGSBY CHAPEL ROAD
TOTAL PROPERTY ACREAGE: 32.157 Ac.

ZONED:
C-2 - REGIONAL COMMERCIAL (2.5 STORIES)
O-S-P - OPEN SPACE/PARK
R-4 - ATTACHED SINGLE-FAMILY RESIDENTIAL

CLIENT:
GRIGSBY PARK, LLC
TRAVIS FULLER
620 MADRY HOOD ROAD, SUITE 201
KNOXVILLE, TN 37932
865-806-0385

OWNERS:
LARRY & GARY ASHER, SALVADORE A. GAUDIANO &
RANDY C. EDMON
8874 KINGSTON PIKE, STE 200
KNOXVILLE, TN 37934
865-690-8967
DISTRICT FW, KNOX COUNTY
WDB 2165 PG 966
TAX MAP 130 PARCEL 115.01 (5.009 Ac)
TAX MAP 142 PARCEL 96.00 (1.48 Ac)

DIVERSIFIED HOLDINGS, INC.
8874 KINGSTON PIKE, STE 200
KNOXVILLE, TN 37934
865-690-8967
WDB 2300 PG 302
TAX MAP 130 PARCEL 116.01 (15.985 Ac)
WDB 2165 PG 969
TAX MAP 142 PARCEL 96.01 (9.95 Ac)
WDB 2168 PG 541
TAX MAP 142 PARCEL 96.00 (1.48 Ac)

- LEGEND:**
- ERR EXISTING IRON ROD
 - NR NEW IRON ROD
 - A= ARC LENGTH
 - R= RADIUS
 - Δ= CENTRAL ANGLE (DELTA)
 - Θ= CHORD BEARING
 - C= CHORD LENGTH
 - AC ACRES
 - SF SQUARE FEET
 - WDB WARRANTY DEED BOOK
 - PG PAGE
 - CL CENTERLINE
 - POLE CUY ANCHOR
 - MANHOLE (EXISTING)
 - OVERFLOW STRUCTURE
 - LIGHT POLE (LP)
 - POWER POLE (PP)
 - BOUNDARY LINE
 - ROAD RIGHT-OF-WAY LINE
 - JOHWAY LINE
 - PARCEL LINE
 - EASEMENT LINE
 - BUILDING SETBACK LINE
 - ROAD CENTERLINE
 - EDGE OF GRAVEL/ROAD
 - CONCRETE CURB
 - PARKING/LANE STRIPES (EXISTING)
 - CORRUGATED METAL PIPE (CMP)
 - FENCE LINE
 - BUTTER LINE
 - ELECTRIC LINE (OVERHEAD)
 - TVA POWER LINE
 - PG PIPE LINE
 - SEWER LINE (EXISTING)
 - WATER LINE (EXISTING)
 - RETAINING/HEAD WALL
 - FLOODWAY LINE
 - 100 YEAR FLOOD LINE
 - LAKE/RIVER/CREEK LINE
 - EXISTING INTERMEDIATE CONTOUR
 - EXISTING INDEX CONTOUR

RECEIVED

APR 9 100' 0 100' 200' 1" = 100'

TOWN OF FARRAGUT



STERLING
ENGINEERING, INC.
CIVIL ENGINEERING
LAND SURVEYING
CONSULTING
LAND PLANNING

1020 WILLIAM BLOUNT DRIVE
MARYVILLE, TENNESSEE
37802-8401
P.O. BOX 4878
MARYVILLE, TENNESSEE
37802-4878
PHONE: VOL-984-3905
FAX: VOL-981-2815
www.sterling-us.com

BOUNDARY SURVEY/EXISTING IMPROVEMENTS

GRIGSBY PARK

GRIGSBY PARK, LLC

FARRAGUT, TN

DATE	BY	REVISIONS
4/2/18	SDJ	Revised per Town of Farragut Review

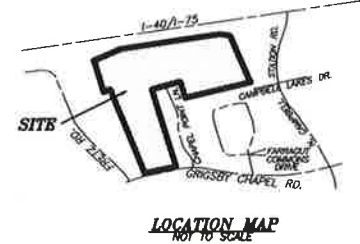
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SHEET
1 OF 7

DESIGNED: **CMR**
DRAWN: **SDJ**
CHECKED:
DATE: **3/16/18**
SCALE: **1" = 100'**
DRAWING: **6028A-C1**
PROJECT NO: **SEI#6028A**

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- LEGEND:**
- ER EXISTING IRON ROD
 - NR NEW IRON ROD
 - A= ARC LENGTH
 - R= RADIUS
 - D= CENTRAL ANGLE (DELTA)
 - B= CHORD BEARING
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 - PG PAGE
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 - POLE GUY ANCHOR
 - MANHOLE (EXISTING)
 - OVERFLOW STRUCTURE
 - LP LIGHT POLE (LP)
 - PP POWER POLE (PP)
 - BOUNDARY LINE
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 - FLOODWAY LINE
 - 100 YEAR FLOOD LINE
 - LAKE/RIVER/CREEK LINE
 - EXISTING INTERMEDIATE CONTOUR
 - 900 EXISTING INDEX CONTOUR

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865-984-3905

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865-535-8242

718 FRETZ ROAD/GRIGSBY CHAPEL ROAD
TOTAL PROPERTY ACREAGE: 32.157 Ac.

ZONED:
C-2 - REGIONAL COMMERCIAL (2.5 STORIES)
O:S-P - OPEN SPACE/PARK
R-4 - ATTACHED SINGLE-FAMILY RESIDENTIAL

CLIENT:
GRIGSBY PARK, LLC
TRAVIS FULLER
620 MABRY HOOD ROAD, SUITE 201
KNOXVILLE, TN 37932
865-806-0385

OWNERS:
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RANDY C. EDMONSON
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865-690-8967
DISTRICT FW, KNOX COUNTY
WDB 2165 PG 966
TAX MAP 130 PARCEL 115.01 (5.009 Ac)

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865-690-8967
WDB 2300 PG 302
TAX MAP 130 PARCEL 116.01 (15.965 Ac)
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TAX MAP 142 PARCEL 96.01 (9.95 Ac)
WDB 2168 PG 541
TAX MAP 142 PARCEL 96.00 (1.48 Ac)



PRELIMINARY ENGINEERING CERTIFICATION

I hereby certify that the conceptual layout shown herein can be designed to comply with the applicable ordinances of the Town of Farragut.

Date: _____ By: _____ S. Derrick Jones, PE

TREE COVERAGE: ±98.60% COVERAGE
MATURE STAND: ±5.703 ACRES
INTERMEDIATE STAND: ±25.322 ACRES
Areas of coverage and tree stands taken from site visit and evaluation of post aerial images compared to growth rates of trees. Predominant species of trees are hardwoods (oak).



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FAX: VOL-981-2815
www.sterling-us.com

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GRIGSBY PARK

GRIGSBY PARK, LLC

FARRAGUT, TN

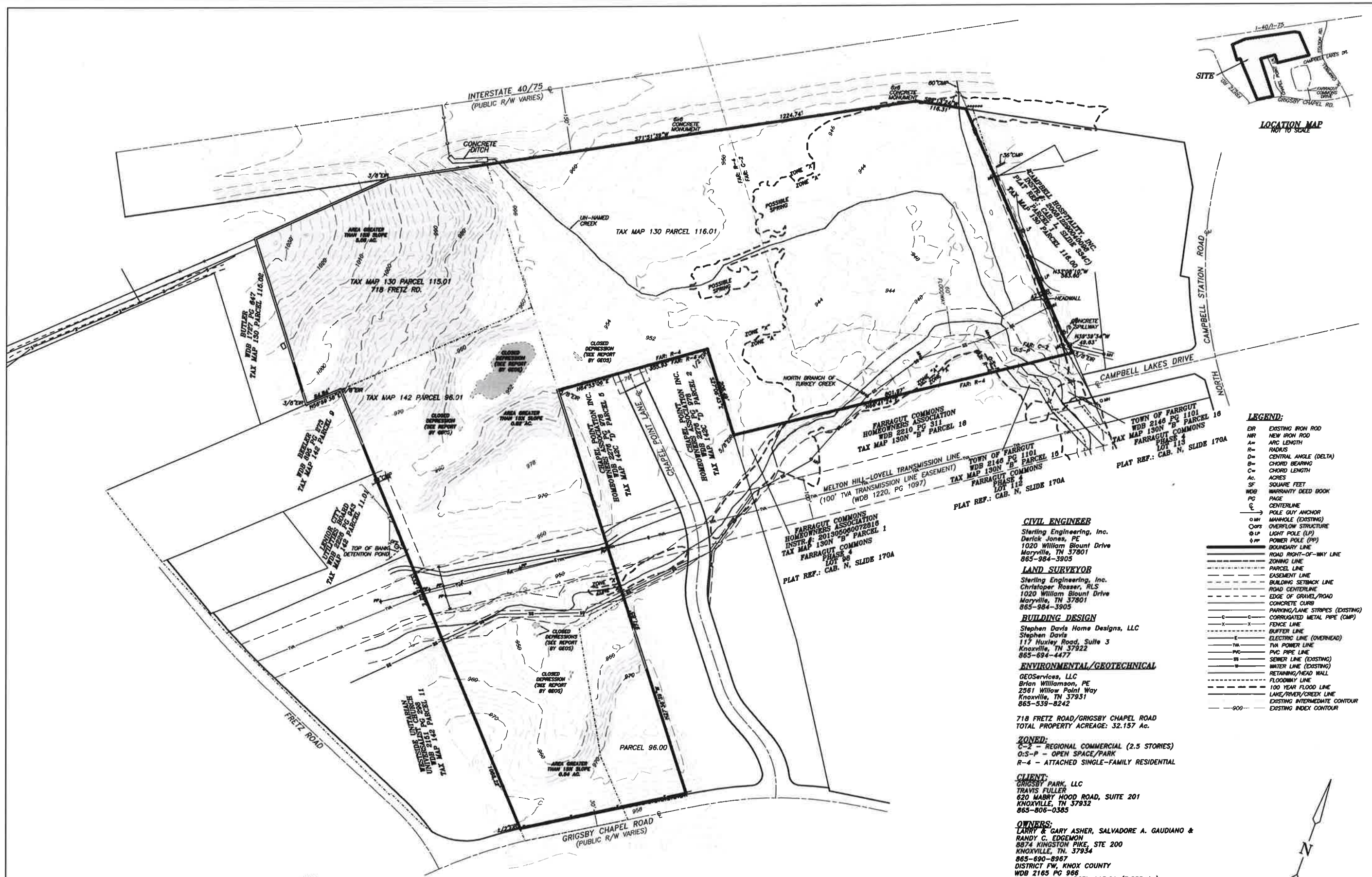
DATE	BY	REVISIONS
4/23/18	SDJ	Revised per Town of Farragut Review

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SHEET
2 OF 7

DESIGNED: SDJ
DRAWN: SDJ
CHECKED:
DATE: 3/16/18
SCALE: 1" = 100'
DRAWING:
PROJECT NO:
SEI#6028A

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- LEGEND:**
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TAX MAP 142 PARCEL 96.00 (1.48 Ac)

NOTES:
1. Seven (7) borings completed by GEOServices, LLC within the six (6) depressions shown hereon, as indicated within the report, the closed depressions identified on the topo were not classified as active sinkholes.
2. Active wetlands were not identified on within the proposed development area. There is a potential for wetlands within the Commercial property; however, this area will remain undisturbed for the development of this project.



PRELIMINARY ENGINEERING CERTIFICATION

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Date: _____ By: _____ S. Derrick Jones, PE

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PHYSICAL FEATURES

GRIGSBY PARK

GRIGSBY PARK, LLC

FARRAGUT, TN

DATE	BY	REVISIONS
4/3/18	SDJ	Revised per Town of Farragut Review

NOT FOR CONSTRUCTION

SHEET
3 OF 7

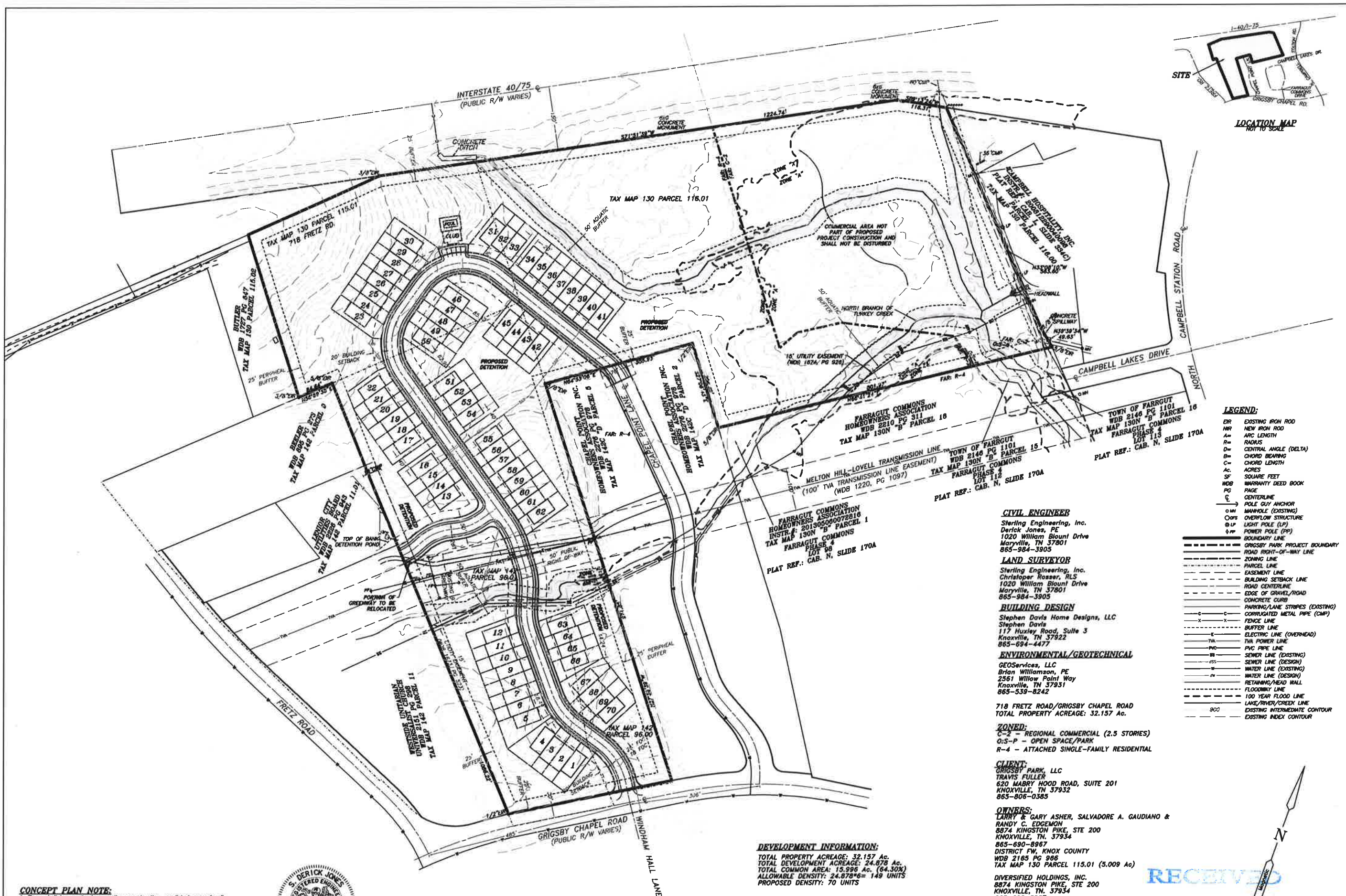
DESIGNED: SDJ
DRAWN: SDJ
CHECKED:
DATE: 3/16/18
SCALE: 1" = 100'
DRAWING: 6028A-C2
PROJECT NO: SEI#6028A

RECEIVED

APR 9 2018

TOWN OF FARRAGUT

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CONCEPT PLAN NOTE:
1. There shall be no clearing, grading, construction, or disturbance of soil and/or native vegetation within the aquatic buffer except as permitted by the Town of Farragut.
2. Front building setbacks shall be 20' from Public Right of Way.
3. Building footprints shown hereon represent 30' wide single-family attached units. Unit depths will vary between 60' and 80'.



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Date: _____ By: S. Derick Jones, PE

DEVELOPMENT INFORMATION:

TOTAL PROPERTY ACREAGE: 32.157 Ac.
TOTAL DEVELOPMENT ACREAGE: 24.878 Ac.
TOTAL COMMON AREA: 15.998 Ac. (64.30%)
ALLOWABLE DENSITY: 24.878*6 = 149 UNITS
PROPOSED DENSITY: 70 UNITS

- ☐ COMMON AREA (14.289 Ac.)
- ☐ 60' AQUATIC BUFFER (1.707 Ac.)

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100' 50' 0 100' 200'
TOWN OF FARRAGUT



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LAYOUT & TRANSPORTATION NOT FOR CONSTRUCTION

GRIGSBY PARK

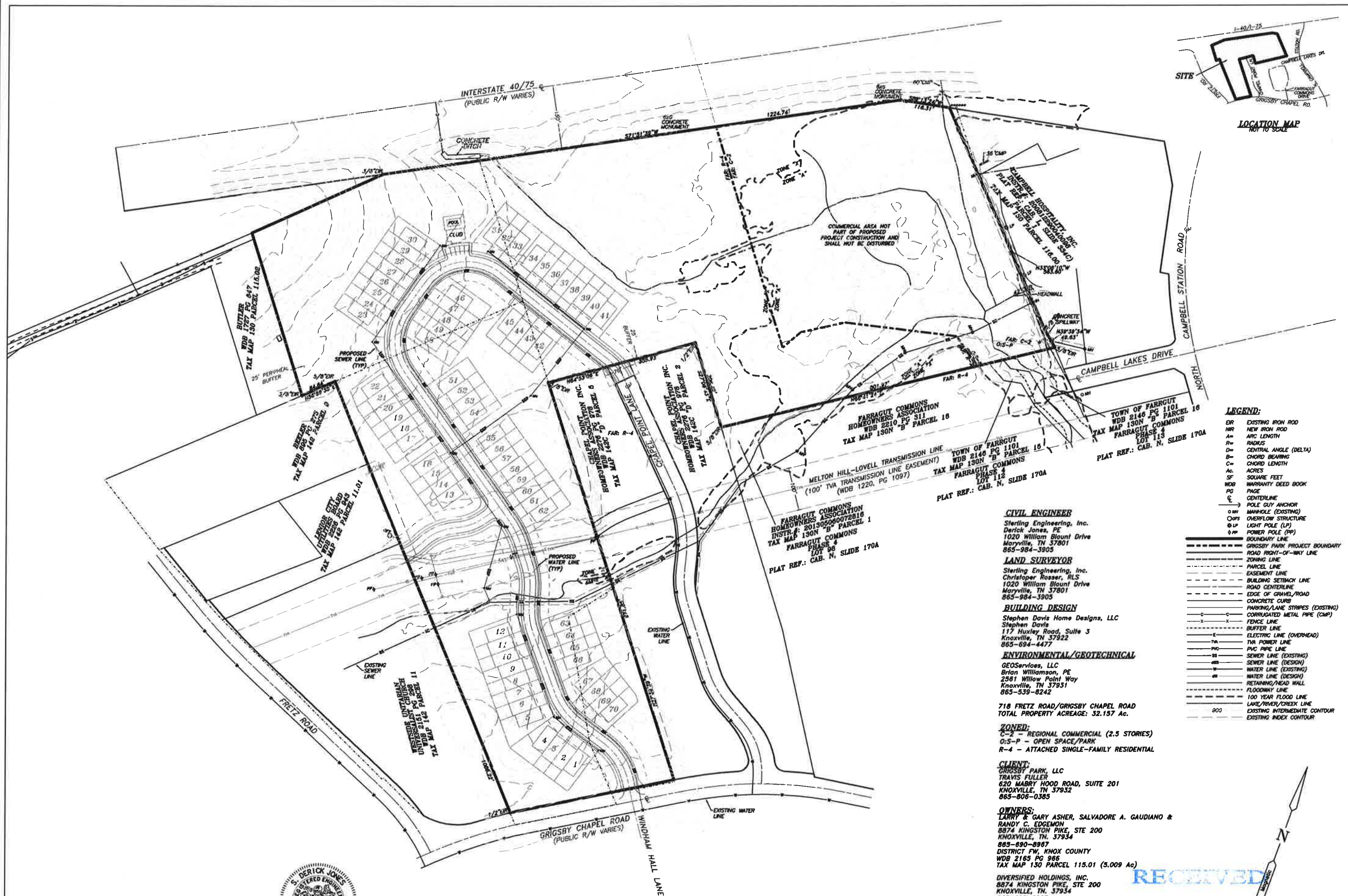
FARRAGUT, TN
GRIGSBY PARK, LLC

DATE	BY	REVISIONS
4/2/18	SDJ	Revised per Town of Farragut Review

NOT FOR CONSTRUCTION

SHEET	4 OF 7
DESIGNED:	SDJ
DRAWN:	SDJ
CHECKED:	
DATE:	3/16/18
SCALE:	1" = 100'
DRAWING:	6028A-Concept
PROJECT NO:	SEI#6028A

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PRELIMINARY ENGINEERING CERTIFICATION

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SINCE 1979

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CIVIL ENGINEERING

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SITE UTILITIES

NOT FOR CONSTRUCTION

SHEET
5 OF 7

DESIGNED: SDJ

DRAWN: SDJ

CHECKED:

DATE: 3/16/18

SCALE: 1" = 100'

DRAWING:

6028A-Concept

PROJECT NO:

SEI#6028A

FARRAGUT, TN

GRIGSBY PARK, LLC

Grisgby Park

Farragut, TN
04.09.18
Sheet 7 of 7

Notes:

- Not for construction.
- Base plan obtained from owner provided Concept Plan and considered approximate only.
- Tree preservation, final building and road layout, and all other items on this plan are considered conceptual only and may change.

Large Street/Shade Trees

- use in areas with larger root zones and canopy space
- Willow Oak
- October Glory Maple
- Allee Elm

Small Shade and Flowering Trees

- use in yard areas with limited root zones and canopy space
- Grape Myrtle
- Dogwood
- Redbud

Evergreen Trees

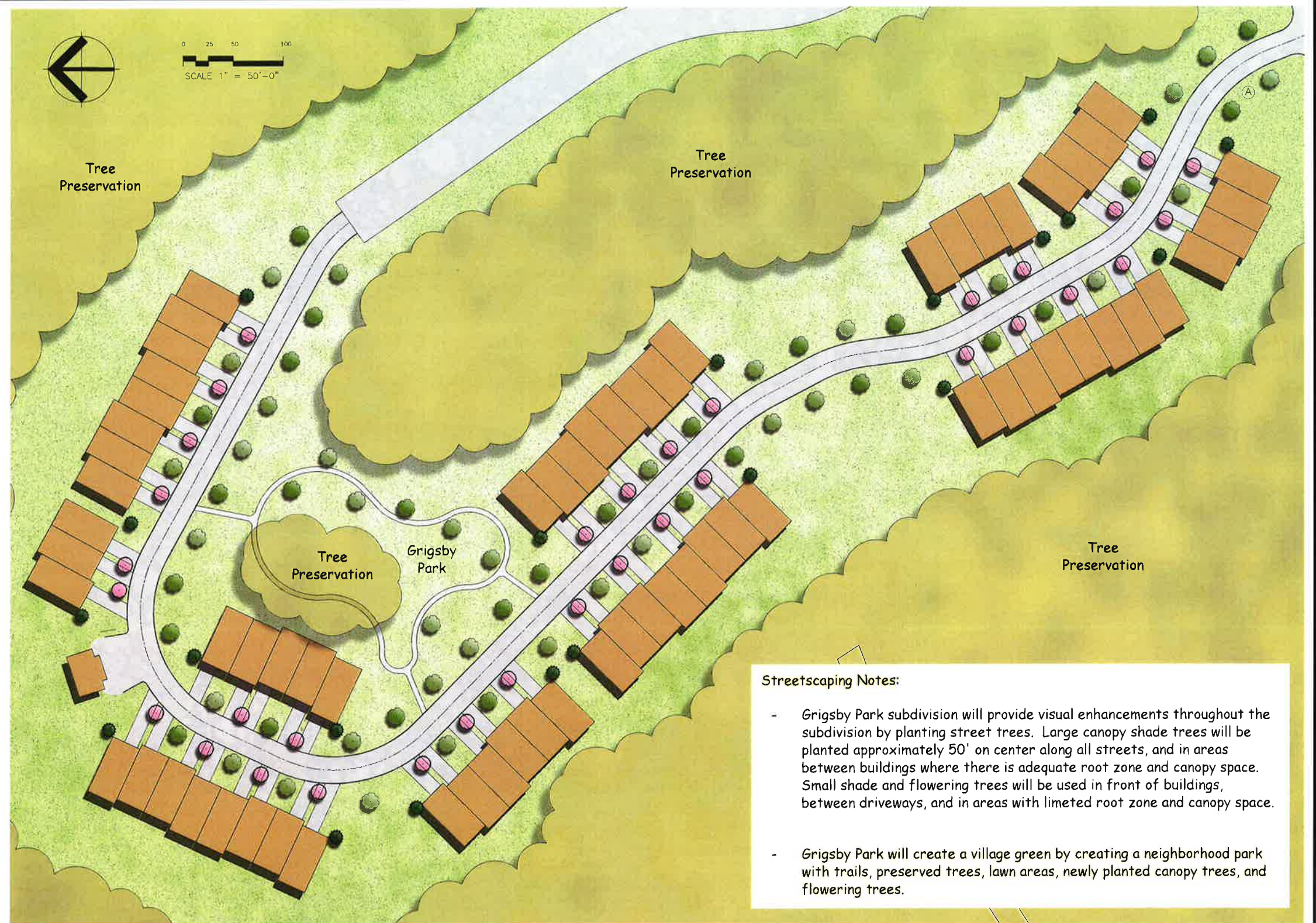
- use in yard areas to soften corners
- Magnolia
- Holly
- Arborvitae



Street trees create an identifiable character



Street trees create an identifiable character



Streetscaping Notes:

- Grisgby Park subdivision will provide visual enhancements throughout the subdivision by planting street trees. Large canopy shade trees will be planted approximately 50' on center along all streets, and in areas between buildings where there is adequate root zone and canopy space. Small shade and flowering trees will be used in front of buildings, between driveways, and in areas with limited root zone and canopy space.
- Grisgby Park will create a village green by creating a neighborhood park with trails, preserved trees, lawn areas, newly planted canopy trees, and flowering trees.



