



## FARRAGUT MUNICIPAL PLANNING COMMISSION

### AGENDA

February 17, 2022

Farragut Town Hall - Board Room

7:00 p.m.

For questions, please e-mail Mark Shipley at [mshipley@townoffarragut.org](mailto:mshipley@townoffarragut.org) or Bart Hose at [bhose@townoffarragut.org](mailto:bhose@townoffarragut.org).

1. Approval of agenda
2. Approval of minutes – January 20, 2022
3. Request for approval of a variance from the distance between driveways requirement for collector streets, as provided for in the Driveways and Other Access Ways Ordinance, for a proposed single-family residential access at 408 Herron Road (Testerman Restoration, Applicant)
4. Discussion and public hearing on a final plat for the Meadows on McFee Subdivision, Phase 1, 5.25 Acres, 19 Lots, Zoned R-1/OSR (Lynch Surveys, LLC, Applicant)
5. Request for approval of an underground fiber conduit installation along a portion of Virtue Road from Evans Road north to the macro cellular tower site along Virtue Road (Fiberlink, Applicant)  
**This item will be recommended for postponement.**
6. Request for approval of underground and overhead fiber conduit installations along a portion of McFee Road, Evans Road, Virtue Road south of Evans Road, and Boyd Station Road (Fiberlink, Applicant)  
**This item will be recommended for postponement.**
7. Discussion and public hearing on a site plan revision for the Renaissance Farragut development, proposed addition of two office buildings, 12756 & 12760 Kingston Pike, 22.15 Acres (total development site), affected area Zoned O-1, (Myers Bros. Holdings, Applicant)
8. Discussion on a zoning map amendment (rezoning) request from Agricultural District (A) to Rural Single-Family Residential District (R-1), 44.33 Acres, Tax Map 152, Parcels 33.03 & 33.04, 721 Virtue Road & 12444 Evans Road, (Robert G. Campbell and Associates, Applicant)
9. Discussion of the Grigsby Chapel Road corridor traffic study (Town of Farragut, Applicant)

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WWW.TOWNOFFARRAGUT.ORG

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



- 10. Discussion on approval of preliminary design for the Evans Road Greenway Connection (Town of Farragut, Applicant)**
- 11. Discussion and public hearing on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XII., General Commercial (C-1), Subsection F., 9. Height Regulations, to provide for a concept plan review when a building more than two stories in height is proposed (Town of Farragut, Applicant)**
- 12. Discussion and public hearing on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XIII., Neighborhood/Convenience Commercial (NCC), to remove apartment buildings as a residential use and require a concept plan in association with a rezoning request to NCC (Town of Farragut, Applicant)**
- 13. Discussion and public hearing on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XXVI., Planned Commercial Development (PCD), to clarify that uses permitted in the General Commercial or Office zoning districts “may” rather than “shall” be permitted as part of a development plan submitted for a rezoning request to PCD (Town of Farragut, Applicant)**
- 14. Discussion and public hearing on a Public Tree Care Ordinance that will be required to help meet one of the standards for an application for Tree City USA recognition (Town of Farragut, Applicant)**
- 15. Discussion on including in the Subdivision Regulations a requirement for concept plans and preliminary plats to show locations for centralized mail delivery, as governed by the United States Postal Service**
- 16. Approval of utilities**
- 17. Citizen forum**

### **Public Comment Protocol**

The Planning Commission welcomes and invites Farragut residents to participate in public meetings. At the end of each business meeting, there will be time reserved for public comment under the Citizen Forum agenda item. If you are interested in speaking, please fill out a blue comment card and turn it in to the Planning Director or other designated staff member. This time is set aside specifically for comments on items that are not on the Planning Commission regular agenda for the meeting. Each speaker will be given five (5) minutes to speak on his/her topic.

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During the regular agenda portion of the meeting there may be an allowance for public comment for each agenda item. The Chairman may recognize individuals for public comment based on the following guidelines.

1. The Chairman shall maintain and control the meeting to provide a professional and objective environment;
2. Any Farragut resident, property owner, or business owner interested in speaking should fill out a blue comment card stating which agenda item they would like to comment on and turn in to the Planning Director or other designated staff member;
3. Speakers shall come to the podium and identify themselves by name and street address;
4. Public comment shall be limited to five (5) minutes per individual. Time for public comment may be amended at the discretion of the Chairman. Time is not transferable to other speakers;
5. Speakers should strive to avoid redundancy; each speaker should have their own original viewpoint;
6. Comments shall address issues, not individuals or personalities;
7. Comments may support or oppose issues or measures, but the motives of those with differing views shall not be questioned or attacked;
8. Personal attacks and malicious comments shall not be tolerated;
9. An applicant, and/or their representative(s), for an item on the regular agenda shall be afforded the time necessary to present their request and respond to questions. The five (5) minute limitation shall not apply. However, the Chairman may ask an applicant to stay on point in order to facilitate the efficiency of the meeting.

Each speaker will be asked if they can agree to abide by the Comment Protocol. If so, please be prepared to speak when your name is called.



**MINUTES  
FARRAGUT MUNICIPAL PLANNING COMMISSION**

**January 20, 2022**

**MEMBERS PRESENT**

Rita Holladay, Chairman  
Ed St. Clair, Vice-Chairman  
Louise Povlin, Vice Mayor  
Scott Russ, Secretary  
Noah Myers  
Shannon Preston  
Hank Standaert, Youth Representative

**MEMBERS ABSENT**

Ron Williams, Mayor  
Jon Greene  
Michael Bellamy

**Staff Representative:** Mark Shipley, Community Development Director

**1. Approval of agenda**

Staff recommended that Agenda Items 3 and 4 be removed from the agenda at the request of the applicants.

*A motion was made by Commissioner St. Clair to follow staffs' recommendation. Motion was seconded by Vice Mayor Povlin and approved unanimously.*

**2. Approval of minutes – December 16, 2021**

Staff recommended approval.

*A motion was made by Vice Mayor Povlin to follow staffs' recommendation. Motion was seconded by Commissioner St. Clair and approved unanimously.*

**3. Discussion on approval of preliminary design for the Evans Road Greenway Connection (Town of Farragut, Applicant)**

Removed from the agenda.

**4. Discussion and public hearing on a final plat for the Meadows on McFee Subdivision, Phase 1, 5.25 Acres, 19 Lots, Zoned R-1/OSR (Lynch Surveys, LLC, Applicant)**

Removed from the agenda.

**5. Discussion and public hearing on a zoning map amendment to rezone Parcel 6, Tax Map 151, 421 N. Watt Road, from General Commercial (C-1) to Neighborhood/Convenience Commercial (NCC), 9.22 Acres (Robert Campbell & Associates, Applicant)**

Staff reviewed this item and recommended approval of Resolution PC-22-01 which recommends approval of Ordinance 22-01.

*A short discussion with citizen comments ensued. Robert Campbell spoke on behalf of the applicant. A motion was made by Commissioner Myers to approve Resolution PC-22-01. Motion was seconded by Vice Mayor Povlin and approved unanimously.*

**6. Discussion and public hearing on a site plan for façade updates to the existing Clarion Inn in association with a conversion to a Sleep Inn at 11341 Campbell Lakes Drive, 2.39 Acres, Zoned C-2 (Campbell Station Lodging, LLC., Applicant)**

Staff reviewed this item and recommended approval subject to the following comments being addressed:

- 1) The renovation includes a purple-colored entrance element that does not match any colors in the Town's color palette for building trims and accent colors. The Architectural Design Standards provide that the "use of bright or contrasting colors for building accents and entry areas will be considered on a case-by-case basis." Staff has reviewed other Sleep Inns and would recommend that the purple area, if used, be limited to the building and ground mounted signs and the building wall itself be earth tone and consistent with the remainder of the building's proposed façade colors.
- 2) Please provide the height of the porte-cochere.
- 3) Please provide the construction type and size for the building.
- 4) Please confirm if any existing fire apparatus access points change.
- 5) This review is only for the appearance of the exterior renovation. A separate building permit will be required for code related modifications.

*Ken Taylor was present as the applicant. A motion was made by Commissioner Myers to follow staffs' recommendation. Motion was seconded by Vice Mayor Povlin and approved unanimously.*

**7. Discussion and public hearing on a site plan for the SKORE Hotel at 11320 Outlet Drive, 4.34 Acres, Zoned OD-RE/E (Land Development Solutions, Applicant)**

Staff reviewed this item and noted that the remaining comments were as follows with most being clerical in nature:

- 1) Note to FMPC: staff originally questioned whether this development, combined with Topgolf (under construction) would trigger the need for improvements to Outlet/Snyder at Lovell Road and Campbell Station Road. John Gould, PE (who wrote the original traffic impact study for full Topgolf buildout) responded that those intersection improvements are not yet warranted with this buildout.
- 2) Please provide information on building and construction type and height and area calculations.
- 3) Please provide 6-30 curb and gutter through radius return on Outlet Drive taper and add a detail for this with a minimum six-inch depth of gutter on the detail sheet and please show on the layout sheets the width of the deceleration lane and that the existing curb and gutter is to be removed.
- 4) Please submit detention calculations, along with revisions to the detention basin.
- 5) Please align curb ramps and provide crosswalk (thermoplastic) at Outlet Drive and continue the sidewalk along the east side of the access to be extended when the area to the east is developed.
- 6) Please provide for a pedestrian connection to the east toward the middle of the site. This would provide hotel patrons with a more convenient access to whatever develops to the east without having to walk down to Outlet Drive.
- 7) Please address how streetscaping and outdoor gathering spaces are being addressed with this project.
- 8) To break up long rows of parking into smaller pods, as provided for in the Architectural Design Standards (ADS), please add an interior island to the row of parking on the south end of the site where there are 18 spaces proposed without an island. Please also

- ensure that islands extend to the full depth of parking spaces. The large island at the west end of the 18 parking spaces needs to be extended to the depth of the parking space to the west.
- 9) Please label the face of the retaining wall near the interstate and include a dimension to show it at least 10 feet from the right of way.
  - 10) Please include the retaining wall design, materials, and general appearance with the site plan set.
  - 11) The revised Topgolf site plan shows the master sign for the corridor on the Topgolf property. Please determine where this sign is to be installed though it shouldn't be included on either site plan as long as you know you have physical space to meet the setback requirements. The proposed location of the sign shown on this plan does not appear to meet the 20-foot setback from the interstate right of way.
  - 12) Please revise Note #1 on Sheet C202 to reflect that the maximum grade permitted is 2.5:1 rather than 2:1.
  - 13) Please submit irrevocable LOC for Erosion Control for \$15,000.
  - 14) Drainage Fee is based upon \$0.03 per square foot of impervious surface. Please show area of impervious surface.
  - 15) On Sheet C401, please provide fire flow calculations in accordance with IFC appendix B&C and calculations verifying fire hydrant flow. Hydrant must meet a minimum 100 GPM at 20 PSI.
  - 16) Please provide fire lane pavement markings.
  - 17) Please provide a lighting plan that addresses the Town's requirements for outdoor site lighting and include this in the site plan set.
  - 18) On the architectural sheets, please ensure that the minimum 25% masonry requirement is satisfied with a qualifying masonry product, as defined in the ADS, and that all other requirements in the ADS, including providing for a defined cap to the building, are addressed.

The applicant's architect and engineer both spoke regarding staff comments and the architect reviewed the colors and materials proposed for the building. Given the context, commissioners were generally supportive of the building but indicated that the 25% masonry requirement would have to be met. The architect reviewed how they would propose to meet the requirement and commissioners were satisfied with the proposed plan. This would be the only change needed to the building's architecture.

*With this understanding, a motion was made by Commissioner Myers to approve the site plan subject to the remaining staff comments with the only change to the building being compliance with the 25% masonry requirement. Motion was seconded by Vice Mayor Povlin and passed unanimously.*

- 8. Discussion on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XII., General Commercial (C-1), Subsection F., 9. Height Regulations, to provide for a concept plan review when a building more than two stories in height is proposed (Town of Farragut, Applicant)**  
For discussion purposes only.
- 9. Discussion on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XIII., Neighborhood/Convenience Commercial (NCC), to remove**

**apartment buildings as a residential use and require a concept plan in association with a rezoning request to NCC (Town of Farragut, Applicant)**

For discussion purposes only.

- 10. Discussion on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XXVI., Planned Commercial Development (PCD), to clarify that uses permitted in the General Commercial or Office zoning districts “may” rather than “shall” be permitted as part of a development plan submitted for a rezoning request to PCD (Town of Farragut, Applicant)**

For discussion purposes only.

- 11. Discussion on a draft Public Tree Care Ordinance that will be required to help meet one of the standards for an application for Tree City USA recognition (Town of Farragut, Applicant)**

For discussion purposes only.

- 12. Approval of utilities**

None.

- 13. Citizen forum**

None.

The meeting adjourned at 9:05 p.m.

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Scott Russ, Secretary

## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Request for approval of a variance from the distance between driveways requirement for collector streets, as provided for in the Driveways and Other Accessways Ordinance, for a proposed access at 408 Herron Road (Testerman Restoration, Applicant)

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**INTRODUCTION:** The purpose of this item is to consider approval for a proposed access onto Herron Road for a new home to be constructed at 408 Herron Road. The existing access to the property is on the north end of the lot and is being removed. The applicant would like for the new access to be more centered in the property and has included in packet a letter explaining the rationale for the requested access. As shown on the Major Road Plan, Herron Road is classified as a local collector and new accesses onto either collector or arterial streets are required to be approved by the Planning Commission and Board of Mayor and Aldermen in accordance with the Driveways and Other Access Ways Ordinance in the Farragut Municipal Code.

**DISCUSSION:** The applicant's requested access is 100 feet from the nearest access onto Herron Road and 147 feet from the access to the Autumn Care Assisted Living Facility to the south. Section 22-150 (1) b. Distance between driveways, of the Driveways and Other Access Ways Ordinance specifies that driveways are to be a minimum of 200 feet apart on a collector street. Consequently, the requested access would require approval of a variance of 100 feet.

**RECOMMENDATION:** Included in the packet is the site plan for the proposed new home which includes the proposed driveway. Also included is an aerial view of the property. The Town's engineering staff has reviewed the sight distance for the proposed access and concluded that it is acceptable.





