



**AGENDA
FARRAGUT MUNICIPAL PLANNING COMMISSION**

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

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

- 1. Citizen Forum**
- 2. Approval of agenda**
- 3. Approval of minutes – September 20, 2018**
- 4. Discussion and public hearing on proposed changes to the Town of Farragut Stormwater Ordinance, Article 1 (In General), Section 111-1 Definitions; Article 2 (Administration and Enforcement), Division 2 (Grading Permit), Section 111-111 Required; and Article 4 (Standards and Requirements), Section 111-150 General Performance Criteria for stormwater management (Town of Farragut, Applicant)**
- 5. Discussion and public hearing on a proposed amendment to the site plan for the Farragut Gateway project at 101-109 S. Campbell Station Road as it relates to the screening of HVAC units (Middlebrook Properties, Applicant)**
- 6. Discussion and public hearing on amendments to the future land use map and text of the Comprehensive Land Use Plan Update as it applies to the Watt Road corridor and the Mixed-Use Neighborhood and Medium Density Residential land uses**
- 7. Discussion on a preliminary plat for Way Station Trail Extension, 12639 Kingston Pike, Zoned NCC (SITE, Inc., Applicant)**
- 8. Discussion on an amendment to the Farragut Zoning Ordinance, Appendix A, Chapter 4, Section XX. A., 3., Number of parking spaces required, to provide for the Board of Zoning Appeals to have the authority to determine bicycle parking requirements for unlisted uses (Knoxville-Farragut Storage, LLC., Applicant)**
- 9. Discussion on amendments to or removal of the Planned Commercial Development Zoning District (PCD) (Town of Farragut, Applicant)**



**MINUTES
FARRAGUT MUNICIPAL PLANNING COMMISSION**

September 20, 2018

MEMBERS PRESENT

Rita Holladay, Chairman
Ed St. Clair, Vice-Chairman
Ed Whiting, Secretary
Ron Williams, Mayor
Louise Povlin, Alderman
Noah Myers
Betty Dick
Rose Ann Kile
Jon Greene
Nick LiMandri

MEMBERS ABSENT

Staff Representatives: Mark Shipley, Community Development Director

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

1. CITIZEN FORUM

None.

2. APPROVAL OF AGENDA

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

3. APPROVAL OF MINUTES

A motion was made by Commissioner Povlin to approve the August 16, 2018 minutes as presented. The motion was seconded by Mayor Williams and the motion passed unanimously.

A motion was made by Commissioner Myers to approve the August 30, 2018 minutes as presented. The motion was seconded by Commissioner St. Clair and the motion passed unanimously with Commissioners' Kile and Dick abstaining because they were absent.

4. APPROVAL OF UTILITIES – VERIZON INSTALLATION OF UNDERGROUND CONDUIT ALONG THE NORTHERN PORTION OF KINGSTON PIKE FROM LOVELL ROAD TO RUSSGATE BOULEVARD (MCI Verizon, Applicant)

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

- 1) Providing either an irrevocable letter of credit or an escrow deposit for \$10,000 to cover any damage to public infrastructure;
- 2) Submitting traffic control plans that are acceptable to the Town's engineering department;
- 3) Including a note on the plans that any structures that may be damaged as a result of work related to this project shall be repaired by the contractor to the satisfaction of the Town's engineering staff;
- 4) Ensuring that all affected entities are properly notified, and any possible impacts avoided to the greatest extent possible; and
- 5) Conducting a pre-construction meeting with Town staff and obtaining a right of way permit from the Town's engineering department. An emphasis will be work conducted along the Kingston Pike frontage of the Campbell Station Inn.

A motion was made by Commissioner St. Clair to approve Verizon installation of underground conduit. The motion was seconded by Commissioner Kile and the motion passed unanimously.

5. PLANNING COMMISSION REVIEW OF REVISED PRELIMINARY PLANS FOR VIRTUE ROAD, FROM 2200 FEET SOUTH OF BROADWOOD DRIVE TO 700 FEET SOUTH OF KINGSTON PIKE (Town of Farragut, Applicant)

Staff recommended approval of the revised preliminary road design plans that include a roundabout at the entrance to the Brookmere Subdivision.

A motion was made by Commissioner Myers to approve the revised preliminary plan for Virtue Road. The motion was seconded by Commissioner St. Clair and the motion passed unanimously with Commissioner Greene abstaining.

6. DISCUSSION AND PUBLIC HEARING ON A RESUBDIVISION PLAT TO COMBINE PARCELS 84, 87, AND 84.01, TAX MAP 130 (EAST INTERSECTION OF FRETZ ROAD AND N. CAMPBELL STATION ROAD), 10.22 ACRES, 3 LOTS, ZONED R-1 (R-1/OSR pending) (Fred Long Construction Concepts, Applicant)

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

- 1) Please include the required right of way dedication for the easternmost tract (Parcel 87, Tax Map 130) along N. Campbell Station Road. The requirement is 40 feet from the centerline;
- 2) The setback notes for the R-1/OSR are partially correct but incomplete. Please revise;
- 3) Please obtain all signatures; and
- 4) Please line up the dates on the Release of Easements Certification.

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

7. DISCUSSION AND PUBLIC HEARING ON A RESUBDIVISION PLAT TO COMBINE A PORTION OF PARCEL 94 AND PARCEL 95, TAX MAP 152N, GROUP A, 2 LOTS, ZONED A (R-1 pending) (Dave Wilkinson, Applicant)

Staff recommended approval of a variance from the requirement to construct pedestrian facilities along the Turkey Creek Road and Virtue Road frontages of Lot 202R due to the minor

nature of the resubdivision proposed at this time. Should Lot 202R be further subdivided, the requirement for pedestrian facilities along these collector streets will be re-assessed.

Staff recommended approval of the plat subject to obtaining signatures and with the understanding that the existing 20-foot drainage easement will be modified and re-platted when Lot 203R is developed.

A motion was made by Commissioner St. Clair for the approval of the plat subject to staffs' recommendation. The motion was seconded by Commissioner Myers and the motion passed unanimously.

8. DISCUSSION AND PUBLIC HEARING ON A REQUEST TO REZONE PARCEL 95 AND A PORTION OF PARCEL 94, TAX MAP 152N, GROUP A (END OF THORNBUSH LANE IN THE SHEFFIELD SUBDIVISION), 6.72 ACRES, FROM R-1 AND A TO R-1/OSR (Dave Wilkinson, Applicant)

Staff recommended approval of Resolution PC-18-15 which recommends approval of Ordinance 18-14.

A motion was made by Commissioner Dick to approve Resolution PC-18-15 which recommends approval of Ordinance PC-18-14. The motion was seconded by Commissioner Kile and the motion passed unanimously.

9. DISCUSSION AND PUBLIC HEARING ON A REQUEST TO REZONE A PORTION OF PARCEL 94, TAX MAP 152N, GROUP A, 3.61 ACRES, FROM A TO R-1 (Dave Wilkinson, Applicant)

Staff recommended approval of Resolution PC-18-16 which recommends approval of Ordinance 18-15.

A motion was made by Commissioner Kile to approve Resolution PC-18-16 which recommends approval of Ordinance PC-18-15. The motion was seconded by Commissioner St. Clair and the motion passed unanimously.

10. DISCUSSION AND PUBLIC HEARING ON A PRELIMINARY PLAT FOR THE ENCLAVE AT SHEFFIELD, PARCEL 95 AND A PORTION OF PARCEL 94, TAX MAP 152N, GROUP A (END OF THORNBUSH LANE IN THE SHEFFIELD SUBDIVISION), 6.72 ACRES, 18 HOUSE LOTS AND 3 OPEN SPACE LOTS, ZONED R-1 (R-1/OSR pending) (Dave Wilkinson, Applicant)

Staff recommended approval of a variance from the requirement for more than one vehicular access into and out of the development due to topography and the number of lots proposed as part of this phase of Sheffield.

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

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

- 1) The submission still contains some incorrect "Site Plan" and "Concept Plan" titles and references. It is a preliminary plat and all terms, such as site plan and concept plan, should be updated or removed accordingly;
- 2) The owner information displayed on the Cover Sheet and Sheet C-2 is different than what's listed on Sheet C-2.1. Please check all sheets and make all necessary corrections;
- 3) There still appears to be some inconsistencies in the open space, lot numbers, building area, and total coverage calculations shown on the Cover Sheet. Please ensure that the proposed rezoning acreages match the resubdivision plat when adjusting for the new OSR areas and use the summary tables from the final plat for Phase III of Sheffield (along with Phase I) to ensure the most up-to-date lot and area counts;
- 4) The plans show utility and drainage lines running outside of the standard required property line easements. Additional line easements will be required for all such cross-lot utility and drainage lines;
- 5) FUD will have to sign off on the preliminary plat sheets related to water and sewer service;
- 6) The proposed street light fixture will have to be verified as meeting Town lighting standards (please bring a fixture to the Town Hall for review). Please include with the lighting details the proposed height of the light poles and specific placement to verify compliance with the Town's requirements;
- 7) The tree preservation/removal plan must be prepared by (or at least signed off by) a qualifying professional and account for the protection of trees in relation to grading and utility provisions. An arborist assessment may be needed for certain trees that, with the application of certain measures, could otherwise be saved;
- 8) The location of tree protection fencing must be shown on the tree protection plan and a detail of such fencing provided in the plans. Such fencing should be located at the limits of grading/disturbance (including anticipated disturbance for utility installation) for tree covered areas and around any peripheral or isolated trees being preserved (the goal should be to extend tree fencing to the drip line of trees or groups of trees to be protected);
- 9) Sheet C3.0 (Grading and Drainage Plan) labels JB-2 as CI-2. Should this be a curb inlet or junction box? Also, drainage calculations indicate runoff of 29.5 cfs will now be routed to the swale between Lots 10-13 and 6-9. This swale may be difficult to stabilize on a permanent basis, simply due to flow rates. How will this swale transition from defined flat bottom ditch to sheet flow? Shouldn't this area be stabilized beyond the property line (through Lovell property)?
- 10) A letter signed by William Lovell (owner of property on western side of this development) has been submitted, indicating Mr. Lovell's approval of granting drainage easements to allow runoff to be directed across his property (and directly into Little Turkey Creek). Please show these drainage easements as proposed. Also, Mr. Lovell has apparently asked for a permanent 15' access easement from the southern cul de sac to his property. Please show where this easement will be located and include any applicable notes for clarification purposes;
- 11) Please provide design for electric, gas, telephone, and cable utilities. This is required with the preliminary plat submittal;
- 12) It appears that several details are missing on Detail Sheets (SWPPP and Utilities). The links to other projects are shown on the plan sheet indicating references are broken in the drawing files. Suggest closer review prior to printing and submittal;

- 13) Please provide copy of NOC;
- 14) Please provide irrevocable letter of credit for erosion control of \$22,500;
- 15) Please provide drainage fee of \$720; and
- 16) Staff recognizes that greenway connection on northern side of development has been moved, which will likely improve drainage situation if no swale on upper side of greenway is to be provided. However, this alignment will create a low point at each end that will pool runoff and create maintenance issues. Staff will determine during construction whether swale can be omitted. If this appears to create erosion issues at that time, staff will require additional grading and installation of pipes with headwalls.

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

11. DISCUSSION ON A PRELIMINARY PLAT FOR CAMPBELL CROSSING, 10.22 ACRES, 22 HOUSE LOTS AND 2 OPEN SPACE LOTS, ZONED R-1 (R-1/OSR pending) (Fred Long Construction Concepts, Applicant)

For discussion purposes only.

ADJOURNMENT

The meeting adjourned at 8:36 p.m.