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a request for approval of a site plan for a partial redevelopment of the Station West development, 11311 Station West Drive, 2.51 Acres, Zoned C-2 (11311 Station West, LLC - David Fiser, Applicant)

INTRODUCTION AND BACKGROUND: The Station West development includes two freestanding buildings with a mix of retail and office spaces. The project was completed in 1988 and pre-dates virtually all of the existing Town related land use requirements and design standards. At this time, the applicant would like to demolish the westernmost building and construct a new building with a drive through for a small restaurant along the east side of the building.

Though the existing building that is proposed for demolition complies with the Regional Commercial (C-2) setbacks, the site that surrounds the two buildings is noncompliant in a number of ways. The parking lot does not meet required setbacks, access width and radii, island provisions, and other general design and arrangement considerations. The site significantly exceeds lot coverage and does not comply with the Town's landscaping provisions. Moreover, the site does not have pedestrian facilities along all abutting streets, as currently required in association with a site plan review from the Planning Commission. Though there is a sidewalk along N. Campbell Station Road, there is no pedestrian facility along either Station West Drive or Campbell Lakes Drive.

DISCUSSION: Even though the replacement building and work around the building and within the existing parking lot would bring the site much more into compliance with current requirements, this redevelopment must be considered by the Board of Zoning Appeals (BZA) for an expansion to a nonconforming structure (the parking lot and general site). The BZA will also need to review a request from the applicant to vary from the Zoning Ordinance requirement for pedestrian facilities to be constructed along all abutting streets as part of a site plan review. The applicant is proposing some pedestrian facilities and some re-striping of Station West Drive for pedestrian provisions. Due to topography and a lack of physical space, the applicant will be requesting a variance from constructing a pedestrian facility along Campbell Lakes Drive.

RECOMMENDATION: With the understanding that the BZA meeting is not until April 25, the applicant has asked to proceed to the Planning Commission for their input on items not related to the BZA review. For example, the applicant would like to hear from the Planning Commission with regards to the new building as it relates to the Architectural Design Standards. Any action taken on the site plan will have to be conditioned on action that will be taken by the BZA. Modifications to the site plan may need to come back to the Planning Commission if the action taken by the BZA affects the site layout proposed at this time.

Included in your packet is the revised site plan and the applicant's response to the staffs' comments on the initial plan that was submitted. The staff will make a recommendation at the meeting based on whether the initial comments have been satisfactorily addressed.



Civil Engineers

April 09, 2018

Mark Shipley
Town of Farragut
11408 Municipal Center Dr.
Farragut, TN 37934

Re: Staff comments on site plan for Station West Shops, 11311 Station West Drive

Dear Mark,

Please find attached our revised plans per March 29, 2018 staff comments. We have provided responses to comments below.

Fire and Code Division: (Contact Dan Johnson at djohnson@townoffarragut.org)

- 1) Please provide a compliant construction type. The Proposed Type VB construction is limited by local ordinance. Please resubmit the structure to comply with the required Type III or better construction requirements;
Response: Building type has been revised to II-B and indicated on Sheet 1 of 18 and Sheet 10 of 10.
- 2) Please relocate the FDC to an area where it can be seen from the street approach. Staff can assist with this relocation, if requested;
Response: FDC has been relocated to the southeast corner of the building as shown on Sheet 10 of 18.
- 3) Please provide indicating type valves along any dedicated fire line serving the fire sprinkler system;
Response: Per our discussion, since we have a sprinkler riser room on the east side of the building, no indicating valves are required. We show the valve at the tap to have a locking cap on Sheet 10 of 18.
- 4) As indicated in your submittal, please provide the necessary fire hydrant flow data;
Response: Hydrant flow data has been added to Sheet 10 of 18.

Planning Division: (Contact Mark Shipley at mshipley@townoffarragut.org) or Bart Hose at bhose@townoffarragut.org

- 5) The site plan involves replacing the westernmost building on the site with a new building. It also includes the addition of a drive-through lane and parking between the new building and an existing building that will remain on the site. The existing development site is non-conforming in several ways. The nonconforming elements or structures are the parking lot, access drives along Station West Drive, lack of pedestrian facilities, landscaping, and lot coverage. The Town's Zoning Ordinance provides for the

continuation and expansion of non-conforming structures as a special exception approved by the Board of Zoning Appeals. In this case, the parking lot and other related site improvements are non-conforming structures and their expansion is subject to review;

Response: We have made application to the BZA for special exception.

- 6) In lieu of completely re-grading and redeveloping the entire site to address the noncompliant condition of the site, the applicant may propose to add new interior landscape islands to lower the degree of overparking, enhance the presentation of the site aspects of the development (which should complement the new building), and aid in stormwater management. Such islands would be required to have a minimum width of 7 feet from back of curb to back of curb and be dispersed throughout the parking lot to break up the parking into smaller pods per the Architectural Design Standards;

Response: We have added additional landscape islands throughout the parking lot as shown on Sheet 9 of 18.

- 7) The parking spaces in front of the drive-through exit should be eliminated to limit traffic conflicts. This may be a good location to include a large landscaped island to prevent parking in a location that could create a conflict;

Response: We eliminated 3 parking spaces in front of the drive thru exit and created a landscape island as shown on Sheet 9 of 18.

- 8) The parking area to the north of the proposed building should be reconfigured to better define traffic circulation. Landscaped islands and/or perimeter landscaping could be utilized again in this location;

Response: We have reconfigured the existing parking area on the north side of the building and added landscape islands to aid in circulation as shown on Sheet 9 of 18.

- 9) The existing fifty (50) foot wide driveway cut onto Station West Drive should be reconfigured to meet current width and radius standards. The distances between drives and intersections should also be shown on the plan;

Response: We have reduced the width of the westernmost driveway entrance on Station West Drive to 26' as shown on Sheet 9 of 18.

- 10) Internal Pedestrian circulation should be improved. The proposed connection to the sidewalk along N. Campbell Station Road (southwest corner) should be re-visited;

Response: We have removed the sidewalk connection to Campbell Station Road due to topography that will not allow an accessible sidewalk. We have added pedestrian access into the site from Station West Drive as shown on Sheet 9 of 18.

- 11) The plan does not include the addition of sidewalks along Campbell Lakes Drive or Station West Drive. As part of a site plan review, pedestrian facilities are required along all abutting streets. This omission will require a variance that would have to be presented to the Board of Zoning Appeals. The staff would recommend that if the applicant requests a variance, an alternate pedestrian system should be proposed. This may involve some re-striping within parking lot areas or construction of facilities along street sections in rights of ways where the topography is more favorable. The staff does see value in having pedestrian facilities to the development that would tie into facilities currently provided along nearby hotels and restaurants;

Response: There is an existing sidewalk along N Campbell Station Road that will remain.

This is an existing developed site and we would like to keep as much of the parking areas as possible. The addition of sidewalks along Campbell Lakes Drive will be prohibitive due to the existing sloped topography. We propose to add a new sidewalk along Station West Drive between N Campbell Station Rd and the western most driveway entrance into our site. We will also provide a pedestrian access into our site at this point. This new sidewalk will require the removal of 3 trees that are within the public right-of-way. 2 of the trees are in decline and one of the trees is a nice Sugar Maple. I should also note that there is an existing water main within a couple of feet of the 3 trees to be removed that will require extreme care in being removed so the existing water line is not damaged. On the east side of the first driveway entrance, due to topography, existing utilities, and nice existing trees that are within the right of way, we propose to stripe a pedestrian lane within the roadway. Please note this road is a cul-de-sac and does not generate a large amount of traffic. Refer to Sheet 9 of 18.

- 12) The existing garbage/dumpster enclosure area should be more clearly detailed on the plan;

Response: We have indicated the existing dumpster enclosure to remain at the northeast corner of the site on Sheet 9 of 18.

- 13) The building elevations should identify the proposed location of the building address;

Response: Tenant addresses are located on the transom above each tenant door.

- 14) Please sign and seal architectural sheets;

Response: Sheets have been sealed by architect.

- 15) The proposed building does not appear to have an element that would be iconic;

Response: We believe the proposed structure is iconic in its building massing and material palette, which emphasize each corner of the building and each tenant entrance. We have also provided a more pronounced parapet cap by using a recessed brick soldier course and contrasting color enlarged aluminum coping.

- 16) When the site plan is presented to the Planning Commission please bring a materials and colors board;

Response: Material and color pallets will be included in the presentation. Specific materials and colors have been included on the architectural sheets.

- 17) A landscape plan must be submitted and then will have to be approved by the Visual Resources Review Board. A grading permit cannot be issued until the landscape plan is approved;

Response: We submitted the Landscape Plan to the VRRB for consideration at the April 24, 2018 meeting.

- 18) Prior to the issuance of a Certificate of Occupancy a digital as-built will be required in a JPEG format;

Response: Ok.

Engineering Division: (Contact Darryl Smith at dsmith@townoffarragut.org)

- 19) Note to FMPC: This is redevelopment of portion of an existing site. Detention has been provided with development of the site directly north of this site, and this new development simply ties to the system already in place. Further, this development reduces the impervious area, and includes water quality inserts for current requirements;
- 20) The proposed storm drain between the two buildings carries runoff from all roof drains, as well as this new portion of parking. While PVC is typically accepted for roof drains, the pipe from A0 to A1 should likely be 18" concrete, both for strength and capacity. This may require a junction box between A0 and A1 in order to accept the two roof drains in that area;

Response: On sheet 8 of 18, we added a junction box "A1" and revised the storm pipe between "A0" and "A2" (previously "A1") to 18" HDPE. Additionally, due to the re-work of the accessible ramp and addition of sidewalk along Station West, we have made adjustments to the "B" Pipe system as well. The Drainage Calculations have been revised and resubmitted to reflect the changes to the "A" and "B" Pipe system.

- 21) Please submit irrevocable letter of credit for erosion control for \$6000.
- 22) As this is redevelopment of an existing site (and a reduction in impervious surface), no drainage fee will be required; and
- 23) As this development includes less than one acre of disturbance, no NOC is required.

Response: Due to the additional work within the parking areas and Station West right-of-way, we have exceeded the 1 acre threshold and will submit to TDEC for NOC and provide a copy to you.

Please let us know if any of our responses are unclear or if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Annette Hommel', with a stylized, flowing script.

Annette Hommel, P.E.

Chapter 2: Building Design Guidelines

BUILDING HEIGHT:

Intent Statement: New development and redevelopment should meet zoning requirements while recognizing traditional height variations in Farragut and stepping down towards adjacent lower-scale buildings.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 37	2.1	Provide variation in building heights.	☒	☐	☐	Comment: See building elevations. Variation in parapet wall heights used throughout the building
pg. 37	2.2	Position taller building elements to minimize visual impacts.	☐	☐	☒	Comment:
pg. 37	2.3	Design floor-to-floor heights to establish a sense of scale and reflect Farragut traditions.	☐	☐	☒	Comment:

BUILDING ARTICULATION:

Intent Statement: New development and redevelopment in Farragut should incorporate articulation techniques that promote a sense of human scale and divide the mass and scale of a larger building into smaller parts that relate to traditionally-scaled buildings.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 38	2.4	Use vertical articulation techniques to add visual interest and express traditional façade widths.	☒	☐	☐	Comment: Building façade utilizes variation in material and step backs to add visual interest
pg. 38	2.5	Use horizontal articulation techniques to establish a sense of human scale in the design of a larger building.	☒	☐	☐	Comment: Design includes appropriately scaled storefront systems and canopies to help establish human scale

ICONIC DESIGN FEATURES:

Intent Statement: New development and redevelopment in a highly-visible location, such as the intersection of arterial roads, should incorporate iconic design features to foster a unique sense of place, add visual interest and help differentiate Farragut from surrounding areas. In most cases, large-scale new development projects in any location should also incorporate iconic design features.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 40	2.6	Use iconic design features to foster a unique sense of place.	☒	☐	☐	Comment: Intended to create a cohesive contemporary 'iconic' building.
pg. 40	2.7	Locate iconic design features to maximize their visibility and impact.	☒	☐	☐	Comment: Building façade has step backs and change of materials to emphasize tenant entrances.

ROOF FORM:

Intent Statement: New development and redevelopment should incorporate roof forms that convey compatible mass and scale, add visual interest and are appropriate to a building's use.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 40	2.8	Create a sense of visual interest by using a variety of roof forms along the street.	☐	☐	☒	Comment: Varying parapet heights and stepbacks, not roof forms, convey compatible mass and scale.
pg. 40	2.9	Consider incorporating a roof form that provides a "cap."	☒	☐	☐	Comment: Building incorporates a parapet wall with coping cap to reinforce base, middle, and cap articulation

OVERALL FAÇADE CHARACTER:

Intent Statement: Visible building façades that incorporate high-quality design features enhance Farragut's community image and convey an active and vibrant appearance to passing vehicles and pedestrians. The design guidelines for overall façade character below apply to visible façade areas that face public streets, sidewalks, pedestrian areas or parking lots.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 42	2.10	Design a building façade to enhance community image.	☒	☐	☐	Comment: The use of masonry and changes in façade planes adds visual interest and enhance community image
pg. 42	2.11	Design a building façade to be compatible with its context.	☒	☐	☐	Comment: Utilizing earth tone materials allows the building to be cohesive with its context

pg. 42	2.12	Design a building façade to convey visual interest.	☒	☐	☐	Comment: façade plane stepbacks and canopies conveys visual interest to the building façade.
pg. 42	2.13	Design a building façade to promote an active appearance.	☒	☐	☐	Comment: High percentage of storefront windows on ground floor promotes an active appearance

GROUND FLOOR DESIGN:

Intent Statement: Ground floor building design should incorporate features that help create a pedestrian-friendly street level. In a commercial area, it is especially important to incorporate active features such as ground floor storefront windows. In a multi-family residential area, the ground floor may incorporate other design features, such as porches and stoops, to engage the sidewalk and street.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 44	2.14	Design the ground floor of a building façade to engage the public realm and promote pedestrian activity.	☒	☐	☐	Comment: Recessed entries with canopies and multiple storefront windows encourages pedestrian activity.
pg. 44	2.15	Use high quality, durable materials to define the ground floor and add visual interest.	☒	☐	☐	Comment: Use of varying masonry allows for visual interest while maintaining durability on the ground floor

BUILDING MATERIALS & COLORS:

Intent Statement: Exterior building materials and colors provide a sense of scale and texture and are used to convey design quality and visual interest. Building façades should use high-quality, durable, materials that contribute to the visual continuity of the context and convey high quality in design and detail. Masonry should be used as a significant façade element on new construction.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 46	2.16	Use compatible materials to enhance community image.	☒	☐	☐	Comment: High durable masonry units used as a primary material while fiber cement panels used as accent
pg. 47	2.17	Use masonry materials to promote a cohesive community image.	☒	☐	☐	Comment: See building elevation for masonry percentage calculations

pg. 48	2.18	Use accent materials to enhance visual interest.	☒	☐	☐	Comment: Wood textured fiber cement panels used as accent material and to emphasize different tenants
pg. 48	2.19	Use materials to convey a sense of human scale and visual interest to pedestrians.	☒	☐	☐	Comment: Masonry units and fiber cement panels provide a sense of scale and visual interest to pedestrians
pg. 48	2.20	Use exterior material, paint and roof colors that are compatible with the surrounding context.	☒	☐	☐	Comment: Utilizing earth tone materials allows the building to be cohesive with its context

FAÇADE RENOVATION:

Intent Statement: Façade renovations are encouraged to enhance community image and help attract tenants to aging commercial or office buildings. Renovations may include ground floor improvements to attract pedestrian activity, the addition of iconic design features or complete replacement of an existing façade. When possible, such incremental improvements should anticipate future phases of development that may include new buildings, parking areas and pedestrian paths.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 50	2.21	When possible, renovate an aging commercial or office façade to enhance community image.	☐	☐	☒	Comment:
pg. 50	2.22	Anticipate future phases of development when renovating a façade.	☐	☐	☒	Comment:

ADAPTIVE REUSE:

Intent Statement: Preserving and adapting a structure to a new use has environmental benefits and may help preserve the existing character of an area. Re-using a building preserves the energy and resources invested in its construction, and removes the need for producing new construction materials. Adaptive reuse projects are encouraged.

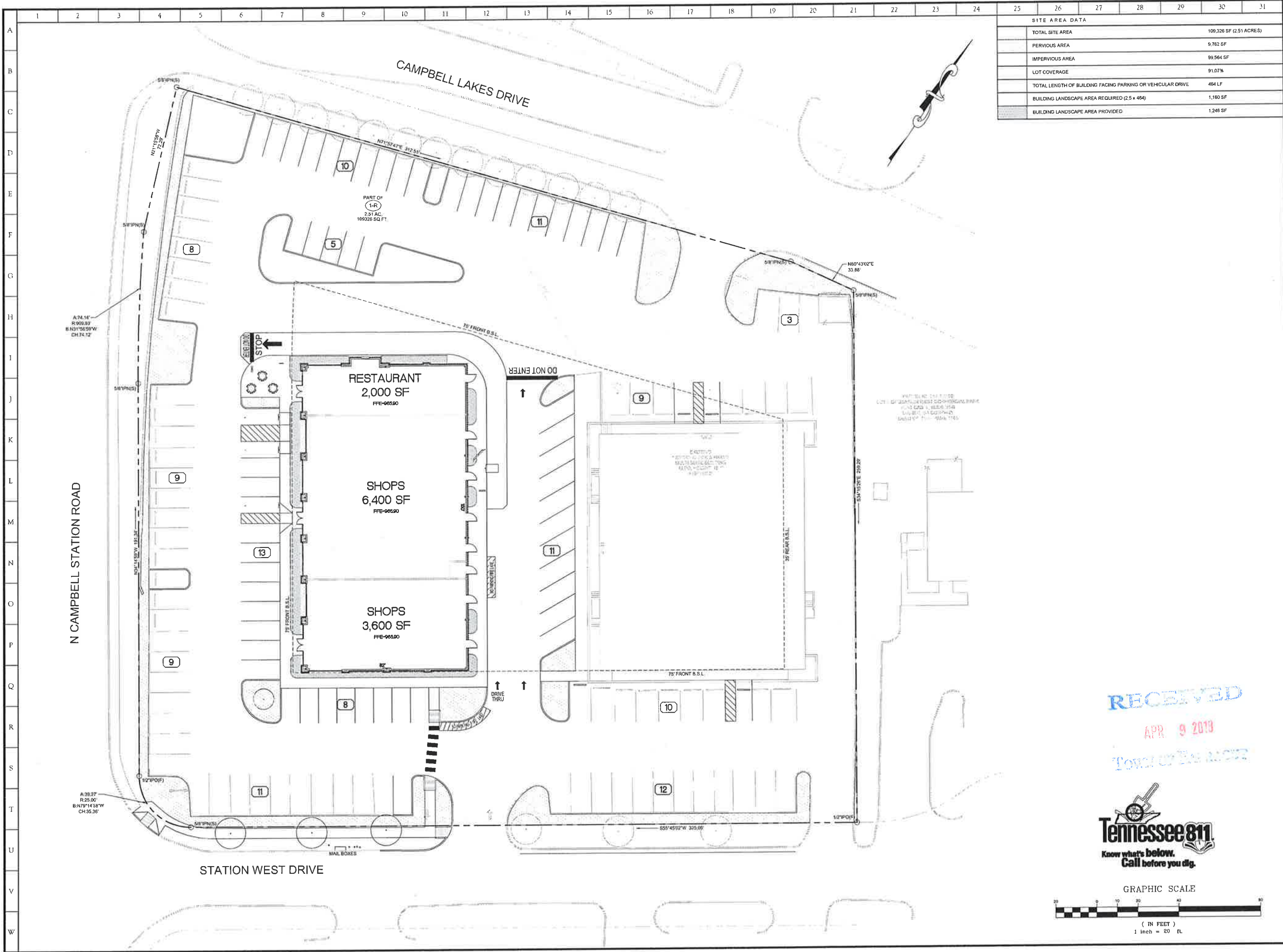
Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 51	2.23	Adapt an existing structure to a new use as an alternative to demolition whenever possible.	☐	☐	☒	Comment:

pg. 51	2.24	Consider future objectives for the site when adapting an existing structure to a new use.	☐	☐	☒	Comment:
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NEIGHBORHOOD BUILDING DESIGN TRANSITIONS:

Intent Statement: The design of buildings adjacent to an existing or future residential neighborhood should provide a compatible transition that minimizes potential negative impacts while promoting visual connections. Where possible, buildings located near an adjacent neighborhood should have a lower-scale residential character to provide a compatible transition.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 52	2.25	Provide a compatible scale transition adjacent to a residential neighborhood.	☐	☐	☒	Comment:
pg. 52	2.26	Incorporate residential design features adjacent to a residential neighborhood.	☐	☐	☒	Comment:



SITE AREA DATA	
TOTAL SITE AREA	109,326 SF (2.51 ACRES)
PERVIOUS AREA	9,782 SF
IMPERVIOUS AREA	99,564 SF
LOT COVERAGE	91.07%
TOTAL LENGTH OF BUILDING FACING PARKING OR VEHICULAR DRIVE	464 LF
BUILDING LANDSCAPE AREA REQUIRED (2.5 x 464)	1,160 SF
BUILDING LANDSCAPE AREA PROVIDED	1,248 SF

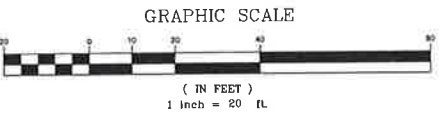


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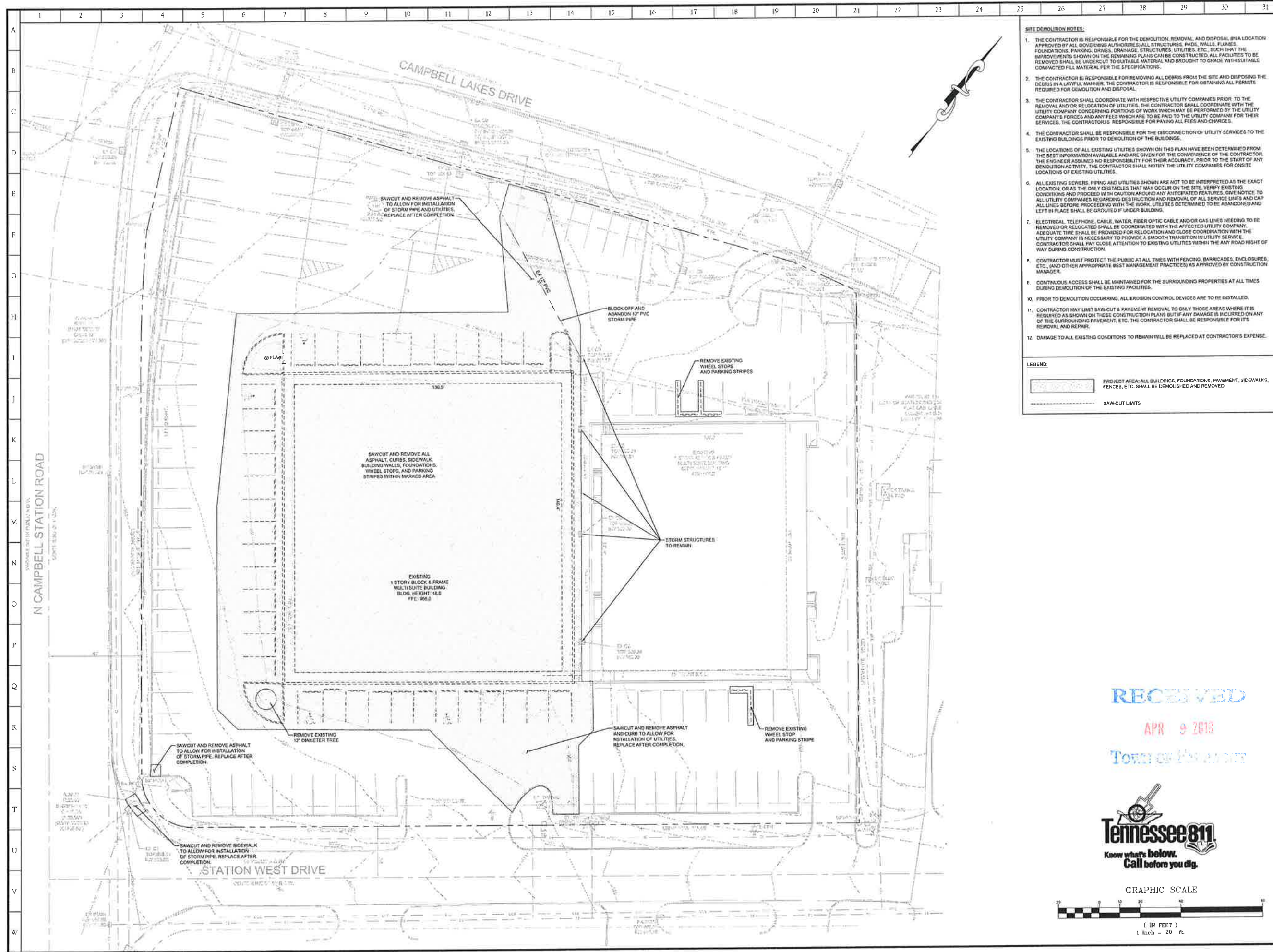


Site Area Plan
Station West Shops
11311 Station West Drive
Farragut, Tennessee 37934
11311 Station West, LLC.