To: Mark Shipley  
Town of Farragut Planning Commission  
Board of Mayor & Aldermen  
Engineering Staff  
mshipley@townoffarragut.org

From: Cara Riggs  
Ben Testerman Construction Company  
& Testerman Restoration  
104 Land Oak Ln, Knoxville, TN 37922  
cara@testermanrestoration.com  
865-691-1169

Subject: Proposed Driveway Access  
BP-2021-836  
408 Herron Rd, Farragut, TN 37934  
Owners: James & Susan Reeve

To Whom it May Concern,

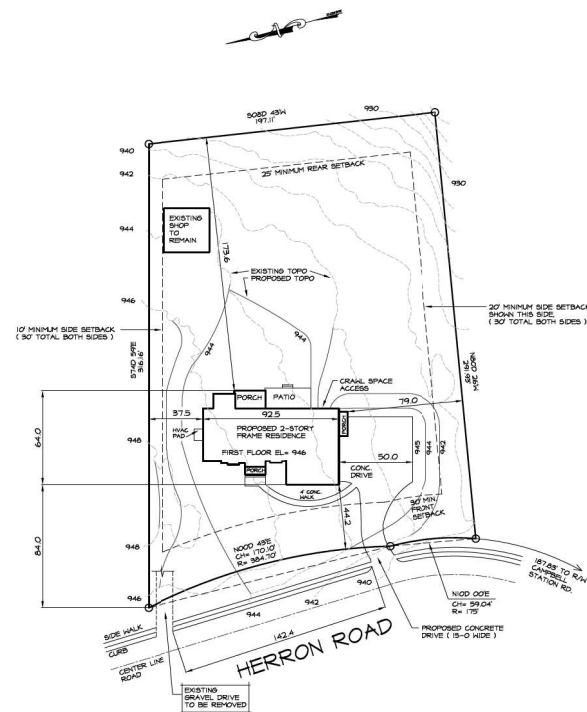
Below is a portion of an email from property owners, James & Susan Reeve, emailed to me on December 30, 2021. Mr. Shipley, please accept this as a statement explaining the rationale for the requested access and let us know if you require anything else.

“Susan and I built this house with the revised driveway plan specifically for safety concerns. The present driveway leaves us blind to cars that come up the hill on our left as we come out of the driveway. We always have to cross the lane to go left back down the hill, so we are vulnerable to fast drivers. There’s very little time between us seeing a car cresting the hill and them being upon us at the present drive location, and we have found it very uncomfortable. I don’t know how to convey these realities, but hopefully an engineer can see this issue. It’s also dangerous from the road driver perspective because they are equally blind to us pulling out of the present driveway. There is a similar issue when we slow up to turn back into the present driveway from cars behind us, but it is not nearly as extreme. The new driveway location eliminates this blindness.”

Thank you,

*Cara Riggs*

Cara Riggs  
Ben Testerman Construction Company  
& Testerman Restoration



#### LOT COVERAGE INFORMATION

LOT AREA = 62,190 SQ. FT.  
 MAXIMUM BUILDING COVERAGE ALLOWED = 30% OR 18,657 SQ. FT.  
 MAXIMUM TOTAL COVERAGE ALLOWED = 40% OR 24,876 SQ. FT.  
 ACTUAL BUILDING COVERAGE SHOWN (INCLUDING PORCHES AND EXISTING SHOP) = 5,495 SQ. FT.  
 ACTUAL TOTAL COVERAGE SHOWN = 6,946 SQ. FT.

#### LOT SETBACK INFORMATION (R-2 ZONING)

FRONT YARD = 30'  
 SIDE YARD = 30' TOTAL NOT LESS THAN 10' ON ANY ONE SIDE  
 REAR YARD = 25'

#### SITE PLAN

1" = 40'-0"

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INTERNATIONAL RESIDENTIAL CODE, 2018 EDITION.

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#### GENERAL NOTES

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES, REGULATIONS.
- ALL DIMENSIONS SHOULD BE READ OR CALCULATED AND NEVER SCALED.
- ALL FOOTINGS TO BE BELOW FROST LINE (SEE LOCAL CODE) AND MUST REST ON UNDISTURBED SOIL CAPABLE OF HANDLING THE LOADS.
- CONTRACTOR SHALL INSURE COMPATIBILITY OF THE BUILDING WITH ALL SITE REQUIREMENTS.
- IF BACKFILL EXCEEDS 4' AGAINST ANY FOUNDATION WALL, REINFORCE AS PER CODE.
- DUE TO A WIDE VARIANCE IN LOCAL CODES, SOIL BEARING CONDITIONS, FROST LINE DEPTHS, GEOLOGICAL, AND WEATHER CONDITIONS, ETC. THE CONTRACTOR IS RESPONSIBLE FOR ADJUSTING AND VERIFYING ALL STRUCTURAL DETAILS AND CONDITIONS TO MEET ALL LOCAL CODES AND TO INSURE A QUALITY AND SAFE STRUCTURE.
- ALL WOOD CONCRETE AND STRUCTURAL MEMBERS SHALL BE OF A GOOD GRADE AND QUALITY AND MEET ALL NATIONAL, STATE, AND LOCAL BUILDING CODES WHERE APPLICABLE. STRUCTURAL LUMBER TO BE #2 KD SYP 1800F MINIMUM LUMBER IN CONTACT WITH MASONRY TO BE PRESSURE TREATED.
- ALL COLUMNS OR SOLID FRAMING SHOULD BE DESIGNED TO CARRY LOADS AND SHOULD EXTEND DOWN THRU THE LEVELS BELOW AND TERMINATE AT THE BASEMENT FLOOR OR AT OTHER BEARING POINTS DESIGNED TO CARRY THE LOAD.
- WINDOWS SHOWN ARE DOUBLE HUNG TYPE. WINDOW SIZES SHOWN ARE NORMAL. SELECTED MANUFACTURER TO PROVIDE ROUGH OPENING SIZES.
- ALL PERIMETER / EXTERIOR DIMENSIONS ARE TO FRAME LINE.
- ALL ELECTRICAL PLACEMENTS TO BE DETERMINED DURING PRE-INSTALLATION MEETING WITH ELECTRICAL.
- INSTALL FROST PROOF HOSE BIBBS AT LOCATIONS DIRECTED BY OWNER.
- ALL INTERIOR FINISHES INCLUDING FLOORING, DOOR/WINDOW CASING, BASE BOARDS, ETC TO BE SELECTED BY OWNER.

#### GENERAL FRAMING NOTES

- EXTERIOR WALLS SHOWN ARE 2X6 STUDS @ 16" O.C. PROVIDE HORIZ. BLOCKING AT MID HEIGHT OF ALL WALLS.
- HEADERS OVER EXTERIOR OPENINGS TO BE 3-2X12 WITH PLINTHOOD FLITCH PLATES UNLESS NOTED OTHERWISE.
- INTERIOR WALL DIMENSIONS ARE BASED ON 2X4 STUDS UNLESS OTHERWISE NOTED.
- FRAMER TO INSTALL DOUBLE FLOOR JOISTS UNDER PARTITIONS PARALLEL TO THE JOIST DIRECTION. SPREAD WITH 2X BLOCKING AT PLUMBING WALLS. APPLIES TO FLOOR JOIST FLOOR SYSTEMS.
- WHERE FACTORY ENGINEERED FLOOR TRUSSES ARE USED, MANUFACTURER MUST PROVIDE LAYOUT AND SHOP DRAWINGS.
- ALL EXTERIOR CORNERS (INSIDE AND OUTSIDE CORNERS) SHALL BE BRACED WITH 1/2" CDX PLINTHOOD WALLING SCHEDULE SHALL BE 84 CORNERS AT 8" O.C. AT ALL EDGES AND 84 CORNERS AT 12" O.C. AT ALL INTERMEDIATE STUDS OR APPROVED DIAGONAL CORNER BRACES BOTH DIRECTIONS AT ALL CORNERS.
- ALL COLUMNS OR SOLID FRAMING SHALL EXTEND DOWN THRU ALL LEVELS AND TERMINATE AT THE BASEMENT FLOOR AND BE SUPPORTED BY THICKENED SLAB, GRADE BEAM, OR FOOTING DESIGNED TO CARRY LOAD.
- PROVIDE COLLAR TIES AT UPPER 1/3 OF VERTICAL DISTANCE BETWEEN RIDGE BOARD AND CEILING JOISTS AT 4'-0" MAXIMUM.
- HIP & VALLEY RAFTERS AND RIDGE BOARD SHALL BE AT A SIZE EQUAL TO OR LARGER THAN THE END CUT OF THE RAFTERS.
- ROOF DECKING SHALL BE 1/2" MINIMUM WITH FLYCLIPS.
- ALL CEILING JOISTS AND RAFTER BRACINGS TO BEAR ON LOAD BEARING WALLS DESIGNED TO CARRY LOADS AND THRU ALL LEVELS AND TERMINATE AT BASEMENT FLOOR AND BE SUPPORTED BY THICKENED SLAB, GRADE BEAM OR FOOTING DESIGNED TO CARRY LOAD.

#### GENERAL FOUNDATION NOTES

ALSO SEE APPLICABLE GENERAL FRAMING NOTES

- ALL FOOTINGS TO BE ON FIRM UNDISTURBED SOIL OF NO LESS THAN 3000 PSF AND BELOW FROST LINE. EXACT SIZE AND REINFORCING MUST BE DETERMINED BY LOCAL SOIL AND SITE CONDITIONS. VERIFY FOOTING DESIGN WITH LOCAL BUILDING OFFICIALS OR LOCAL ENGINEER.
- ALL BASEMENT WALLS TO BE POURED CONCRETE, REINFORCED FOR BACKFILL. MAY BE CONSTRUCTED FROM 12" AND/OR 8" C.M.U. AS SPECIFIED ON PLANS.
- FOUNDATION WALL BRACING IS REQUIRED FOR THE TOP OF ALL FOUNDATION WALLS WHERE THE FLOOR STRUCTURE IS PARALLEL TO THE WALL. FOR 2X FLOOR SYSTEMS THE MINIMUM REQUIREMENT FOR BACKFILL LESS THAN 10 FEET IS 2X BLOCKING AT THE FIRST TWO JOIST SPACES @ 8" O.C. FOR BACKFILL 4 FEET OR MORE THE MINIMUM REQUIREMENT IS 2X BLOCKING IN THE FIRST THREE SPACES AT 12" O.C. BLOCKING MUST BE SOLID 2X6 FOR ENGINEERED FLOOR SYSTEMS. SEE LOCAL BUILDING CODES FOR ACCEPTABLE BRACING METHODS.
- INSTALL 1/2" ANCHOR BOLTS EMBEDDED IN CONCRETE PER CODE OR METAL ANCHOR STRAPS INSTALLED PER MANUFACTURER'S INSTRUCTIONS.
- BUILDER TO PROVIDE SOIL TREATMENT FOR TERMITE PROTECTION.
- ALL SLAB FOUNDATIONS UNDER LIVING AREAS AND ALL BASEMENT FLOORS TO HAVE 3" RADON VENT INSTALLED FROM UNDER SLAB TO ATTIC PER CODE.

JIM & SUSAN REEVE RESIDENCE  
 408 HERRON LANE  
 TOWN OF FARRAGUT  
 DISTRICT-6 KNOX COUNTY, TN

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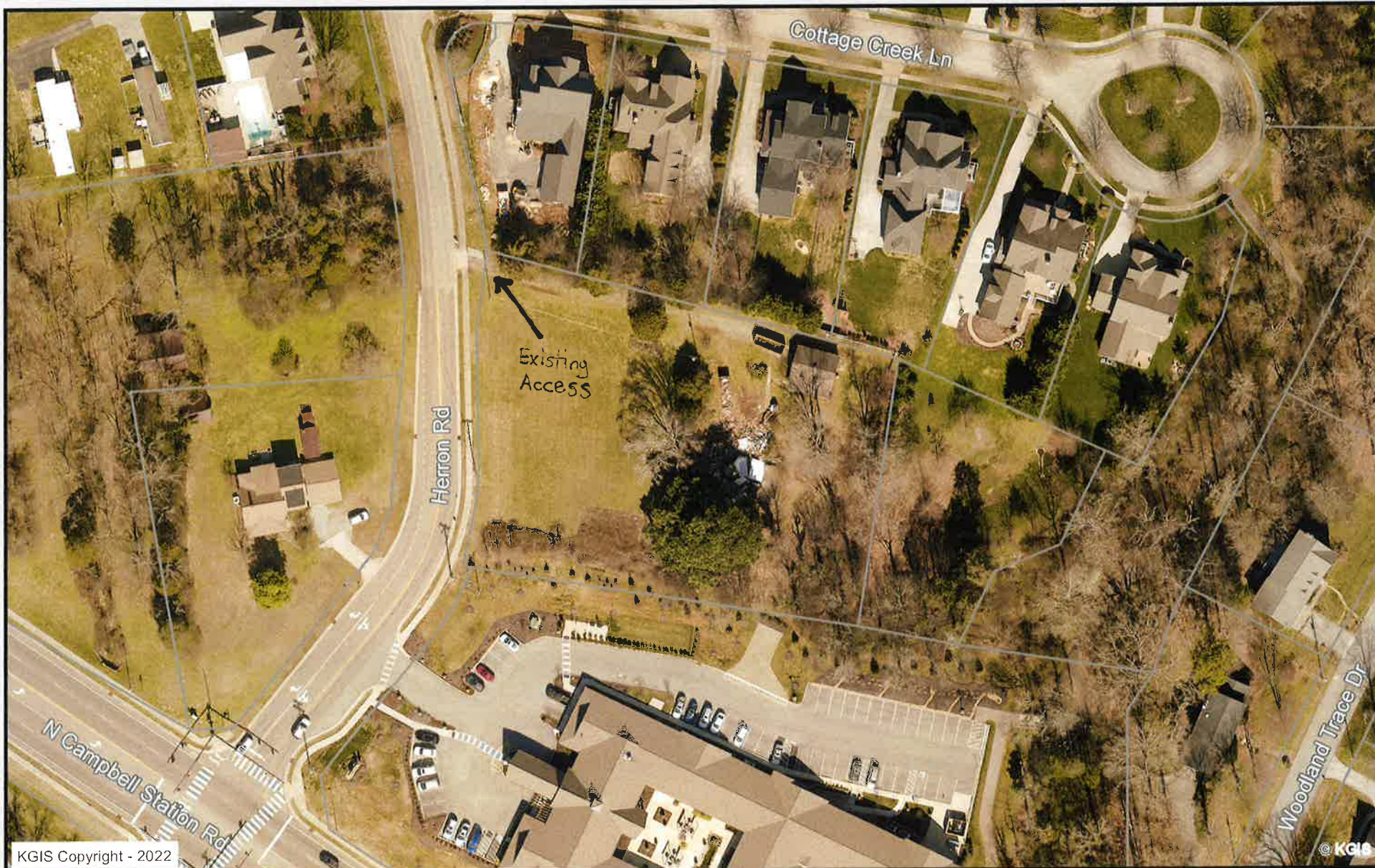
Greg P Stiles Designs

159 SHAW FERRY LANE  
 LEONOR CITY, TN 37772  
 PHONE: (665) 968-9930  
 EMAIL: gregstiles@charter.net

DATE: 12/30/2021 PLAN NO. TS-4-4749-4.5

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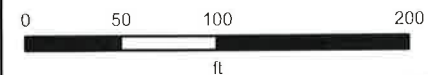


408 Herron Road

Knoxville - Knox County - KUB Geographic Information System



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## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Discussion and public hearing on a final plat for the Meadows on McFee Subdivision, Phase 1, 5.25 Acres, 19 Lots, Zoned R-1/OSR (Lynch Surveys, LLC, Applicant)

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**INTRODUCTION:** This item involves approval for the first phase of the Meadows on McFee Subdivision one parcel south of McFee Park. This phase includes 19 house lots and is situated north of the transmission line easement.