Edwin K. Whiting, Secretary

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Lori Saal, Stormwater Coordinator

SUBJECT: Proposed amendments to the Stormwater Ordinance

INTRODUCTION AND BACKGROUND: As a result of the July 2018 audit, conducted by the Tennessee Department of Environment and Conservation (TDEC), of the Town's stormwater program, the Town is required to revise the Stormwater Ordinance to include the following:

- The definition of priority sites (priority construction activities)
- Requirements for land disturbance activities of greater than or equal to one acre, or less than one acre if part of a common plan of development (subdivision).

For the sake of minimizing the information included in the printed packet, only the pages of the ordinance with proposed amendments are included. The entire ordinance will be e-mailed to you in the event you would like to review the proposed amendments in the context of the entire ordinance.

DISCUSSION: The proposed amendments were incorporated to meet the TDEC-required revisions. The proposed amendments have been reviewed by Town staff and approved by the Stormwater Advisory Committee (SAC) and were discussed at the staff-developer meeting on October 2, 2018.

Section 111-1: Definitions

The definition "priority construction activities" was added in this section. The definition of "priority construction activities" matches the definition provided by TDEC in the Construction General Permit.

Section 111-111: Grading Permits

This section was modified to require that sites disturbing one acre or greater, or less if part of a common plan of development, obtain a grading permit. The majority of sites that meet this threshold for soil disturbing activity already require a grading permit by ordinance because they are required to submit either a site plan or preliminary plat. This language revision would impact sites that are not required to submit a site plan or plat, but are disturbing a large area (large, single-family residence on a single parcel, for instance). Sites that meet this threshold for soil disturbing activity are already required to obtain a Construction General Permit from TDEC, which requires a Stormwater Pollution Prevention Plan and Erosion Protection and Sediment Control Plan.

Section 111-150: General performance criteria for stormwater management

Item 7 was added to this section. Sites that require a grading permit are already required to have regular, formal inspections by Town staff. This item adds that those sites identified as having priority construction activities will also have regular, formal inspections conducted. These sites will be identified by Town staff via the building permit process. Examples of potentially-impacted sites include swimming pool installations, residential additions, accessory structures, etc. that will significantly disturb the soil and are discharging directly into or immediately upstream of a Waters of the State. New, single family residential

not part of a subdivision with an active permit from TDEC may also be impacted by this section of the ordinance.

RECOMMENDATION: Recommend approval of the proposed amendments to the Town's Stormwater Ordinance.

Off-site facility means a structural BMP located outside the subject property boundary described in the permit application for land development activity.

On-site facility means a structural BMP located within the subject property boundary described in the permit application for land development activity.

Peak flow means the maximum instantaneous rate of flow of water at a particular point resulting from a storm event.

Priority area means a hotspot as defined in this section.

Priority construction activity means any construction activities that discharge directly into, or immediately upstream of, waters the state recognized as having unavailable parameters for siltation or habitat alteration or **Exceptional Tennessee Waters**.

Runoff means that portion of the precipitation on a drainage area that is discharged from the area into the municipal separate stormwater system.

Sediment means solid material, both mineral and organic, that is in suspension, is being transported, or has been moved from its site of origin by air, water, gravity, or ice and has come to rest on the earth's surface either above or below sea level.

Sedimentation means soil particles suspended in stormwater that can settle in stream beds and disrupt the natural flow of the stream.

Soils report means a study of soils on a subject property with the primary purpose of characterizing and describing the soils. The soils report shall be prepared by a qualified soils engineer, who shall be directly involved in the soil characterization either by performing the investigation or by directly supervising employees.

Stabilization means providing adequate measures, vegetative and/or structural, that will prevent erosion from occurring.

Stormwater means stormwater runoff, snow melt runoff, surface runoff street wash waters related to street cleaning or maintenance, infiltration and drainage.

Stormwater management means the programs to maintain quality and quantity of stormwater runoff to pre-development levels.

Stormwater management facilities means the drainage structures, conduits, ditches, combined sewers, sewers, and all device appurtenances by means of which stormwater is collected, transported, pumped, treated or disposed of.

Stormwater management plan means the set of drawings and other documents that comprise all the information and specifications for the programs, drainage systems, structures, BMPs, concepts and techniques intended to maintain or restore quality and quantity of stormwater runoff to pre-development levels.

Stormwater runoff means flow on the surface of the ground, resulting from precipitation.

Structural BMPs means devices that are constructed to provide control of stormwater runoff.

Surface water means and includes waters upon the surface of the earth in bounds created naturally or artificially, including, but not limited to, streams, ponds, other watercourses, lakes and reservoirs.

Town administrator means the administrator for the town or his designated representative.

Watercourse means a permanent or intermittent stream or other body of water, either natural or man-made, which gathers or carries surface water.

Watershed means all the land area that contributes runoff to a particular point along a waterway.

(Code 2007, § 14-503; Ord. No. 05-16, 10-2005)

Sec. 111-91. - Building permit.

No building permit shall be issued until the applicant has obtained a grading permit where the same is required by this article.

(Code 2007, § 14-505; Ord. No. 05-16, 10-2005)

Secs. 111-92—111-110. - Reserved.

DIVISION 2. - GRADING PERMIT

Sec. 111-111. - Required.

Every person shall be required to obtain a grading permit from the town if any of the following apply:

- (1) Construction activities will result in soil disturbances of one or more acres or less than one acre if construction activities are part of a larger common plan of development or sale that comprises at least one acre of cumulative land disturbance; or
- (2) A site plan is required per the town zoning ordinance (appendix A to this Code) or when a preliminary plat is required per the town subdivision regulations (appendix B to this Code). An application for a grading permit as provided in section 111-112 shall be submitted during the process of applying for either a site plan or preliminary plat.

(Code 2007, § 14-504; Ord. No. 05-16, 10-2005)

Sec. 111-112. - Application.

(a) Each application shall include the following:

- (1) Name of applicant. If the applicant is a business or other legally created entity, the responsible individual shall also be indicated;
- (2) Business or residence address of applicant. A physical address is required. A post office box is not acceptable;
- (3) Name, address and telephone number of the owner of the property of record in the office of the assessor of property. A physical address is required. A post office box is not acceptable;
- (4) Address and legal description of subject property including the tax reference number and parcel number of the subject property;
- (5) Name, address and telephone number of the contractor and any subcontractor who shall perform the land-disturbing activity and who shall implement the erosion and sediment control plan;
- (6) A statement indicating the nature, extent and purpose of the land disturbing activity including the size of the area for which the permit shall be applicable and a schedule for the starting and completion dates of the land disturbing activity;
- (7) Where the proposed work encroaches the highest closed contour elevation of a sinkhole, the applicant shall obtain the appropriate permits from the state department of environment and conservation;
- (8) The applicant shall obtain from any other state or federal agency any other appropriate environmental permits that pertain to the property. However, the inclusion of those permits in the application shall not foreclose the town from imposing additional development requirements

- (2) Degradation of biological functions or habitat;
- (3) Accelerated stream bank or streambed erosion or siltation;
- (4) Increased threat of flood damage to public health, life or property.

(Code 2007, § 14-513; Ord. No. 05-16, 10-2005)

Sec. 111-149. - Stormwater design or BMP manual.

- (a) *Adoption.* The town adopts as its stormwater design and best management practices (BMP) manual (the "BMP manual") the then current versions of the following publications, which are incorporated by reference in this article as if fully set out herein:
 - (1) TDEC Guide to the Selection and Design of Stormwater Best Management Practices, latest edition; and
 - (2) TDEC Erosion and Sediment Control Manual, latest edition.
- (b) *Criteria, requirements.* The BMP manual includes a list of acceptable BMPs including the specific design performance criteria and operation and maintenance requirements for each stormwater practice. The manual may be updated and expanded from time to time, at the discretion of the governing body of the municipality, upon the recommendation of the town administrator, based on improvements in engineering, science, monitory and local maintenance experience. Stormwater facilities that are designed, constructed and maintained in accordance with these BMP criteria will be presumed to meet the minimum water quality performance standards.

(Code 2007, § 14-515; Ord. No. 05-16, 10-2005)

Sec. 111-150. - General performance criteria for stormwater management.

Unless granted a waiver or judged by the town administrator to be exempt, the following performance criteria shall be addressed for stormwater management at all sites:

- (1) All site designs shall control the peak flow rates of stormwater discharge associated with design storms specified in this article or in the BMP manual and reduce the generation of post construction stormwater runoff to pre-construction levels. These practices should seek to utilize pervious areas for stormwater treatment and to infiltrate stormwater runoff from driveways, sidewalks, rooftops, parking lots, and landscaped areas to the maximum extent practical to provide treatment for both water quality and quantity.
- (2) To protect stream channels from degradation, specific channel protection criteria shall be provided as prescribed in the BMP manual.
- (3) If determined by the town administrator to involve stormwater discharges to critical areas with sensitive resources, the town may require the stormwater management plan to meet additional performance criteria, or to utilize or restrict certain stormwater management practices.
- (4) If determined by the town administrator to involve stormwater discharges from hotspots, the town may require the stormwater management plan to apply specific structural BMPs and pollution prevention practices.
- (5) Prior to or during the site design process, applicants for grading permits shall consult with the town administrator to determine if they are subject to additional stormwater design requirements.
- (6) The calculations for determining peak flows as found in the BMP manual shall be used for sizing all stormwater facilities.

- (7) Regular inspections of construction sites, including those requiring a grading permit or identified as sites with priority construction activities, shall be conducted by the Town Engineer or his/her designee. All inspections shall be documented, and written reports prepared that contain the information as noted in Sec. 111-115.

(Code 2007, § 14-516; Ord. No. 05-16, 10-2005)

Sec. 111-151. - Drain pipes.

Material for pipes used for conveyance of stormwater within the town shall be in accordance with the following:

- (1) Cross drains and any other pipe under the pavement surfaces shall be reinforced concrete pipe (RCP). Storm drains within the roadway prism, but not under the pavement, shall also be RCP.
- (2) Any pipe, culvert, or drainage system dedicated to the town, whether inside or outside the right-of-way, shall be constructed of RCP.
- (3) RCP is required if the failure of the pipe would cause flooding or potential property damage on adjacent properties. RCP is required for all storm pipes and culverts that carry through water from adjacent properties ("off-site water").
- (4) RCP is required for all detention basin outlet structures.
- (5) Material for driveway pipes may be RCP, corrugated metal pipe (CMP), or double-walled high-density-polyethylene-pipe (HDPE) as desired by the responsible agency, corporation, or individual. RCP is required underneath any driveways or entrances that are heavily traveled or which would have the potential to flood areas within the public right-of-way or any structure.
- (6) Double-walled HDPE pipe and CMP may be used to convey stormwater generated on the particular property (on-site drainage), such as parking lots, buildings, etc. Both pipe materials (HDPE and CMP) may be used to convey water under driveways in locations where a pipe is outside the roadway prism, has adequate cover, and would not cause flooding of adjacent properties or rights-of-way in the event of pipe failure.
- (7) Installation of all pipe must be done with adequate pipe bedding, backfill material, and coupling bands as recommended by the pipe manufacturer.
- (8) All pipes, regardless of their material, shall be a minimum of 18 inches in diameter.

(Code 2007, § 14-517; Ord. No. 05-16, 10-2005)

Sec. 111-152. - Design standards for detention and/or retention ponds.