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TOWN OF FARRAGUT



DRAWN BY: DOB	DATE: 03/19/18
CHECKED BY: ACH	FILE: 1956-Layout
REVISIONS	
NO.	DATE
1	04/01/18
Comments: Revised per Town Comments	
C2.0	
SHEET 3 OF 8	



- SITE DEMOLITION NOTES:**
1. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSAL IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES ALL STRUCTURES, PADS, WALLS, FLAMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE, STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE REMAINING PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO STABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
 2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
 3. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISCONNECTION OF UTILITY SERVICES TO THE EXISTING BUILDINGS PRIOR TO DEMOLITION OF THE BUILDINGS.
 5. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ON-SITE LOCATIONS OF EXISTING UTILITIES.
 6. ALL EXISTING SEWERS, PIPING, AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DEMOLITION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH THE WORK. UTILITIES DETERMINED TO BE ABANDONED AND LEFT IN PLACE SHALL BE GROUTED IF UNDER BUILDING.
 7. ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE. CONTRACTOR SHALL PAY CLOSE ATTENTION TO EXISTING UTILITIES WITHIN THE ANY ROAD RIGHT OF WAY DURING CONSTRUCTION.
 8. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC., (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY CONSTRUCTION MANAGER.
 9. CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES.
 10. PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.
 11. CONTRACTOR MAY LIMIT SAW-CUT & PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC., THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
 12. DAMAGE TO ALL EXISTING CONDITIONS TO REMAIN WILL BE REPLACED AT CONTRACTOR'S EXPENSE.

LEGEND:

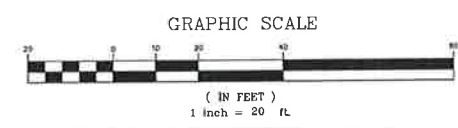
PROJECT AREA: ALL BUILDINGS, FOUNDATIONS, PAVEMENT, SIDEWALKS, FENCES, ETC. SHALL BE DEMOLISHED AND REMOVED.

SAW-CUT LIMITS

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TOWN OF FARRAGUT



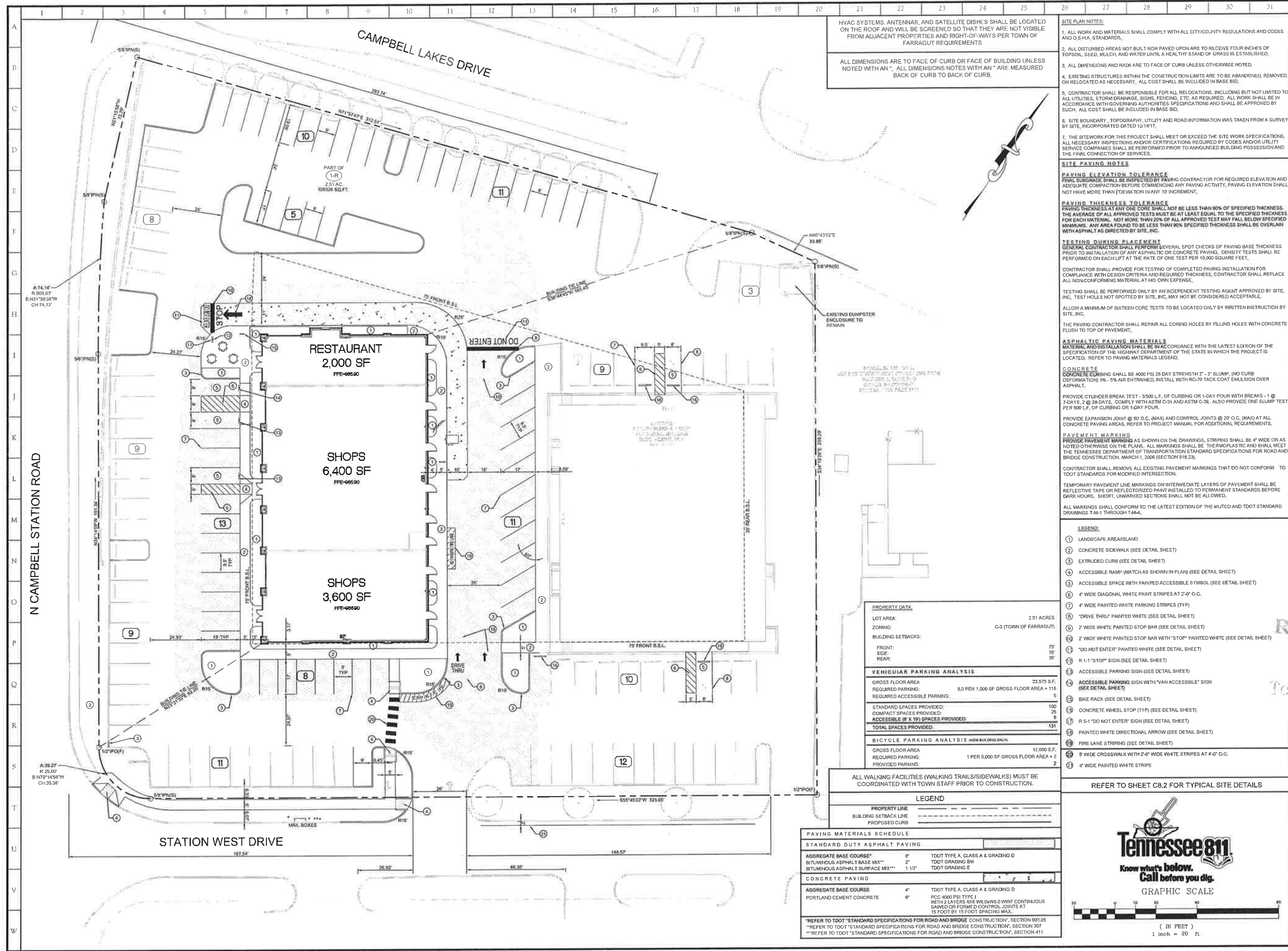
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11311 Station West, LLC.

REVISIONS	
NO.	DATE COMMENTS

C2.1
SHEET 4 OF 6



HVAC SYSTEMS, ANTENNAS, AND SATELLITE DISHES SHALL BE LOCATED ON THE ROOF AND WILL BE SCREENED SO THAT THEY ARE NOT VISIBLE FROM ADJACENT PROPERTIES AND RIGHT-OF-WAYS PER TOWN OF FARRAGUT REQUIREMENTS

ALL DIMENSIONS ARE TO FACE OF CURB OR FACE OF BUILDING UNLESS NOTED WITH AN "A". ALL DIMENSIONS NOTES WITH AN "A" ARE MEASURED BACK OF CURB TO BACK OF CURB.

- SITE PLAN NOTES:**
1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
 2. ALL DISTURBED AREAS NOT BUILT NOR PAVED UPON ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
 3. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 4. EXISTING STRUCTURES WITHIN THE CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED, OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
 5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO ALL UTILITIES, STORM DRAINAGE, SIGNS, FENCING, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
 6. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION WAS TAKEN FROM A SURVEY BY SITE, INCORPORATED DATED 12/14/17.
 7. THE SITEWORK FOR THIS PROJECT SHALL MEET OR EXCEED THE SITE WORK SPECIFICATIONS. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.

- SITE PAVING NOTES:**
- PAVING ELEVATION TOLERANCE**
FINAL SUBGRADE SHALL BE INSPECTED BY PAVING CONTRACTOR FOR REQUIRED ELEVATION AND ADEQUATE COMPACTION BEFORE COMMENCING ANY PAVING ACTIVITY. PAVING ELEVATION SHALL NOT HAVE MORE THAN 1/4" DEVIATION IN ANY 10' INCREMENT.
- PAVING THICKNESS TOLERANCE**
PAVING THICKNESS AT ANY ONE CORNER SHALL NOT BE LESS THAN 90% OF SPECIFIED THICKNESS. THE AVERAGE OF ALL APPROVED TESTS MUST BE AT LEAST EQUAL TO THE SPECIFIED THICKNESS FOR EACH MATERIAL. NOT MORE THAN 20% OF ALL APPROVED TEST MAY FALL BELOW SPECIFIED MINIMUMS. ANY AREA FOUND TO BE LESS THAN 90% SPECIFIED THICKNESS SHALL BE OVERLAIN WITH ASPHALT AS DIRECTED BY SITE, INC.
- TESTING DURING PLACEMENT**
GENERAL CONTRACTOR SHALL PERFORM SEVERAL SPOT CHECKS OF PAVING BASE THICKNESS PRIOR TO INSTALLATION OF ANY ASPHALTIC OR CONCRETE PAVING. DENSITY TESTS SHALL BE PERFORMED ON EACH LIFT AT THE RATE OF ONE TEST PER 10,000 SQUARE FEET.
- CONTRACTOR SHALL PROVIDE FOR TESTING OF COMPLETED PAVING INSTALLATION FOR COMPLIANCE WITH DESIGN CRITERIA AND REQUIRED THICKNESS. CONTRACTOR SHALL REPLACE ALL NON-COMPLYING MATERIAL AT HIS OWN EXPENSE.
- TESTING SHALL BE PERFORMED ONLY BY AN INDEPENDENT TESTING AGENT APPROVED BY SITE, INC. TEST HOLES NOT SPOTTED BY SITE, INC. MAY NOT BE CONSIDERED ACCEPTABLE.
- ALLOW A MINIMUM OF SIXTEEN CORE TESTS TO BE LOCATED ONLY BY WRITTEN INSTRUCTION BY SITE, INC.
- THE PAVING CONTRACTOR SHALL REPAIR ALL CORING HOLES BY FILLING HOLES WITH CONCRETE FLUSH TO TOP OF PAVEMENT.

- ASPHALTIC PAVING MATERIALS**
MATERIAL AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE SPECIFICATION OF THE HIGHWAY DEPARTMENT OF THE STATE IN WHICH THE PROJECT IS LOCATED. REFER TO PAVING MATERIALS LEGEND.
- CONCRETE**
CONCRETE CURBING SHALL BE 4000 PSI 28 DAY STRENGTH 2" - 3" SLUMP. (NO CURB DEFORMATION) 3% - 5% AIR ENTRAINMENT, INSTALLED WITH RC-70 TACK COAT EMULSION OVER ASPHALT.
- PROVIDE CYLINDER BREAK TEST - 3500 L.F. OF CURBING OR 1-DAY POUR WITH BREAKS - 1 @ 7-DAYS, 2 @ 28-DAYS. COMPLY WITH ASTM C-31 AND ASTM C-39. ALSO PROVIDE ONE SLUMP TEST PER 500 L.F. OF CURBING OR 1-DAY POUR.
- PROVIDE EXPANSION JOINT @ 50' O.C. (MAX) AND CONTROL JOINTS @ 20' O.C. (MAX) AT ALL CONCRETE PAVING AREAS. REFER TO PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.
- PAVEMENT MARKING**
PROVIDE PAVEMENT MARKING AS SHOWN ON THE DRAWINGS. STRIPING SHALL BE 4" WIDE OR AS NOTED OTHERWISE ON THE PLANS. ALL MARKINGS SHALL BE THERMOPLASTIC AND SHALL MEET THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, MARCH 1, 2006 (SECTION 918.23).
- CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT DO NOT CONFORM TO TDOT STANDARDS FOR MODIFIED INTERSECTION.
- TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS BEFORE DARK HOURS. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED.
- ALL MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD AND TDOT STANDARD DRAWINGS T-M-1 THROUGH T-M-4.

- LEGEND:**
- ① LANDSCAPE AREA/ISLAND
 - ② CONCRETE SIDEWALK (SEE DETAIL SHEET)
 - ③ EXTRUDED CURB (SEE DETAIL SHEET)
 - ④ ACCESSIBLE RAMP (MATCH AS SHOWN IN PLAN) (SEE DETAIL SHEET)
 - ⑤ ACCESSIBLE SPACE WITH PAINTED ACCESSIBLE SYMBOL (SEE DETAIL SHEET)
 - ⑥ 4" WIDE DIAGONAL WHITE PAINT STRIPES AT 2'-0" O.C.
 - ⑦ 4" WIDE PAINTED WHITE PARKING STRIPES (TYP)
 - ⑧ "DRIVE THRU" PAINTED WHITE (SEE DETAIL SHEET)
 - ⑨ 2" WIDE WHITE PAINTED STOP BAR (SEE DETAIL SHEET)
 - ⑩ 2" WIDE WHITE PAINTED STOP BAR WITH "STOP" PAINTED WHITE (SEE DETAIL SHEET)
 - ⑪ "DO NOT ENTER" PAINTED WHITE (SEE DETAIL SHEET)
 - ⑫ R 1-1 "STOP" SIGN (SEE DETAIL SHEET)
 - ⑬ ACCESSIBLE PARKING SIGN (SEE DETAIL SHEET)
 - ⑭ ACCESSIBLE PARKING SIGN WITH "VAN ACCESSIBLE" SIGN (SEE DETAIL SHEET)
 - ⑮ BIKE RACK (SEE DETAIL SHEET)
 - ⑯ CONCRETE WHEEL STOP (TYP) (SEE DETAIL SHEET)
 - ⑰ R 5-1 "DO NOT ENTER" SIGN (SEE DETAIL SHEET)
 - ⑱ PAINTED WHITE DIRECTIONAL ARROW (SEE DETAIL SHEET)
 - ⑲ FIRE LANE STRIPING (SEE DETAIL SHEET)
 - ⑳ 5" WIDE CROSSWALK WITH 2'-0" WIDE WHITE STRIPES AT 4'-0" O.C.
 - ㉑ 4" WIDE PAINTED WHITE STRIPES

REFER TO SHEET C8.2 FOR TYPICAL SITE DETAILS

Tennessee 811
Know what's below.
Call before you dig.

GRAPHIC SCALE
1 inch = 20 ft

PROPERTY DATA:	
LOT AREA:	2.51 ACRES
ZONING:	C-2 (TOWN OF FARRAGUT)
BUILDING SETBACKS:	
FRONT:	75'
SIDE:	35'
REAR:	35'
VEHICULAR PARKING ANALYSIS	
GROSS FLOOR AREA	23,575 S.F.
REQUIRED PARKING:	5.0 PER 1,000 SF GROSS FLOOR AREA = 118
REQUIRED ACCESSIBLE PARKING:	5
STANDARD SPACES PROVIDED:	100
COMPACT SPACES PROVIDED:	25
ACCESSIBLE (8' X 12') SPACES PROVIDED:	6
TOTAL SPACES PROVIDED:	131
BICYCLE PARKING ANALYSIS (WITHIN BUILDING ONLY)	
GROSS FLOOR AREA	12,000 S.F.
REQUIRED PARKING:	1 PER 5,000 SF GROSS FLOOR AREA = 2
PROVIDED PARKING:	2

ALL WALKING FACILITIES (WALKING TRAILS/SIDEWALKS) MUST BE COORDINATED WITH TOWN STAFF PRIOR TO CONSTRUCTION.

LEGEND	
PROPERTY LINE	---
BUILDING SETBACK LINE	---
PROPOSED CURB	---

PAVING MATERIALS SCHEDULE	
STANDARD DUTY ASPHALT PAVING	
AGGREGATE BASE COURSE*	6" TDOT TYPE A, CLASS A & GRADING D
BITUMINOUS ASPHALT BASE MIX**	2" TDOT GRADING BM
BITUMINOUS ASPHALT SURFACE MIX***	1 1/2" TDOT GRADING E
CONCRETE PAVING	
AGGREGATE BASE COURSE	4" TDOT TYPE A, CLASS A & GRADING D
PORTLAND CEMENT CONCRETE	6" PCC 4000 PSI TYPE I WITH 2 LAYERS 6X6 W/6 DAWB 0 WWF CONTINUOUS SAWED OR FORMED CONTROL JOINTS AT 15 FOOT BY 15 FOOT SPACING MAX.

*REFER TO TDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", SECTION 902.05
**REFER TO TDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", SECTION 307
***REFER TO TDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", SECTION 411

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Phone: (865) 777-4160
www.site-incorporated.com

AMETTE C. HODGE
REGISTERED PROFESSIONAL ENGINEER
STATE OF TENNESSEE
001074

Site Layout Plan

Station West Shops
11311 Station West Drive
Farragut, Tennessee 37934
11311 Station West, LLC.

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TOWN OF FARRAGUT

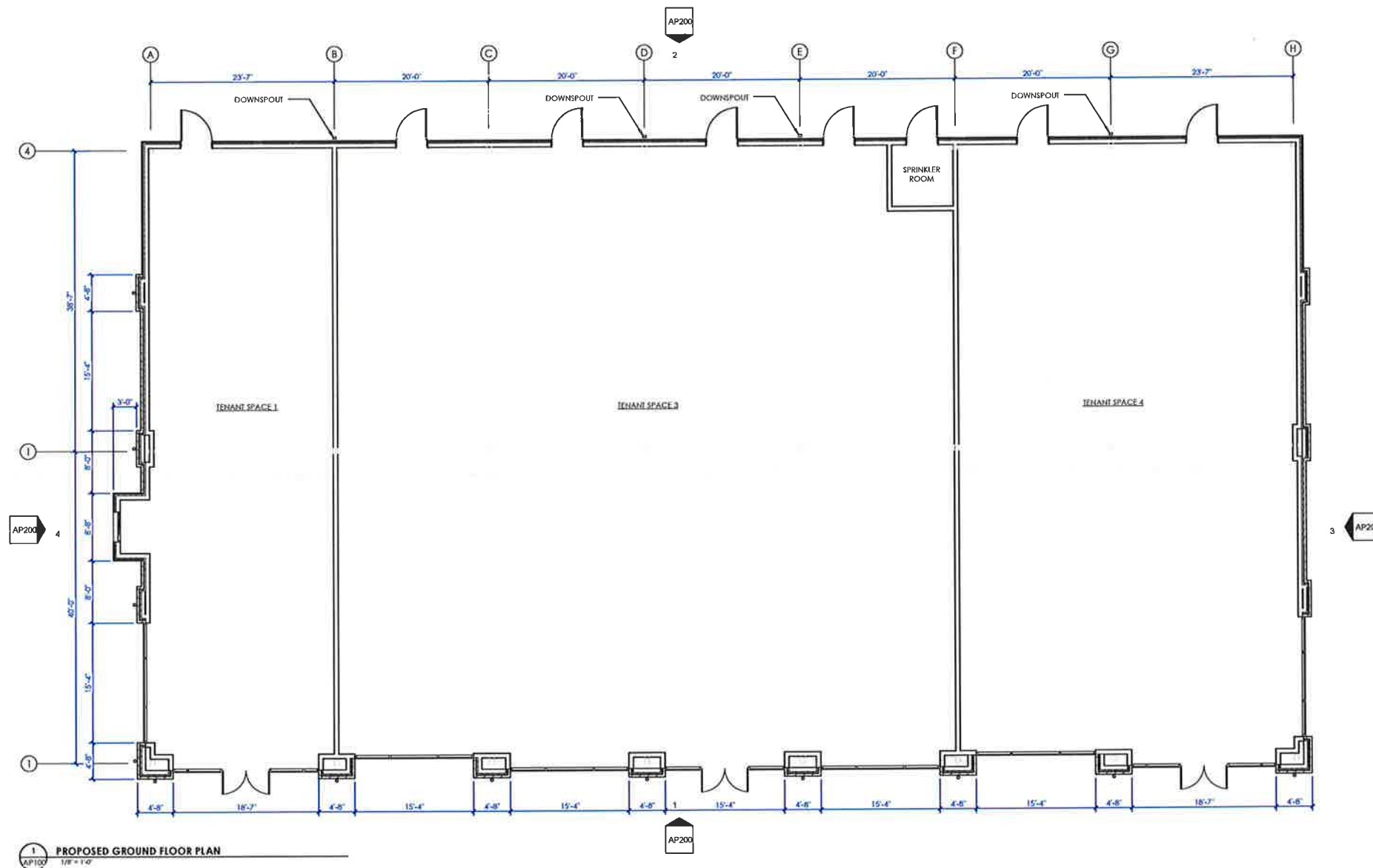
DRAWN BY: DGB DATE: 03/19/18
CHECKED BY: ACH FILE: 1965-Layout

REVISIONS	
NO.	DATE COMMENTS
1	04/02/18 Revised per Town Comments

C4.0
SHEET 0 OF 10

BINDING EDGE

BINDING EDGE



NOTE: EXISTING BUILDING TO BE DEMOLISHED. NEW BUILDING FOOTPRINT WILL NOT EXTEND PAST EXISTING BUILDING FOOTPRINT

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TOWN OF FARRAGUT

EXISTING SITE PHOTOS



MCCARTY
HOLSAPLE
MCCARTY
MHM
ARCHITECTS
& INTERIOR
DESIGNERS

1800XX.00

550 W. MAIN STREET, SUITE 300
KNOXVILLE, TENNESSEE 37902
PIC:
HIGHWAY:
TELEPHONE: (865) 544-2000
FACSIMILE: (865) 544-0402
WEB: www.mhmlive.com

PROJECT NAME:
CAMPBELL STATION
SHOPPING CENTER

11311 Station West Dr.
Farragut, TN

SEAL:
SCHEMATIC DESIGN
PRELIMINARY
FOR APPROVAL
NOT FOR
CONSTRUCTION
REVIEW SUBMITTAL

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Do NOT scale drawings. Use given
dimensions only. If not shown, verify
correct dimension with ARCHITECT.
Contractor shall check and verify all
dimensions and conditions of job site.