**RECOMMENDATION:** Included in the packet is a revised final plat. Staff will make a recommendation at the meeting. An inspection of the site was conducted by Town staff on February 7 and, except for one item that is to be corrected prior to the meeting, the items required for field completion per the checklist adopted by the Planning Commission have been addressed.





**MEETING DATE:** February 17, 2022

**AGENDA ITEM #5**

## **REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION**

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Request for approval of an underground fiber conduit installation along a portion of Virtue Road from Evans Road north to the macro tower site along Virtue Road (Fiberlink, Applicant)

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This item will be requested for postponement.

**MEETING DATE:** February 17, 2022

**AGENDA ITEM #6**

## **REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION**

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Request for approval of underground and overhead fiber conduit installation along a portion of McFee Road, Evans Road, Virtue Road south of Evans Road, and Boyd Station Road (Fiberlink, Applicant)

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This item will be requested for postponement.

## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Discussion and public hearing on a site plan revision for the Renaissance Farragut development, proposed addition of two office buildings, 12756 & 12760 Kingston Pike, 22.15 Acres (total development site), affected area Zoned O-1, (Myers Bros. Holdings, Applicant)

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**INTRODUCTION AND BACKGROUND:** This item involves a site plan revision to a plan approved several years ago with the original Renaissance development but was not completed. This plan includes two new office buildings on the southwestern most portion of the Renaissance development. This portion of Renaissance is zoned Office, and the Old Stage Hills Subdivision is to the south and the Siena Subdivision is to the west. Most of the grading was completed with the original site plan approval and the parking area was largely completed to the binder stage at that time.

**DISCUSSION:** The site plan presented now includes office buildings with a smaller footprint and residential rooflines to transition better to adjacent residential developments. The different building styles from what was constructed with the remainder of Renaissance was discussed with the applicant at the staff/developer meeting on February 1. The buildings are proposed to be more residential in appearance and with increased landscaped areas and less parking afforded by the smaller building footprints. The buildings are also proposed to have rollup garage doors for easier delivery of office materials.

Though some of the existing completed portion of the Renaissance development is zoned office, this portion of the project is somewhat topographically separated from the remainder of the Renaissance development. It has very limited visibility and lends itself to office type uses with little impact to adjacent residents. The project will include a walking trail connection to the trail that was stubbed into this portion of Renaissance when the Siena Subdivision was completed.

**RECOMMENDATION:** Included in your packet is the applicant's revised site plan. Staff will make a recommendation at the meeting based on whether and how the applicant has addressed initial staff comments.

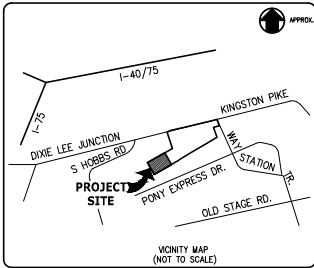


# RENAISSANCE | FARRAGUT

## REVISION TO SITE PLAN

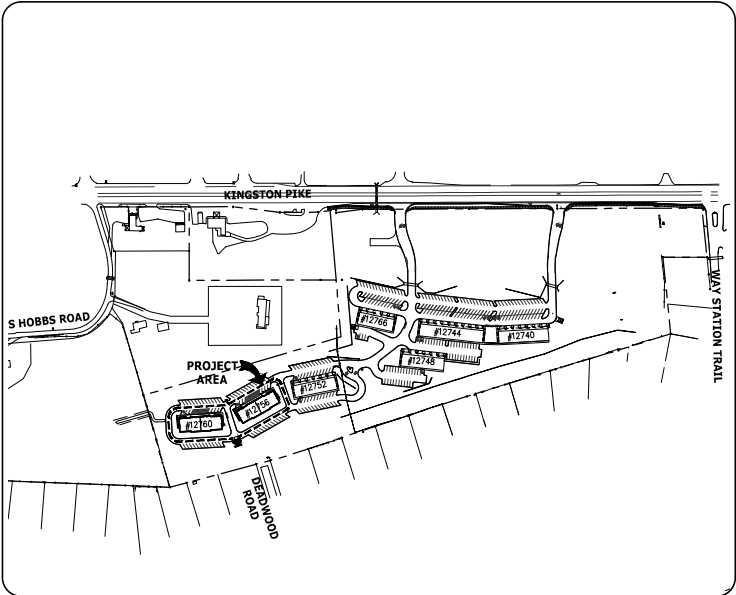
### 12756 & 12760 KINGSTON PIKE

### FARRAGUT, TENNESSEE



#### DRAWING INDEX

|    |       |                              |
|----|-------|------------------------------|
| 1  | C0.01 | COVER SHEET                  |
| 2  | C1.01 | OVERALL SITE LAYOUT PLAN     |
| 3  | C1.02 | ENLARGED SITE LAYOUT PLAN    |
| 4  | C2.01 | SITE GRADING & DRAINAGE PLAN |
| 5  | C3.01 | EROSION CONTROL PLAN         |
| 6  | C4.01 | SITE UTILITY PLAN            |
| 7  | C5.01 | SITE DETAILS                 |
| 8  | C5.02 | SITE DETAILS                 |
| 9  | L1.01 | SITE LANDSCAPE PLAN          |
| 10 | L2.01 | LANDSCAPE DETAILS            |
| 11 | A-1   | FLOOR PLAN                   |
| 12 | A-2   | EXTERIOR ELEVATIONS          |
| 13 | A-3   | DUMPSTER ENCLOSURE PLAN      |
| 14 | A-4   | PHOTOMETRIC PLAN             |



LOCATION MAP  
0 200 400  
SCALE: 1" = 200'

| PROPERTY DATA          |                                                                                 |
|------------------------|---------------------------------------------------------------------------------|
| PROPERTY OWNER         | KNICK R & NOAH L MYERS<br>12748 KINGSTON PIKE, SUITE 206<br>KNOXVILLE, TN 37934 |
| KNOXVILLE CLT. MAP NO. | 151                                                                             |
| PARCEL NUMBER          | 63.07                                                                           |
| JURISDICTION           | TOWN OF FARRAGUT                                                                |
| ZONING                 | O-1 "OFFICE DISTRICT"                                                           |

|                                                                                                                                                                    |                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| REVISED PER TOWN OF FARRAGUT COMMENTS                                                                                                                              | 02/07/2022                                                                                                    |
| REVISIONS                                                                                                                                                          | DATE                                                                                                          |
| <b>CANNON &amp; CANNON INC.</b><br>CONSULTING ENGINEERS - FIELD SURVEYORS<br>TEL: 865.670.8555   8550 Kingston Pike<br>WWW.CANNON-CANNON.COM   Knoxville, TN 37919 |                                                                                                               |
| CLIENT:                                                                                                                                                            | <b>MYERS BROTHERS HOLDINGS</b><br>558 STONE VISTA LANE<br>KNOXVILLE, TN 37922<br>TEL. NO. (865) 675-3824      |
| PROJECT:                                                                                                                                                           | <b>RENAISSANCE   FARRAGUT<br/>REVISION TO SITE PLAN</b><br>12756 & 12760 KINGSTON PIKE<br>FARRAGUT, TENNESSEE |
| <b>COVER SHEET</b>                                                                                                                                                 |                                                                                                               |
|                                                                                                                                                                    |                                                                                                               |
| C&C PROJECT NO.                                                                                                                                                    | 00433-0007                                                                                                    |
| DRAWING DATE                                                                                                                                                       | FEBRUARY 07, 2022                                                                                             |
| PM                                                                                                                                                                 | JRH                                                                                                           |
| DESIGN                                                                                                                                                             | PC                                                                                                            |
| DRAWN                                                                                                                                                              | CID                                                                                                           |
| CHECKED                                                                                                                                                            | AWG                                                                                                           |
| <b>C0.01</b><br>SHEET 1 OF 14                                                                                                                                      |                                                                                                               |

# AREA AND HEIGHT REGULATIONS (0-1 DISTRICT):

## FRONT YARDS

- WHERE A PARKING LOT IS SITUATED IN THE FRONT YARD BETWEEN A BUILDING AND AN ABUTTING STREET, ALL BUILDINGS SHALL BE SET BACK FROM THE NEAREST POINT OF ANY RIGHT-OF-WAY A MINIMUM OF 70 FEET.
- WHERE ONLY A DRIVEWAY AISLE IS SITUATED IN THE FRONT YARD BETWEEN A BUILDING AND AN ABUTTING STREET, ALL BUILDINGS SHALL BE SET BACK FROM THE NEAREST POINT OF ANY RIGHT-OF-WAY A MINIMUM OF 55 FEET; OR
- WHERE NEITHER A PARKING LOT NOR A DRIVEWAY AISLE IS SITUATED IN THE FRONT YARD BETWEEN A BUILDING AND AN ABUTTING STREET, ALL BUILDINGS SHALL BE SET BACK FROM THE NEAREST POINT OF ANY RIGHT-OF-WAY A MINIMUM OF 20 FEET.
- ALL ACCESSORY STRUCTURES, EXCLUDING 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), SHALL BE SET BACK FROM THE NEAREST POINT OF ANY RIGHT-OF-WAY A MINIMUM OF 20 FEET.

WITH THE EXCEPTION OF LINEAR PEDESTRIAN FACILITIES THAT CONNECT TO SIMILAR FACILITIES IN THE RIGHT OF WAY, NO STRUCTURES SHALL ENCRDACH INTO THE PUBLIC RIGHT OF WAY AND/OR PLATTED UTILITY EASEMENTS. DETENTION BASIN STRUCTURES THAT ARE NOT ASSOCIATED WITH A LOW IMPACT DEVELOPMENT MEASURE 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 BUILDING SETBACK REQUIREMENTS.

SERVICE AREAS AND THEIR ASSOCIATED STRUCTURES (E.G., DUMPSTERS, LOADING AREAS, UTILITY BUILDING) 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.

## SIDE YARDS

ALL BUILDINGS SHALL BE SET BACK A COMBINED TOTAL OF AT LEAST 50 FEET ON THE TWO SIDES, BUT NOT LESS THAN 20 FEET ON ANY ONE SIDE.

## SIDE AND REAR YARDS

ALL ACCESSORY STRUCTURES SHALL BE SET BACK A MINIMUM OF TEN FEET.

## REAR YARDS

ALL BUILDINGS SHALL BE SET BACK A MINIMUM OF 30 FEET.

## BUFFER STRIPS

- THERE SHALL BE A BUFFER STRIP A MINIMUM OF 25 FEET IN WIDTH ON ALL SIDE AND REAR PROPERTY LINES WHEN THE ABUTTING PROPERTY IS ZONED RESIDENTIAL OR AGRICULTURE.
- EXISTING NATURE VEGETATION SHALL BE PRESERVED AND INCORPORATED INTO THE BUFFER STRIP.
- DETENTION BASINS, MEASURED FROM TOP-OF-SLOPE TO TOP-OF-SLOPE, AND ASSOCIATED STRUCTURES SHALL NOT BE LOCATED WITHIN ANY BUFFER STRIPS.

## MINIMUM LOT COVERAGE

TOTAL LOT COVERAGE: 70 PERCENT.

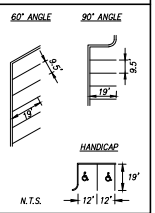
## LAND AREA

MINIMUM LOT SIZE OF ONE ACRE.

## HEIGHT REGULATIONS

NO STRUCTURE SHALL EXCEED 2½ STORIES, OR 35 FEET IN HEIGHT.

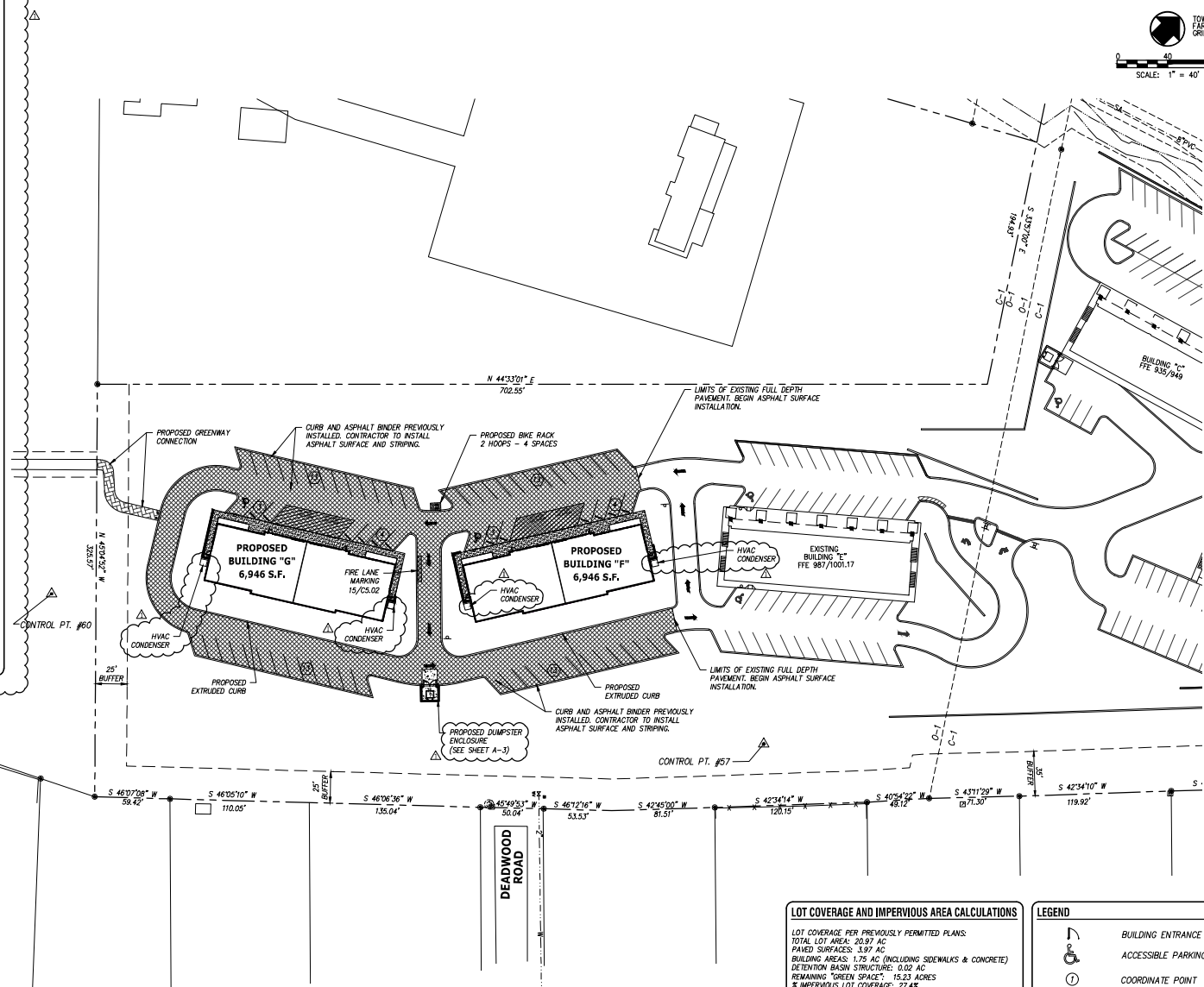
## TYPICAL PARKING DIMENSIONS



SPECIAL NOTE:  
CONTROL SHOWN MAY NOT BE VALID SINCE IT WAS SET AS PART OF THE ORIGINAL CONSTRUCTION. CONTRACTOR TO CONFIRM LOCATION AND ELEVATION ARE CORRECT PRIOR TO CONSTRUCTION. CONTACT CANNON & CANNON, INC. FOR ESTABLISHING NEW CONTROL, IF NEEDED (NOT IN CONTRACT).