- (a) The calculated peak flow rate of stormwater runoff resulting from a one-year, two-year, five-year, ten-year, 25-year and 100-year return frequency 24-hour duration storm shall be no greater after development of the site than that which would result from a one-year, two-year, five-year, ten-year, 25-year and 100-year return frequency 24-hour duration storm on the same site prior to development.
- (b) Adequate attention must be given to safety and sanitation in the design of any detention facility. This includes, but is not limited to, a minimum of two percent slope in the bottom of all detention ponds, a minimum of 3:1 (H:V) side slopes or with traversable access to the pond's vegetated bottom and side slopes for maintenance, proposed contours should reflect 15 percent additional area for each two-foot contour of the detention or retention pond based on the appropriately sized pond for the one-, two-, five-, ten-, 25-, and 100-year storms, a minimum of 4,500 cubic feet of storage volume, and a minimum of one foot of freeboard from the highest water surface elevation for the

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a proposed amendment to the site plan for the Farragut Gateway project at 101-109 S. Campbell Station Road as it relates to the screening of HVAC units (Middlebrook Properties, Applicant)

INTRODUCTION AND BACKGROUND: This item involves a request to amend the site plan for the Farragut Gateway project (southwest intersection of S. Campbell Station Road and Kingston Pike) that was originally approved on May 19, 2016 and amended on June 15, 2017 to provide for a one-story building consistent with height related modifications that were made to the Zoning Ordinance for smaller tracts in the Mixed-Use Town Center portion of the Town. A component of site development in the Town that has been required for many years is the screening of HVAC units. As provided for in Chapter 4, Section I. Accessory structures and uses. B. 2., HVAC units “shall be screened with opaque materials and shall not be visible from adjacent properties or rights-of-way. Such screening shall be architecturally compatible with the building the units are serving.” The Architectural Design Standards also mention minimizing the visual impacts of utility or service areas and integrating mechanical equipment into the design of a building.

DISCUSSION: Consequently, as part of the site plan review process for the Farragut Gateway project, HVAC screening was specifically accounted for and a note was included on the elevation sheets that the “rooftop units shall be screened by parapets per Town of Farragut requirements.” When construction was initiated, staff notified the owner and architect to please make sure they accounted for the HVAC screening as approved on their site plan submittal. Staff later noted that rooftop units were added to both buildings and were not being adequately screened by the parapets as noted on the plans.

Apparently, during the process of modifying the building elevation heights, an error was made in the sight lines that did not properly account for the size and placement of the units in relation to the adjusted parapet heights. The applicant advised the Town staff that they would like to request an alternate screening system to address this issue. Since this alternate system would differ from what was presented to and approved by the Planning Commission, staff noted that this would have to be presented to the Commission for their consideration.

Included in your packet is a copy of two preferred options proposed by the applicant. In the case of each option, composite decking rails (similar to what the doors in the dumpster enclosure will be made from) supported by steel tubes attached to the roof structure are specified as the screen material. Option 1 shows the screen material set back toward the middle of the roof and closer to the HVAC units. Option 2 shows the screen material brought to the front of the building. Though apparently undesired by the applicant, a third option includes a metal panel screen system that would be visually similar to the black metal coping used along the roofline of the buildings.

RECOMMENDATION: A question for the Commission is whether any of these options would be “architecturally compatible with the building the units are serving.” In the case of Options 1 and 2, the screen material would be colored to be compatible with the buildings but the material itself is not found on either building. In the case of Option 3, the screen material would be colored to be compatible with the metal coping used along the roofline of the buildings and would include material that is very similar to what is found, though to a minor degree, on the buildings. Staff would recommend that the placement of any screen material be offset from the front of the building (similar to Option 1) so as not to compete visually with the front façade of the buildings.

Though an option, construction of additional parapets would be a substantial undertaking and could result in notable structural modifications. This would obviously be an option least desired by the applicant.





Option .1



A PERSPECTIVE FROM KINGSTON PIKE
FARRAGUT GATEWAY
FIRST FARRAGUT DEVELOPMENT, LLC

Option 2

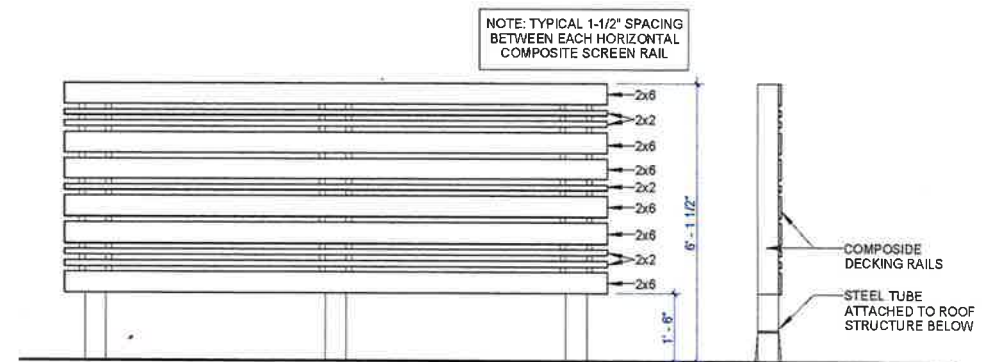
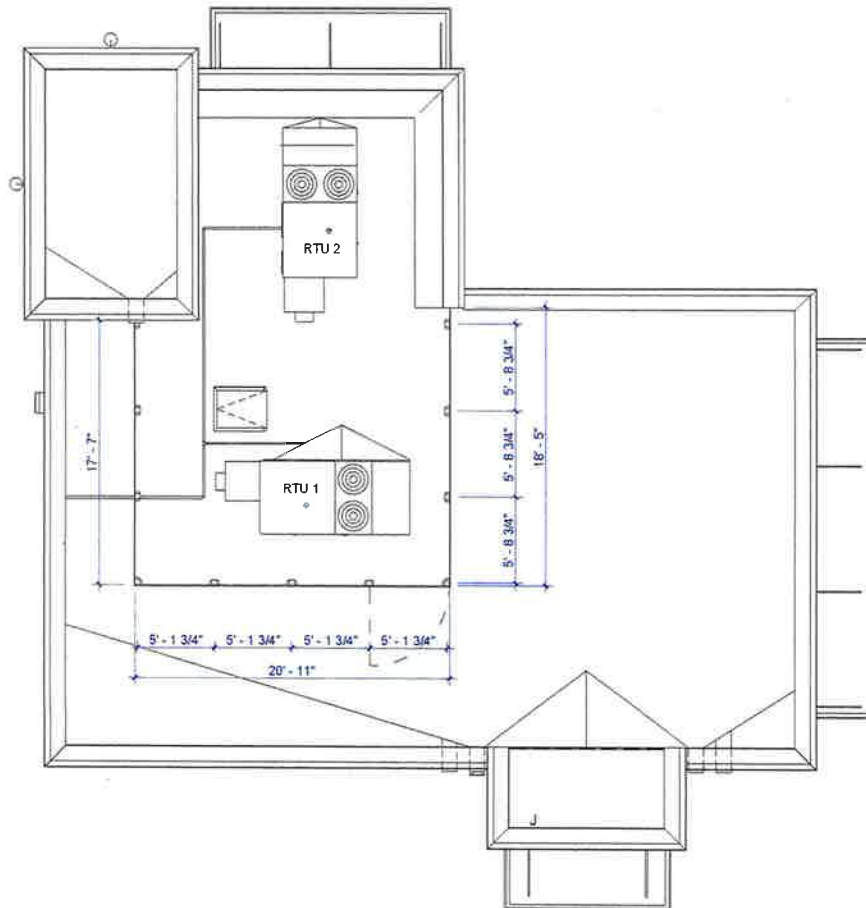


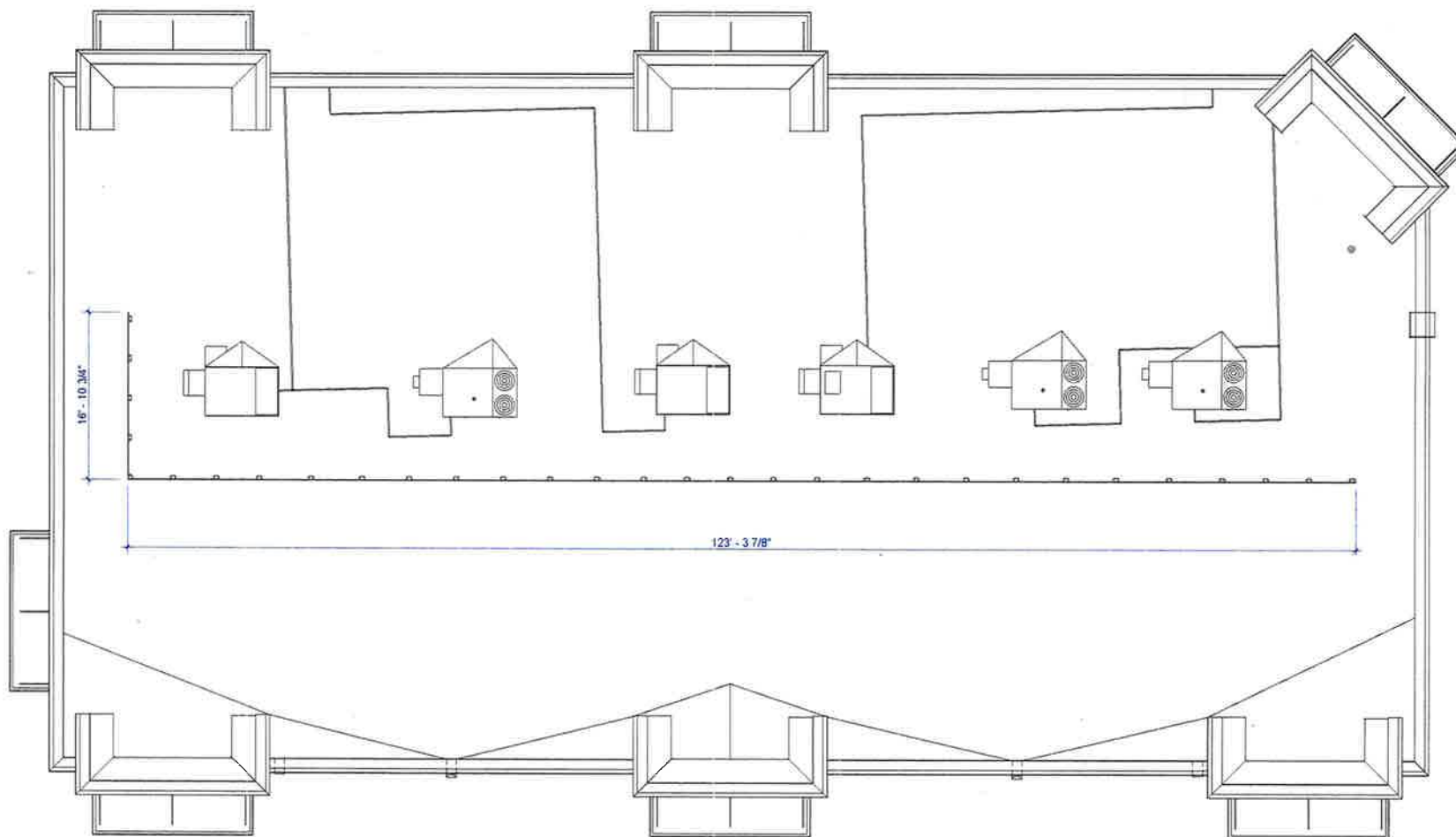
10.04.2018 **B** PERSPECTIVE FROM PARKING LOT
FARRAGUT GATEWAY
FIRST FARRAGUT DEVELOPMENT, LLC