REVISION INFORMATION

No. Date Description

KEY PLAN:

DRAWING INFORMATION

SCALE: 1/8" = 1'-0"

ISSUE DATE: APRIL 2018

PROJECT MGR:

PA / PC:

DRAWN BY: Author

CHECKED BY: Checker

DRAWING TITLE:

BUILDING PLAN

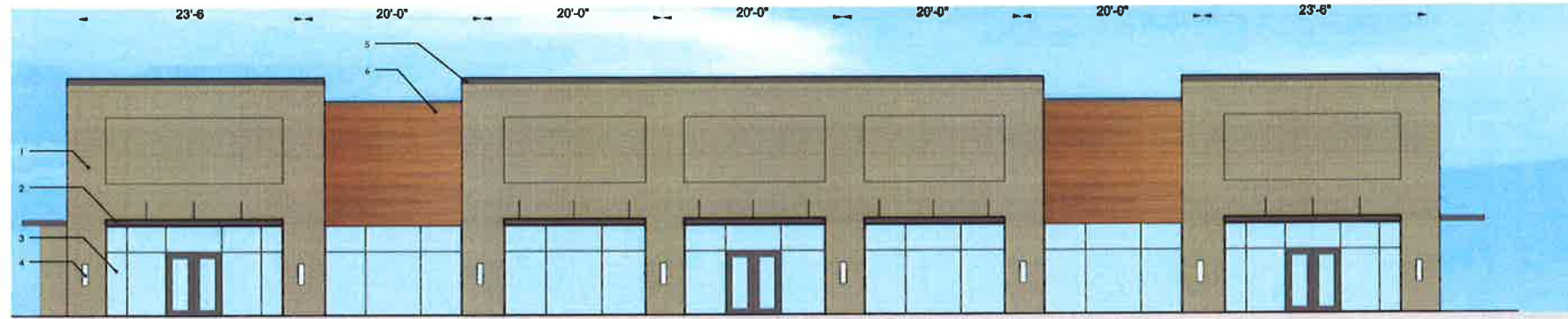
BUILDING: DRAWING NO:

AP100

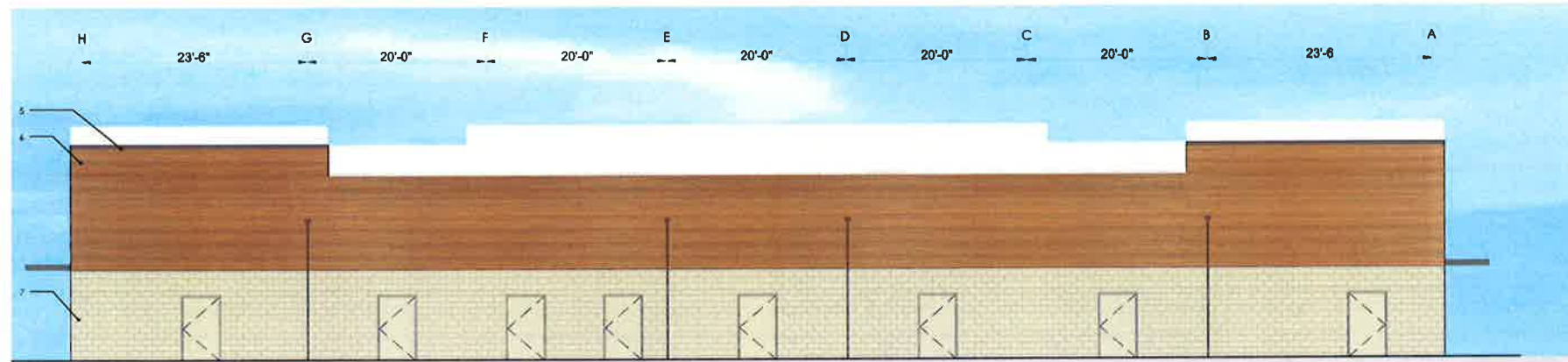
SHEET 16 OF 18

BINDING EDGE

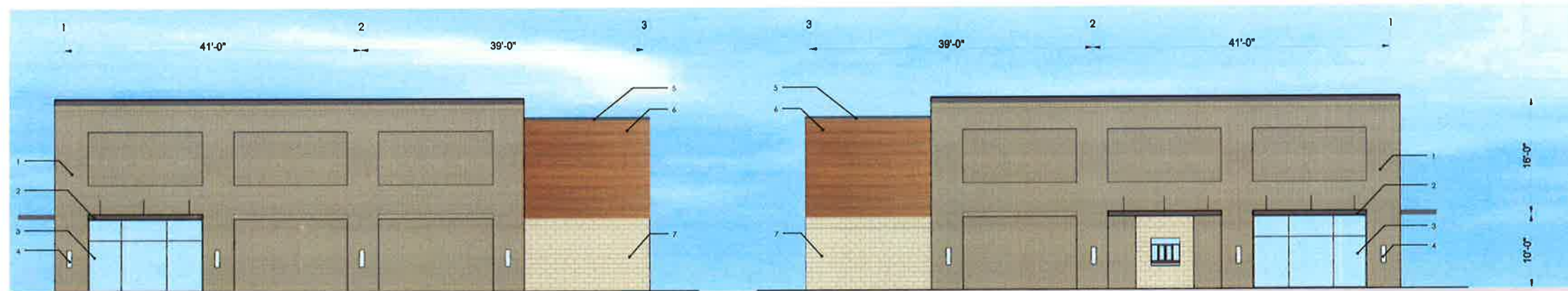
BINDING EDGE



1 PROPOSED WEST ELEVATION
AP200 1/8" = 1'-0"



2 PROPOSED EAST ELEVATION
AP200 1/8" = 1'-0"



3 PROPOSED SOUTH ELEVATION
AP200 1/8" = 1'-0"

4 PROPOSED NORTH ELEVATION
AP200 1/8" = 1'-0"

PROPOSED MATERIALS



GENERAL SHALE SMOKE GRAY VELOUR BRICK MASONRY



GENERAL SHALE WHITE - RENAISSANCE STONE MASONRY UNITS



NICHIA VINIAGEWOOD CEDAR FIBER CEMENT PANEL

ELEVATION KEY

1. RUNNING BOND BRICK MASONRY
2. STEEL BEAM & DECK CANOPY
3. CLEAR ANODIZED STOREFRONT SYSTEM
4. WALL MOUNTED DOWN LIGHT LUMINAIR
5. ALUMINUM COPING CAP
6. FIBER CEMENT PANELS
7. STONE MASONRY UNITS

MASONRY PERCENTAGE

	TOTAL FACADE SF	TOTAL MASONRY SF
NORTH FACADE	1860 SF	1656 SF
EAST FACADE	3060 SF	1495 SF
SOUTH FACADE	1860 SF	1656 SF
WEST FACADE	2529 SF	2221 SF
	9309 SF	7028 SF

75 % NET FACADE SQ. FOOTAGE INCLUDES MASONRY

* NOTE : SQUARE FOOTAGES ARE APPROXIMATE TOTALS & EXCLUDE ALL GLAZING

MCCARTY
HOLSAPLE
MCCARTY

MHM

ARCHITECTS
& INTERIOR
DESIGNERS

180XX.00

550 W. MAIN STREET, SUITE 300

KNOXVILLE, TENNESSEE 37902

PIC

TELEPHONE (615) 544-2000

FACSIMILE (615) 544-0402

WEB: www.mhmlna.com

PROJECT INFORMATION

PROJECT NAME

CAMPBELL STATION
SHOPPING CENTER

11311 Station West Dr.
Farragut, TN

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TOWN OF FARRAGUT

DRAWING INFORMATION

SCALE: As indicated

ISSUE DATE: APRIL 2018

PROJECT MGR:

PA / PC:

DRAWN BY: Author

CHECKED BY: Checker

DRAWING TITLE

BINDING EDGE

BINDING EDGE

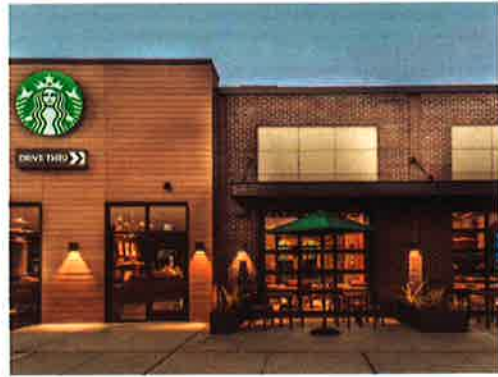


1 CAMPBELL STATION SHOPPING CENTER PERSPECTIVE
NOT TO SCALE

PRECEDENTS



STARBUCKS - Lakewood, CO



STARBUCKS - Seattle, WA



EINSTEIN BROS. BAGELS - Farragut, TN



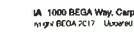
CORKS WINE & SPIRITS - Farragut, TN

LIGHTING

Wall luminaires with double-sided light output

Housing: Extruded and die cast aluminum. Mounts directly to a BEGA 1955/7 foot (provided). Die casting: no moving parts. Copper line is 0.2% copper content. A260 D aluminum alloy.
Enclosure: Tempered clear glass, the bottom and top driver are flush to the die casting to prevent water accumulation. Fully gasketed for weather tight operation using a 1" chemer molded silicone rubber gasket.
Electrical: 15 W LED luminaire, 21 total system watts, 30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED modules are available from factory for easy replacement. Standard LED color temperature is 3000K with an R9 CRI. Available in 4000K (R9 CRI), and 5000K (R9 CRI).
Notes: LEDs supplied with luminaires. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA US. For the most current technical data, please refer to www.bega-us.com.
Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BK), White (WT), Bronze (BR), Silver (SL). To specify, add appropriate suffix to catalog number. Custom colors based on special order.
CBA certified to U.S. and Canadian standards for wet locations.
Protection class IP65.
Weight: 7.5 lbs.

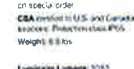
Mounting options:
79/847 Surface mount wiring box



LED wall washers - asymmetrical light distribution

Housing: Extruded and die cast aluminum. Mounts directly to a BEGA 1955/7 foot (provided). Die casting: no moving parts. Copper line is 0.2% copper content. A260 D aluminum alloy.
Enclosure: Tempered clear glass, the bottom and top driver are flush to the die casting to prevent water accumulation. Fully gasketed for weather tight operation using a 1" chemer molded silicone rubber gasket.
Electrical: 15 W LED luminaire, 21 total system watts, 30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED modules are available from factory for easy replacement. Standard LED color temperature is 3000K with an R9 CRI. Available in 4000K (R9 CRI), and 5000K (R9 CRI).
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CBA certified to U.S. and Canadian standards for wet locations.
Protection class IP65.
Weight: 8.5 lbs.

Mounting options:
79/847 Surface mount wiring box



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Town of Farragut

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HOLSAPLE
MCCARTY
MHM
ARCHITECTS
& INTERIOR
DESIGNERS

180XXX.00

550 W. MAIN STREET, SUITE 200
KNOXVILLE, TENNESSEE 37902
PROJECT NAME
CAMPBELL STATION SHOPPING CENTER
11311 Station West Dr.
Farragut, TN

PROJECT INFORMATION
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11311 Station West Dr.
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Farragut, TN

REVISION INFORMATION
No. Date Description

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REVISION INFORMATION
No. Date Description

DRAWING INFORMATION
SCALE: As indicated
ISSUE DATE: APRIL 2018
PROJECT MGR:
PA / PC:
DRAWN BY: Author
CHECKED BY: Checker
DRAWING TITLE:

PERSPECTIVE
SUBJ: DRAWING NO:
AP300

SHEET 18 OF 18

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a request for approval of a site plan for Tire Discounters, 709 N. Campbell Station Road, 1 Acre, Zoned C-2 (Leesman Engineering and Associates – Tim Dwyer, Applicant)

INTRODUCTION AND BACKGROUND: This item involves the complete redevelopment of the property where the Exxon service station (formerly a BP service station) currently exists at the northwest intersection of N. Campbell Station Road and Campbell Lakes Drive. The proposed use is a Tire Discounter business.

DISCUSSION: The proposed development will include a vehicular connection to the small shopping center to the north (the Dunkin Donuts Center) and the removal of the existing access onto N. Campbell Station Road. The primary access for the development will be from Campbell Lakes Drive. Pedestrian facilities will be constructed along both N. Campbell Station Road and Campbell Lakes Drive. The trailhead for the Grigsby Chapel Greenway is on the south side of Campbell Lakes Drive in the Park and Ride Lot. The proposed pedestrian facilities would help integrate this, and the development to the north, with the pedestrian facilities to the south and the Grigsby Chapel Greenway.

Stormwater detention will be mostly accommodated with existing underground detention. A bio retention basin will be constructed along the south portion of the development to address water quality and the Town's requirement for low impact development stormwater applications as part of new developments.

RECOMMENDATION: Included in your packet is a copy of the revised site plan and the applicant's response to the staffs' comments on the initial plan that was submitted. The staff will make a recommendation at the meeting based on whether the initial comments have been satisfactorily addressed.

APR 9 2018

TOWN OF FARRAGUT

LEESMAN ENGINEERING & ASSOCIATES2720 Topichills Dr. ♦ Cincinnati, OH 45248 ♦ Phone: 513-417-0420 ♦ Email: sjleesman@yahoo.com

April 3, 2018

Town of Farragut
Community Development
11408 Municipal Center Drive
Farragut, TN 37934

To whom it may concern,

Fire Division: (Contact Dan Johnson at djohnson@townoffarragut.org)

- 1) Please provide the required fire flow calculations, derived from the 2012 International Fire Code Appendix B & C;
 - a. Tire Discounters/Open Architecture to provide
- 2) Please provide current fire hydrant flow data from closest existing fire hydrant. This should include residual and static pressures and flow in GPM;
 - a. Tire Discounters/Leesman Engineering to coordinate flow test for closest existing hydrant with First Utility District of Knox County (FUD)

Planning Division: (Contact Mark Shipley at mshipley@townoffarragut.org) or Bart Hose at bhose@townoffarragut.org

- 3) Please number all sheets 1 of..., 2 of..., etc. The architectural sheet with the building elevations was not numbered nor was it signed and sealed. Please address these issues with the architectural sheet;
 - a. Addressed
- 4) You may need a legend for some of the information;
 - a. All structures properly labelled
- 5) Please add a numbered note to the plans that (if accurate) there will be no finished grades steeper than 3:1;
 - a. Accurate; note added to C4
- 6) Please include calculations and diagrams verifying compliance with the requirement for landscaping between the building and parking lot;
 - a. Building and Parking Lot Landscaping Diagram added to C3
- 7) On the architectural sheet please include the percentage of masonry proposed, exclusive of doors and windows. Please remove all business signage from all information included in the site plan submittal;
 - a. Address on C10
- 8) A building materials and color board will be required and will need to be presented to the Planning Commission at their meeting on April 19;
 - a. Tire Discounters/Open Architecture to provide

- 9) Please include the location on the building where the address will be posted;
 - a. Note now shown in red above front entrance on C3. Proposed address location also shown on Elevations Rendering
- 10) Please list the turning radii at all access points. A 25 foot radius is the maximum permitted. A 15 foot radius is preferred;
 - a. Access point radii labels added to C3
- 11) In order to fulfill the requirement in the Architectural Design Standards to break parking spaces into smaller pods, please add an interior landscaped island (7 foot minimum width from back of curb to back of curb) along the row of parking facing N. Campbell Station Road;
 - a. Addressed
- 12) Please extend the sidewalk sections to the curbline of the adjacent properties so it does not terminate abruptly. Please include a dimension to verify that the 8 foot grass strip between the sidewalk and the street curb is provided;
 - a. Addressed; eight (8) foot dimensions shown along N Campbell Station Rd, six (6) dimensions shown along Campbell Lakes
- 13) The landscape plan requires a separate application and review from the Visual Resources Review Board. The plan must be prepared by a landscape professional (preferably a landscape architect). The staff will provide comments on the landscape plan in a separate review;
 - a. Separate landscaping submittal to be made by 4/9/18
- 14) The cross access connection to the north will need to be reflected in a recorded agreement that runs with the land with the adjacent property owner and any future property owner. The staff supports this connection;
 - a. Tire Discounters has reached out to property owner to the north to begin discussion regarding cross-access connection to adjacent property
- 15) Please include a detail of the dumpster and recycling enclosure. It must be of materials that match those used on the building;
 - a. Included on C10
- 16) Please provide a lighting plan sealed by an electrical engineer. The lighting plan provided shows isofotcandle violations at the property lines and does not include cut sheets for any fixtures proposed. All fixtures proposed must be included on the full size sheets. A cross section of the pole lighting is also required to verify compliance with height allowances;
 - a. Addressed; TN Electrical Engineer sealed lighting plan packages included with submittal
- 17) Please ensure that all utilities are underground;
 - a. All proposed utilities to be underground; note added to C5
- 18) Please include a numbered note which indicates that there will be no antennas proposed for this development;
 - a. Note added to C3
- 19) Please include a detail for the bicycle rack;
 - a. Bicycle Rack detail added to C8
- 20) Please include a note and visually demonstrate that all HVAC units will be screened by the building that they are serving so that the units are not visible from any adjacent property or right of way;
 - a. Addressed on C10
- 21) Prior to the issuance of a Certificate of Occupancy a digital as-built will be required in a JPEG format;
 - a. Tire Discounters/Leesman Engineering to provide digital as-built prior to Certificate of Occupancy

Engineering Division: (Contact Darryl Smith at dsmith@townoffarragut.org)

- 22) Please show detail for 6-30 curb & gutter (staff suggests copy from TDOT Standard Drawings RP-NMC-10 or RP- NMC-11 at <https://www.tn.gov/content/tn/tdot/roadway-design/standard-drawings-library/standard-roadway-drawings/roadway-and-pavement-appurtenances.html#curbs3>);
 - a. 6-30 Curb Detail added to C10
- 23) Please show curb and gutter across existing entrance to be removed at Campbell Station Road;
 - a. No curb currently exists across existing entrance at Campbell Station Road; existing concrete apron creates a butt-joint with the existing asphalt
- 24) Detention for this site includes existing underground facility, but should be modified to detain the 1, 2, 5, 10, 25 and 100-year storms. Previous site required detention of the developed 50-year peak discharge to the pre-developed 10-year peak, so volume is likely sufficient. Submitted drainage calculations should include narrative of assumptions, as well as pre-developed and post-developed peaks for all six storms;
 - a. Drainage calculations and narrative of assumptions included with revised submittal
- 25) The Town requires reinforced concrete pipe at all locations where, in the event of a total failure of the pipe, runoff will be contained on-site and not cross property or right of way lines. With this in mind, pipes between catch basins 1 & 2, 2 & 3, 3 & 9, 7 & 8, 8 & 9, and 9 to existing junction box should all be Class III concrete;
 - a. All requested pipe runs are now to be Class III RCP
- 26) Why is existing (to remain) concrete spillway needed near catch basin 9? Shouldn't this be removed, along with curb openings?
 - a. Concrete spillway to be removed
- 27) Are telecommunications (phone and cable) to be located with new electric lines?
 - a. TBD
- 28) Truncated domes detail at handicap ramp should indicate yellow color, not red;
 - a. Changed detail to call for yellow truncated domes on C8
- 29) Please submit irrevocable letter of credit for erosion control for \$7000;
 - a. Tire Discounters to provide letter of credit for erosion control
- 30) As this is redevelopment of existing site, no Drainage Fee is necessary;
 - a. Noted
- 31) Construction appear to extend slightly more than one acre, so NOC will be required.
 - a. TDEC NPDES Permit Application has been submitted for this site; Leesman Engineering to provide NOC to Town of Farragut upon receipt

Sincerely,



Michael D. Chandler
Leesman Engineering & Assoc.
4820 Glenway Ave
Cincinnati, OH 45238
(513) 304-7196

Chapter 1: Site Design Guidelines

STREETSCAPE

Intent Statement: Streetscape features should be functional and durable while helping to affirm or establish the identity of a neighborhood, district, or development.

Note: Page numbers refer to the "Farragut Architectural Design Standards" document.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 14	1.1	Integrate functional pedestrian improvements into the streetscape.	☒	☐	☐	Comment: Landscaping and sidewalk provided
pg. 14	1.2	Coordinate streetscape elements along public frontages surrounding a development.	☒	☐	☐	Comment: Landscape plan provides extensive screening of parking lot
pg. 14	1.3	Coordinate streetscape elements on internal streets and lanes within a development.	☐	☐	☒	Comment: Site not in a subject development
pg. 14	1.4	Use streetscape elements that invite a high level of activity along a commercial street frontage.	☒	☐	☐	Comment: Landscaping provides access to pedestrians but screens the parking lot
pg. 14	1.5	Use streetscape elements that invite passive pedestrian and recreational activity along a residential street frontage.	☒	☐	☐	Comment:

BUILDING SETBACKS & FRONTAGE:

Intent Statement: Whenever possible, buildings should be aligned along the street to hide parking and promote active sidewalks. A uniform alignment of buildings helps to define a "street wall," which provides a sense of enclosure and a comfortable scale for pedestrians.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 16	1.6	Design the street frontage to promote pedestrian activity.	☒	☐	☐	Comment: Sidewalks are being provided

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pg. 16	1.7	Design the street frontage to be compatible with the surrounding context.	☐	☐	☒	<i>proper Building and lot</i> Comment: <i>do not have surrounding buildings to match</i>
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CONNECTIVITY:

Intent Statement: Future development should help create a more active, and inter-connected environment throughout Farragut.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 18	1.8	Provide pedestrian and bicycle connections into and between properties.	☒	☐	☐	Comment:
pg. 18	1.9	Provide vehicular connections into and between adjoining properties.	☒	☐	☐	Comment:

OUTDOOR OPEN SPACE:

Intent Statement: New development should incorporate outdoor open space that projects a vibrant image and invites pedestrian activity with durable furnishings and visual elements such as public art to add interest.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 20	1.10	Locate outdoor open space to provide a focal point.	☒	☐	☐	<i>Landscaping and</i> Comment: <i>trees to provide Building screening</i>
pg. 20	1.11	Locate and orient outdoor open space to be actively used.	☒	☐	☐	<i>Sidewalks to</i> Comment: <i>connect to adjoining properties</i>
pg. 21	1.12	Furnish outdoor open spaces to encourage active use.	☐	☒	☐	<i>Outdoor seating is</i> Comment: <i>typically not provided at store</i>
pg. 21	1.13	Design outdoor open space to incorporate Low Impact Development (LID) principles for stormwater management.	☒	☐	☐	<i>bio-swale is</i> Comment: <i>being provided</i>

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PUBLIC ART:

Intent Statement: Public art is encouraged as a way of bringing visual interest and special identity to individual sites and neighborhoods. The guideline provided below is voluntary and is not meant to imply a requirement for inclusion of public art.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 22	1.14	Use public art to add interest to an outdoor open space.	☐	☐	☒	Comment:

LANDSCAPING:

Intent Statement: Sites should be landscaped to enhance community image, invite pedestrian activity, preserve mature trees and highlight distinctive topographic or other site features. In general, indigenous or well-acclimated and noninvasive species should be used. Landscape design within a site should also help to establish a sense of visual continuity. The guidelines below are intended to complement landscaping requirements in the Farragut Zoning Ordinance.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 23	1.15	Design sites to highlight landscape areas.	☒	☐	☐	Comment: Road frontages are being improved with sidewalks and landscaping
pg. 23	1.16	Use a coordinated landscape palette to establish a sense of visual continuity.	☒	☐	☐	Comment: diverse landscape material is being provided
pg. 23	1.17	Preserve and maintain mature trees and significant vegetation.	☒	☐	☐	Comment: trees on our property are to remain
pg. 23	1.18	Use hardy plant and tree species.	☒	☐	☐	Comment:
pg. 23	1.19	Use landscaping to enhance pedestrian improvements.	☒	☐	☐	Comment: sidewalks have grass area between main rd and landscaping at parking lot
pg. 23	1.20	Integrate landscaping and stormwater management systems.	☒	☐	☐	Comment: Bio-swale is being provided

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SURFACE PARKING:

Intent Statement: Surface parking lots should not be a visually prominent feature of sites in Farragut, especially those along high-traffic corridors, such as Kingston Pike, or in locations intended for strong pedestrian orientation such as the Town Center District.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 24	1.21	Minimize the visual impact of surface parking.	☒	☐	☐	Comment: parking lot screening
pg. 24	1.22	Locate and design parking lots to allow for pedestrian access.	☒	☐	☐	Comment: parking lot to connect to adjoining development
pg. 24	1.23	Design parking access to minimize potential negative impacts on pedestrians.	☒	☐	☐	Comment: proposal removal of access to Campbell Station

SITE LIGHTING:

Intent Statement: The character and level of site lighting should help establish a sense of identity and cohesion. Site lighting should help create a sense of place, highlight distinctive architectural details, and reinforce the overall form, massing, and spatial characteristics of the building or site. Note that streetlights are an important feature of the overall streetscape as addressed on page 14 of the design guidelines.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 25	1.24	Scale site lighting to its purpose.	☒	☐	☐	Comment: Light poles designed to serve proposed lot only
pg. 25	1.25	Shield site lighting to minimize off-site glare.	☒	☐	☐	Comment: Shields are provided

WORKING WITH TOPOGRAPHY:

Intent Statement: Where possible, site design should preserve and work within existing topography. Any re-grading should maintain pedestrian and vehicular connectivity while minimizing potential negative visual impacts of large retaining walls.