## HORIZONTAL CONTROL POINTS TABLE

| POINT NO. | COORDINATES |              | DESCRIPTION    |
|-----------|-------------|--------------|----------------|
|           | NORTHING    | EASTING      |                |
| 57        | 562253.9653 | 2498990.2699 | IRON ROD & CAP |
| 60        | 561936.4872 | 2498511.5415 | 600 PENNY NAIL |



## LOT COVERAGE AND IMPERVIOUS AREA CALCULATIONS

LOT COVERAGE PER PREVIOUSLY PERMITTED PLANS:  
TOTAL LOT AREA: 20.97 AC  
PAVED SURFACES: 3.97 AC  
BUILDING AREAS: 1.75 AC (INCLUDING SIDEWALKS & CONCRETE)  
DETENTION BASIN STRUCTURE: 0.02 AC  
REMAINING "GREEN SPACE": 15.23 AC  
% IMPERVIOUS LOT COVERAGE: 27.4%

LOT COVERAGE PER THIS SET OF PLANS:  
TOTAL LOT AREA: 20.97 AC  
PAVED SURFACES: 3.87 AC (REDUCED BY 0.10 AC.)  
BUILDING AREAS: 1.69 AC (INCLUDING SIDEWALKS & CONCRETE)  
DETENTION BASIN STRUCTURE: 0.02 AC  
REMAINING "GREEN SPACE": 15.39 AC  
% IMPERVIOUS LOT COVERAGE: 26.6%

THE IMPERVIOUS AREA HAS BEEN REDUCED FROM 5.74 AC. TO 5.38 AC. FROM THE PREVIOUSLY PERMITTED PLANS.

GREEN SPACE HAS BEEN INCREASED FROM 15.23 AC. TO 15.39 AC. FROM THE PREVIOUSLY PERMITTED PLANS.

## LEGEND

- BUILDING ENTRANCE
- ACCESSIBLE PARKING
- COORDINATE POINT
- PARKING SPACES
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT (SURFACE ONLY)
- HORIZONTAL CONTROL POINT
- BOUNDARY LINE
- DETAIL REFERENCE (DETAIL NO./SHEET NO.)

## NOTES:

- THE TOPOGRAPHIC DATA SHOWN WAS PROVIDED BY CANNON & CANNON, INC. DATED NOVEMBER 23, 2003. THE DATE OF BOUNDARY SURVEY WAS MARCH 27, 2002 AND IS ON THE TOWN OF FARRAGUT GRID SYSTEM. PLANS SHOWN ARE BASED ON ORIGINAL SURVEY AND DESIGN INFORMATION BY CANNON & CANNON, INC. FOR THE RENAISSANCE PROJECT. ADDITIONAL SURVEY SINCE CONSTRUCTION HAS NOT BEEN PROVIDED. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS ASSOCIATED WITH THIS PROJECT AS PART OF CONSTRUCTION.
- UNLESS NOTED OTHERWISE, DIMENSIONS ARE TAKEN FROM OUTSIDE FACE OF BUILDING AND/OR FACE OF CURB. LANDSCAPE ISLAND WIDTHS ARE MEASURED FROM INSIDE OF CURB.
- THE MINERAL, AGGREGATE BASE AND ASPHALTIC SURFACE COURSES SHALL MEET THE MATERIALS, EQUIPMENT, CONSTRUCTION, AND TESTING REQUIREMENTS OF THESE DRAWINGS, AND THE TOWN OF FARRAGUT STANDARD SPECIFICATIONS.
- TRAFFIC CONTROL DEVICES AND PAVEMENT MARKING SHALL CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
- THE TOTAL AREA IS 20.97 ACRES. THE TOTAL DISTURBED AREA IS APPROXIMATELY 0.75 ACRES. IMPERVIOUS AREA HAS BEEN REDUCED FROM THE PREVIOUSLY PERMITTED PLANS. SEE "CALCULATIONS-IMP-SPACES" FOR MORE INFORMATION.
- ALL SETBACKS AND HEIGHT REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE TOWN OF FARRAGUT ZONING ORDINANCE (SEE TABLE TWO SHEETS).
- PROPERTY CONCERNING REFLECTS PARCEL ID 151 06307 AS SHOWN ON KNOX COUNTY CLT TAX MAP NO. 101. ZONING FOR THE PORTION OF PROPERTY TO BE PERMITTED IS 0-1. THE CALCULATIONS OF BUILDING SQUARE FOOTAGE AND PARKING SPACES ARE AS FOLLOWS:  

| BUILDING        | SQUARE FOOTAGE |
|-----------------|----------------|
| EXISTING BLDG A | 1,084          |
| EXISTING BLDG B | 17,980         |
| EXISTING BLDG C | 10,479         |
| EXISTING BLDG D | 11,816         |
| EXISTING BLDG E | 11,816         |
| PROPOSED BLDG F | 6,946          |
| PROPOSED BLDG G | 6,946          |

TOTAL BUILDING SQUARE FOOTAGE = 79,827 S.F.  
(PREVIOUSLY PERMITTED = 89,567 S.F.)  
(SPECIAL NOTE: BUILDING C NOT YET CONSTRUCTED)

REQUIRED: 1 SPACE/250 S.F.  
1 ACCESSIBLE SPACE/25 SPACES

(79,827 S.F.)(1 SPACE/250 S.F.) = 320 SPACES  
(320 SPACES)(1 ACCESSIBLE/25 SPACES) = 13 SPACES  
EXISTING STANDARD SPACES PROVIDED = 247 SPACES  
EXISTING ACCESSIBLE SPACES PROVIDED = 12 SPACES  
PROPOSED STANDARD SPACES = 64 SPACES  
PROPOSED ACCESSIBLE SPACES = 2 SPACES  
TOTAL STANDARD SPACES PROVIDED = 311 SPACES  
TOTAL ACCESSIBLE SPACES PROVIDED = 14 SPACES > 13  
TOTAL PARKING SPACES PROVIDED = 325 SPACES > 320  
REQUIRED BICYCLE PARKING = 3 SPACES  
(6,946+6,946)/250/25 X 2 = 2.22 = 3 SPACES  
PROVIDED BICYCLE PARKING = 4 SPACES (2 HOOPS)
- PERMETER SLOPES SHALL BE LANDSCAPED AND ARE NOT TO EXCEED 2.5:1 (H:V) UNLESS PROPER STABILIZATION IS PROPOSED BY A GEOTECHNICAL ENGINEER.
- PROPOSED LANDSCAPE WILL COMPLY WITH THE TOWN OF FARRAGUT TREE PROTECTION ORDINANCE.
- SEE SHEET C1.02 FOR ENLARGED SITE LAYOUT PLANS WITH ADDITIONAL INFORMATION.

REVISED PER TOWN OF FARRAGUT COMMENTS 02/07/2022

REVISIONS DATE

**CANNON & CANNON, INC.**  
CONSULTING ENGINEERS - FIELD SURVEYORS  
TEL: 865.670.8555 8550 Kingston Pike  
KNOXVILLE, TN 37919

CLIENT: **MYERS BROTHERS HOLDINGS**  
558 STONE VISTA LANE  
KNOXVILLE, TN 37922  
TEL. NO. (865) 675-3824

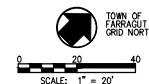
PROJECT: **RENAISSANCE/FARRAGUT**  
**REVISION TO SITE PLAN**  
12756 & 12760 KINGSTON PIKE  
FARRAGUT, TENNESSEE

**OVERALL SITE LAYOUT PLAN**

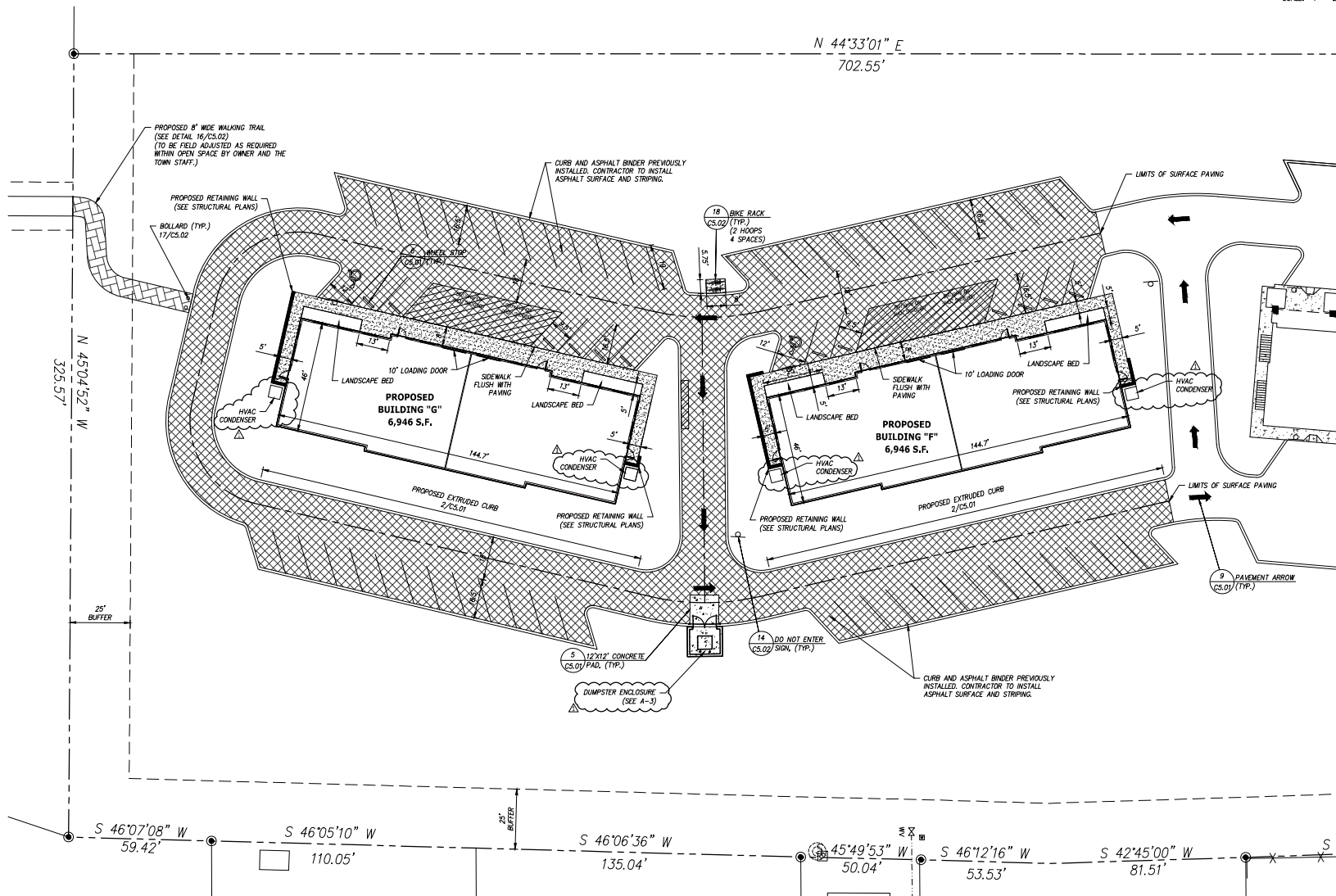
CIP PROJECT NO. 00443-0007  
DRAWING DATE: FEBRUARY 07, 2022

PM: JRM HED  
DRAW: CIO CHECKED: AWG

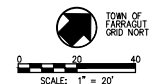
**C1.01**  
SHEET 2 OF 14



**NOTES:**  
1. SEE SHEET 2 FOR SITE LAYOUT NOTES.



|                                                                                                                                                                    |                                                                                                                     |            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|------------|
| REVISED PER TOWN OF FARRAGUT COMMENTS                                                                                                                              |                                                                                                                     | 02/07/2022 |
| REVISION                                                                                                                                                           | DATE                                                                                                                |            |
| <b>CANNON &amp; CANNON INC.</b><br>CONSULTING ENGINEERS - FIELD SURVEYORS<br>TEL: 865.670.8555   8550 Kingston Pike<br>WWW.CANNON-CANNON.COM   KNOXVILLE, TN 37919 |                                                                                                                     |            |
| CLIENT:                                                                                                                                                            | <b>MYERS BROTHERS HOLDINGS</b><br>558 STONE VISTA LANE<br>KNOXVILLE, TN 37922<br>TEL. NO. (865) 675-3824            |            |
| PROJECT:                                                                                                                                                           | <b>RENAISSANCE   FARRAGUT</b><br><b>REVISION TO SITE PLAN</b><br>12756 & 12760 KINGSTON PIKE<br>FARRAGUT, TENNESSEE |            |
| <b>SITE LAYOUT PLAN</b>                                                                                                                                            |                                                                                                                     |            |
|                                                                                                                                                                    |                                                                                                                     |            |
| C&C PROJECT NO. 20433-0007<br>DRAWING DATE: FEBRUARY 07, 2022<br>PM: JRH   TD: HED<br>DRAWN: CJD   CHECKED: AING                                                   |                                                                                                                     |            |
| <b>C1.02</b><br>SHEET 3 OF 14                                                                                                                                      |                                                                                                                     |            |



NOTES:

1. THE TOPOGRAPHIC DATA SHOWN WAS PROVIDED BY CANNON & CANNON, INC. DATED NOVEMBER 23, 2003. THE DATE OF BOUNDARY SURVEY WAS MARCH 22, 2002 AND IS ON THE TOWN OF FARRAGUT GRID SYSTEM. PLANS SHOWN ARE BASED ON ORIGINAL SURVEY AND DESIGN INFORMATION BY CANNON & CANNON, INC. FOR THE RENAISSANCE PROJECT. ADDITIONAL SURVEY SINCE CONSTRUCTION HAS NOT BEEN PROVIDED. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS ASSOCIATED WITH THIS PROJECT AS PART OF CONSTRUCTION.
2. THE DISTURBED AREA IS APPROXIMATELY 0.75 ACRES. THE TOTAL SITE AREA IS APPROXIMATELY 30.82 ACRES.
3. UNLESS NOTED OTHERWISE, THE PROPOSED GRADES SHOWN ON THESE DRAWINGS ARE FINISH GRADE. EXISTING AND PROPOSED CONTOURS ARE SHOWN AT 2 FT. INTERVALS.
4. EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK AND THE TDEC AQUATIC RESOURCE ALLOCATION PERMIT REQUIREMENTS. THE DEVICES SHOWN ON THE DRAWINGS ARE THE MINIMUM REQUIRED. THE CONTRACTOR SHALL PROVIDE ADDITIONAL EROSION CONTROL DEVICES AS NEEDED OR REQUIRED BY THE TOWN OF FARRAGUT OR TDEC DURING CONSTRUCTION.
5. THE SITE SHALL BE CLEARED AND GRUBBED WITHIN THE LIMITS OF EXCAVATION. COMPLETELY DISPOSE OF ALL MATERIALS RESULTING FROM CLEARING AND GRUBBING. OFF-SITE BURNING SHALL NOT BE PERMITTED UNLESS PRIOR APPROVAL IS OBTAINED BY THE LOCAL FIRE DEPARTMENT. THE CONTRACTOR MUST OBTAIN A PERMIT AND MEET ALL OF THE REQUIREMENTS AS SPECIFIED BY THE FIRE DEPARTMENT.
6. ALL TREE STUMPS, BRIDGES, AND OTHER OBSTRUCTIONS SHALL BE REMOVED TO A DEPTH OF 2 FT. BELOW THE SURFACE. ROCK SHALL BE SCARIFIED TO A DEPTH OF 1 FT. BELOW SURFACE.
7. STRIP TOPSOIL TO A MINIMUM DEPTH OF 8-IN. AND TEMPORARILY STOCKPILE EXCAVATED MATERIALS. INSTALL SILT FENCE OR OTHER APPROPRIATE EROSION CONTROL STRUCTURES ON THE DOWN HILL SIDE OF THE STOCKPILE.
8. PROOF ROLL ALL AREAS TO RECEIVE FILL. PROOF ROLL WITH A FULLY LOADED TANDUM AXLE DUMP TRUCK USING A CROSS-CROSS PATTERN (4 PASSES) WALL AREAS FAILING THE PROOF ROLLING SHALL BE UNDERDUT AND BACKFILLED USING AN ENGINEERED FILL OR STABILIZED BY A METHOD APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER.
9. AREAS THAT EXHIBIT WEAK SOIL OR OTHERWISE UNSUITABLE CONDITIONS SHALL BE UNDERDUT TO A FINISH LEVEL OF SOIL FOLLOWED BY BACKFILLING THE UNDERDUT AREAS USING AN ENGINEERED FILL. TYP. NO. 52 OR TYP. NO. 57 FILL SHALL BE USED. ALL MATERIAL LARGER THAN 8 IN. AND LARGER THAN 4 IN. IN THE TOP 8 IN. OF AN EMENDMENT.
10. FILL MATERIAL SHALL BE SATISFACTORY MATERIAL FREE FROM ROOTS AND OTHER ORGANIC MATERIAL. FROZEN MATERIAL, AND TRASH, FILL MATERIAL SHALL ALSO BE FREE OF STONES OR OTHER MATERIAL LARGER THAN 8 IN. AND LARGER THAN 4 IN. IN THE TOP 8 IN. OF AN EMENDMENT.
11. UNSATISFACTORY SOILS INCLUDE MATERIALS THAT ARE TOO NET OF 100 SIFT, EXPANSIVE SOILS (PLASTICITY INDEX GREATER THAN 17), OR SOILS WITH MOISTURE CONTENT WITHIN +1 TO +3 PERCENT OF THE OPTIMUM MOISTURE CONTENT.
12. FILL MATERIAL SHALL BE PLACED IN LOOSE, HORIZONTAL LIFTS NOT EXCEEDING 8 IN. IN THICKNESS. COMPACT EACH LAYER TO AT LEAST 95% MAXIMUM DRY DENSITY. COMPACT THE UPPER 24 IN. OF FILL BENEATH PAVEMENTS AND THE UPPER 12 IN. BENEATH BUILDING SLABS TO 100% MAXIMUM DRY DENSITY. MAINTAIN THE MOISTURE CONTENT TO WITHIN +1 TO +3 PERCENT OF THE OPTIMUM MOISTURE CONTENT.
13. A 4 IN. (100) LAYER OF TOPSOIL SHALL BE PLACED OVER THE AREAS TO BE SEEDING AND TO THE FINISH GRADE ELEVATIONS AS SHOWN ON THE DRAWINGS.
14. ALL NEWLY GRADED CATCH BASIN AREAS THAT ARE NOT TO BE PAVED, STABILIZED, OR SODDED SHALL BE SEEDING, FERTILIZED, AND MULCHED WITHIN 30 DAYS OF ATTAINMENT OF FINISH GRADE. ALL MATERIAL BEING USED AS SOIL FILL SHOULD BE TESTED BY THE GEOTECHNICAL ENGINEER PRIOR TO BEING PLACED.
15. ALL EXCAVATIONS AND FILL SHOULD BE IN ACCORDANCE WITH RECOMMENDATIONS OUTLINED IN REPORT PREPARED BY SAME DATED JUNE 25, 2004 FOR THIS SITE.
16. MULCH WITH STRAW AT A RATE OF 100 LBS./1000 S.F. OVER THE SEEDING AREAS.
17. NO SLOPES SHALL EXCEED 3:1 IN V. H. ALL SLOPES STEEPER THAN 3:1 TO RECEIVE EXTENDED TERM EROSION CONTROL MEASURES.
18. DO NOT ALLOW WATER TO ACCUMULATE IN EXCAVATIONS OR POND ON-SITE. PROVIDE NECESSARY MEASURES TO KEEP THE SITE FREE-DRAINING.
19. ALL LANDSCAPING ACTIVITIES SHALL BE IN ACCORDANCE WITH TOWN OF FARRAGUT EROSION CONTROL ORDINANCE AND TREE PROTECTION ORDINANCE.
20. ALL LANDSCAPING ACTIVITIES SHALL BE IN ACCORDANCE WITH TOWN OF FARRAGUT EROSION CONTROL ORDINANCE AND TREE PROTECTION ORDINANCE.

NOTES CONTINUED:

21. TEMPORARY OR PERMANENT SOIL STABILIZATION AT THE CONSTRUCTION SITE MUST BE COMPLETED WITHIN 2 WEEKS (14 DAYS) AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES (30% OR GREATER) SHALL BE STABILIZED WITHIN ONE WEEK (7 DAYS) AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. APPLY TEMPORARY SEEDING TO SOIL STOCKPILES.
22. APPLY PERMANENT SEEDING WHENEVER GRADING OPERATIONS ARE COMPLETED AND ALL CONSTRUCTION OPERATIONS WILL NOT IMPACT THE DISTURBED AREA. APPLY PERMANENT SEEDING TO ALL NON-CONSTRUCTION AREAS WHICH SHOW SIGNS OF EXCESSIVE EROSION.
23. TEMPORARY SEEDING MIXTURES SHALL BE AS FOLLOWS:

| SEEDING DATES | GRASS SEED       | PERCENTAGES |
|---------------|------------------|-------------|
| 1/1 TO 5/1    | ITALIAN RYE      | 33%         |
|               | KOREAN LESPEDEZA | 33%         |
|               | SUNNED OATS      | 34%         |
| 5/1 TO 7/15   | SUDAN - SORGHUM  | 100%        |
| 7/15 TO 7/15  | STAR MULLET      | 200%        |
| 7/15 TO 1/1   | BALBOA RYE       | 67%         |
|               | ITALIAN RYE      | 33%         |
24. PERMANENT SEEDING MIXTURES SHALL BE AS FOLLOWS:

| SEEDING DATES | GRASS SEED           | PERCENTAGES |
|---------------|----------------------|-------------|
| 5/1 TO 7/1    | KENTUCKY 31 FESCUE   | 80%         |
|               | KOREAN LESPEDEZA     | 15%         |
|               | ENGLISH RYE          | 5%          |
| 6/1 TO 8/15   | KENTUCKY 31 FESCUE   | 55%         |
|               | ENGLISH RYE          | 20%         |
|               | KOREAN LESPEDEZA     | 15%         |
|               | GERMAN MULLET        | 10%         |
| 4/15 TO 8/15  | BERNARDUSSE (MULLET) | 70%         |
|               | ANNUAL LESPEDEZA     | 30%         |
| 8/1 TO 12/1   | KENTUCKY 31 FESCUE   | 70%         |
|               | ENGLISH RYE          | 20%         |
|               | WHITE CLOVER         | 10%         |
| 2/1 TO 12/1   | KENTUCKY 31 FESCUE   | 70%         |
|               | CROWN VETCH          | 20%         |
|               | ENGLISH RYE          | 5%          |

LEGEND

- BUILDING ENTRANCE
- PROPOSED CONTOUR
- EXISTING CONTOUR
- PROPERTY LINE
- PROPOSED SILT FENCE
- PROPOSED SPOT ELEVATION
- TOP OF WALL ELEV.
- BOTTOM OF WALL ELEV.
- PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- DETAIL REFERENCE (DETAIL NO./SHEET NO.)
- EXISTING OVERHEAD POWER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING SANITARY MANHOLE
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING CLEAN OUT
- EXISTING FENCE LINE
- EXISTING FIRE HYDRANT

REVISED PER TOWN OF FARRAGUT COMMENTS 02/07/2022

REVISIONS  
CANNON & CANNON, INC.  
CONSULTING ENGINEERS - FIELD SURVEYORS  
855.670.8555  
8550 Kingston Pike  
KNOXVILLE, TN 37919

CLIENT: MYERS BROTHERS HOLDINGS  
558 STONE VISTA LANE  
KNOXVILLE, TN 37922  
TEL. (865) 675-3824

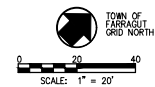
PROJECT: RENAISSANCE/FARRAGUT  
REVISION TO SITE PLAN  
12756 & 12760 KINGSTON PIKE  
FARRAGUT, TENNESSEE

SITE GRADING AND DRAINAGE PLAN



DATE: FEBRUARY 07, 2022  
DRAWN: CIO  
CHECKED: AVG  
C2.01  
SHEET 4 OF 14





#### NOTES:

1. THE TOPOGRAPHIC DATA SHOWN WAS PROVIDED BY CANNON & CANNON, INC. DATED NOVEMBER 23, 2003. THE DATE OF BOUNDARY SURVEY WAS MARCH 27, 2002 AND IS ON THE TOWN OF FARRAGUT GRID SYSTEM. PLANS SHOWN ARE BASED ON ORIGINAL SURVEY AND DESIGN INFORMATION BY CANNON & CANNON, INC. FOR THE RENAISSANCE PROJECT. ADDITIONAL SURVEY SINCE CONSTRUCTION HAS NOT BEEN PROVIDED. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS ASSOCIATED WITH THIS PROJECT AS PART OF CONSTRUCTION.
2. THE DISTURBED AREA IS APPROXIMATELY 0.75+ ACRES. THE TOTAL SITE AREA IS APPROXIMATELY 30.2+ ACRES.
3. UNLESS NOTED OTHERWISE, THE PROPOSED GRADES SHOWN ON THESE DRAWINGS ARE FINISH GRADE. EXISTING AND PROPOSED CONTOURS ARE SHOWN AT 2 FT. INTERVALS.
4. EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK AND THE TDEC AQUATIC RESOURCE ALLOCATION PERMIT REQUIREMENTS. THE DEVICES SHOWN ON THE DRAWINGS ARE THE MINIMUM REQUIRED. THE CONTRACTOR SHALL PROVIDE ADDITIONAL EROSION CONTROL DEVICES AS NEEDED OR REQUIRED BY THE TOWN OF FARRAGUT OR TDEC DURING CONSTRUCTION.
5. THE SITE SHALL BE CLEARED AND GRUBBED WITHIN THE LIMITS OF EXCAVATION. COMPLETELY DISPOSE OF ALL MATERIALS RESULTING FROM CLEARING AND GRUBBING. OFF-SITE BURNING SHALL NOT BE PERMITTED UNLESS PRIOR APPROVAL IS OBTAINED BY THE LOCAL FIRE DEPARTMENT. THE CONTRACTOR MUST OBTAIN A PERMIT AND MEET ALL OF THE REQUIREMENTS AS SPECIFIED BY THE FIRE DEPARTMENT.
6. ALL TREE STUMPS, BOLLARDS, AND OTHER OBSTRUCTIONS SHALL BE REMOVED TO A DEPTH OF 2 FT BELOW THE SUBGRADE. ROCK SHALL BE SCARRED TO A DEPTH OF 1 FT BELOW SUBGRADE.
7. STRIP TOPSOIL TO A MINIMUM DEPTH OF 8-IN. AND TEMPORARILY STOCKPILE EXCAVATED MATERIALS. INSTALL SILT FENCE OR OTHER APPROPRIATE EROSION CONTROL STRUCTURES ON THE DOWN HILL SIDE OF THE STOCKPILE.
8. PROOF ROLL ALL AREAS TO RECEIVE FILL. PROOF ROLL WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK USING A CROSS-CROSS PATTERN (4 PASSES) WITH AREAS FAILING THE PROOF ROLLING SHALL BE UNDERGOING AND BACKFILLED USING AN ENGINEERED FILL OR STABILIZED BY A METHOD APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER.
9. AREAS THAT EXHIBIT WEAK SOIL OR OTHERWISE UNSUITABLE CONDITIONS SHALL BE UNDERGOING TO A FIRM LEVEL OF SOIL FOLLOWED BY BACKFILLING THE UNDERGOING AREAS USING AN ENGINEERED FILL, TYP. NO. 52, OR TYP. NO. 47 SOIL.
10. FILL MATERIAL SHALL BE SATISFACTORY MATERIAL FREE FROM ROOTS AND OTHER ORGANIC MATERIAL, FROZEN MATERIAL, AND TRASH. FILL MATERIAL SHALL ALSO BE FREE OF STONES OR OTHER MATERIAL LARGER THAN 6 IN. AND LARGER THAN 4 IN. IN THE TOP 8 IN. OF AN EMBARMENT.
11. UNSATISFACTORY SOILS INCLUDE MATERIALS THAT ARE TOO WET OR TOO DRY, EXPANSIVE SOILS (PLASTICITY INDEX GREATER THAN 17), OR SOILS CLASSIFIED AS PT, OH, AND CL.
12. FILL MATERIAL SHALL BE PLACED IN LOOSE, HORIZONTAL LIFTS NOT EXCEEDING 8 IN. IN THICKNESS. COMPACT EACH LAYER TO AT LEAST 90% MAXIMUM DRY DENSITY. COMPACT THE UPPER 24 IN. OF FILL BENEATH PAVEMENTS AND THE UPPER 12 IN. BENEATH BUILDING SLABS TO 100% MAXIMUM DRY DENSITY. MAINTAIN THE MOISTURE CONTENT TO WITHIN  $\pm 1$  TO  $\pm 3$  PERCENT OF THE OPTIMUM MOISTURE CONTENT.
13. A 4 IN. (100) LAYER OF TOPSOIL SHALL BE PLACED OVER THE AREAS TO BE SEEDING AND TO THE FINISH GRADE ELEVATIONS AS SHOWN ON THE DRAWINGS.
14. ALL NEWLY GRADED EARTHEN AREAS THAT ARE NOT TO BE PAVED, STABILIZED, OR SODDED SHALL BE SEEDING, FERTILIZED, AND MULCHED WITHIN 30 DAYS OF ATTAINMENT OF FINISH GRADE. ALL MATERIAL BEING USED AS SOIL FILL SHOULD BE TESTED BY THE GEOTECHNICAL ENGINEER PRIOR TO BEING PLACED.
15. ALL EXCAVATIONS AND FILL SHOULD BE IN ACCORDANCE WITH RECOMMENDATIONS OUTLINED IN REPORT PREPARED BY SAME DATED JUNE 25, 2004 FOR THIS SITE.
16. MULCH WITH STRAW AT A RATE OF 100 LBS./1000 S.F. OVER THE SEEDING AREAS.
17. NO SLOPES SHALL EXCEED 3:1 IN VERTICAL SLOPES STEEPER THAN 3:1 TO RECEIVE EXTENDED TERM EROSION CONTROL BLANKET.
18. DO NOT ALLOW WATER TO ACCUMULATE IN EXCAVATIONS OR POND ON-SITE. PROVIDE NECESSARY MEASURES TO KEEP THE SITE FREE-DRAINING.
20. ALL LANDSCAPING ACTIVITIES SHALL BE IN ACCORDANCE WITH TOWN OF FARRAGUT EROSION CONTROL ORDINANCE AND TREE PROTECTION ORDINANCE.