bma BARBERMcMURRY
architects since 1915
©2017 BARBER 160900



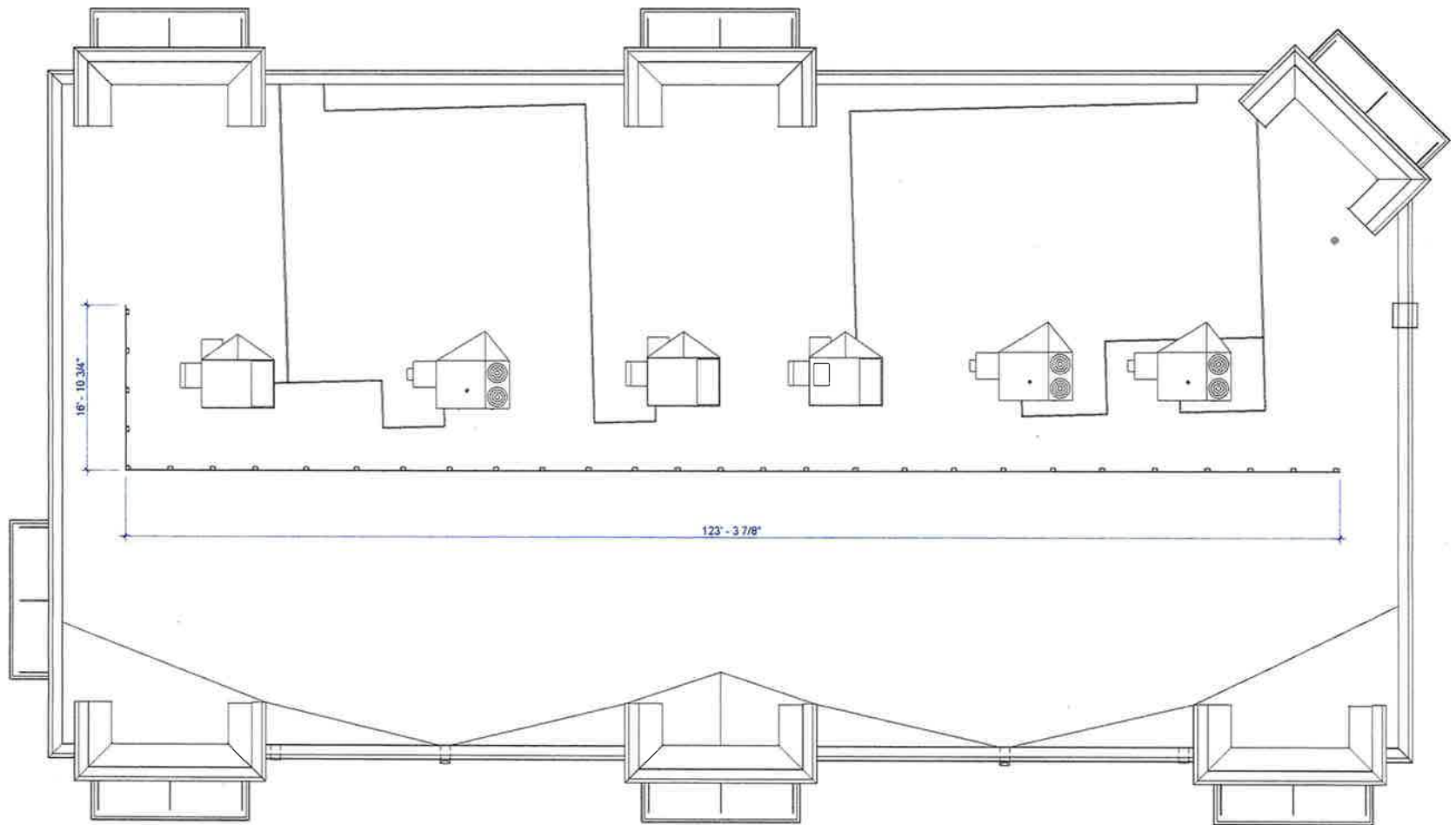
A PERSPECTIVE FROM KINGSTON PIKE
 FARRAGUT GATEWAY
 FIRST FARRAGUT DEVELOPMENT, LLC