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Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 26	1.26	Design a site to take advantage of existing topography.	☒	☐	☐	Comment: Existing Entrance and underground detention drive site design
pg. 26	1.27	Design a retaining wall to minimize impacts on the natural character of the site.	☐	☐	☒	Comment:
pg. 26	1.28	Design a building foundation to conform to the existing topography.	☒	☐	☐	Comment:
pg. 26	1.29	Design a site to minimize vulnerability to sinkholes.	☒	☐	☐	Comment:

SERVICE AREAS & UTILITIES:

Intent Statement: Service areas and utilities should be located and designed to be visually unobtrusive and integrated with the design of the site and the building. Service areas are typically most appropriate when located to the rear of a building and not visible from the public right-of-way.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 27	1.30	Locate a utility or service area to minimize visual impacts from the street and sidewalk.	☒	☐	☐	Comment: in rear of building
pg. 27	1.31	Locate and design a utility building or shed to minimize the visual impacts from the street and sidewalk.	☐	☐	☒	Comment:
pg. 27	1.32	Locate buildings and other site improvements to allow for potential future undergrounding of utility lines.	☐	☐	☒	Comment:
pg. 27	1.33	Enclose a free-standing utility or service area.	☐	☐	☒	Comment:

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STORMWATER MANAGEMENT & LOW-IMPACT DEVELOPMENT:

Intent Statement: The guidelines for stormwater management and low-impact development are intended to complement landscaping requirements in the Farragut Zoning Ordinance by promoting the use of low-impact development principles to meet those requirements while also providing site amenities that help enhance community image.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 28	1.34	Maintain pre-development hydrologic features to minimize stormwater impacts.	☒	☐	☐	Comment: <i>Re utilize existing underground detention pond</i>
pg. 28	1.35	Incorporate Low Impact Development (LID) principles to address stormwater as close to the source as possible.	☒	☐	☐	Comment: <i>Bioswale for Building roof</i>
pg. 28	1.36	Incorporate stormwater management systems to maximize water quality.	☒	☐	☐	Comment: <i>underground detention pond is existing</i>
pg. 28	1.37	Use stormwater management systems as site amenities.	☒	☐	☐	Comment: <i>Bio-swale</i>

INCREMENTAL SITE DESIGN IMPROVEMENTS:

Intent Statement: While improvements should consider long term objectives for the area and site, flexibility in the application of the design guidelines is appropriate for such projects to ensure that development is able to respond to current market conditions.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 29	1.38	Locate incremental improvements to anticipate future development.	☐	☐	☒	Comment:
pg. 29	1.39	Locate and design incremental improvements to enhance the pedestrian environment of an existing development.	☒	☐	☐	Comment: <i>Sidewalks are being provided to adjacent properties</i>

NEIGHBORHOOD SITE DESIGN TRANSITIONS:

Intent Statement: Site design adjacent to an existing or future residential neighborhood should provide a compatible transition that minimizes potential negative impacts while promoting positive connections. Designs that incorporate compatible uses and designs, and which link commercial and mixed-use areas with the adjacent residential neighborhoods are generally preferred as illustrated in "Strategies to Promote a Compatible Transition to Adjacent Neighborhood/Agricultural Land" on page 32 of the design guidelines.

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Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 31	1.40	Design a commercial or mixed-use site to be compatible with adjacent neighborhoods.	☒	☐	☐	Comment: <i>Sidewalks and parking connection are being provided</i>
pg. 31	1.41	Design landscape buffer areas to provide shared amenities.	☐	☐	☒	Comment:
pg. 31	1.42	Provide pedestrian, bike and vehicular connections to adjacent neighborhoods.	☒	☐	☐	Comment: <i>New sidewalks and parking lot connection are being provided</i>

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Chapter 2: Building Design Guidelines

BUILDING HEIGHT:

Intent Statement: New development and redevelopment should meet zoning requirements while recognizing traditional height variations in Farragut and stepping down towards adjacent lower-scale buildings.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 37	2.1	Provide variation in building heights.	☒	☐	☐	Comment: <i>tower</i>
pg. 37	2.2	Position taller building elements to minimize visual impacts.	☒	☐	☐	Comment: <i>tower to side of building</i>
pg. 37	2.3	Design floor-to-floor heights to establish a sense of scale and reflect Farragut traditions.	☒	☐	☒	Comment: <i>single story building</i>

BUILDING ARTICULATION:

Intent Statement: New development and redevelopment in Farragut should incorporate articulation techniques that promote a sense of human scale and divide the mass and scale of a larger building into smaller parts that relate to traditionally-scaled buildings.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 38	2.4	Use vertical articulation techniques to add visual interest and express traditional façade widths.	☒	☐	☐	Comment: <i>E-Fis Banding and tower projection</i>
pg. 38	2.5	Use horizontal articulation techniques to establish a sense of human scale in the design of a larger building.	☒	☐	☐	Comment: <i>Glass store front and E-Fis Banding</i>

ICONIC DESIGN FEATURES:

Intent Statement: New development and redevelopment in a highly-visible location, such as the intersection of arterial roads, should incorporate iconic design features to foster a unique sense of place, add visual interest and help differentiate Farragut from surrounding areas. In most cases, large-scale new development projects in any location should also incorporate iconic design features.

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Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 40	2.6	Use iconic design features to foster a unique sense of place.	☒	☐	☐	Comment: <i>Tower</i>
pg. 40	2.7	Locate iconic design features to maximize their visibility and impact.	☒	☐	☐	Comment: <i>Tower tower Interiors</i>

ROOF FORM:

Intent Statement: New development and redevelopment should incorporate roof forms that convey compatible mass and scale, add visual interest and are appropriate to a building's use.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 40	2.8	Create a sense of visual interest by using a variety of roof forms along the street.	☒	☐	☐	Comment: <i>Tower Roof ad Ellis Building</i>
pg. 40	2.9	Consider incorporating a roof form that provides a "cap."	☒	☐	☐	Comment: <i>Tower</i>

OVERALL FAÇADE CHARACTER:

Intent Statement: Visible building façades that incorporate high-quality design features enhance Farragut's community image and convey an active and vibrant appearance to passing vehicles and pedestrians. The design guidelines for overall façade character below apply to visible façade areas that face public streets, sidewalks, pedestrian areas or parking lots.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 42	2.10	Design a building façade to enhance community image.	☒	☐	☐	Comment: <i>Brick and Glass Construction</i>
pg. 42	2.11	Design a building façade to be compatible with its context.	☒	☐	☐	Comment:

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pg. 42	2.12	Design a building façade to convey visual interest.	☒	☐	☐	Comment: Brick and glass with tower feature
pg. 42	2.13	Design a building façade to promote an active appearance.	☒	☐	☐	Comment: Tower with glass

GROUND FLOOR DESIGN:

Intent Statement: Ground floor building design should incorporate features that help create a pedestrian-friendly street level. In a commercial area, it is especially important to incorporate active features such as ground floor storefront windows. In a multi-family residential area, the ground floor may incorporate other design features, such as porches and stoops, to engage the sidewalk and street.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 44	2.14	Design the ground floor of a building façade to engage the public realm and promote pedestrian activity.	☒	☐	☐	Comment: Building FF along grade of street
pg. 44	2.15	Use high quality, durable materials to define the ground floor and add visual interest.	☒	☐	☐	Comment: Brick and glass

BUILDING MATERIALS & COLORS:

Intent Statement: Exterior building materials and colors provide a sense of scale and texture and are used to convey design quality and visual interest. Building façades should use high-quality, durable, materials that contribute to the visual continuity of the context and convey high quality in design and detail. Masonry should be used as a significant façade element on new construction.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 46	2.16	Use compatible materials to enhance community image.	☒	☐	☐	Comment: Brick and glass are being used
pg. 47	2.17	Use masonry materials to promote a cohesive community image.	☒	☐	☐	Comment: Brick is being used

pg. 48	2.18	Use accent materials to enhance visual interest.	☒	☐	☐	Comment: <i>Efis and glass</i>
pg. 48	2.19	Use materials to convey a sense of human scale and visual interest to pedestrians.	☒	☐	☐	Comment: <i>glass and EFIS Barding</i>
pg. 48	2.20	Use exterior material, paint and roof colors that are compatible with the surrounding context.	☒	☐	☐	Comment: <i>EFIS and red roof of Building</i>

FAÇADE RENOVATION:

Intent Statement: Façade renovations are encouraged to enhance community image and help attract tenants to aging commercial or office buildings. Renovations may include ground floor improvements to attract pedestrian activity, the addition of iconic design features or complete replacement of an existing façade. When possible, such incremental improvements should anticipate future phases of development that may include new buildings, parking areas and pedestrian paths.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 50	2.21	When possible, renovate an aging commercial or office façade to enhance community image.	☐	☐	☒	Comment:
pg. 50	2.22	Anticipate future phases of development when renovating a façade.	☐	☐	☒	Comment:

ADAPTIVE REUSE:

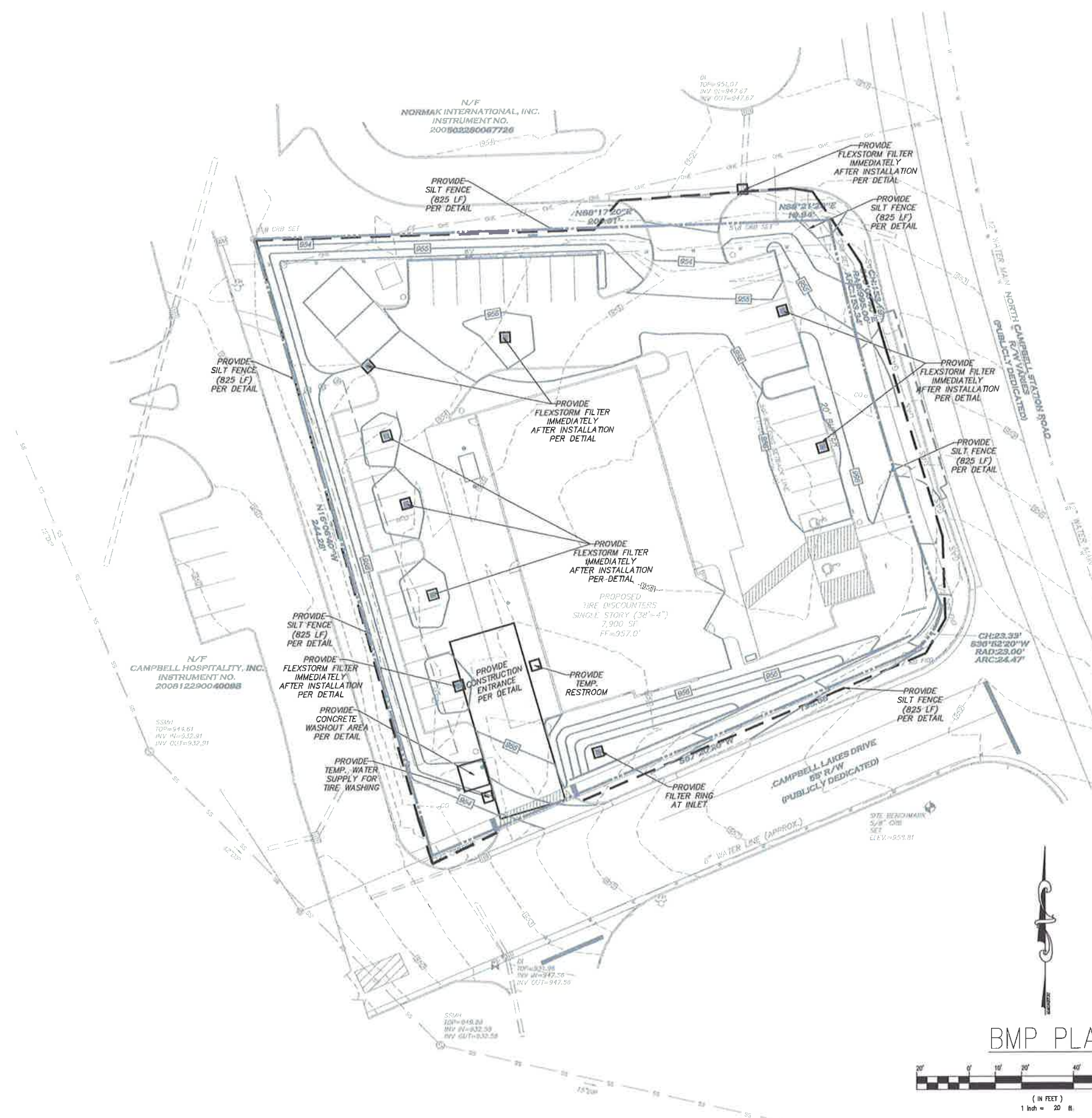
Intent Statement: Preserving and adapting a structure to a new use has environmental benefits and may help preserve the existing character of an area. Re-using a building preserves the energy and resources invested in its construction, and removes the need for producing new construction materials. Adaptive reuse projects are encouraged.

Page #	Guideline #	Guideline Description	Met	Not Met	NA	Brief description of how the guideline is achieved:
pg. 51	2.23	Adapt an existing structure to a new use as an alternative to demolition whenever possible.	☐	☐	☒	Comment:

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EROSION CONTROL NOTES:

- 1) ALL AREAS THAT ARE UNPROTECTED SHALL BE SEEDED IN A TIMELY MANNER, NO UNPROTECTED AREA SHALL BE LEFT UNSEEDED FOR MORE THAN 14 DAYS.
- 2) USE TEMPORARY SEEDING AND/OR VEGETATION TO PROTECT AREAS THAT ARE BARE SOIL.
- 3) USE OF SPRINKLERS OVER DRY SOIL TO KEEP DUST TO A MINIMUM.
- 4) NO WORK SHALL COMMENCE UNTIL ALL SEDIMENT AND EROSION PROTECTION MEASURES HAVE BEEN INSTALLED AND INSPECTED.
- 5) ALL SEDIMENT AND EROSION MEASURES ARE TO BE INSPECTED ON A REGULAR BASIS, IF AT ANY TIME THESE MEASURES ARE TO FAIL THE CONTRACTOR IS TO REPAIR IMMEDIATELY.
- 6) UPON COMPLETION OF GRADING A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED OVER GRASSED AREAS, FINAL GRASS SEEDING IS TO BE PER LANDSCAPE ARCHITECT PLAN.
- 7) WHEN PROJECT IS COMPLETE AND INSPECTED BY CITY STORM WATER DEPT. THE EROSION CONTROL MEASURES ARE TO BE REMOVED AND SEEDED PER LANDSCAPE PLAN FINAL SEEDING CHART.
- 8) CONTRACTOR TO PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRE CONSTRUCTION MEETING. CONTROL OF OTHER SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY IS ALSO REQUIRED BY THE GRADING PERMITTEE.
- 9) STEEP SLOPES (35% GRADE OR GREATER) SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED W/ STRAW MAT.

EROSION CONTROL SCHEDULE:

ALL EROSION AND SEDIMENT MEASURES ARE TO BE IN PLACE AND INSPECTED PRIOR TO ANY CLEARING OR GRADING. THESE MEASURES SHALL BE CHECKED AND INSPECTED ON A REGULAR BASIS AND AT NO TIME SHALL BE REMOVE UNTIL COMPLETION OF PROJECT AND FINAL APPROVAL FROM CITY STORM WATER DEPT.

ESPC INSTALLATION AND MAINTENANCE NOTES:

- PRE-CONSTRUCTION VEGETATION SHALL NOT BE DISTURBED MORE THAN 15 DAYS PRIOR TO ANY EXCAVATING ACTIVITIES.
- ALL CONTROLS SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S SPECS AND GOOD ENGINEERING PRACTICES.
- ANY OFF SITE SEDIMENT ACCUMULATIONS SHALL BE REMOVED DAILY. OFF SITE ACCUMULATIONS DEPOSITED ON PRIVATE PROPERTY SHALL BE REMOVED BY METHODS AGREED UPON BY THE CONTRACTOR AND THE ADJACENT LAND OWNER(S).
- IF SEDIMENT ENTERS WATERS OF THE STATE, TDEC-WPC WILL BE NOTIFIED IMMEDIATELY AND CONSULTED WITH CONCERNING REMOVAL OF SAID SEDIMENT IF REQUIRED.
- SEDIMENT SHALL BE REMOVED FROM ANY SEDIMENT CONTROL DEVICE WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
- EXPOSED LITTER, DEBRIS, CHEMICALS, ETC., SHALL BE PROPERLY STORED OF DISPOSED OF PRIOR TO ANTICIPATED STORM EVENTS.
- REMOVAL OF STANDING MUDDY WATER FROM THE SITE SHALL BE ACCOMPLISHED WITH A PUMP/FILTER BAG COMBINATION OR SAID WATER WILL BE DIVERTED INTO EXISTING SEDIMENT CONTROL DEVICES VIA A PUMP.

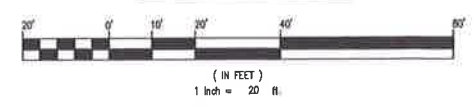
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TOWN OF FARRAGUT

SHEET 2 OF 12

BMP PLAN



3 WORKING DAYS
BEFORE YOU DIG
UTILITIES PROTECTION SERVICE

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100	REVISED	4-9-18



TIRE DISCOUNTERS FARRAGUT, TN
708 NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934
LEESMAN ENGINEERING & ASSOC.
ENGINEERING, SURVEYING, PLANNING
2720 TOPIC HILLS, CHICAGO, IL 60648 813-947-0620

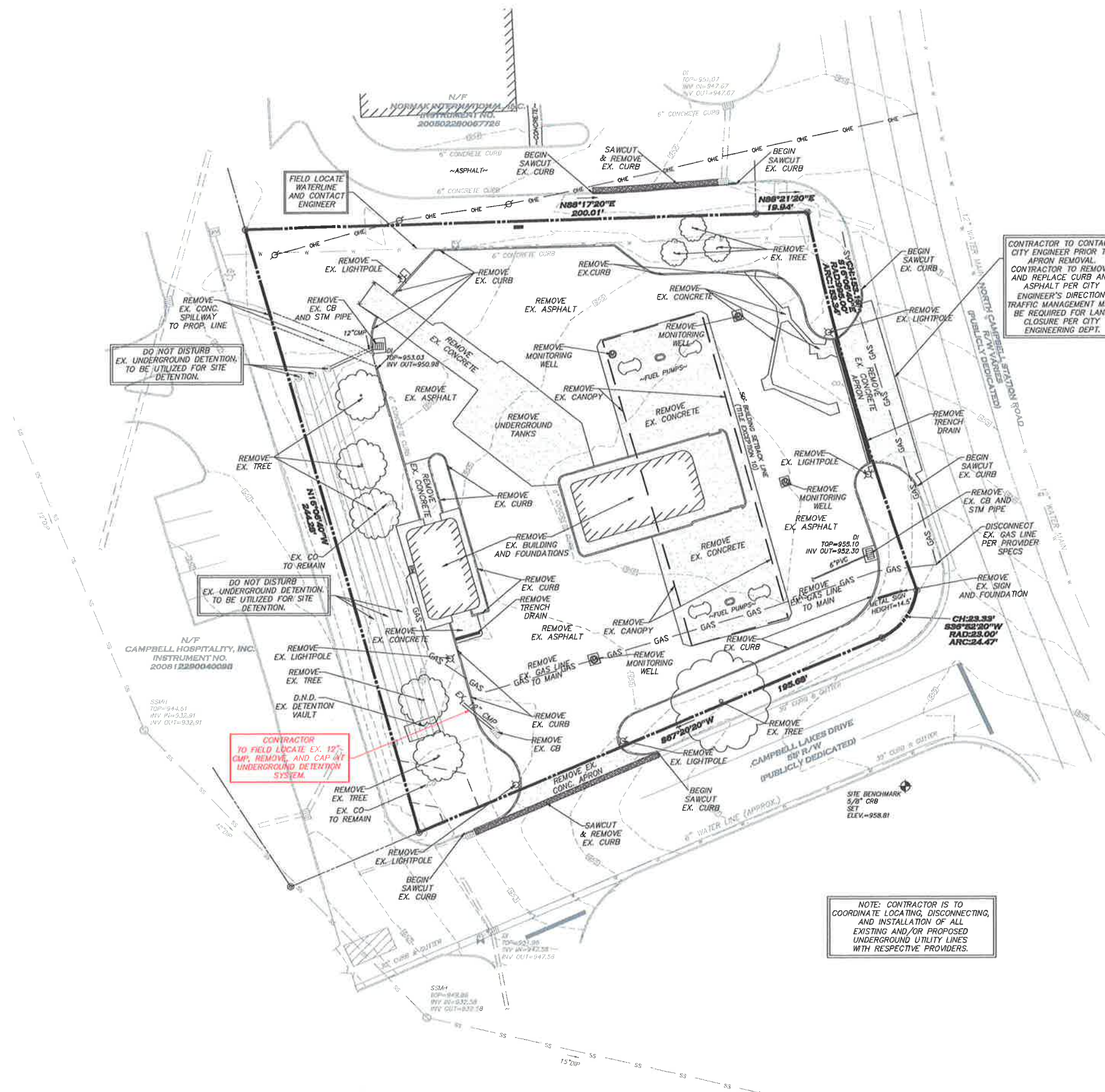
SJL
engineers

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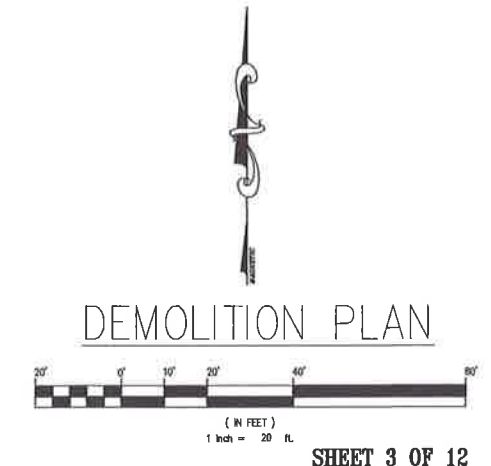
BMP PLAN	DATE
TO FARR.	3/7/18
DRAWN	CHECKED
MDC	SJL

DRAWING NO

C1



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ENGINEERING, SURVEYING, PLANNING
2728 TOPAC HILLS, CINCINNATI, OHIO 45248 513/457-0420



DRAWING TITLE

DEMOLITION PLAN

PROJ. NO. TD FARR.	DATE 3/7/18
DRAWN MDC	CHECKED SJL

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C2

A site plan showing the proposed building layout and parking lot. The building is a large rectangle with a smaller section on the right. The parking lot is located to the left and right of the building. The plan includes the following dimensions and areas:

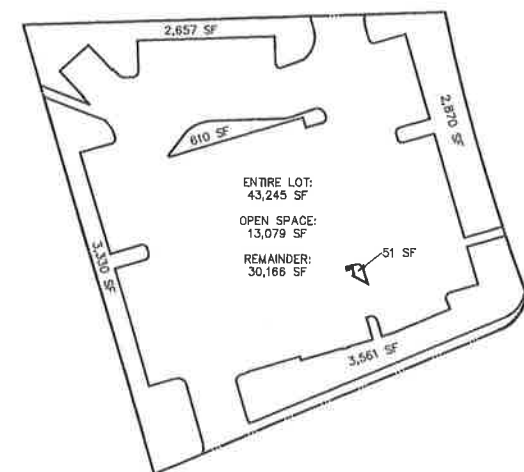
- Top-left parking area: 11A: 550 SF
- Top-right parking area: 11B: 550 SF
- Bottom-right parking area: 11C: 550 SF
- Building length: 316'
- Revised ILA: 795'
- Proposed ILA: 111C SF
- Bottom-right parking area: 11D: 550 SF

*The minimum landscaped area shall be determined by multiplying 2-1/2 feet by the building's length facing a parking lot or vehicular access way. (Only 20% of this area must contain live plant material.)