#### NOTES CONTINUED:

21. TEMPORARY OR PERMANENT SOIL STABILIZATION AT THE CONSTRUCTION SITE MUST BE COMPLETED WITHIN 2 WEEKS (14 DAYS) AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES (30% OR GREATER) SHALL BE STABILIZED WITHIN ONE WEEK (7 DAYS) AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. APPLY TEMPORARY SEEDING TO SOIL STOCKPILES.
22. APPLY PERMANENT SEEDING WHENEVER GRADING OPERATIONS ARE COMPLETED AND ALL CONSTRUCTION OPERATIONS WILL NOT IMPACT THE DISTURBED AREA. APPLY PERMANENT SEEDING TO ALL NON-CONSTRUCTION AREAS WHICH SHOW SIGNS OF EXCESSIVE EROSION.
23. TEMPORARY SEEDING MIXTURES SHALL BE AS FOLLOWS:

| SEEDING DATES | GRASS SEED       | PERCENTAGES |
|---------------|------------------|-------------|
| 1/1 TO 5/1    | ITALIAN RYE      | 33%         |
|               | KOREAN LESPEDEZA | 33%         |
|               | SUMMER OATS      | 34%         |
| 5/1 TO 7/15   | SUDAN - SORGHUM  | 100%        |
| 5/1 TO 7/15   | STAR WHEAT       | 100%        |
| 7/15 TO 1/1   | BALBOA RYE       | 67%         |
|               | ITALIAN RYE      | 33%         |
24. PERMANENT SEEDING MIXTURES SHALL BE AS FOLLOWS:

| SEEDING DATES | GRASS SEED         | PERCENTAGES |
|---------------|--------------------|-------------|
| 5/1 TO 7/1    | KENTUCKY 31 FESCUE | 80%         |
|               | KOREAN LESPEDEZA   | 15%         |
|               | ENGLISH RYE        | 5%          |
| 6/1 TO 8/15   | KENTUCKY 31 FESCUE | 55%         |
|               | ENGLISH RYE        | 20%         |
|               | KOREAN LESPEDEZA   | 15%         |
|               | GERMAN MILLET      | 10%         |
| 4/15 TO 8/15  | BERNARDUS (WILDED) | 70%         |
|               | ANNUAL LESPEDEZA   | 30%         |
| 8/1 TO 12/1   | KENTUCKY 31 FESCUE | 70%         |
|               | ENGLISH RYE        | 20%         |
|               | WHITE CLOVER       | 10%         |
| 2/1 TO 12/1   | KENTUCKY 31 FESCUE | 70%         |
|               | CROWN VETCH        | 20%         |
|               | ENGLISH RYE        | 5%          |

#### LEGEND

- BUILDING ENTRANCE
- PROPOSED CONTOUR
- EXISTING CONTOUR
- PROPERTY LINE
- PROPOSED SILT FENCE
- PROPOSED STORM ELEVATION
- TOP OF WALL ELEV.
- BOTTOM OF WALL ELEV.
- PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- DETAIL REFERENCE (DETAIL NO./SHEET NO.)
- EXISTING OVERHEAD POWER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING SANITARY MANHOLE
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING CLEAN OUT
- EXISTING FENCE LINE
- EXISTING FIRE HYDRANT

REVISED PER TOWN OF FARRAGUT COMMENTS 02/07/2022

REVISION DATE

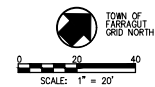
**CANNON & CANNON, INC.**  
CONSULTING ENGINEERS - FIELD SURVEYORS  
TEL: 865.670.8555 8550 Kingston Pike  
WWW.CANNON-AND-CANNON.COM Knoxville, TN 37919

CLIENT: **MYERS BROTHERS HOLDINGS**  
558 STONE VISTA LANE  
KNOXVILLE, TN 37922  
TEL. NO. (865) 675-3824

PROJECT: **RENAISSANCE FARRAGUT**  
REVISION TO SITE PLAN  
12756 & 12760 KINGSTON PIKE  
FARRAGUT, TENNESSEE

**EROSION CONTROL PLAN**

CDR PROJECT NO. 00433-0007  
DRAWING DATE FEBRUARY 07, 2022  
PM JRM HED  
DRAWN CIO CHECKED AVG  
**C3.01**  
SHEET 5 OF 14



#### WATER LINE NOTES:

- CONTRACTOR TO INSTALL ALL WATER LINES AND APPURTENANCES IN ACCORDANCE WITH THE FIRST UTILITY DISTRICT OF KNOX COUNTY, TENNESSEE "FUD STANDARD SPECIFICATIONS FOR WATER SYSTEM CONSTRUCTION" AND THE INTERNATIONAL BUILDING CODE.
- WATER LINE PIPE SHALL BE IN ACCORDANCE WITH THE TOWN OF FARRAGUT BUILDING CODE SPECIFICATIONS (MAIN TO METER PREVIOUSLY INSTALLED).
- WATER LINE PIPE SHALL BE PRESSURE CLASS 350 D.I.P. FOR DOMESTIC AND FIRE MAINS AND TYPE K COPPER FOR DOMESTIC SERVICES.
- CONTRACTOR TO INSTALL WATER LINES AT A POSITIVE GRADE BETWEEN DESIGNATED HIGH AND LOW POINTS TO PREVENT TRAPPING OF AIR.
- CONTRACTOR TO USE FITTINGS WITH REACTION BLOCKING AS REQUIRED FOR PROPER HORIZONTAL AND VERTICAL ALIGNMENT.
- NO VALVES SHALL BE INSTALLED UNDER AREAS TO RECEIVE ASPHALT PAVEMENT UNLESS APPROVED BY FUD.
- CONTRACTOR TO COORDINATE FIELD LOCATIONS OF PROPOSED WATER SERVICES AND METERS WITH FIRST UTILITY DISTRICT.
- ALL TAPPING TEES AND VALVES SHALL BE INSTALLED BY FIRST UTILITY AT THE OWNER'S EXPENSE.
- CONTRACTOR SHALL INSTALL SERVICE LINE TO METER, METER BOX AND METER YOE. FUD SHALL SUPPLY METER BOX AND YOE. SERVICE TAP WAS PREVIOUSLY INSTALLED.
- WATER LINES SHALL BE INSTALLED AFTER GRADING IS COMPLETED AND APPROVED AND BEFORE ANY ROADWAY BASE IS APPLIED.
- ALL FIRE HYDRANTS SHALL BE INSTALLED IN ACCORDANCE WITH ALL TOWN OF FARRAGUT, FUD, AND NATIONALLY RECOGNIZED STANDARDS (HYDRAULIC ANALYSIS HAS NOT BEEN PERFORMED BY C3).
- A PARALLEL REDUCED PRESSURE BACKFLOW PREVENTER SHALL BE INSTALLED ON THE DOMESTIC WATER LINE LOCATED AT THE WATER ENTRANCE TO THE MECHANICAL ROOM. A DCA SHALL BE INSTALLED ON THE FIRE LINE LOCATED IN THE FIRE PUMP ROOM. BACKFLOW PREVENTER DESIGN AND INSTALLATION PER FUD GUIDELINES.
- WATER MAIN SHALL HAVE A MINIMUM 36" COVER.
- WATER MAIN SHALL BE HYDROSTATICALLY PRESSURE TESTED AT 200 PSI FOR A PERIOD OF 2 HOURS PRIOR TO ACCEPTANCE. TEST SHALL BE WITNESSED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
- ALL MATERIALS IN CONTACT WITH POTABLE WATER SHALL BE NSF-61 CERTIFIED AND IN COMPLIANCE WITH SAFE DRINKING WATER ACT'S "LEAD-FREE" REQUIREMENTS.
- WATER MAINS SHALL BE DISINFECTED, TESTED AND THOROUGHLY FLUSHED IN ACCORDANCE WITH TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION'S REQUIREMENTS PRIOR TO PLACING INTO SERVICE.
- CONTRACTOR REQUIRED TO PRESSURE TEST WATERLINE AND FIRE LINES PER FIRST UTILITY DISTRICT REQUIREMENTS (ZERO LEAKAGE DURING HYDROSTATIC TESTING). CONTRACTOR TO NOTIFY FUD PRIOR TO TESTING SO THAT FUD CAN WITNESS THE PRESSURE TEST. FUD WILL MAKE TAP AVAILABLE FOR CONTRACTOR USE.



#### UTILITY PROVIDER

#### UTILITY APPROVAL SIGNATURE(S)

REVISED PER TOWN OF FARRAGUT COMMENTS 02/07/2022

REVISIONS DATE

**CANNON & CANNON INC.**  
CONSULTING ENGINEERS - FIELD SURVEYORS

TEL: 865.670.8555 8550 Kingston Pike  
WWW.CANNON-AND-CANNON.COM KNOXVILLE, TN 37919

CLIENT: **MYERS BROTHERS HOLDINGS**  
558 STONE VISTA LANE  
KNOXVILLE, TN 37922  
TEL. NO. (865) 675-3824

PROJECT: **RENAISSANCE/FARRAGUT  
REVISION TO SITE PLAN**  
12756 & 12760 KINGSTON PIKE  
FARRAGUT, TENNESSEE

#### SITE UTILITIES PLAN

|  |                 |                   |
|--|-----------------|-------------------|
|  | CDR PROJECT NO. | 00433-0007        |
|  | DRAWING DATE    | FEBRUARY 07, 2022 |
|  | PN              | JRH               |
|  | DRAWN           | CIO               |
|  | CHKD BY         | AWG               |
|  |                 |                   |

**C4.01**  
SHEET 6 OF 14

#### GENERAL UTILITY NOTES:

- THE TOPOGRAPHIC & BOUNDARY DATA SHOWN WAS PROVIDED BY CANNON & CANNON, INC. DATED NOVEMBER 23, 2003. THE DATE OF BOUNDARY SURVEY WAS MARCH 27, 2002 AND IS ON THE TOWN OF FARRAGUT GRID SYSTEM.
- THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE APPROPRIATE UTILITY COMPANIES INVOLVED. THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES IN THE PROPOSED WORK AREA BY CONTACTING TENNESSEE "811" A MINIMUM OF 3 BUSINESS DAYS PRIOR TO BEGINNING CONSTRUCTION.
- PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD THE EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT. FURNISH ANY SPECIAL EQUIPMENT REQUIRED TO WORK OVER AND AROUND THE UTILITIES.
- PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS TO NOTIFY THEM OF WORK IN THE AREA AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY. NOTIFICATION SHALL BE GIVEN AT LEAST THREE BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.
- A MINIMUM BEDDING LAYER OF 6 INCHES OF TYPE 57 STONE WILL BE INSTALLED AROUND THE CIRCUMFERENCE OF ALL PIPE AND FITTINGS OUTSIDE THE LIMITS OF THE ROADWAY SURFACE. STONE BACKFILL TO GRADE REQUIRED UNDER ALL PROPOSED ROADWAYS.
- TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
- MAINTAIN 10 FEET (MINIMUM) HORIZONTAL SEPARATION BETWEEN WATER AND SEWER MAIN AND SERVICE LINES.
- REFERENCE BUILDING MECHANICAL DRAWINGS FOR LOCATION OF UTILITY CONNECTIONS. COORDINATE SERVICE LOCATIONS WITH BUILDING PLUMBING PLANS AND FUD, AND MODIFY, AS NECESSARY TO ASSURE CONNECTIONS.

#### SANITARY SEWER NOTES:

- ALL SANITARY SEWER LINES AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH THE FIRST UTILITY DISTRICT OF KNOX COUNTY, TENNESSEE "FUD STANDARD SPECIFICATIONS FOR WASTEWATER CONSTRUCTION" AND THE INTERNATIONAL BUILDING CODE REQUIREMENTS.
- SANITARY SEWER PIPE SHALL BE 36" OR 48" PVC FOR DEPTHS TO 12 FT. AND CLASS 350 PER DEC 401 LINED DUCTILE IRON PIPE FOR DEPTHS GREATER THAN 12 FT. ON SLOPES GREATER THAN 18% SANITARY SEWER SERVICE LINES TO BE SOLID SCHEDULE 40 PVC PIPE.
- UNLESS NOTED OTHERWISE, ALL SEWER GRADIENTS AND STATIONING HAVE BEEN CALCULATED TO THE CENTERLINE OF THE MANHOLE AND/OR APPURTENANCE.
- SLOPE FOR SERVICE LATERALS SHALL BE 1.00% (MINIMUM) UNLESS APPROVED OTHERWISE BY THE ENGINEER.
- CONTRACTOR TO ADJUST TO ELEVATIONS FOR PROPOSED CLEANOUTS AS REQUIRED TO MATCH FINISHED GRADE.
- DEVELOPER/BUILDING CONTRACTOR SHALL FIELD VERIFY ELEVATION OF EXISTING SANITARY SEWER LATERAL PRIOR TO ESTABLISHING FINISH FLOOR ELEVATION (FFE) FOR BUILDINGS. GRAVITY SEWER SYSTEM HAS NOT BEEN DESIGNED CONSIDERING BASEMENTS.
- MAINTAIN 10 FEET (MINIMUM) HORIZONTAL SEPARATION BETWEEN WATER AND SEWER MAIN AND SERVICE LINES.
- CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATIONS OF EXISTING SANITARY SEWER LINES PRIOR TO ORDERING MATERIALS OR COMMENCING CONSTRUCTION ACTIVITIES.
- MINIMUM DEPTH OF COVER OVER SEWER LINES IS 36 INCHES.
- ALL INTERIOR FLOOR DRAINS WILL BE CONNECTED TO THE SANITARY SYSTEM.