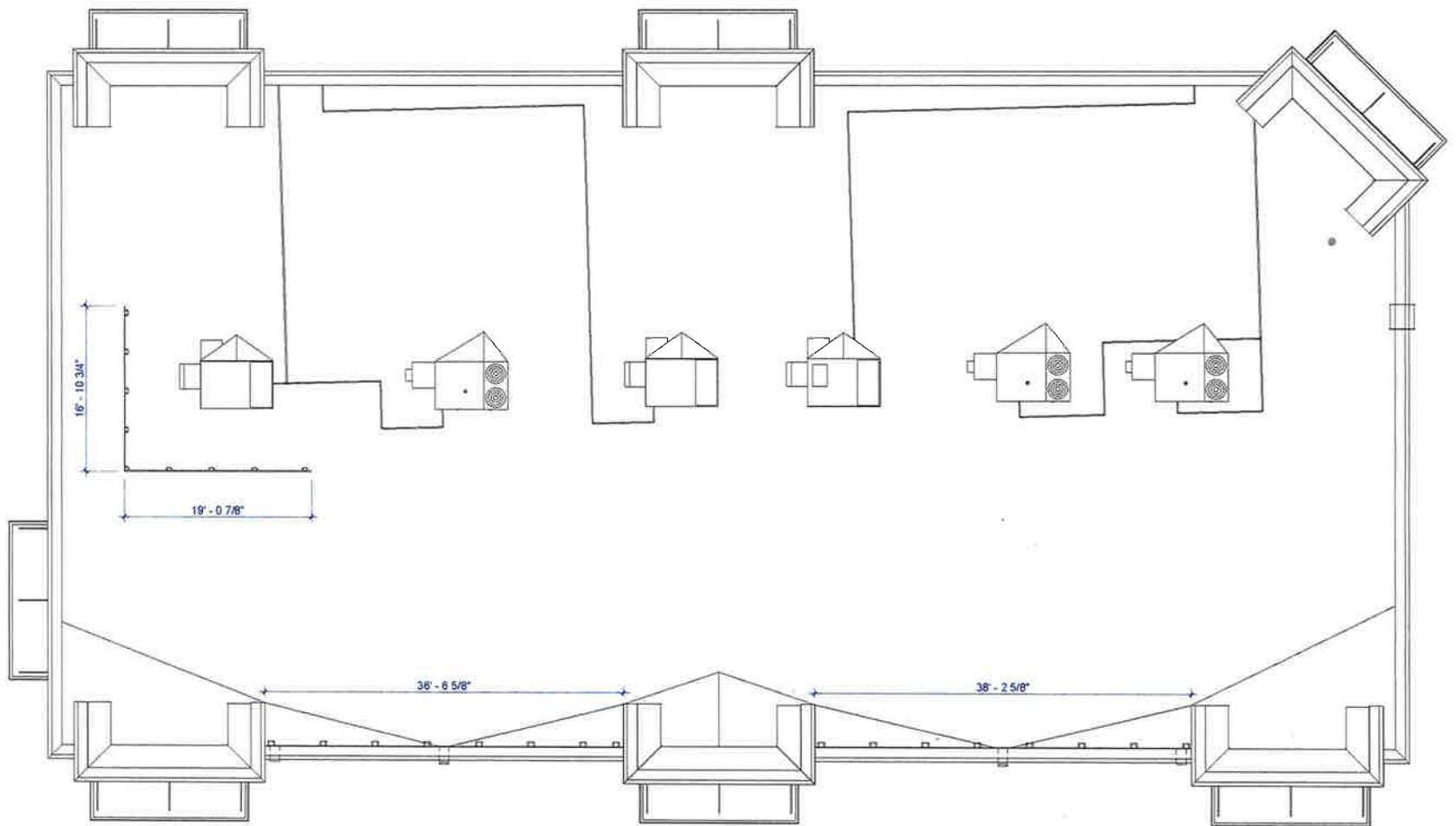


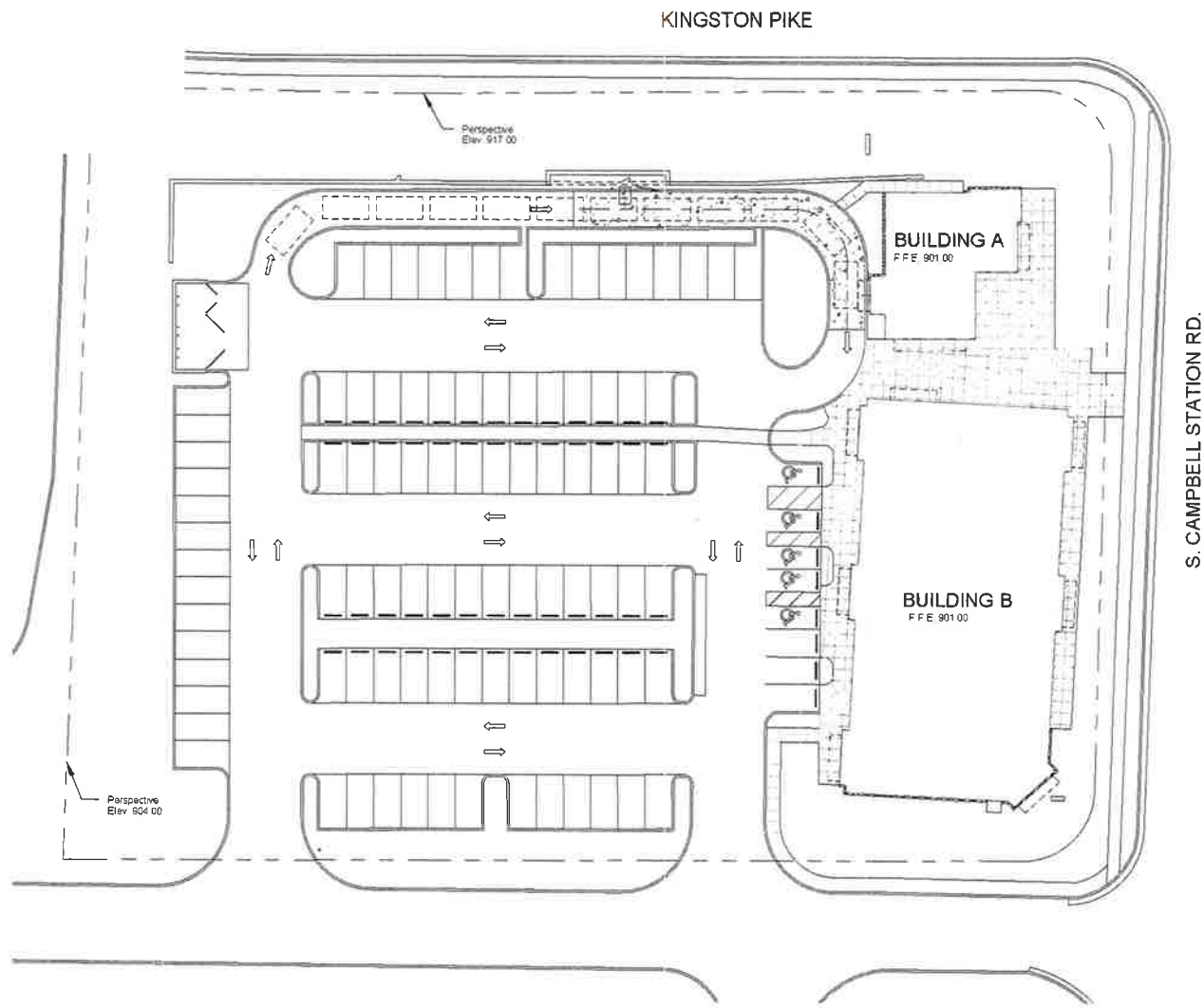


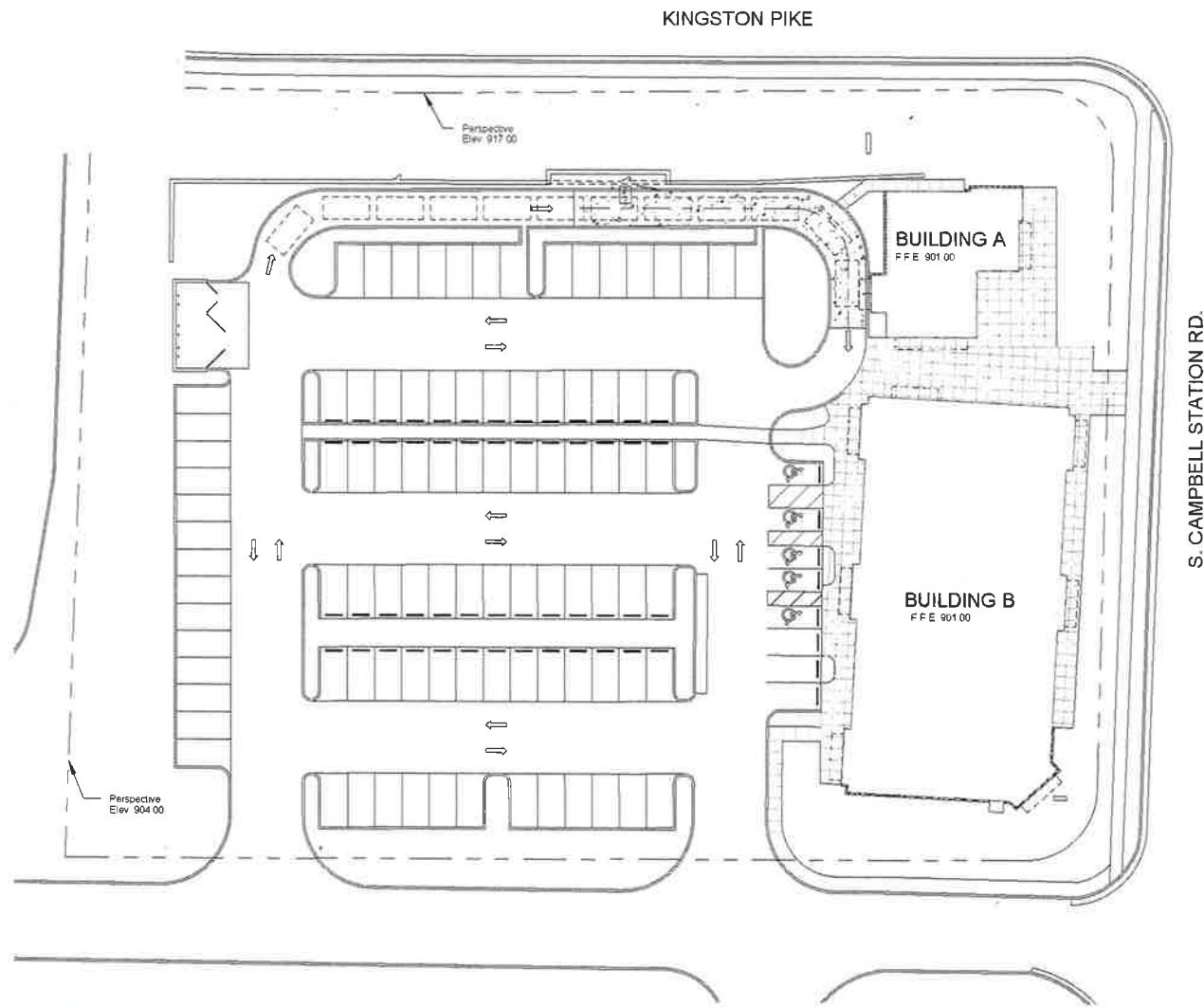
BUILDING B ROOF PLAN - OPTION 1
 FARRAGUT GATEWAY BUILDING B
 FIRST FARRAGUT DEVELOPMENT, LLC













Option 3 •



10/08/2018 **H** FARRAGUT GATEWAY PERSPECTIVE FROM KINGSTON PIKE
FARRAGUT GATEWAY
FIRST FARRAGUT DEVELOPMENT, LLC

PRODUCTS



Home (<http://dmimetals.com>) / Wall Systems (<http://dmimetals.com/products/wall-systems/>) / Horizontal Wall Panel - 16" (<http://dmimetals.com/products/wall-systems/horizontal-wall-series/>) / HWPDP16



(<http://dmimetals.com/wp-content/uploads/HWPDP16-2.jpg>)

HWPDP16

dynaclad®

(<http://dmimetals.com/wp-content/uploads/HWPDP16-1.jpg>) Horizontal Wall Panels HWPDP16 are single skin panels which can be used in a wide range of applications. The product is a directional system by design. The HWP series offers a very flexible panel design and works well for both new construction and retrofit applications. The wide range of profiles can be mixed and matched giving your building a



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on amendments to the future land use map and text of the Comprehensive Land Use Plan Update as it applies to the Watt Road corridor and the Mixed-Use Neighborhood and Medium Density Residential land uses (Town of Farragut, Applicant)

INTRODUCTION AND BACKGROUND: This item was discussed as part of a workshop session prior to the regular Planning Commission meeting on September 20, 2018. During that session, staff reviewed the work that has been conducted by the Comprehensive Land Use Plan Steering Committee (CLUPSC) over the past year. Staff noted that a focus of the CLUPSC was to be proactive in terms of future development in selected priority areas. The Watt Road corridor was selected as the initial priority area due to it being a gateway to the Town and a largely undeveloped area with a major Town park (Mayor Bob Leonard Park).

DISCUSSION: As a tool for helping to implement a desired land use vision (as expressed through the predominant public input received during the public engagement process) for the Watt Road corridor, the CLUPSC is proposing at this time to amend the future land use map as it applies to the Watt Road corridor. This will help to provide the Planning Commission with a mapped vision of the corridor that will guide land use decision making in the coming years. For example, if someone requests a rezoning along the Watt Road corridor, the Commission will use the future land use map to assess whether the request is consistent with the community's vision.

In terms of the specifics of what is proposed at this time, the following is a summary of how the land use categories would change:

Existing Future Land Use Map

Land Use (LU) Type	Acres
LU Commercial	14.90
LU Mixed Use Neigh	4.03
LU Open Space	33.46
LU Open Space Cluster	19.49
LU Parks and Rec	31.35
LU Res Low Density	5.96
LU Res Med Density	70.64
LU Res Very Low Density	2.48

Proposed Future Land Use Map

Land Use (LU) Type	Acres
LU Commercial	16.64
LU Mixed Use Neigh	46.99
LU Open Space	4.66
LU Open Space Cluster	37.62
LU Parks and Rec	53.51
LU Res Low Density	4.78
LU Res Med Density	16.08
LU Res Very Low Density	2.05

Based on community and CLUPSC input, there was predominantly a desire for smaller scale and more neighborhood commercial uses that would be more compatible with surrounding neighborhoods in the Watt Road corridor area. There was also a desire for more park land since Mayor Bob Leonard Park is

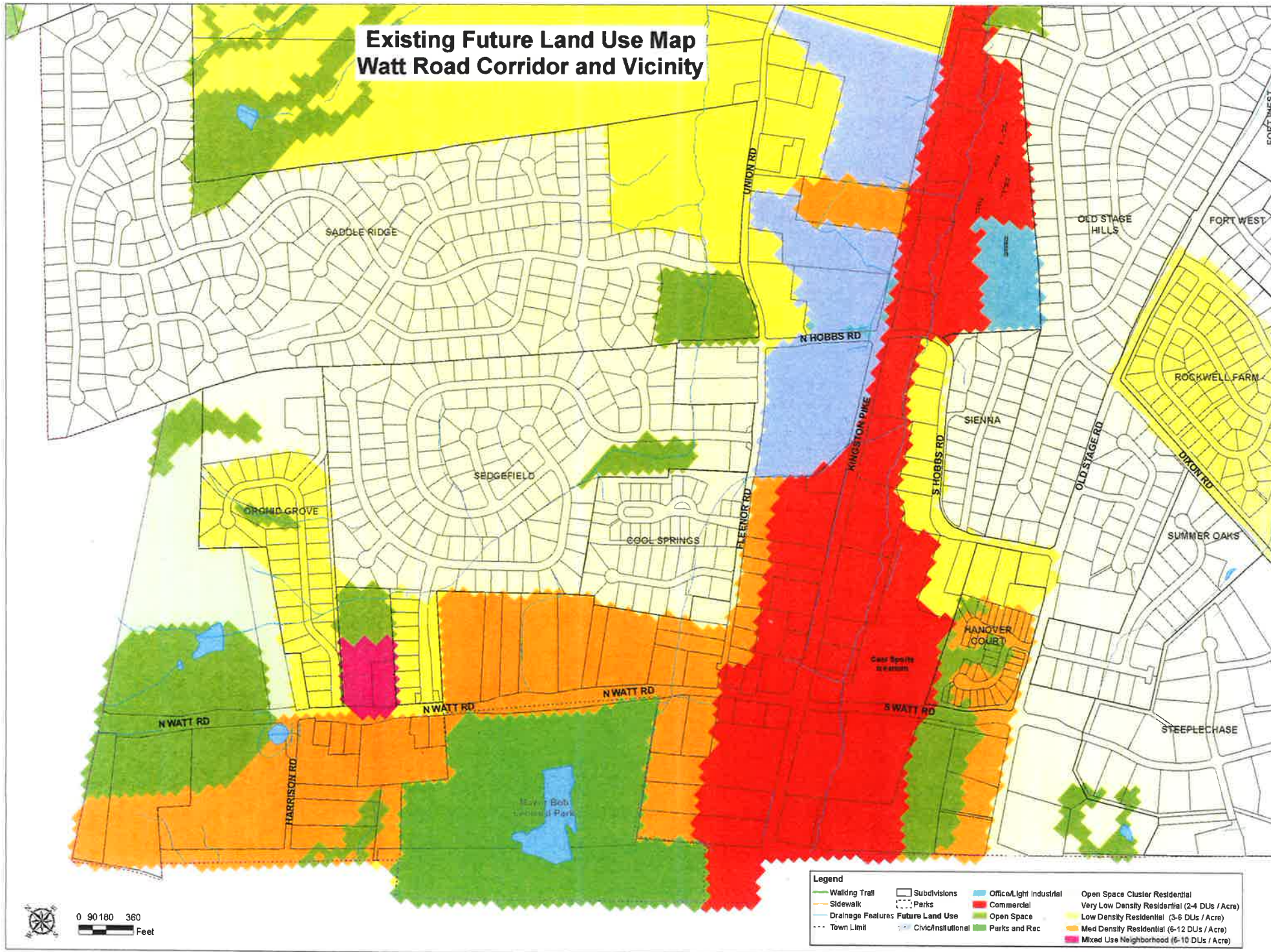
one of the premier sports complexes in the region. There was a lessened interest in traditional arterial commercial development along the corridor and in the development of larger apartment projects that would fall under the Medium Density Residential land use category (6-12 dwelling units per acre). It was noted that some large apartment developments have recently been approved in the Town and just outside the Town and additional higher density residential would be needed in the Mixed-Use Town Center area for a town center style project to have success.