PROPOSED: 1110 SF
(706 SF OF PROPOSED LIVE PLANT MATERIAL)
(706/1110 = 64%)

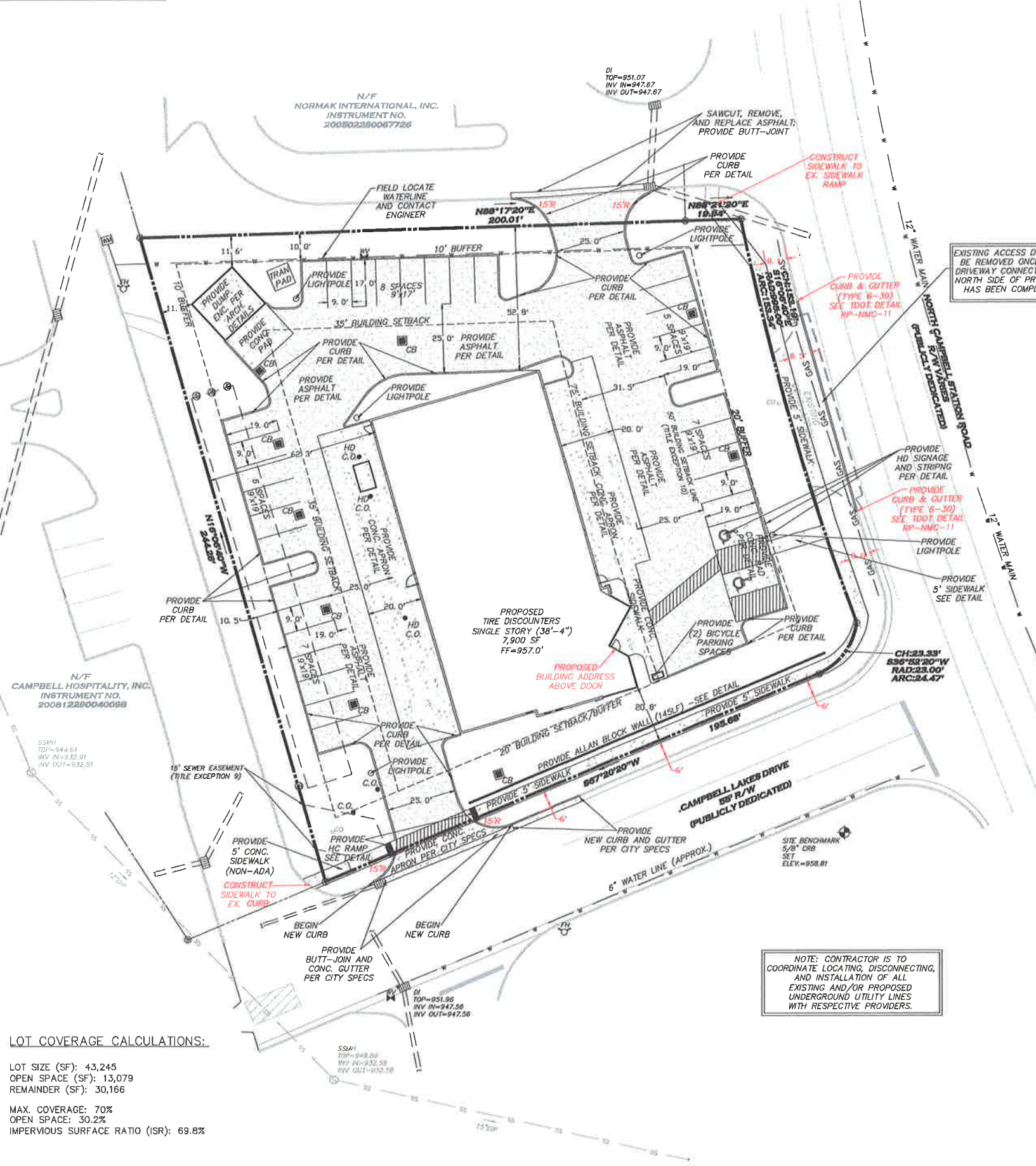
1. PROPOSED USE IS LESS INTENSE THAN EXISTING USE.
2. REDUCTION IN WIDTH AND RELOCATION OF DRIVEWAY TO SIDE STREET TO IMPROVE TRAFFIC IMPACT AT INTERSECTION.

N.T.S.



LOT SIZE (SF): 43,245
OPEN SPACE (SF): 13,079
REMAINDER (SF): 30,166

MAX. COVERAGE: 70%
OPEN SPACE: 30.2%
IMPERVIOUS SURFACE RATIO (ISR): 69.8%



13. NO ANTENNAS ARE PROPOSED FOR THIS DEVELOPMENT.

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TOWN OF FARRISBURG



20' 0' 10' 20' 40'

(IN FEET)

1 inch = 20 ft.

SHEET 4 OF 12


 3 WORKING DAYS
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TIRE DISCOUNTERS FARRAGUT, TN
708 NORTH CAMPBELL STATION ROAD
KIMBOURNE, TENNESSEE 37064

LEESMAN ENGINEERING & ASSOC.
ENGINEERING, SURVEYING, PLANNING
2728 TONG HILLS, CINCINNATI, OHIO 45206 813/617-0420



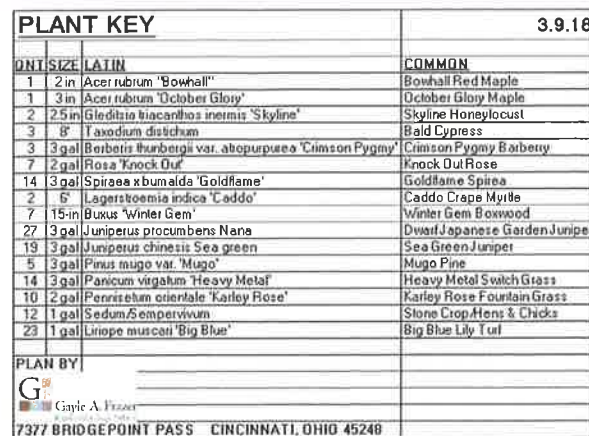
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J
L** **engineers**

SITE PLAN

PROJ. NO. TD FARR.	DATE 3/7/18
DRAWN MDC	CHECKED SJL

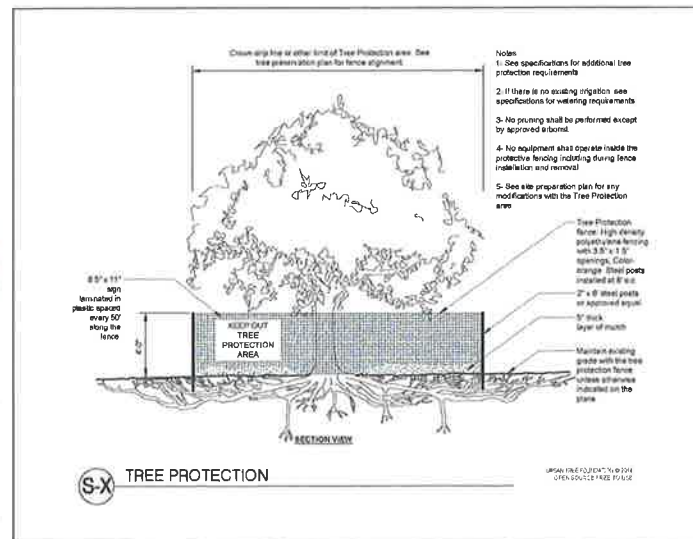
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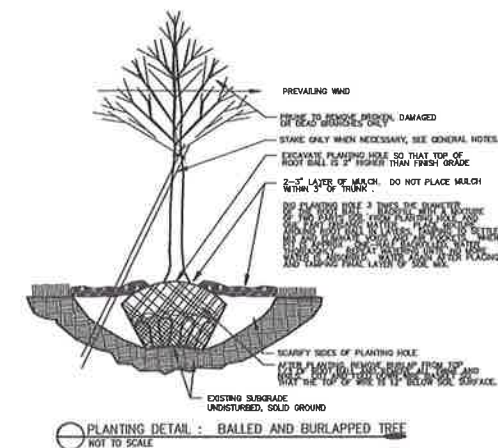
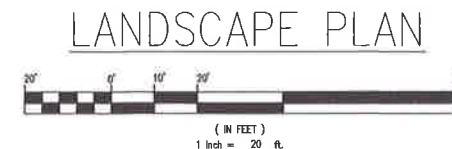


PROPOSED: 1110 SF
(706 SF OF PROPOSED LIVE PLANT MATERIAL)
(706/1110 = 64%)

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TOTAL SITE OPEN SPACE: 13.891
TREES REQUIRED = 2.7
TREES PROPOSED = 5
EXISTING TREES = 1
PARKING LOT APPROX 6813 SF
TREES REQUIRED = 1.36
TREES PROPOSED = 4



- ***CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND HAVE ALL LINES MARKED PRIOR TO COMMENCING WORK.**
- ***PROVIDE QUALITY, SIZE, GENUS, SPECIES, AND VARIETY OF EXTERIOR PLANTS INCLUDING COMPETING WITHIN SPECIFIC REQUIREMENTS IN ANSI Z60.1, AMERICAN STANDARD FOR NURSERY STOCK.**
- ***FURNISH NURSERY-GROWN TREES AND SHRUBS COMPLYING WITH ANSI Z60.1, WITH HEALTHY ROOT SYSTEMS DEVELOPED BY TRANSPLANTING OR ROOT PRUNING. TREES AND SHRUBS MUST BE FULLY DEVELOPED, HEALTHY, WOODRIG STOCK, FREE OF DISEASE, INSECTS, EGGS, LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND GROUND DAMAGE.**
- ***PROVIDE TREES AND SHRUBS WITH SPECIFIC REQUIREMENTS. TREES AND SHRUBS OF A LARGER SIZE TYPE OF TREES AND SHRUBS REQUIRED. TREES AND SHRUBS OF A PROPORTIONATELY INCREASED SIZE OF TREES AND SHRUBS.**
- ***IF FORMAL ARRANGEMENTS OR CONSECUTIVE ORDER OF TREES OR SHRUBS IS SHOWN, SELECT STOCK FOR UNIFORM HEIGHT AND SPREAD, AND NUMBER OF TREES TO ASSURE SYMMETRY OF PLANTING.**
- ***LABEL AT LEAST ONE TREE AND ONE SHRUB OF EACH VARIETY AND CAUTION WITH A SECURELY ATTACHED, WATERPROOF TAG BEARING LEGIBLE DESIGNATION OF BOTANICAL AND COMMON NAME.**
- ***LANDSCAPE ARCHITECT MAY DESIGNATE TREES AND SHRUBS EITHER AT PLACE OF GROWTH OR AT SITE BEFORE PLANTING FOR COMPLIANCE WITH REQUIREMENTS FOR GENUS, SPECIES, VARIETY, SIZE, AND QUALITY. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO OBSERVE THE SPECIES, VARIETY, SIZE, AND CONDITION OF BALLS AND ROOT SYSTEMS, INSECTS, INJURIES, AND LATENT DEFECTS AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF PLANTING. REMOVE REJECTED TREES OR SHRUBS IMMEDIATELY FROM PROJECT SITE.**
- ***TOPSOIL SHALL BE ASTM A 5268, pH RANGE OF 5.5 TO 7, A MINIMUM OF 4 PERCENT ORGANIC MATERIAL, COARSELY TEXTURED, AND FREE OF LIME IN ANY DIMENSION AND OTHER EXTERNAL MATERIALS HARMFUL TO PLANT GROWTH.**
- ***COMPOST SHALL BE WELL-COMPOSTED, STABLE, AND WEED-FREE ORGANIC MATTER, pH RANGE OF 5.5 TO 6, MOISTURE CONTENT 35 TO 55 PERCENT BY WEIGHT, 100 PERCENT PASSING NO. 100 SIEVE, AVAILABLE NITROGEN 0.5 PERCENT, AVAILABLE PHOSPHORUS 0.05 PERCENT, AVAILABLE POTASSIUM 0.05 PERCENT, AVAILABLE SULFUR 0.05 PERCENT, AVAILABLE SALINITY 0.05 PERCENT, AND NOT EXCEEDING 0.5 PERCENT INERT CONTAMINANTS AND FREE OF SUBSTANCES TOXIC TO PLANTINGS.**
- ***FERTILIZER TO BE SLOW-RELEASE, GRANULAR OR PELLETED CONTAINING OF 50 PERCENT NITROGEN-INSOLUBLE NITROGEN, 10 PERCENT PHOSPHORUS, AND POTASSIUM IN AMOUNTS RECOMMENDED FOR TYPE OF PLANT BEING GROWN.**
- ***MULCH TO BE FREE FROM DELETERIOUS MATERIALS AND SUITABLE AS A TOP DRESSING OF TREES AND SHRUBS, AND WILL BE EITHER SHREDDED HARDWOOD OR PINE STRAW UNLESS NOTED OTHERWISE.**
- PREPARATION AND PLANTING**
- ***LOCATE ALL UNDERGROUND UTILITIES PRIOR TO STARTING WORK - IF A PLANT IS SHOWN ON THE PLAN WITHIN THREE FEET OF AN UNDERGROUND UTILITY, NOTIFY LANDSCAPE ARCHITECT FOR ADJUSTMENT INSTRUCTIONS.**
- ***PROTECT STRUCTURES, UTILITIES, SIDEWALKS, PAVEMENTS, AND OTHER FACILITIES, AND LAWNS AND GRASS FROM DAMAGE TO EXTERIOR PLANTS FROM DAMAGE CAUSED BY PLANTING OPERATIONS.**

PROVIDE EROSION-CONTROL MEASURES TO PREVENT RUNOFF OR DISPLACEMENT OF SOILS AND DISCHARGE OF SOIL-BEARING RUNOFF OR AIRBORNE DUST TO ADJACENT PROPERTIES AND WALKWAYS.

PLAY OUT INDIVIDUAL TREE AND SHRUB LOCATIONS AND AREAS FOR MULTIPLE EXISTING PLANTINGS. STAKE LOCATIONS, STAKE COLLARS, ADJUST LOCATIONS WHEN REQUESTED, AND OBTAIN LANDSCAPE ARCHITECT'S ACCEPTANCE OF LAYOUT BEFORE PLANTING. MAKE MINOR ADJUSTMENTS AS REQUIRED.

TREES SHALL BE SITED IN FIELD BY LANDSCAPE ARCHITECT WHERE NOTED ON PLANS.

*ALL PLANTING BEDS ARE TO BE PREPARED AS FOLLOWS :
- LOOSEN SUBGRADE TO A DEPTH OF 4" - 6". REMOVE STONES LARGER THAN 1/2" ANY OTHER DEBRIS, STICKS, LIMBS, COLLARS, AND OTHER EXTRANEOUS MATTER, AND LEGALLY DISPOSE OF THEM OFF OWNER'S PROPERTY.
- SPREAD COMPOST AT A DEPTH OF 4" - 6" AND TILL WITH LOOSENED SUBGRADE.
- THOROUGHLY MIX AND LEVEL TO 1" BELOW FINISH GRADE.
- GRADE PLANTING BEDS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNFINELY FINE TEXTURE. ROLL AND RAKE, REMOVE RIDGES, AND FILL UPSPRINGS TO MEET WITH FINISH GRADE.
- EDGE BEDS 3" - 4" DEEP (SEE DETAIL).

*NOTIFY LANDSCAPE ARCHITECT IF SUBSOIL CONDITIONS SHOW EVIDENCE OF PLANT WATER SEEPAGE OR PRESENTATION IN TREE OR SHRUB PITS.

*ALL PLANTS ARE TO BE FERTILIZED WITH A SLOW-RELEASE FERTILIZER PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

*REFER TO TYPICAL PLANTING DETAILS FOR PLANT INSTALLATION.

IT IS THE CONTRACTOR'S OPTION WHETHER OR NOT TO STAKE A TREE, BUT IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASSURE PLANTS REMAIN IN AN UPRIGHT POSITION UNTIL THE END OF THE WARRANTY PERIOD.

*ALL PLANTING BEDS AND INDIVIDUAL TREES AND SHRUBS ARE TO BE MULCHED AT A DEPTH OF 2" - 3". APPLY PRE-EMERGENT HERBICIDE BEFORE MULCHING PER LANDSCAPE ARCHITECT'S WRITTEN INSTRUCTIONS.

*FOR ALL PLANT MATERIALS, PRUNE TO REMOVE DEAD OR INJURED BRANCHES ONLY, UNLESS OTHERWISE DIRECTED BY LANDSCAPE ARCHITECT.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO :
- KEEP ALL PLANT PANNINGS AND DISPOSITION CLEAN, AND MAINTAIN WORK AREA IN AN ORDERLY CONDITION FOR THE DURATION OF PROJECT.

*PROTECT EXISTOR PLANTS FROM DAMAGE DUE TO LANDSCAPE OPERATIONS, OPERATIONS BY OTHER CONTRACTORS AND TRADERS, AND OTHERS. MAINTAIN PROTECT DURING INSTALLATION AND MAINTENANCE PERIODS. TREAT, REPAIR, OR REPLACE DAMAGED EXISTOR PLANTING.

REMOVE SURPLUS SOIL AND WASTE MATERIAL, INCLUDING EXCESS SUBSOIL - EXISTOR PLANTING SOIL, TRASH, AND DEBRIS, AND LEGALLY DISPOSE OF THEM OFF OWNER'S PROPERTY.

WARRANTY

CONTRACTOR SHALL PROVIDE OWNER WITH A WRITTEN WARRANTY FOR LABOR AND MATERIALS.

*CONTRACTOR SHALL WARRANT EXTERIOR PLANTS AGAINST DEFECTS, INCLUDING DUE TO UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM LACK OF ADEQUATE MAINTENANCE, NEGLECT OR ABUSE BY OWNER, OR INCIDENTS THAT ARE BEYOND CONTRACTOR'S CONTROL.

*WARRANTY SHALL INCLUDE SPECIFIC WARRANTY PERIODS FOR TREES AND SHRUBS, GROUND COVERS, AND OTHER EXTERIOR PLANTS.

*SERVICES PROVIDED BY WARRANTY SHALL INCLUDE:

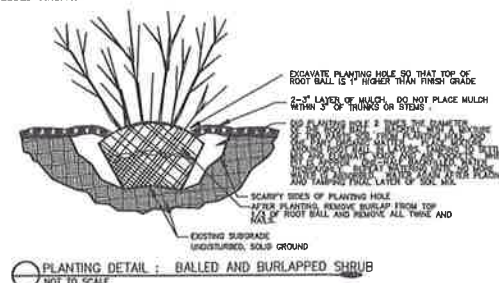
- MAINTAINING UPRIGHT POSITION OF EXTERIOR PLANTINGS DURING WARRANTY PERIOD.
- IMMEDIATE REMOVAL OF DEAD EXTERIOR PLANTS AND IMMEDIATE REPLACEMENT, UNLESS THE CONTRACTOR CAN PROVE THAT THE LOSS OR DAMAGE WAS CAUSED BY SUCCESSFUL REPLACEMENT OF EXTERIOR PLANTS THAT ARE MORE THAN 25 PERCENT DEAD OR IN LOSS OF PRODUCTIVITY OF GROWTH AND OF MAINTENANCE PERIOD.

*WARRANTY SHALL BE LIMITED TO ONE REPLACEMENT OF EACH EXTERIOR PLANT, EXCEPT FOR LOSSES OR REPLACEMENTS DUE TO FAILURE OF CONTRACTOR TO COMPLY WITH REQUIREMENTS.

SEEDING.

PERFORM A SOIL TEST FOR SEED NEEDS, AND FERTILIZE AS REQUIRED FOR SUCCESSFUL GERMINATION

- *"TILL AREA TO BE SEED TO A DEPTH OF 4" TO 6". RAKE TILLED AREA TO REMOVE DEBRIS AND GRAVEL AND STAPLED ACCORDING TO MANUFACTURER'S WRITTEN INSTRUCTIONS.
- *SEED WITH APPROPRIATE MIXTURE AT THE BROUGHER'S WRITTEN RECOMMENDED RATE.
- *RAKE SEED LIGHTLY INTO TOP OF TOPSOIL, RAKE LIGHTLY, AND WATER WITH FINE SPRAY.
- *PROTECT SEEDS AREAS WITH SLOPES EXCEEDING 1:1 WITH EROSION-CONTROL FIBER MESH BARRIER AND STAPLED ACCORDING TO MANUFACTURER'S WRITTEN INSTRUCTIONS.
- *PROTECT ALL OTHER SEED AREAS BY SPREADING STRAW MULCH AT A UNIFORM RATE OF 2 TONS PER ACRE TO FORM A CONTINUOUS BLANKET 1-1/2" IN LOOSE DEPTH OVER SEEDING AREA.