- LEGEND**
- OH— EXISTING OVERHEAD UTILITY LINE
  - SA— EXISTING SANITARY SEWER LINE
  - W— EXISTING WATER LINE
  - V— EXISTING WATER VALVE
  - H— EXISTING WATER METER
  - F— EXISTING FIRE HYDRANT
  - P— EXISTING UTILITY POLE
  - T— EXISTING TREE LINE
  - WM— PROPOSED WATER SERVICE LINE AND METER
  - P/R— PROPERTY/R.O.W. LINE
  - F— EXISTING FENCE
  - R— PROPOSED RETAINING WALL

#### UTILITY SERVICE PROVIDERS

**WATER AND SEWER**  
FIRST UTILITY DISTRICT OF KNOX COUNTY (FUD)  
122 DUNWOOD ROAD  
KNOXVILLE, TN 37922  
(865) 966-5741

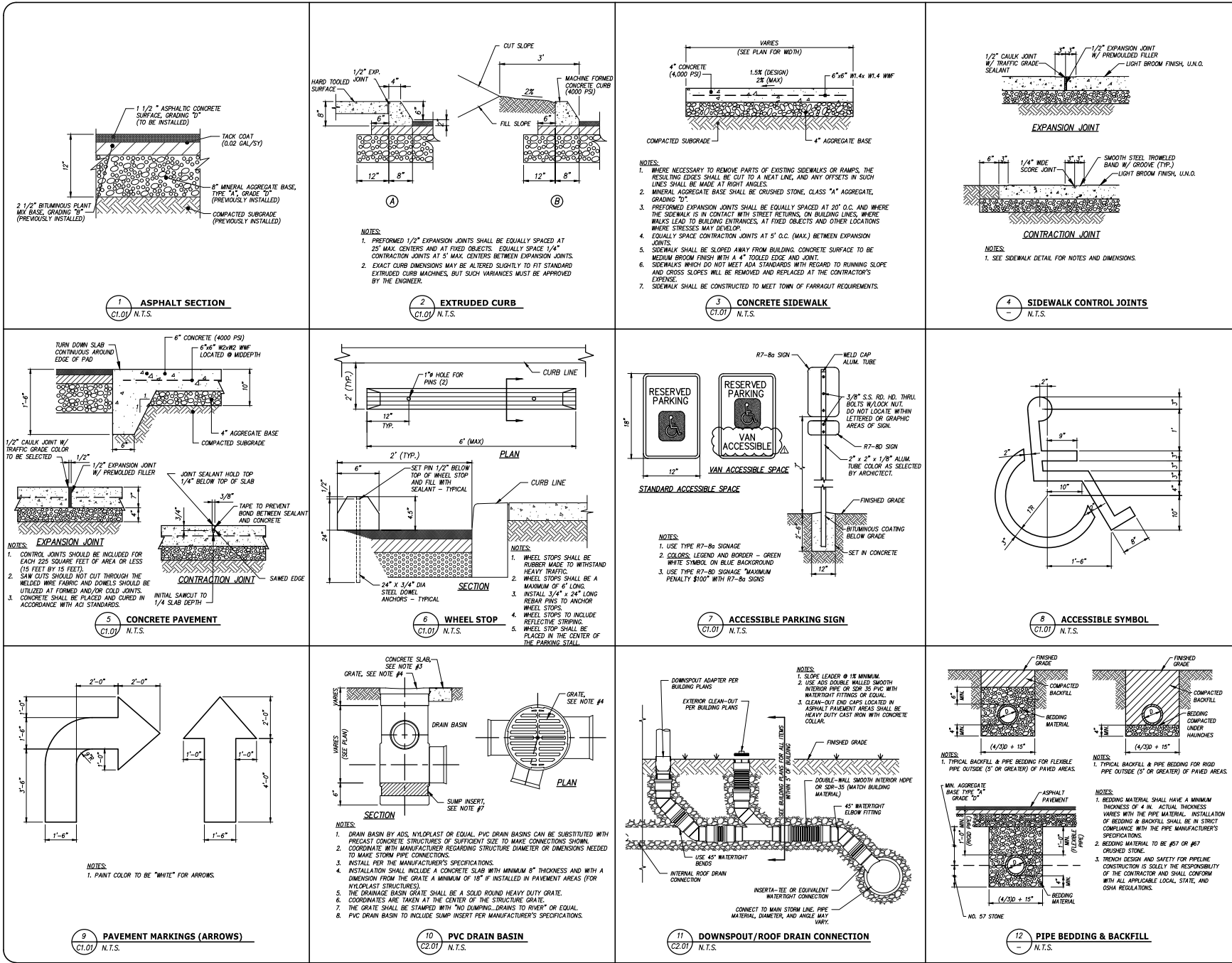
**ELECTRIC**  
LENOIR CITY UTILITIES BOARD (LCUB)  
1400 LORRAINE STREET  
KNOXVILLE, TN 37919  
(865) 524-2911

**GAS**  
KNOXVILLE UTILITIES BOARD (KUB)  
4506 MIDDLEBROOK PIKE  
KNOXVILLE, TN 37921  
(865) 215-6100

**TELEPHONE**  
TDS TELECOM  
701 CONCORD ROAD  
KNOXVILLE, TN 37934  
1-865-571-6662

**CABLE TELEVISION**  
CHARTER COMMUNICATIONS  
1-855-833-4449





REVISED PER TOWN OF FARRAGUT COMMENTS02/07/2022

REVISIONSDATE

**CANNON & CANNON, INC.**  
CONSULTING ENGINEERS - FIELD SURVEYORS  
TEL 865.670.85558550 Kingston Pike  
www.cannon-cannon.comKnoxville, TN 37919

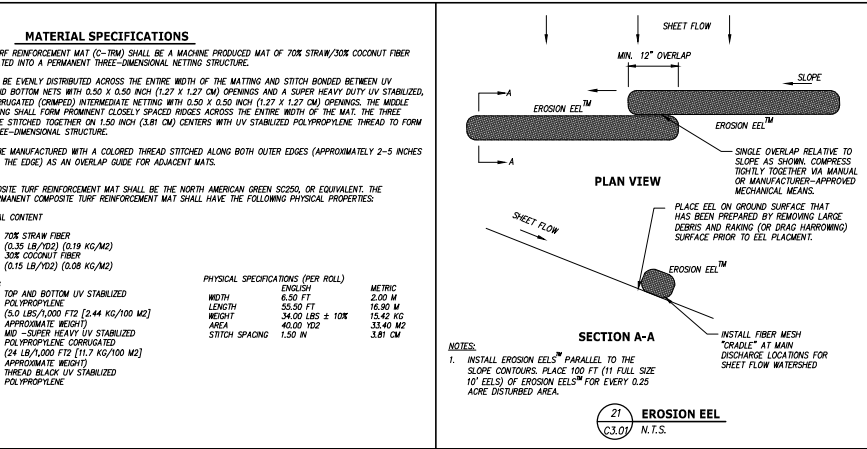
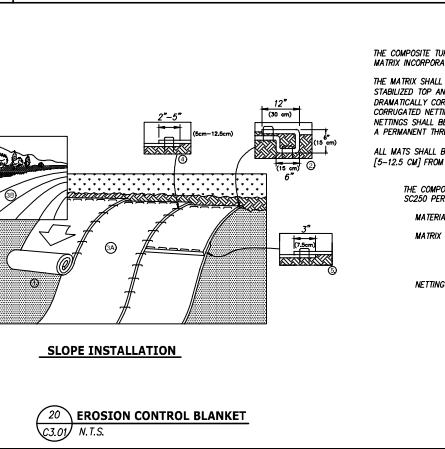
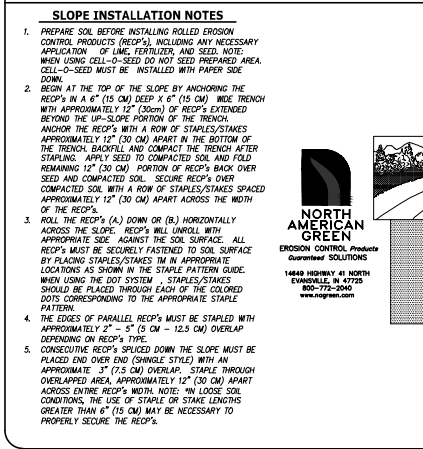
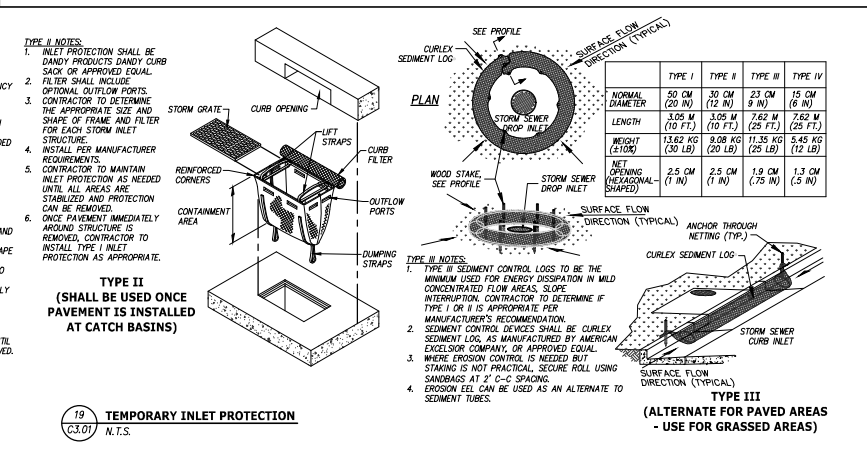
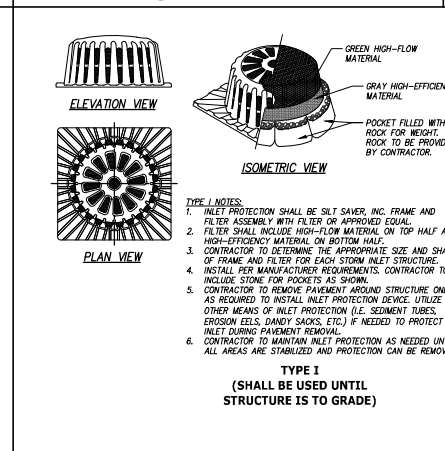
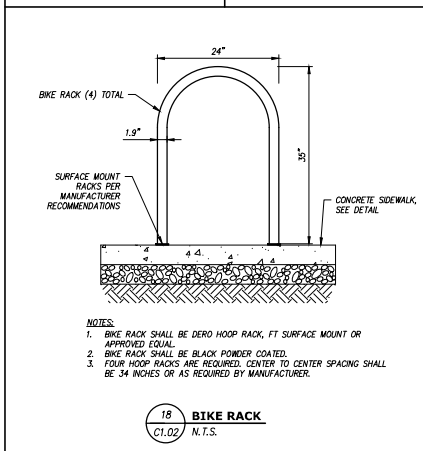
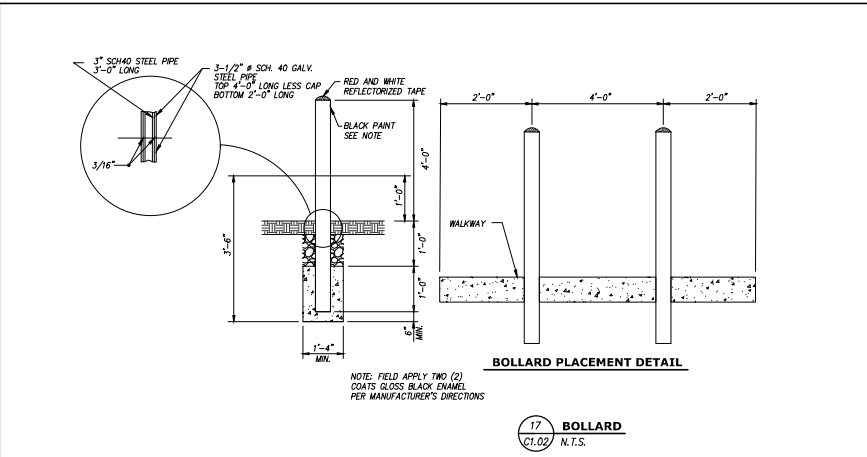
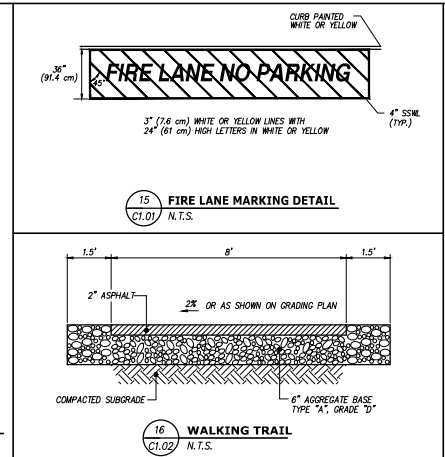
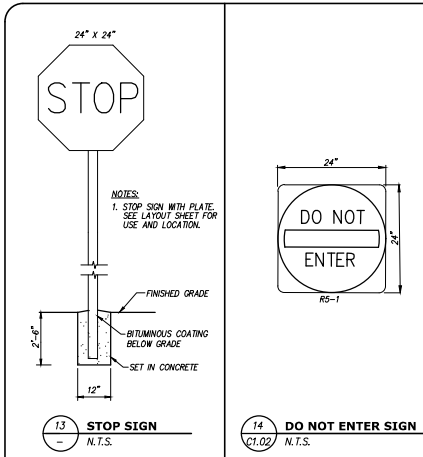
CLIENT:**MYERS BROTHERS HOLDINGS**  
558 STONE VISTA LANE  
KNOXVILLE, TN 37922  
TEL. NO. (865) 675-3824