Related to the Mixed-Use Neighborhood and Medium Density Residential land uses, the CLUPSC is also recommending at this time the following text amendments to the CLUP:

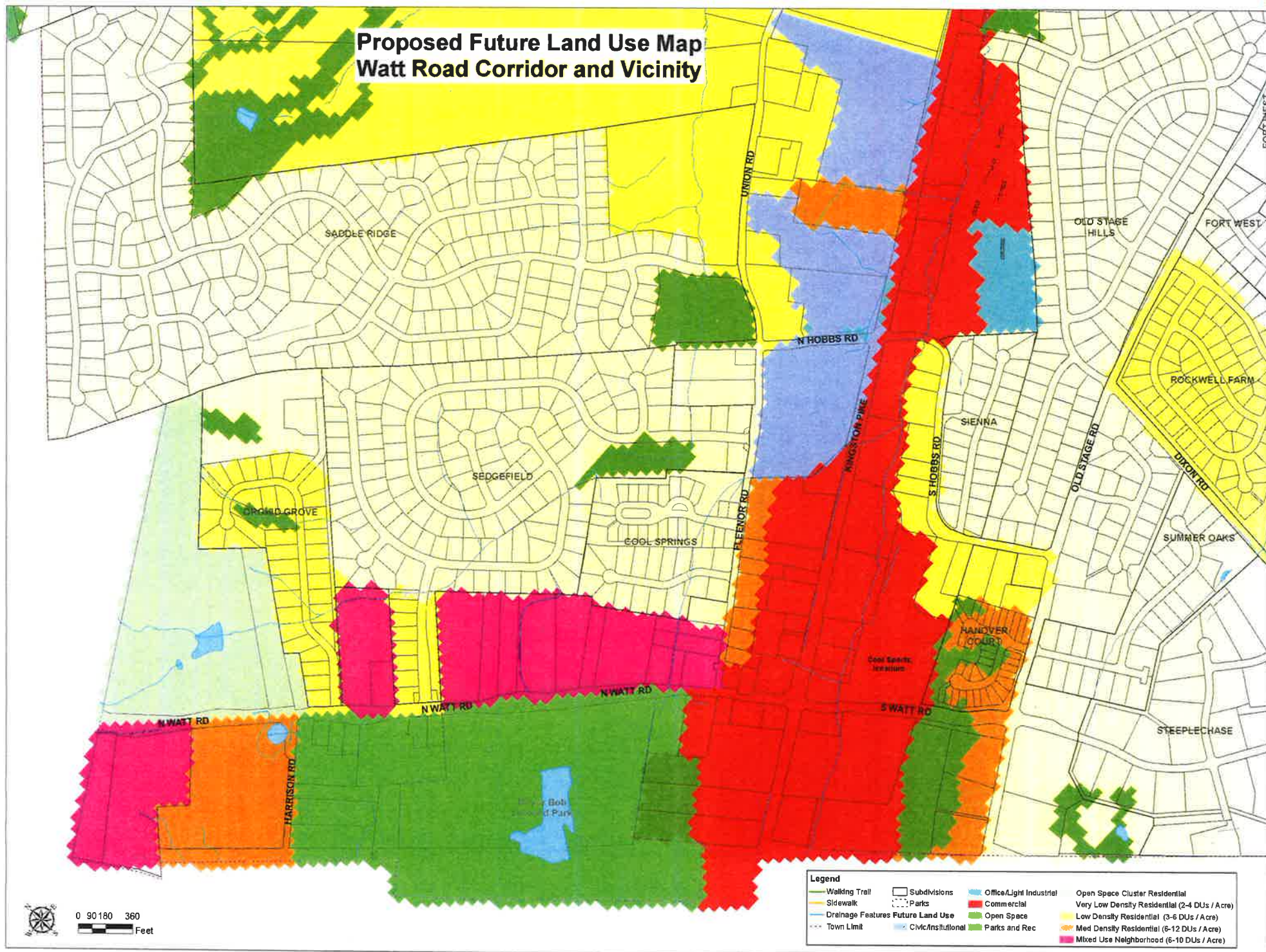
- Change the residential density in the Mixed-Use Neighborhood Land Use category from 6-10 dwelling units/acre to up to 8 dwelling units/acre. This would reflect the permitted density in the new Neighborhood/Convenience Commercial Zoning District;
- Change the density permitted in the Medium Density Residential Land Use category from 6-12 dwelling units/acre to 6-8 dwelling units/acre;
- Create a new land use category for High Density Residential and establish the density as 9-12 dwelling units/acre (NOTE: The Mixed-Use Town Center Land Use allows up to 15 dwelling units/acre and would not be the same as High Density Residential).

RECOMMENDATION: Included in your packet is a copy of the existing and proposed future land use map of the Watt Road corridor. Staff recommends approval of the proposed future land use map and the above noted text amendments to the CLUP.

Existing Future Land Use Map Watt Road Corridor and Vicinity



Proposed Future Land Use Map Watt Road Corridor and Vicinity



- Legend**
- Walking Trail
 - Sidewalk
 - Drainage Features
 - Future Land Use
 - Town Limit
 - Subdivisions
 - Parks
 - Civic/Institutional
 - Office/Light Industrial
 - Commercial
 - Open Space
 - Parks and Rec
 - Open Space Cluster Residential
 - Very Low Density Residential (2-4 DUs / Acre)
 - Low Density Residential (3-6 DUs / Acre)
 - Med Density Residential (6-12 DUs / Acre)
 - Mixed Use Neighborhood (6-10 DUs / Acre)

0 90 180 360 Feet

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Bart Hose, Assistant Community Development Director

SUBJECT: Discussion on a preliminary plat for Way Station Trail Extension, 12639 Kingston Pike, Zoned NCC (SITE, Inc., Applicant)

INTRODUCTION AND BACKGROUND: This item is for discussion purposes only and involves a proposed preliminary plat for the extension of Way Station Trail, along with grading and drainage improvements on the property formally known as the Swan Farm. The extension of Way Station Trail is proposed to extend from Kingston Pike, northward along the western edge of the “Swan Farm”, to Union Road and a planned roundabout intersection. The plans also include grading and drainage improvements on the property to support its future development. Most of the property in question has recently been rezoned to Neighborhood/Convenience Commercial District (NCC) in anticipation of development.

Discussion: Included in your packet are the staff comments on the initial plat submission. The initial plat/plan lacked much of the information needed to be considered as a complete submittal and has therefore been placed on the agenda for discussion purposes only. Resubmission will require a new and complete review by staff, and any new or remaining significant issues will be noted at the meeting.

Critical planning issues from the initial review and the staff/developer meeting included:

- External vehicular and pedestrian connectivity to the property to the west;
- The effect of grading on internal connectivity between the areas identified for commercial and residential development on the property;
- Streetscaping, the width of the proposed intersection at Kingston Pike, and its effect on pedestrian crossings;
- The need for a traffic impact study and a deceleration lane on Kingston Pike; and
- The design should better address tree preservation where possible.



October 08, 2018

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

Re: Staff comments on site plan for Way Station Road Extension

Dear Mark,

Please find attached our revised plans per September 25, 2018 staff comments. We have provided responses to comments below. We have submitted these plans for Workshop purposes, the remainder of construction related items will be included at time of request for PC vote.

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

- 1) Staff was unable to verify fire hydrant locations;

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

- 2) The submittal is incomplete as there are required submittal items that have not been included (e.g. tree preservation/removal plan, streetscape plan, physical inventory plan, complete utility sheet(s), erosion control sheet); **Noted, these items will be included with submittal for PC vote.**
- 3) Please note that the language for what is to be included in a streetscape plan and physical inventory plan and other amendments to the Subdivision Regulations that were adopted in January 2018 are included with this letter; **Noted**
- 4) This is more than a simple road plat. This appears to involve a pre-grade of the site for development and the road plan includes proposed future intersection locations. The entire layout needs to be looked at very closely and coordinated to support future development on both the site, and adjoining properties to the west; **Yes, it is anticipated to rough grade the property as part of the roadway construction. A stub to the property to the west has been added. Grading has been revised in the current grading proposal, there is no longer grade separation between all sections of the commercial and residential.**
- 5) Please list contact persons and e-mails for both property owner(s) and design team professionals;

The property owner is **Koby DuMont, Clayton Properties Group, Inc.**
kdumont@goodallhomes.com

The design team is **Grant C. Berry, P.E., SITE, Incorporated** gberry@site-incorporated.com and **Patrick Beasley, Patrick Beasley Landscape**
patrick@beasleyla.com

- 6) The proposed width and design of the access point to Kingston Pike should be closely evaluated. Are five lanes warranted? Are 12-foot lanes too wide? Should it include a boulevard island for streetscaping and pedestrian crossing purposes? Will a deceleration lane be required by engineering and how will it impact pedestrian crossing? Are the turning radii too large? **Per discussions, the lanes have been narrowed to 11ft at the intersection with Kingston Pike. A median has been added, and one lane removed. Radii are anticipated as necessary for commercial traffic.**
- 7) Finished slopes may be up to 2.5:1. **This may help with saving certain specimen trees on the property; In the latest grading, some areas of the site were modified to 2.5:1.**
- 8) The location and configuration of the proposed intersections/access points along the Way Station Trail extension should be evaluated and discussed; **The access points have been limited to one location, at this time, This point includes a 4 way intersection at the rear of potential future outparcel, and access to the property to the west.**
- 9) There should be a stub street platted to accommodate a future vehicular connection to the west. Pedestrian connections to adjoining properties must also be considered; **Access drive has been added.**
- 10) Sidewalks are required along both sides of the proposed road and must, along with streets, be stubbed into adjacent property for eventual continuation; **Sidewalks have been added.**
- 11) How will the proposed grades between the areas proposed for commercial and residential development impact internal connectivity and the use of the residential area as a transition between the commercial development and Union Road? **The proposed grading has been modified, there is no longer a grade separation along all boundaries between commercial and residential.**
- 12) Once modified, please submit copy of plat to United States Post Office; **Noted.**
- 13) The plat will have to demonstrate compliance with all applicable FEMA and Town flood regulations; **FEMA flood zones and TOF No fill zone are shown on grading, no encroachments are shown.**
- 14) The zoning notes on the plat should reflect the Neighborhood/Convenience Commercial District; **Noted**
- 15) Please provide a JPEG of this plan and the as-built of the development once constructed; **Noted**

Stormwater Division: (Contact Lori Saal at lsaal@townoffarragut.org)

- 16) Please submit an erosion control plan that meets all CGP and Town stormwater ordinance requirements; **Will be submitted for future PC, workshop only for general discussions at this time.**

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

- 17) Please provide the existing dominant ground cover/soil type; **Will be included on SWPPP Plans,**
- 18) Please provide a distance and bearing of one of the corners of the boundary of the property and/or right-of-way to the nearest intersection of existing streets or roads and to an original corner of the original survey; **Will be submitted with future PC Submittal (workshop only at this time)**
- 19) Please provide drainage calculations for both detention basins and the storm water infrastructure associated with the proposed roadway; **Calculations will be submitted with future PC Submittal (workshop only at this time)**

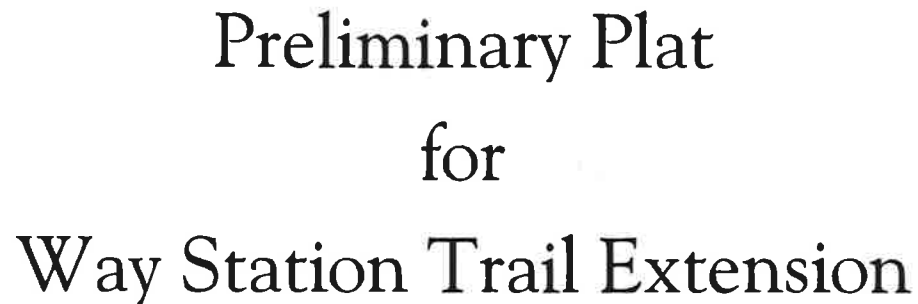
- 20) Please provide contours at an interval of not more than two feet;
1 foot contours provided.
- 21) Provide closure computations for the boundary traverses;
Will be submitted with future PC Submittal (workshop only at this time)
- 22) Please provide an erosion control plan that complies with all of the requirements of the Town's storm water ordinance;
Will be submitted with future PC Submittal (workshop only at this time)
- 23) Please provide bank stabilization plans if required;
Will be submitted with future PC Submittal (workshop only at this time)
- 24) Please provide distances to nearest driveways and/or intersections;
Will be submitted with future PC Submittal (workshop only at this time)
- 25) Please provide a sight distance analysis for the proposed intersections at Union Road and Kingston Pike; **Union Road Intersection is per plans by Kimley Horn, Analysis for KPike can be provided.**
- 26) A Traffic Impact Study will likely be required based on the developable lots on the Ivey and Swan properties; **Will be submitted with future PC Submittal (workshop only at this time)**
- 27) Please provide TDOT access permit for connection to Kingston Pike; **Noted**
- 28) Please provide irrevocable letter of credit for erosion control. This will be calculated by staff once an erosion control plan with total limits of disturbance is provided; **Noted**
- 29) Drainage fee to be calculated by staff upon receipt of an erosion control plan; **Noted**
- 30) Please provide a traffic control plan which includes stop sign and/or traffic signal locations; **Will be submitted with future PC Submittal (workshop only at this time)**
- 31) The proposed roadway has an approximately 650-foot section of reasonably steep downhill grades along a straight section of the alignment. Staff recommends reviewing potential traffic calming measures. Options include additional curvature to the horizontal alignment of the roadway, traffic calming medians, etc.; **Steeper section of roadway as proposed is within a curve. The straight sections are all in relatively flatter grades.**
- 32) Details for street name sign should show current MUTCD standards with regards to size, upper & lower case letters, reflectivity, etc.; and **Will be submitted with future PC Submittal (workshop only at this time)**
- 33) Please submit NOC. **Will be submitted with future PC Submittal (workshop only at this time)**

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

Sincerely,



Grant C Berry, P.E.