SHEET 11 OF 12

3 WORKING DAYS
BEFORE YOU DIG
UTILITIES PROTECTION SERVICE

[illegible]

TIRE DISCOUNTERS FARRAGUT, TN
708 NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

LEESMAN ENGINEERING & ASSOC.
ENGINEERING, SURVEYING, PLANNING
2726 TORNC HILLS, CINCINNATI, OHIO 45248 513/417-6488



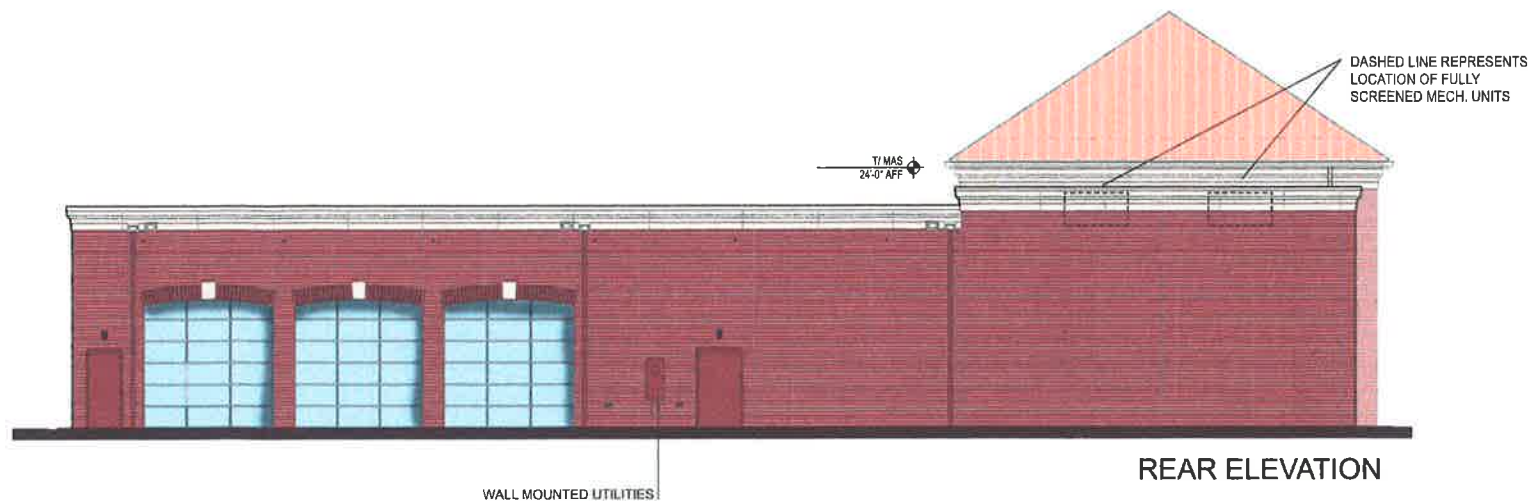
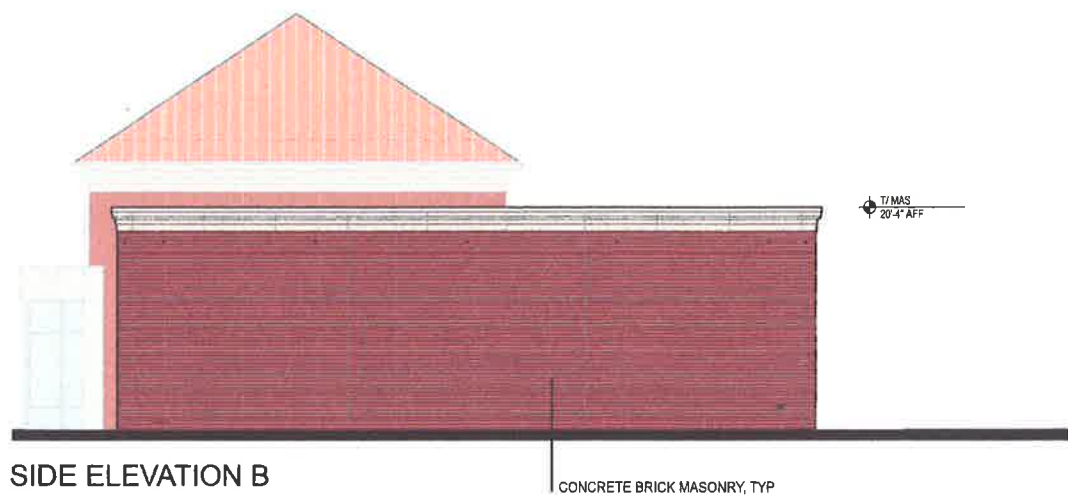
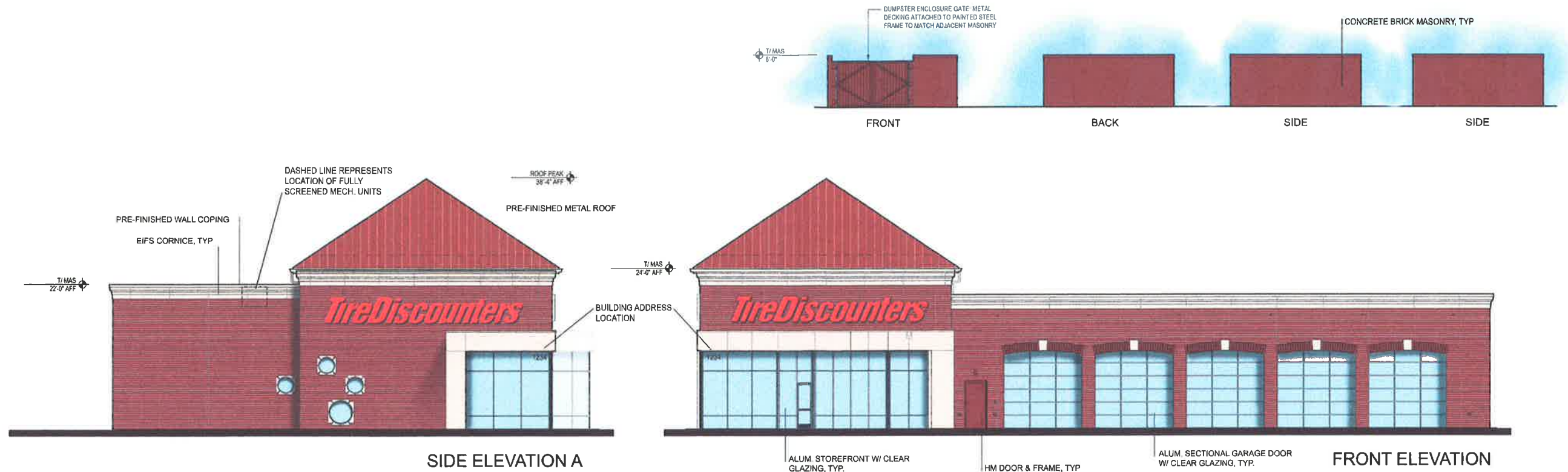
**S
J
L** **engineers**

DRAWING TITLE

LANDSCAPE
PLAN

PROJ. NO. TD FARR.	DATE 3/9/18
DRAWN GAF	CHECKED SIL

DRAWING NO
L1



MASONRY PERCENTAGE = 64%

CONCRETE BRICK LEE BRICK & BLOCK NATURAL WHITE	EIFS DRYVIT NATURAL WHITE #103	GLASS	CAST STONE ROCKCAST "BUFFSTONE"
ALUMINUM STOREFRONT BLACK ANODIZED METAL	HOLLOW METAL DOORS PAINTED TO MATCH ADJACENT BRICK	TRASH GATE PAINTED TO MATCH ADJACENT BRICK	METAL ROOF BURRIDGE "DEEP REEF"

SHEET 12 OF 12

RECEIVED
APR 9 2018
TOWN OF FARRAGUT

NO.	DESCRIPTION	DATE
1	REVISED BID/PERMIT-FARRAGUT STAFF COMMENTS	3-30-18
	REVISIONS AND/OR ISSUES	



TIRE DISCOUNTERS FARRAGUT, TN
709 NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934
LEESMAN ENGINEERING & ASSOC.
ENGINEERING, SURVEYING, PLANNING
2720 TOPIC HILLS, CINCINNATI, OHIO 45248 513.417-0420

SJL
engineers

DRAWING TITLE

EXTERIOR
RENDERING
PROJ. NO. DATE
TD FARR. 4/4/18
DRAWN EC CHECKED TD

DRAWING NO
C10

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on the application of height as it relates to accessory structures and buildings constructed along slopes.

INTRODUCTION AND BACKGROUND: This workshop discussion item is the result of comments made during the Board of Mayor and Aldermen meetings when the recently approved ordinance that addressed the size of accessory buildings when connected by a breezeway was considered. A discussion ensued about looking more broadly at accessory structures and also addressing other situations that have arisen over the years.

One such issue that has arisen on a few occasions with residential accessory structures is building height, particularly when constructed on a slope. A current example where an accessory structure is proposed on a slope is included in your packet. This example shows both what the applicant would like to build and what the current height provisions would allow.

Typically, residential accessory structures are permitted a maximum height of 15 feet. As provided for in Chapter 2 of the Farragut Zoning Ordinance, building height is “the vertical distance from grade plane to the average height of the highest roof surface.” The term “grade” is defined in Chapter 2 as “a reference plane representing the average of finished ground level adjoining the building at a specific exterior wall.”

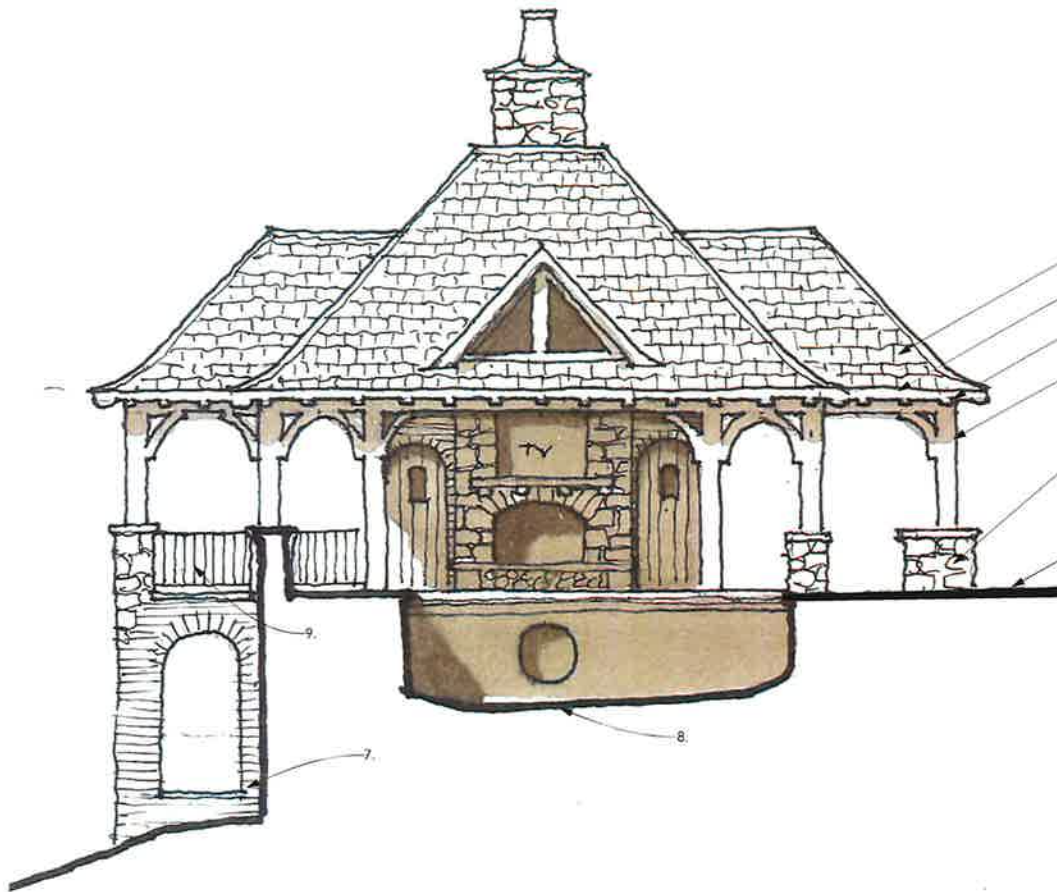
DISCUSSION: The primary issue that has been brought to the staffs’ attention in relation to residential accessory building height is that buildings constructed on a slope may end up being treated in a more restrictive manner (and potentially create a roof pitch that may be less attractive and/or inconsistent with the roof pitch on the primary structure) due to a topographic condition inherent in the property. Though the measurement of height and how it applies to different roof forms can become very complicated, a basic approach to remedy the slope issue would be to apply building height for residential accessory buildings based on the vertical distance from grade plane, *as measured along the front plane of the building where primary access is provided*, to the average height of the highest roof surface. Since this could result in an accessory building that is slightly taller than currently allowed, a limitation should be included for residential accessory structures which restricts such structures to no more than one story.

For additional clarification on how height is measured, the staff would also recommend that an exhibit be added to the Zoning Ordinance similar to the building height exhibit included in your packet that would clearly convey how height is measured for different roof styles. This exhibit does not reflect the height modification that is being discussed at this time.



MATERIALS LIST

1. ASPHALT SHINGLES
(MATCH EXISTING)
2. OGEE GUTTER - PAINTED
(MATCH EXISTING)
3. PAINTED EAVE + RAFTER TAILS
(MATCH EXISTING)
4. PAINTED TIMBERS
(MATCH EXISTING)
5. GRAY STONE
(MATCH EXISTING)
6. PENN. BLUE STONE PAVERS
(MATCH EXISTING)
7. BRICK TYPICAL
(MATCH EXISTING)
8. SHOTCREET POOL
(COLOR TBD)
9. IRON RAILING
(PAINTED BLACK)



EXISTING SIDE PORCH



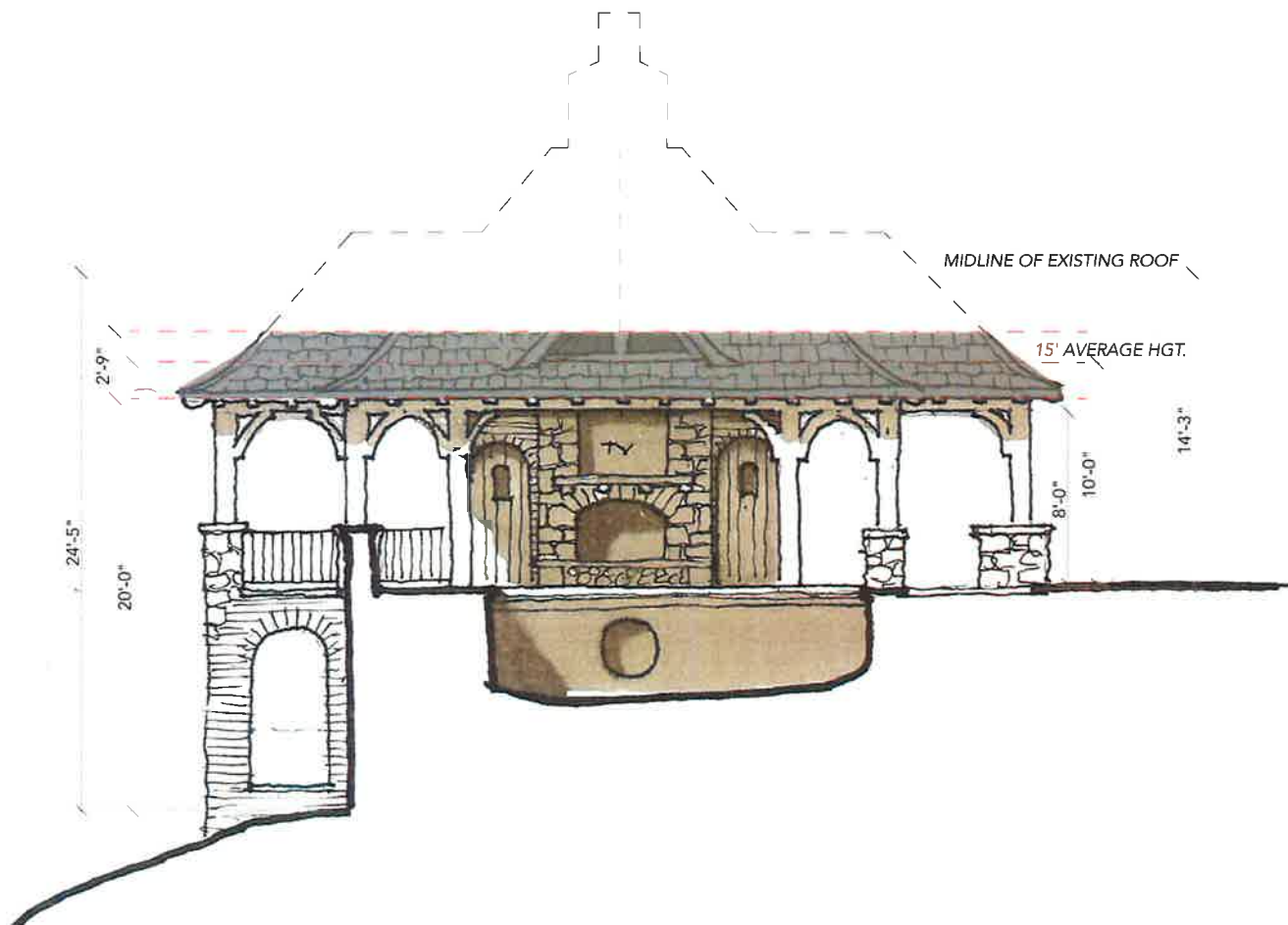
EXISTING REAR YARD

1 FRONT ELEVATION
SCALE: 3/16" = 1'-0"

0 4' 8' 12'

DUKES RESIDENCE

APRIL 10TH, 2018



1 ALTERNATE FRONT ELEVATION
SCALE: 3/16" = 1'-0"



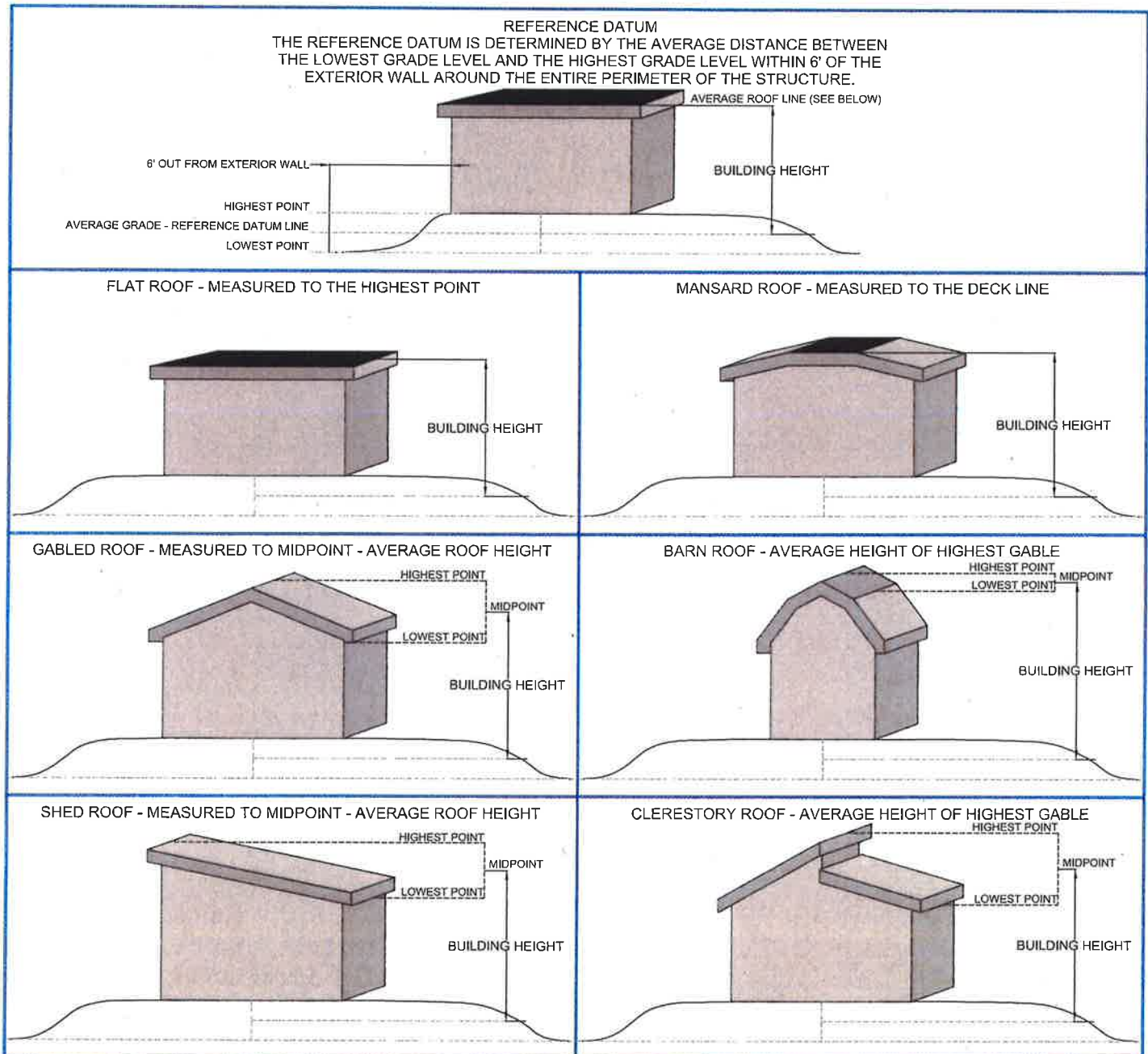
DUKES RESIDENCE
APRIL 10TH, 2018

Town of Farragut - Building Code Enforcement & Inspections

Building Height - How to calculate

HOW TO CALCULATE THE HEIGHT OF A BUILDING

THE HEIGHT OF A BUILDING IS THE VERTICAL DISTANCE ABOVE A REFERENCE DATUM (EXAMPLE BELOW) MEASURED TO THE HIGHEST POINT OF THE COPING OF A FLAT ROOF OR TO THE DECK LINE OF A MANSARD ROOF OR TO THE AVERAGE HEIGHT OF THE HIGHEST GABLE OF A PITCHED OR HIPPED ROOF. ROOFS WITH SLOPES GREATER THAN 75% (PERCENT) SHALL BE REGARDED AS WALLS. THE HEIGHT OF A STEPPED OR TERRACED BUILDING IS THE HEIGHT OF THE HIGHEST SEGMENT THEREOF. SEE IMAGES BELOW FOR EXAMPLES.



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on an amendment to the Planning Commission By-Laws to change the term for the youth representative from calendar year to fiscal year.

INTRODUCTION AND BACKGROUND: As you may recall, in 2015, the Planning Commission By-Laws were amended to permit the Planning Commission to appoint one (1) non-voting youth member by majority vote of its voting membership. The non-voting youth member's term may be for one calendar year or less depending on the youth member's availability. The non-voting youth member may be removed from the Commission at any time by majority vote of the Commission.

The amendment requested at this time is simply to change the term of service from one *calendar year* to one *fiscal year*.

RECOMMENDATION: Since this will be the term for all committee charters and by-laws that have the option for a youth member, the staff recommends approval of this amendment to the By-Laws of the Planning Commission.

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

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

SUBJECT: Discussion and public hearing on an ordinance to establish a neighborhood/convenience commercial zoning district (Town of Farragut, Applicant)

INTRODUCTION AND BACKGROUND: This item is the result of ongoing work with the Comprehensive Land Use Plan (CLUP) Steering Committee, as well as past discussions with the Planning Commission and individual Board Members. The CLUP Steering Committee has identified several critical areas in the Town where the development and application of a new commercial zone might be needed. This new zone would be more neighborhood oriented and focused on less intensive uses. The Town's existing C-1 General Commercial District is, as its name implies, a generalized commercial zone that allows for a wide range of commercial activities with limited controls on the scale and intensity of those activities. The new Neighborhood/Convenience Commercial district would eliminate some permitted uses from the broader list of uses permitted in the C-1 district and limit the size and intensity of other uses with "maximum building size" standards and enhanced attention to site lighting and the placement of dumpsters and other site components that could have a negative effect on nearby residential developments.

Draft language for the proposed zone was discussed by the Planning Commission at its March meeting. The Planning Commission directed staff to move forward with drafting an ordinance for review and possible recommendation to the Town's Board of Mayor and Alderman.

DISCUSSION: Staff has prepared an ordinance for Planning Commission review and possible recommendation to the Board of Mayor and Aldermen for adoption (see attached). The ordinance establishes the Neighborhood/Convenience Commercial District as presented at the March meeting. Staff has continued to discuss and evaluate the proposed zone and has received additional input. The staff also provide a general overview of the proposed zone to the Town's Economic Development Advisory Committee at their April 4th meeting. The original language for the proposed zone was based on provisions from several existing zoning districts. The Planning Commission may want to further discuss and evaluate aspects of the proposed zoning district as part of the formal review and recommendation process.

For instance, the drive-thru provisions were taken from the mixed-use town center development standards. Does the commission agree with these standards, are they too restrictive given that the area is intended to be more auto oriented than the town center zone? Other issues to consider might include:

1. The maximum building sizes proposed for the zone,
2. The proposed setback and transition area standards.

RECOMMENDATION: Pending additional input from the Planning Commission, staff recommends approval of Resolution PC-18-06 which recommends approval of Ordinance 18-03.

RESOLUTION PC-18-06

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO APPROVE AN AMENDMENT TO THE TEXT OF THE FARRAGUT ZONING ORDINANCE, ORDINANCE 86-16, AS AMENDED, PURSUANT TO AUTHORITY GRANTED BY SECTION 13-4-201, TENNESSEE CODE ANNOTATED, BY AMENDING CHAPTER 3., SPECIFIC DISTRICT REGULATIONS, WITH THE ADDITION OF SECTION XXIV, “NEIGHBORHOOD/CONVENIENCE COMMERCIAL DISTRICT”, A NEW ZONING DISTRICT AND RELATED REQUIREMENTS.

WHEREAS, the Tennessee Code Annotated, Section 13-4-201 et seq, provides that the Municipal Planning Commission shall make and adopt a general plan for the physical development of the municipality; and

WHEREAS, the Farragut Municipal Planning Commission has adopted various elements of a zoning plan as an element of the general plan for physical development; and

WHEREAS, a public hearing was held on this request on April 19, 2018;

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission hereby recommends approval to the Farragut Board of Mayor and Aldermen of Ordinance 18-03; an ordinance amending Ordinance 86-16, the Farragut Zoning Ordinance; by the addition of Section XXIV, “Neighborhood/Convenience Commercial District”, a new zoning district and related requirements.

ADOPTED this 19th day of April, 2018.

Rita Holladay, Chairman

Edwin K. Whiting, Secretary

ORDINANCE:	18-03
PREPARED BY:	Shipley & Hose
REQUESTED BY:	Staff & Planning Commission
CERTIFIED BY FMPC:	April 19, 2018
PUBLIC HEARING:	_____
PUBLISHED IN:	_____
DATE:	_____
1ST READING:	_____
2ND READING:	_____
PUBLISHED IN:	_____
DATE:	_____

AN ORDINANCE TO AMEND THE TEXT OF THE FARRAGUT ZONING ORDINANCE, ORDINANCE 86-16, AS AMENDED, PURSUANT TO AUTHORITY GRANTED BY SECTION 13-4-201, TENNESSEE CODE ANNOTATED, BY AMENDING CHAPTER 3., SPECIFIC DISTRICT REGULATIONS, WITH THE ADDITION OF SECTION XXIV, "NEIGHBORHOOD/CONVENIENCE COMMERCIAL DISTRICT", A NEW ZONING DISTRICT AND RELATED REQUIREMENTS.

WHEREAS, the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, wishes to amend Chapter 3, Specific District Regulations, of the Farragut Zoning Ordinance, Ordinance 86-16,

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, that the Farragut Zoning Ordinance is hereby amended as follows:

SECTION 1.

The Farragut Zoning Ordinance, Chapter 3, Specific District Regulations, is amended by the addition of Section XXIV, Neighborhood/Convenience Commercial District, as follows:

Sec. XXIV. Neighborhood/Convenience Commercial District

- A. *General description.* This district is intended for small to medium commercial sites and areas located near existing or developing residential neighborhoods. The emphasis of the district is on uses which provide services to nearby residential areas. Uses are intentionally limited in size and intensity to promote a local market orientation and to limit adverse impacts on nearby residential areas. Development is expected to be predominantly auto accommodating, except where the site is well connected to surrounding residential areas by pedestrian and bicycle facilities. Neighborhood/Convenience Commercial areas are intended to develop as nodes and commercial centers as opposed to commercial strips.
- B. *Permitted principal and accessory uses and structures.* Unless provided for elsewhere in this section, property and structures located in the Neighborhood/Convenience Commercial District shall be used only for the following purposes and in accordance with all applicable requirements:

1. Generally recognized retail sales. This excludes all outdoor sales or storage (unless part of an approved Farmers Market or similar seasonal retail pedestrian-oriented use), petroleum product fuel centers, and any "big box" entities where the total gross square footage exceeds 25,000 square feet.
2. Restaurants, tea rooms, cafes, coffee houses, bistros, or other similar establishments serving food or beverage that is primarily consumed within the principal building or in designated outdoor seating areas associated with the principal building.
3. The retail sale of alcoholic beverages, as provided for in the Farragut Municipal Code.
4. Bed and breakfasts/inns.
5. Personal and professional services.
6. Public, governmental, and general offices.
7. Veterinary facilities (indoor facilities only).
8. Cultural activities.
9. Parks and community facilities.
10. Residential uses, including both detached and attached single family dwellings, apartment buildings not to exceed 8-units per acre, and residential units in mixed-use buildings provided they are not located on the ground floor.
11. Churches and other places of worship, provided they are not located in freestanding buildings.
12. Day care facilities, provided they are not located in freestanding buildings.
13. Schools, public and private, provided they are not located in freestanding buildings.
14. Utility uses. This excludes substations and telecommunication towers. These utility uses shall not be permitted.
15. Permitted uses that may include drive-through facilities. A drive-through lane may be permitted for any of the uses permitted in this zoning district provided the following criteria are satisfied:
 - a. The drive-through is limited to one lane;
 - b. The drive-through is located to the rear of the building or behind the building so that it is not visible from any abutting public rights-of-way;
 - c. The drive-through is limited to one menu board which shall be permitted provided all of the following criteria are satisfied:
 - 1) The menu board and any associated apparatus shall be architecturally compatible with the principal building;
 - 2) The menu board and any associated apparatus shall be screened with opaque materials (which may include evergreen plant material) so that, throughout the year, they are not visible from adjacent properties and/or rights of ways;

- 3) The screening plan for such menu board and associated apparatus shall be reviewed as part of the site and landscape plan review with the applicable standards in the Architectural Design Standards (ADS) also being applied; and
 - 4) The menu board shall not exceed 36 square feet in size and 6 feet in overall height.
 - d. The entrance and exit to the drive-through leads to a parking area or service drive. The drive-through lane shall not be directly connected to a public street; and
 - e. The design shall minimize vehicle/pedestrian conflicts. The drive-through lane shall not separate parking lots from rear building pedestrian access doors or other pedestrian access ways.
- C. *Maximum Building Size:* These maximum building size standards are intended to limit the size and intensity of development and to promote a local market orientation. The district is intended to provide for a range of small and medium sized businesses as a convenience to surrounding residential districts in the immediate area.
1. The maximum footprint area for a single-use freestanding building shall be 25,000 square feet.
 2. The maximum footprint area for a single multi-use/shopping center building shall be 50,000 square feet with no individual use exceeding 50% of the total footprint area of the entire multi-use/shopping center building.
- D. *Area regulations.*
1. *Setback requirements.*
 - a. *Front yard.* All structures, including parking lots, shall be set back a minimum of 20 feet from the nearest point of any right-of-way. This excludes signage (which would be subject to the provisions in the sign ordinance), detention basin structures (if associated with a low impact development measure), and/or non-roofed structures that provide for pedestrian engagement with the public street (such as outdoor patios, pedestrian facilities, sitting areas, public art). With the exception of linear pedestrian facilities that connect to similar facilities in the right of way, no structures shall encroach into the public right of way and/or platted utility easements. Service areas and their associated structures (e.g., dumpsters, loading areas, utility buildings) shall be located to the side or rear of a building so as to minimize visual impacts from the street and foster a more pedestrian friendly streetscape.
 - b. *Side and rear yards.* Unless provided for otherwise in this ordinance, where an adjacent property is zoned residential and/or agriculture, all principal buildings that are positioned along a side or rear property line shall be set back a minimum of 25 feet from the nearest side or rear property line(s). Where an adjacent property is zoned non-residential and/or non-agriculture, all structures shall be set back a minimum of 10 feet from the nearest side or rear property line(s).
 - c. *Accessory structures.* Unless specified otherwise in this ordinance, where an adjacent property is zoned residential and/or agriculture, all accessory structures, excluding fences, pedestrian facilities, signage, and structures associated with low impact development stormwater measures, shall be set back a minimum of 25 feet from the nearest side or rear property line. Mechanical units five tons or greater, dumpsters, and

other service areas, and drive-thru lanes, as measured from the outer edge of the drive-thru canopy, shall be set back a minimum of 50 feet from all side or rear property lines where the abutting property is zoned residential and/or agriculture. In all cases, site related components that could create a potential nuisance to adjoining existing residential developments shall be arranged on the site and buffered to prevent such nuisance from occurring.

2. *Transition areas.*

a. Unless specified otherwise in this ordinance, where an abutting property is zoned residential and/or agriculture, a transition area of at least 25 feet in width shall be provided. The intent of a transition area is to provide for a visually appealing interface to an abutting residential area that will serve to establish protection for but also context appropriate integration with the surrounding plan of development. Transition areas shall accommodate the connectivity requirements of this district. This will result in some modest breaks in the transition element. As provided for in this district, transition areas shall include, at a minimum, any one of the following or a combination thereof:

- 1) A landscaped low impact development stormwater management area, such as a rain garden(s), bioswale(s), or naturalized areas with existing and/or new tree plantings that, in total, consume the full depth of the transition area. At a minimum, such an area shall include a plant unit count that equals the count required for a 25-foot buffer strip, as provided for in Chapter 4 of this ordinance. Under this option, the arrangement of plant material may include more flexibility than a traditional buffer strip planting, provided this arrangement best promotes the intended stormwater function of the low impact development measure(s);
- 2) A heavily landscaped pocket park area designed for passive use and that is approved as part of a site and landscape plan as an equivalent to other natural transition measures provided for in this subsection. Such area could serve as a shared amenity between a use in this district and an abutting residential neighborhood;
- 3) A traditional planted buffer strip area that complies with the 25-foot buffer strip plantings provided for in Chapter 4 of this ordinance;
- 4) An existing tree covered area that consumes largely the full depth of the transition area and where the existing tree count within such area clearly exceeds the plant unit count and minimum tree sizes for a 25-foot buffer strip per 100 linear feet;

Where a development combines different transition elements, they shall be reflected on the site and landscape plans. Such an approach must clearly fulfill the intent of the transition area provision. Existing tree covered areas within transitions shall be protected. Exceptions would apply for the removal of invasive exotic plant material and context appropriate pedestrian and/or vehicular connections and utilities adjacent to such improvements that bisect the transition area in a generally perpendicular manner.

E. *Streetscape and outdoor open space.* As part of a site plan review, a context appropriate active and interconnected streetscape with visually appealing and functional public spaces is encouraged. Some specific design objectives would be as follows:

1. Locate and orient outdoor open space (e.g., plazas, courtyards, patios, outdoor seating and benches, small park spaces or landscaped features) to provide a focal point to be actively used.
 2. Provide landscape enhancements (e.g., bioswales, rain gardens, planters, flower gardens) to add visual interest, screen parking areas, and complement outdoor open spaces.
- F. *Connectivity*. Development shall provide for context appropriate pedestrian and vehicular connectivity. This shall include providing connections within the property and to abutting properties, pedestrian connections into the development from the public street(s), and the construction of pedestrian facilities along the public street(s) frontages.
- G. *Low Impact Development*. In terms of stormwater management for new developments, at least twenty-five (25) percent of the development's total area shall be designed so that its runoff will be accommodated through Low Impact Development (LID) measures which would rely on infiltration, evapotranspiration, or capture/reuse of stormwater runoff. Such measures may include, but are not limited to, permeable pavers, rain gardens, bioswales, vegetated roofs, rainwater capture systems and/or a combination thereof. The use of LID measures to meet this requirement shall be demonstrated on the drainage plan and in the drainage calculations for the development and the applicable LID measures specified as part of the site and landscape plan submittals.
- H. *Maximum lot coverage*. Total lot coverage: 60 percent.
- I. *Land area*. Minimum lot size of one acre.
- J. *Height*. No principal building shall exceed 2½ stories or 35 feet in height. No accessory structure shall exceed 15 feet in height, except as provided for elsewhere in this ordinance.
- K. *Parking*. Parking, as regulated in Chapter 4.
- L. *Lighting*. Lighting, as regulated in Chapter 4; except that the maximum number of footcandles permitted at the property line shall be reduced to 0.0 where a use/development is located adjacent to property that is zoned residential and/or agriculture.

SECTION 2.

This ordinance shall take effect from and after its final passage and publication, the public welfare requiring it.

Dr. Ralph McGill, Mayor

Allison Myers, Town Recorder

Certified to the Farragut Board of Mayor and Aldermen this ____ day of _____, 2018, with approval recommended.

Rita Holladay, Chairman

Edwin K. Whiting, Secretary

FARRAGUT MUNICIPAL PLANNING COMMISSION

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on removing mini-warehouse facilities from the list of permitted uses in the Regional Commercial District (C-2) and amending the General Commercial Storage District (CS-1) to allow mini-warehouse facilities and re-word the general description to address where this district may be appropriate (Town of Farragut, Applicant)

INTRODUCTION AND BACKGROUND: At last month's Planning Commission meeting, a concept site plan was presented for a proposed mini-warehouse development on the former U.S. Golf site at the northwest intersection of N. Campbell Station Road and Snyder Road. As the staff noted at that time, the property in question is zoned Regional Commercial (C-2) and, within the C-2 District, mini-warehouses are a permitted use provided certain development criteria are met.

During discussions with the Comprehensive Land Use Plan Steering Committee, a key strategy in the CLUP that was identified for prioritization was planning for the development of the remaining vacant parcels in the Town. The Town is rapidly approaching a build out condition and the Committee has expressed a desire to be very diligent in how development is addressed in the future. One of the subareas identified in the CLUP is the area around the Campbell Station Road/I40 interchange and Outlet Drive. These are gateway areas that are critical to the Town since they may be the first areas a visitor will see when entering the Town and since the Town is pursuing a tourism program. Currently, much of the property in this area is zoned C-2.

DISCUSSION: A question for consideration at this time is whether the uses provided for in the C-2 District may need a closer examination to ensure that these gateway areas reflect the vision of the Town. One of the uses that the staff would recommend being re-visited in the C-2 District is mini-warehouses. Though the development presented last month could proceed, provided a site plan is submitted in the next couple of months, the staff would recommend to remove mini-warehouses from the C-2 District and retain them as a permitted use in the Regional Commercial, Retail/Warehousing District (C-2-R/W). Currently, only the former Outlet Mall property is zoned C-2-R/W. This would be particularly helpful in ensuring that the vacant properties along Outlet Drive are developed in a manner consistent with the Town's vision.

Another consideration at this time that is related to a different gateway area of the Town is whether the General Commercial Storage District (CS-1) should be eliminated altogether. This was a district that was essentially created for a boat storage development that was proposed but never pursued in the area near the waste water treatment facility plant off Concord Road. Since its creation this district has not been pursued for a rezoning. It also applies to an area of the Town that is a major gateway and that is identified as a subarea in the CLUP where future development may be of particular importance, especially when Concord Road is improved in the next couple of years. The staff would recommend that the CS-1 District be eliminated.

For reference purposes, included in your packet are copies of the C-2-R/W and CS-1 Zoning Districts.

5. *Parking.* Parking shall be provided as regulated in Chapter 4.
(Ord. No. 86-16, 4-1986; Ord. of 2-2006; Ord. No. 14-24, § 2, 1-22-2015)

Sec. XXIV. Regional commercial district, retail/warehousing (C-2-R/W).

A. *Description.* This district provides identical requirements as the Regional Commercial District (C-2) except as provided for below.

B. *Permitted principal and accessory uses and structures.* Property and structures located in the Regional Commercial District, Retail/Warehousing (C-2-R/W) shall be used only for the following purposes:

1. Uses and structures permitted within the Regional Commercial District (C-2).
2. Warehousing and wholesaling associated with on-site retail establishments, provided the warehousing and wholesaling constitutes less than 80 percent of the gross square footage of the building(s).
3. Public markets, provided the outdoor sales meet the following development criteria:
 - a. The outdoor sales areas shall be in permanent areas designed for such use. Such areas shall be roofed. The roofs shall be permanent, shall abut the principal building, and shall be architecturally compatible with the principal building;
 - b. The outdoor sales areas shall not be located on any parking spaces or other vehicles ways;
 - c. Goods shall not be displayed on any sidewalks, walkways, parking spaces, or other vehicles ways;
 - d. Produce may be displayed on truck beds provided the trucks are two-axle and parked in designated parking areas located immediately adjacent to the outdoor display areas. Such parking areas shall be designated on the approved site plan. In order to accommodate clean-up, overnight parking in these spaces is prohibited;
 - e. Required yard setbacks for buildings are met for the display areas;
 - f. Display areas shall be restricted to areas that do not abut a driveway;
 - g. The outdoor sales areas shall not exceed 20 percent of the gross floor area of the public market principal building; and
 - h. All walkways within the outdoor sales area shall be a minimum of ten feet wide. Such walkways shall be free and clear of all goods and shall be marked as walkways on the pavement and on the approved site plan.

C. *Area regulations.* Identical requirements as the Regional Commercial District (C-2), with the exception that the maximum total lot coverage shall not exceed 75 percent.

D. *Height regulations.* Identical requirements as the Regional Commercial District (C-2).

E. *Stormwater accommodations.* Sites shall comply with the Town of Farragut Stormwater Ordinance, except that stormwater shall be allowed to sheet flow through curb breaks directly into detention ponds.

F. *Parking.* As regulated in Chapter 4.
(Ord. No. 86-16, 4-1986; Ord. of 2-2006; Ord. No. 10-02, § 2, 2-25-2010)

Sec. XXV. Office district, five stories (O-1-5).

A. *General description.* This district provides space for offices which provide regional services. The intent of this district is to permit lands adjacent to the interstate and/or Parkside Drive to have taller buildings.

B. *Permitted principal and accessory uses and structure.* This district provides identical use requirements as the Office District (O-1).

C. *Area regulations.*

1. *Front yard, side yard, rear yard, buffer strips, and land area.* This district provides identical area requirements as the Office District (O-1), except that any building taller than 35 feet which abuts a residential district or B-1 Buffer Zone shall have a minimum building setback of 70 feet. In all such cases, this 70-foot setback is from the O-1-5 zoning line, regardless of property ownership.
2. *Maximum lot coverage.* The total lot coverage shall be 60 percent. If a parking garage which accommodates a minimum of 20 percent of the required parking spaces is constructed as part of the development, the total lot coverage may be increased to 70 percent.

D. *Height regulations.* No structure shall exceed 75 feet in height, except as provided for elsewhere in this ordinance.

(Ord. No. 86-16, 4-1986; Ord. of 2-2006)

Sec. XXVI. Planned commercial development district (PCD).

A. *General description.* The planned commercial development district (PCD) is established to encourage creative and resourceful projects for interrelated commercial, office and residential uses unified by a Development Plan. The PCD district is intended to provide for variety and flexibility in design necessary to implement integrated planned development projects. It is intended that the PCD district be established along streets having a designated classification of arterial on the Farragut Major Road Plan or a street which directly accesses a street having a designated classification of arterial on the Farragut Major Road Plan.

B. *Objectives.* The Planned Commercial Development District (PCD) shall have the following characteristics:

1. *Open space.* Encourage ingenuity, creativity, and resourcefulness in land planning techniques by developing functional common open spaces. Locate and orient outdoor open spaces (e.g. plazas, courtyards, patios, outdoor seating and benches, small park spaces or landscaped features) to provide focal points to be actively used. Provide landscape enhancements (e.g., bioswales, rain gardens, planters, flower gardens) to add visual interest, screen parking areas, and complement outdoor open spaces.

F-1. *Streetscape and outdoor open space.* As part of a site plan review, a context appropriate (i.e., appropriate in relation to the proposed development and its physical surroundings) and interconnected streetscape with visually appealing and functional public spaces is encouraged. Some specific design objectives would be as follows:

1. Locate and orient outdoor open space (e.g., plazas, courtyards, patios, outdoor seating and benches, small park spaces or landscaped features) to provide a focal point to be actively used.
2. Provide landscape enhancements (e.g., bioswales, rain gardens, planters, flower gardens) to add visual interest, screen parking areas, and complement outdoor open spaces.

G. *Connectivity.* Development shall provide for context appropriate (i.e., appropriate in relation to the proposed development and its physical surroundings) pedestrian and vehicular connectivity. This shall include providing connections within the property and to abutting properties, pedestrian connections into the development from the public street(s), and the construction of pedestrian facilities along the public street(s) frontages.

H. *Low Impact Development.* Development shall incorporate a minimum of one of the following Low Impact Development (LID) practices into the design:

1. Twenty-five percent of the parking lot being constructed with permeable pavers;
 2. Stormwater runoff draining to rain gardens;
 3. A building(s) being constructed with a vegetated roof, commonly referred to as a green roof;
 4. Stormwater draining to bios wales/bioretenention facilities; or
 5. Rainwater being harvested for irrigation or gray water uses.
- (Ord. No. 86-16, 4-1986; Ord. of 2-2006; Ord. No. 07-09, § 1, 5-10-2007; Ord. No. 07-20, §§ 1—4, 5-24-2007; Ord. No. 07-39, § 1, 1-10-2008; Ord. No. 08-01, § 1, 2-28-2008; Ord. No. 08-18, § 1, 1-8-2009; Ord. No. 11-21, § 2, 11-15-2011; Ord. No. 12-02, §§ 1, 2, 2-23-2012; Ord. No. 12-13, §§ 1, 2, 9-27-2012; Ord. No. 14-21, § 2, 1-22-2015; Ord. No. 15-02, §§ 1, 2, 3-26-2015; Ord. No. 16-13, §§ 1, 2, 7-28-2016; Ord. No. 16-17, § 1, 7-28-2016; Ord. No. 16-19, § 1, 7-28-2016; Ord. No. 16-25, § 1, 12-22-2016)

Editor's note—Ord. No. 16-13, § 2 added subsections F—H to ch. 3, § XII. As a subsection F already existed, the added subsection F has been editorially designated as subsection F-1.

Sec. XIII. General Commercial Storage District (CS-1).

A. *General Description.* This district provides space for storage facilities servicing regions including and surrounding the Town of Farragut. The intent is to permit lands adjacent to major arterial highways as designated by the Farragut Major Road Plan and adjacent to or within the immediate vicinity of the Waste Water Treatment Facility Plant to be used for storage facilities. These storage facilities are intended to be designed to minimize disruption of traffic flows and negative impacts on adjacent residential uses.

B. Permitted Principal and Accessory Uses and Structures. Property and structures located in the General Commercial Storage District (CS-1) shall be used only for the following purposes:

1. The indoor and outdoor storage of boats, recreational vehicles, and antique, custom, and customized vehicles, provided the following development criteria are met:
 - a. The property shall abut Fort Loudoun Lake for a minimum distance of 300 feet;
 - b. Access shall be directly to a street having a designated classification of arterial or a local street which is constructed as part of the development which in turn has access to a street having a designated classification of arterial;
 - c. The boats, recreational vehicles, and antique, custom, and customized vehicles shall be stored in a building or a walled enclosure. The minimum wall height of such walled enclosure shall be of sufficient height to screen tops of the stored vehicles from adjacent properties and rights-of-way. The walls shall be of permanent opaque construction and shall surround the entire outdoor storage area;
 - d. Access to the building and/or walled enclosure shall be restricted by means of an opaque physical barrier such as a garage door;
 - e. No security fencing shall be constructed outside the walled enclosure, however a single-bar security gate or an ornamental gate is permitted at the entrance drive;
 - f. There shall be no on-site sales, except vending machines;
 - g. There shall be no maintenance facilities on the premises; however, a wash facility and a holding tank dump station within the walled enclosure shall be permitted; and
 - h. There shall be no boat ramps, docks, or any other access to Fort Loudoun Lake on the premises/lot/tract/parcel/site. Such access serving CS-1 property from adjacent properties is also prohibited.
2. Utility uses.

C. Area Regulations.

1. *Front yards.*
 - a. All structures shall be set back from the nearest point of any right-of-way a minimum of 80 feet;
 - b. All structures shall be set back from the nearest point of any right-of-way a minimum of 60 feet if only a driveway aisle is located in the front yard; or
 - c. All structures shall be set back from the nearest point of any right-of-way a minimum of 40 feet if no paved surfaces are located in the front yard.

Detention basin structures and detention basins, measured from exterior toe of slope to exterior toe of slope, shall be set back from the nearest point of any right-of-way a minimum of ten feet. Electrical substations, utility offices, or any other utility building shall meet the front yard setback requirements.

2. *Side yards.* All structures shall be set back a minimum of 35 feet.

3. *Rear yards.* All structures shall be set back a minimum of 35 feet.
4. *Buffer strips.*
 - a. There shall be a buffer strip a minimum of 35 feet in width on all front property lines when the street adjacent to that front property line is classified as a collector or local street on the Major Road Plan and the property on the opposite side of the street is zoned residential or agricultural;
 - b. There shall be a buffer strip a minimum of 35 feet in width on all side and rear property lines, except in subsection [C.4.]c. of this section;
 - c. There shall be a buffer strip a minimum of 100 feet in width adjacent to and above the 820 contour line;
 - d. Existing vegetation, unless to be determined as invasive species, shall be preserved and incorporated into the buffer strip; and
 - e. Detention basins, measured from exterior toe of slope to exterior toe of slope, and associated structures shall not be located within any buffer strip.
5. *Maximum lot coverage.* Total lot coverage: 70 percent.
6. *Land area.* Minimum lot size of five acres.

D. *Height Regulations.* No structure shall exceed 35 feet in height.

E. *Parking.* As regulated in Chapter 4.
(Ord. No. 07-22, § 1, 6-28-2007)

Sec. XIV. General commercial district, three stories (C-1-3).

A. *Description.* This district provides identical use and area requirements as the General Commercial District (C-1), except that no building shall exceed three stories, or 42 feet, in height and that any three-story building constructed in a C-1-3 zone which abuts a residential district or B-1 zone have a minimum building setback of 70 feet. In all such cases, this 70-foot setback is from the C-1-3 zoning line, regardless of property ownership.
(Ord. No. 86-16, 4-1986; Ord. of 2-2006)

Sec. XV. Regional commercial district (C-2).

A. *General description.* This district provides space for commercial uses which provide services to regions including and surrounding the Town of Farragut. The intent is to permit lands adjacent to interstate highway interchanges to be used for the provision of general commercial and business services to both interstate travelers and residents of the region. These commercial uses are intended to be designed to minimize disruption of traffic flows and negative impacts on adjacent residential uses.