Farragut, Tennessee

Drawing List

C0.0	Cover Sheet	10/08/18
C2.1	Preliminary Plat - Tree Preservation and Removal Plan	10/08/18
C2.2	Storm Water Pollution Prevention Plan - Notes	10/08/18
C2.3	Storm Water Pollution Prevention Plan - Stage I	10/08/18
C2.4	Storm Water Pollution Prevention Plan - Stage II	10/08/18
C2.5	Storm Water Pollution Prevention Plan - Details	10/08/18
C2.6	Storm Water Pollution Prevention Plan - Details	10/08/18
C3.0	Preliminary Plat - Site Grading and Drainage Plan	10/08/18
C3.1	Preliminary Plat - Site Plan and Profile	10/08/18
C3.2	Preliminary Plat - Site Layout and Signage & Striping Plan	10/08/18

CONTACTS

WATER & SANITARY SEWER

FIRST UTILITY DISTRICT OF KNOX COUNTY
122 BURWOOD ROAD
KNOXVILLE, TN 37603-5228 37622
CONTACT: TROY WIEDEGOND
PHONE: (615) 898-4741
FAX: (615) 672-6250

CJA 101

KNOXVILLE UTILITIES BOARD
4515 MIDDLEROCK PkE
KNOXVILLE, TENNESSEE 37918
CONTACT: NEW SERVICE DEPARTMENT
DURING: (615) 528-7055

TELEPHONE

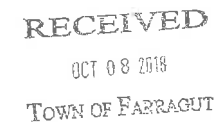
TOM TELECOM
701 GENESEE ROAD
KNOXVILLE, TENNESSEE 37603
CONTACT: TOM NITZ
PHONE: (615) 671-4548
FAX: (615) 671-4509

ELECT

LENOIR CITY UTILITIES BOARD
233 EAST DEPOT
LENOIR CITY, TENNESSEE 37711
CONTACT: JAY HINES
PHONE: (615) 888-6381
FAX: (615) 888-0625

STORM WATER

TOWN OF FARRAGUT
1140 MUNICIPAL CENTER DRIVE
FARRAGUT, TENNESSEE 37604
CONTACT: DARRYL SMITH
PHONE: (615) 585-7257
FAX: (615) 585-2030



CONTRACTOR SHALL HAVE AN APPROVED STAMPED AND SIGNED COPY OF THE SITE PLANS ON SITE TO WORK FROM



SITE
INCORPORATED
Civil Engineers • Surveyors

10215 Technology Drive, Suite 304 Knoxville, TN 37932
Phone: (865) 771-4100
www.site-incorporated.com



Preliminary Plat - Cover Sheet

Way Station Trail Extension

12639 Kingston Pike
Farragut, Tennessee 37934
Clayton Properties Group, Inc.

CHECKED BY: SCB FILE: 1971-Cover DATE: 02/17/18 DOB:

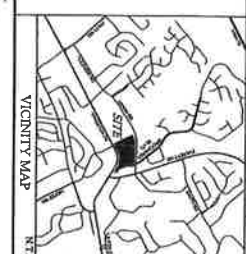
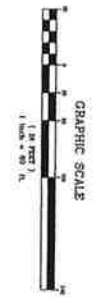
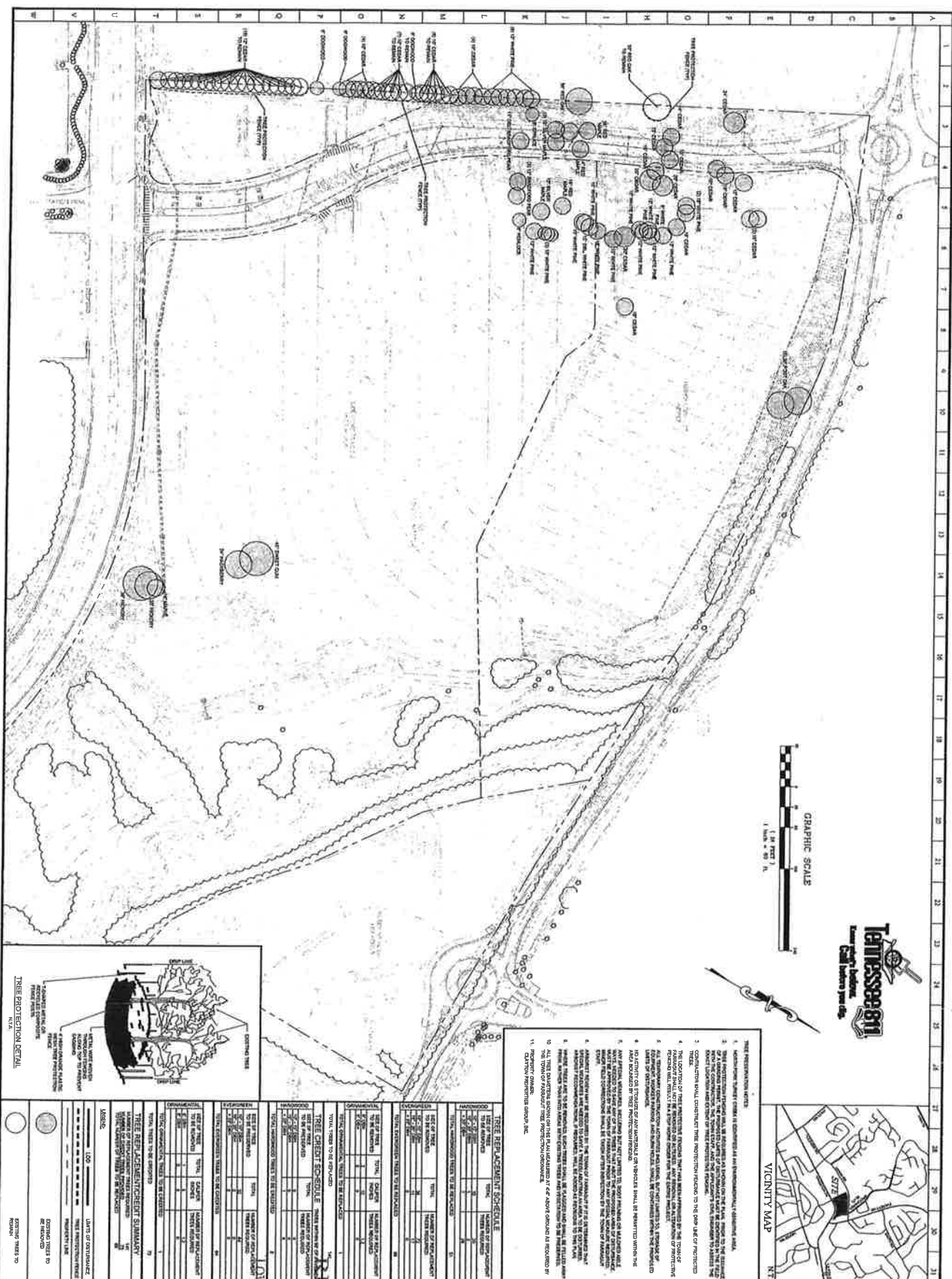
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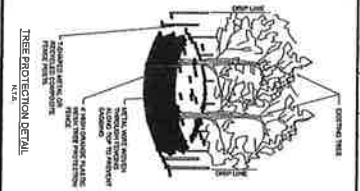
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CO.0



- TREE PRESERVATION NOTES**
1. ALL TREES TO BE REMOVED ARE IDENTIFIED BY A CIRCLED 'X' AND A NUMBER.
 2. ALL TREES TO BE PRESERVED ARE IDENTIFIED BY A CIRCLED 'P' AND A NUMBER.
 3. THE LOCATION OF THE PROPOSED TRAIL IS SHOWN BY A DASHED LINE.
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 11. THE LOCATION OF THE PROPOSED TRAIL IS SHOWN BY A DASHED LINE.



TREE REMOVAL SCHEDULE		TREE CHECK SCHEDULE	
DATE	DESCRIPTION	DATE	DESCRIPTION
10/08/16	REMOVAL OF 10 TREES	10/08/16	CHECK OF 10 TREES
10/15/16	REMOVAL OF 5 TREES	10/15/16	CHECK OF 5 TREES
10/22/16	REMOVAL OF 5 TREES	10/22/16	CHECK OF 5 TREES
10/29/16	REMOVAL OF 5 TREES	10/29/16	CHECK OF 5 TREES
11/05/16	REMOVAL OF 5 TREES	11/05/16	CHECK OF 5 TREES
11/12/16	REMOVAL OF 5 TREES	11/12/16	CHECK OF 5 TREES
11/19/16	REMOVAL OF 5 TREES	11/19/16	CHECK OF 5 TREES
11/26/16	REMOVAL OF 5 TREES	11/26/16	CHECK OF 5 TREES
12/03/16	REMOVAL OF 5 TREES	12/03/16	CHECK OF 5 TREES
12/10/16	REMOVAL OF 5 TREES	12/10/16	CHECK OF 5 TREES
12/17/16	REMOVAL OF 5 TREES	12/17/16	CHECK OF 5 TREES
12/24/16	REMOVAL OF 5 TREES	12/24/16	CHECK OF 5 TREES
12/31/16	REMOVAL OF 5 TREES	12/31/16	CHECK OF 5 TREES

REVISIONS

NO.	DATE	COMMENTS
1	10/08/16	ISSUED FOR PERMIT

Preliminary Plat - Tree Preservation and Removal Plan

Way Station Trail Extension

12639 Kingston Pike
Farragut, Tennessee 37934
Clayton Properties Group, Inc.

DATE 10/08/16
FILE 1975-Free Free

C2.1

THE SITE

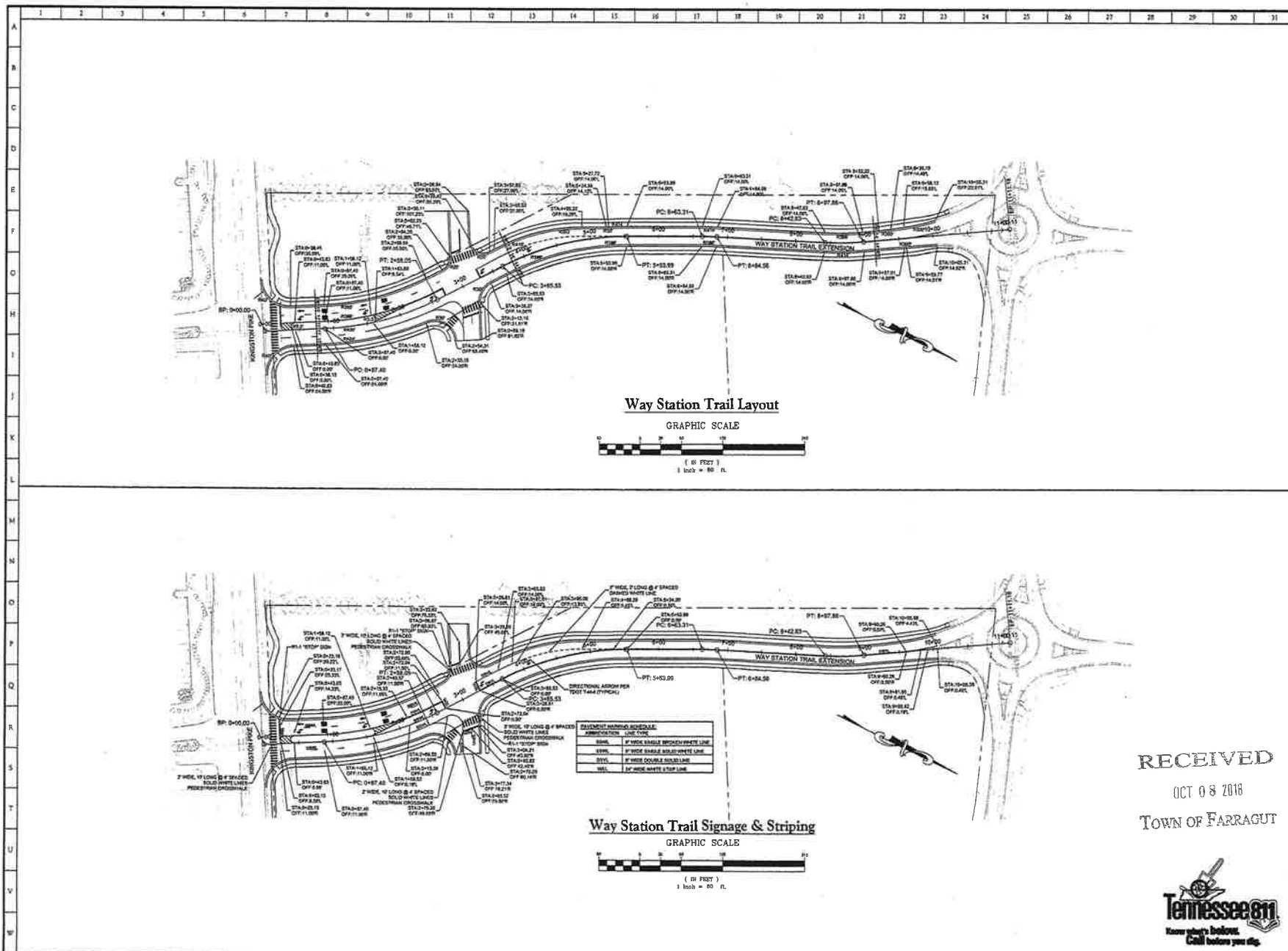
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TOWN OF FARRAGUT

12639 Kingston Pike

Farragut, Tennessee 37934

Clayton Properties Group, Inc.

Preliminary Plat - Site Layout and Signage & Striping Plan

Way Station Trail Extension

OCT 08 2018

TOWN OF FARRAGUT

Tennessee

Know what's below. Call before you dig.

DATE: 08/17/18

CHECKED BY: [Signature]

DESIGNED BY: [Signature]

PROJECT: [Signature]

REVISIONS:

NO.	DATE	DESCRIPTION
1	08/17/18	Initial Design

C3.2

Sheet 1 of 2

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on an amendment to the Farragut Zoning Ordinance, Appendix A, Chapter 4, Section XX. A., 3., Number of parking spaces required, to provide for the Board of Zoning Appeals to have the authority to determine bicycle parking requirements for unlisted uses (Knoxville-Farragut Storage, LLC., Applicant)

INTRODUCTION AND BACKGROUND: On July 19, 2018, a site plan was conditionally approved for a mini-warehouse development at the former U.S. Golf site at 11775 Snyder Road. Due the unique character of mini-warehouse projects, the parking and loading section of the Farragut Zoning Ordinance does not provide for a required amount of vehicular parking spaces for mini-warehouses. Instead, as outlined in this section, off-street parking requirements shall be determined by the Board of Zoning Appeals since mini-warehouses are not a use specifically mentioned.

Consequently, a staff comment related to the site plan was that the Board of Zoning Appeals would need to review the applicant's proposal for off-street parking and determine if it was appropriate based on the nature of the facility and surrounding context. At their meeting on July 25, 2018, the Board of Zoning Appeals approved the applicant's proposal for a total of six spaces (2 standard, 3 parallel, and 1 handicap). As noted by the applicant, this allocation was based on the parking that the applicant has provided in other locations for similar sized projects. Since there will typically only be one employee on site at the office there is a space for an employee. There is also a required handicap parking space and the remaining spaces would be for customers. Typically, as explained by the applicant, mini-warehouses do not need many customer parking spaces since most visitors are accessing storage spaces and would not be parking in an area remote from their storage space.

An additional question that came up from the applicant as part of their site plan submittal was with regards to the bicycle parking requirements in Chapter 4, Section XX. A. 3. The question was whether, given the nature of this use and the square footage of the building space involved, a reduction could be considered in the overall number of bicycle parking spaces provided. Based on the cumulative total of the square footage of the three buildings, there would be 17 bicycle parking spaces required. The three buildings total to 84,600 square feet of gross floor area and one bicycle parking space is required for every 5,000 square feet of gross floor area. The site plan proposed by the applicant shows 4 bicycle parking spaces.

The language in the Zoning Ordinance that allows the Board of Zoning Appeals to make determinations on parking requirements for uses not specifically addressed in the Ordinance does not appear under the bicycle parking section of the Ordinance. After reviewing the applicable sections of the Zoning Ordinance, staff recommended at the Board of Zoning Appeals meeting that, if the applicant wishes to

reduce the number of bicycle parking spaces provided, a text amendment should be pursued that addresses this type of situation.

The applicant has now petitioned for a text amendment. Though staff understands the applicant's position that the amount of bicycle parking required for this use is possibly excessive in this context, staff would propose that any possible amendment to this section should still provide for an adequate amount of bicycle parking since conditions and uses can change over time.

RECOMMENDATION: Though this is only a workshop item, staff would recommend that language could be added in the Zoning Ordinance which would provide the Board of Zoning Appeals with the opportunity to review bicycle parking requirements where the standard ratio is questioned by an applicant based on the nature of the use and/or context. Staff would propose to limit any reductions so that there would still be an ample amount of such parking provided. Perhaps reductions would not be authorized to an amount that would be less than half (or some other percentage) of what would otherwise be required. This would help guard against a situation where applicants simply go to the Board of Zoning Appeals to try to get around the provision of bicycle parking.

Another consideration, in lieu of a Board of Zoning Appeals process, would be to include some language in the Zoning Ordinance that would give the Planning Commission an opportunity, during site plan review, to apply some flexibility in the requirements for bicycle parking. This, however, could create some unintended issues and would need to be carefully worded if such an approach is desired.

Where parking is to be provided in the rear or side yard of a multi-family development, the parking lot shall be set back a minimum of 50 feet from the side or rear property line, except as provided for elsewhere in this ordinance.

 3. *Number of parking spaces required.*

Bicycle parking. The minimum number of bicycle spaces provided in all districts at such time any non single-family or two-family residential building is constructed or modified, shall be one bicycle space per 5,000 square feet of gross floor area. Such bicycle racks shall be provided in desirable locations and shall be conveniently located near the building entrance. The rack placement should not impede pedestrian movement and should not cause conflicts between bicycles and pedestrians.

Vehicular parking. Unless a modification, as authorized in this ordinance, is approved by the planning commission as part of the site plan review process, provisions for off-street parking in all districts at such time any building or structure is erected or enlarged or increased in capacity, shall be based on the minimum number of off-street parking spaces provided below. For uses not specifically mentioned herein, off-street parking requirements shall be determined by the Board of Zoning Appeals.

Assisted-care living facility: $\frac{3}{4}$ parking spaces per each housing unit.

Automobile and/or truck repair shop: One parking space per 250 square feet of gross floor area.

Automobile sales, new and/or used: Five plus one per 200 square feet of gross floor area.

Banks, business offices: One per 300 square feet of gross floor area.

Barbershop or beauty parlor: One per 200 square feet of gross floor area.

Boarding or rooming house: One for each lodging unit.

Bowling alleys: Five per bowling lane.

Business services: One for every 50 square feet of customer service area, plus two per three employees based on the design capacity of the largest shift.

Carpet, rug, linoleum and floor covering sales: One per 400 square feet of gross floor

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on amendments to or removal of the Planned Commercial Development Zoning District (PCD) (Town of Farragut, Applicant)

INTRODUCTION AND BACKGROUND: This item is on the agenda for a workshop discussion and is in response to issues that have been encountered with the only two planned commercial developments in the Town. The Planned Commercial Development District (PCD) was created in 2006 as part of the Kroger Marketplace and Brooklawn Shops development.

The District was then amended in 2017, at the request of an applicant that was pursuing a multi-family and commercial development in the S. Watt Road and Kingston Pike area, to permit residential uses. As part of this process, other sections of the District were updated to be consistent with recent amendments to the Zoning Ordinance.

DISCUSSION: In the case of each of the two projects that have been reviewed under the PCD language, problems, namely with clearly satisfying the objectives of the District, have occurred. Those objectives include:

- 1) Provisions for *open space* that provides focal points to be actively used;
- 2) Providing for a *sense of place* that would otherwise not be possible through the application of conventional zoning and subdivision standards;
- 3) *Protecting natural resources* through the application of the flexibility inherent in the PCD District;
- 4) Providing for *efficient and innovative land use practices*;
- 5) Providing for an extensive system of pedestrian and vehicular *connectivity*; and
- 6) Ensuring *compatibility and consistency* with all applicable adopted plans and ordinances.

While many communities frequently use planned development districts and have numerous planned developments, such developments have obviously been used sparingly in the Town of Farragut. This is perhaps a good result since the trend in planning has been to move away from this type of land development approach. In part, due to the Town's lack of experience with reviewing and administering planned developments, staff questions whether this district should be retained without significant changes that would essentially limit flexibility and create a more defined process for ensuring that district objectives are clearly realized. At this point, some options to consider are as follows:

- 1) Remove the PCD District from the Zoning Ordinance. The downside to this would be that the two developments that are currently zoned PCD would be nonconforming "grandfathered"

developments. This could lead to problems with future development and redevelopment and would be the least preferred option from the staffs' perspective;

- 2) Significantly tighten the "objectives related language" in the PCD to mandate the development and implementation of a plan that clearly addresses the District objectives. For example, one change may be to require a concept master plan to be realistic but predominantly prepared by a professional with demonstrated experience in placemaking and preparing plans that would more clearly fulfill the objectives of this District. Another change would be to more clearly identify how one could provide for a sense of place and other critical aspects of a planned development. This could involve a third-party review of the placemaking, open space, etc., components of a concept master plan to assess its effectiveness toward achieving District objectives;
- 3) Restrict the areas where the PCD could be applied in the future by increasing the required minimum land area from 5 acres to at least 15 acres (the PCD zoned area at S. Watt Road and Kingston Pike is 18.5 acres and the Kroger Marketplace development is around 20 acres); and
- 4) Revisit other aspects of the PCD. For example, whether to allow residential and, if so, under what conditions, density, etc.

Since any new PCD areas would have to go through a rezoning process, this could also restrict future use of the District. Such rezonings would need to be considered in relation to compatibility with the Comprehensive Land Use Plan and other adopted plans and ordinances. Planned commercial is not currently listed as a land use category on the future land use map.