PROJECT:**RENAISSANCE FARRAGUT  
REVISION TO SITE PLAN**  
12756 & 12760 KINGSTON PIKE  
FARRAGUT, TENNESSEE



CCP PROJECT NO. 00443-0007  
DRAWING DATE: FEBRUARY 07, 2022  
P/N: JRH  
DRAWN: CIO  
CHECKED: AING

**C5.01**  
SHEET 7 OF 14



REVISED PER TOWN OF FARRAGUT COMMENTS 02/07/2022

REVISIONS DATE

**CANNON & CANNON INC.**  
CONSULTING ENGINEERS - FIELD SURVEYORS  
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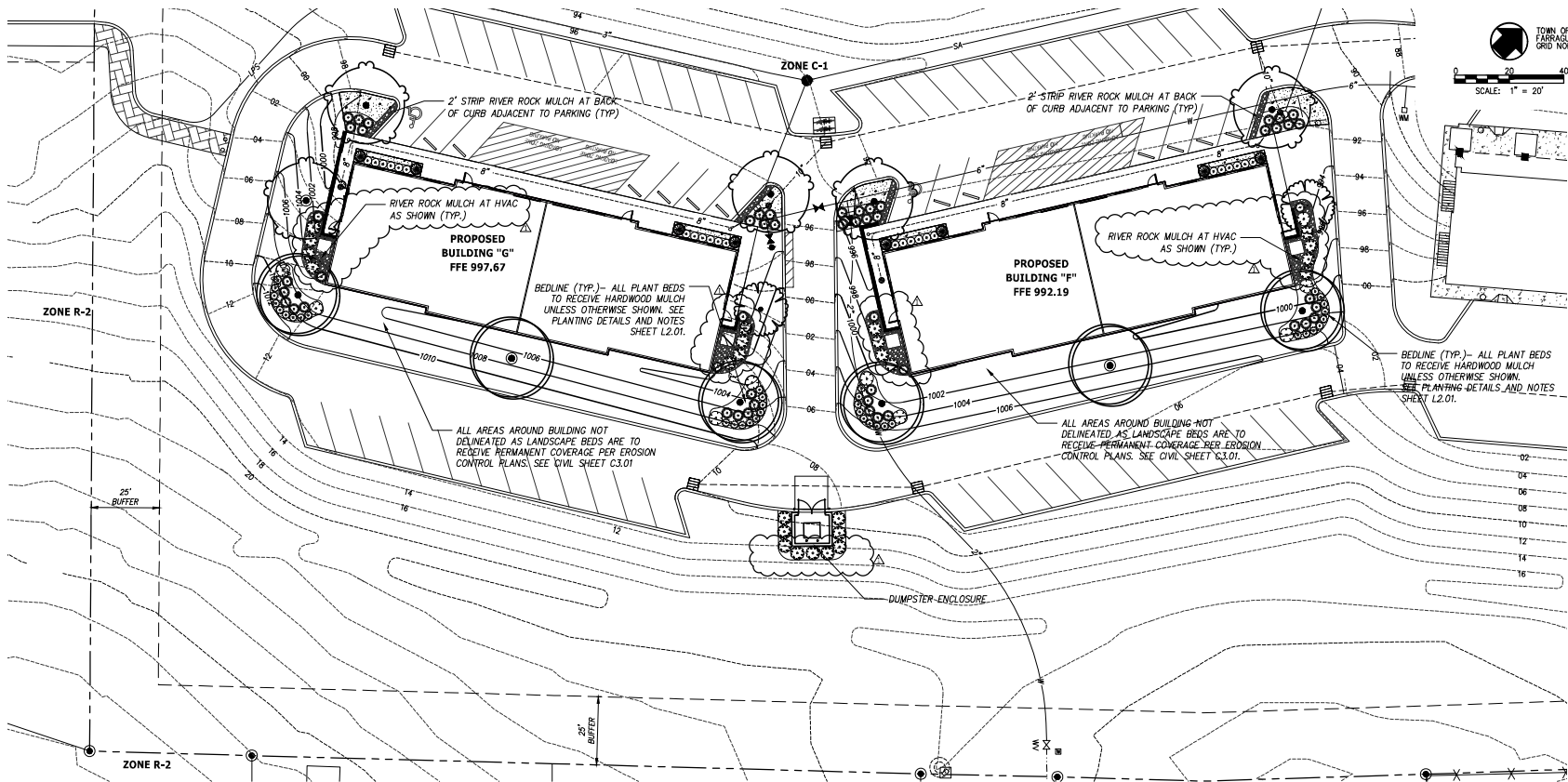
CLIENT: MYERS BROTHERS HOLDINGS  
568 STONE VISTA LANE KNOXVILLE, TN 37922  
TEL. NO. (865) 675-3824

PROJECT: RENAISSANCE/FARRAGUT REVISION SITE PLAN  
12756 & 12760 KINGSTON PIKE FARRAGUT, TENNESSEE

SITE DETAILS

C&C PROJECT NO. 00443-0007  
DRAWING DATE FEBRUARY 07, 2022  
P/N JRH P/C HED  
DRAWN CIO CHECKED AWG

**C5.02**  
SHEET 8 OF 14



- NOTES:**
- THIS SITE WAS PREVIOUSLY APPROVED AND PERMITTED BY THE TOWN OF FARRAGUT. A TREE PRESERVATION AND REMOVAL PLAN IS NOTE INCLUDED SINCE THAT WAS PART OF THE PREVIOUSLY APPROVED PLAN. THIS SET INCORPORATES ONLY THE REVISIONS ASSOCIATED WITH THE NEW BUILDING FOOTPRINTS FOR 12756 AND 12760.
  - SEE COVER SHEET (00.01) FOR MONTHLY MAP. SEE CIVIL SHEETS FOR SITE ELEMENTS AND LOCATIONS.
  - SEE LANDSCAPE SHEET C3.01 FOR PLANTING NOTES AND DETAILS.
  - SEE EROSION CONTROL PLAN FOR SEED AND SOIL PLANTING AREAS (SHEET C3.01).
  - CONTRACTOR TO LOCATE ALL UTILITIES THAT MAY CONFLICT WITH TREE PLANTING AREAS AND PROTECT UTILITIES THROUGHOUT DURATION OF CONSTRUCTION.
  - CONTRACTOR TO PROVIDE IRRIGATION DESIGN AND COORDINATE CONNECTIONS ON SITE.

| PLANT SCHEDULE                                                                     |     |                                        |                                   |         |           |                                              |
|------------------------------------------------------------------------------------|-----|----------------------------------------|-----------------------------------|---------|-----------|----------------------------------------------|
| CANOPY TREES                                                                       | QTY | BOTANICAL NAME                         | COMMON NAME                       | SIZE    | CONTAINER | REMARKS                                      |
|  | 6   | Liquidambar styraciflua 'Ward' TM      | Cherokee Sweet Gum                | 2" Cal. | B&B       | Matched, Strong Central Leader, Full Canopy  |
|  | 5   | Zelkova serrata 'Green Vase'           | Green Vase Sandeal Zelkova        | 2" Cal. | B&B       | Matched, Strong Central Leader, Full Canopy  |
| EVERGREEN TREES                                                                    | QTY | BOTANICAL NAME                         | COMMON NAME                       | SIZE    | CONTAINER | REMARKS                                      |
|  | 8   | Thuja standishii x plicata 'MonRoi' TM | Tiny Tower Arborvitae             | 6" Ht.  | B&B       | Matched, Full, Pyramidal and Upright in form |
| FLOWERING TREES                                                                    | QTY | BOTANICAL NAME                         | COMMON NAME                       | SIZE    | CONTAINER | REMARKS                                      |
|  | 2   | Prunus serrulata Kwanzan'              | Kwanzan Japanese Flowering Cherry | 2" Cal. | B&B       | Matched, Strong Central Leader, Full Canopy  |
| BRASSES                                                                            | QTY | BOTANICAL NAME                         | COMMON NAME                       | SIZE    | CONTAINER | REMARKS                                      |
|  | 9   | Hydrangea arborescens 'Incrediball'    | Incrediball White Hydrangea       | 3 gal.  | Container | Matched, Full and Well-rooted in pot.        |
|  | 36  | Ilex cornuta 'Carissa'                 | Carissa Chinese Holly             | 3 gal.  | Container | Matched, Full and Well-rooted in pot.        |
|  | 34  | Ilex glabra 'Chamziri' TM              | Nordic Inkberry Holly             | 3 gal.  | Container | Matched, Full and Well-rooted in pot.        |
|  | 25  | Viburnum x pragensae                   | Prague Viburnum                   | 3 gal.  | Container | Matched, Full and Well-rooted in pot.        |
| GRASSES                                                                            | QTY | BOTANICAL NAME                         | COMMON NAME                       | SIZE    | CONTAINER | REMARKS                                      |
|  | 52  | Miscanthus sinensis 'Morning Light'    | Morning Light Exilis Grass        | 3 gal.  | Container | Matched, Full and Well-rooted in pot.        |
| GROUND COVERS                                                                      | QTY | BOTANICAL NAME                         | COMMON NAME                       | SIZE    | CONTAINER | REMARKS                                      |
|  | 287 | Liriope muscari 'Big Blue'             | Big Blue Lilyturf                 | 1 gal.  | Container | Matched, Full and Well-rooted in pot.        |

NOTE: ALL SHRUBS TO BE 18" MIN. HEIGHT AT TIME OF PLANTING. SEE PLANTING NOTES AND DETAILS.

#### LANDSCAPING BETWEEN BUILDING "F" AND PARKING LOTS

| BLDG. PERIMETER                   | NORTH  | EAST    | SOUTH   | WEST   |
|-----------------------------------|--------|---------|---------|--------|
| 390 LF (BLDG F)                   | 149 LF | 46 LF   | 149 LF  | 46 LF  |
| * MINIMUM REQUIRED LANDSCAPE AREA | 373 SF | 115 SF  | 373 SF  | 115 SF |
| PROVIDED LANDSCAPE AREA           | 722 SF | 1215 SF | 4006 SF | 956 SF |
| ** MINIMUM REQUIRED BED AREA      | 94 SF  | 29 SF   | 94 SF   | 29 SF  |
| PROVIDED BED AREA                 | 629 SF | 250 SF  | 358 SF  | 159 SF |

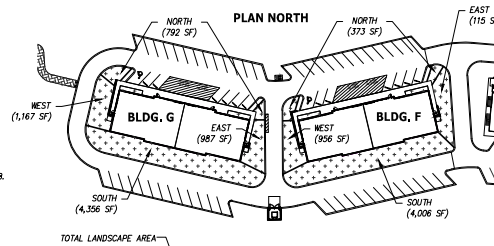
\* 2.5 SQ. FT. PER LINEAR FOOT OF BUILDING PERIMETER REQUIRED \*\* 25% LANDSCAPE AREA, NOT TO INCLUDE PARKING ISLAND AREA, PARKING ISLAND MINIMUM IS 5' WIDE FROM FACE OF CURB.

#### LANDSCAPING BETWEEN BUILDING "G" AND PARKING LOTS

| BLDG. PERIMETER                   | NORTH  | EAST   | SOUTH   | WEST    |
|-----------------------------------|--------|--------|---------|---------|
| 390 LF (BLDG G)                   | 149 LF | 46 LF  | 149 LF  | 46 LF   |
| * MINIMUM REQUIRED LANDSCAPE AREA | 373 SF | 115 SF | 373 SF  | 115 SF  |
| PROVIDED LANDSCAPE AREA           | 792 SF | 987 SF | 4356 SF | 1167 SF |
| ** MINIMUM REQUIRED BED AREA      | 94 SF  | 29 SF  | 94 SF   | 29 SF   |
| PROVIDED BED AREA                 | 516 SF | 145 SF | 417 SF  | 121 SF  |

\* 2.5 SQ. FT. PER LINEAR FOOT OF BUILDING PERIMETER REQUIRED \*\* 25% LANDSCAPE AREA, NOT TO INCLUDE PARKING ISLAND AREA, PARKING ISLAND MINIMUM IS 5' WIDE FROM FACE OF CURB.

#### LANDSCAPE AREAS PLAN N.T.S.



#### LANDSCAPE SITE REQUIREMENTS

MINIMUM REQUIRED: 1 SHADE TREE/2500 S.F. OF IMPROVEMENTS

32670 SF/2500 S.F. = 13 SHADE TREES

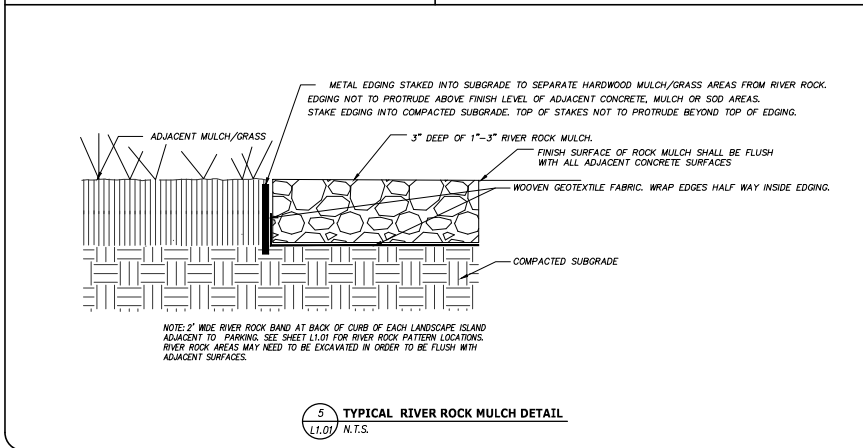
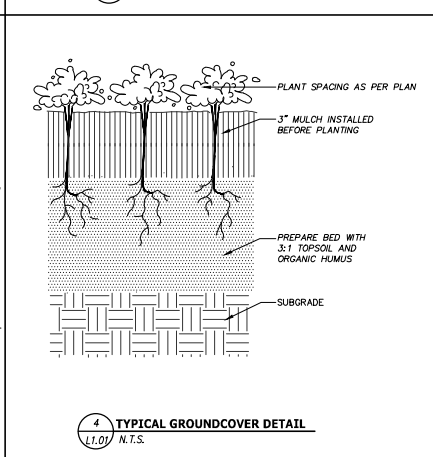
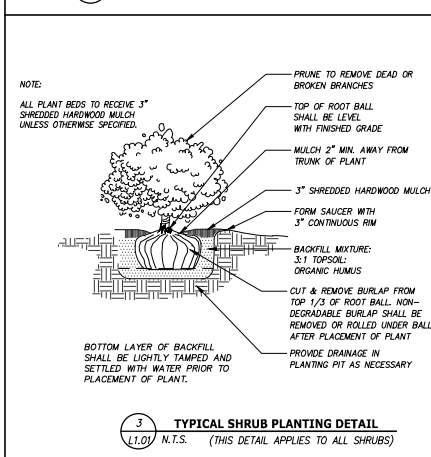
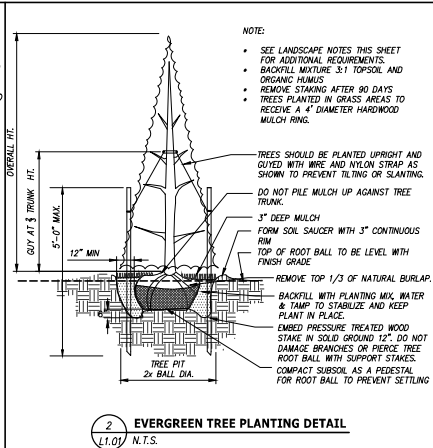
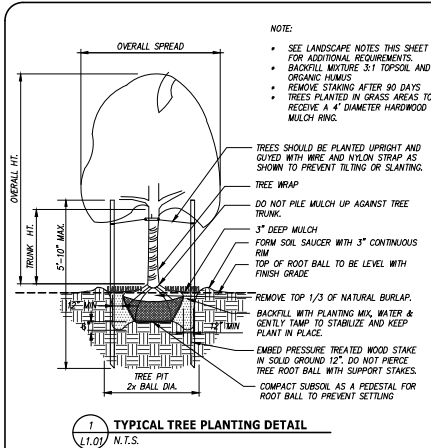
PROVIDED LANDSCAPE AREA

11 SHADE (CANOPY) TREES, 2 UNDERSTORY (FLOWERING) TREES FOR SHADE TREE SUBSTITUTION

SEE PLANT SCHEDULE THIS SHEET. ADDITIONAL EVERGREEN TREES PROVIDED AT BUILDING FACADE.

|                                                                                                                                                                    |                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| REVISED PER TOWN OF FARRAGUT COMMENTS                                                                                                                              | 02/07/2022                                                                                                   |
| REVISIONS                                                                                                                                                          | DATE                                                                                                         |
| <b>CANNON &amp; CANNON INC.</b><br>CONSULTING ENGINEERS - FIELD SURVEYORS<br>TEL: 865.670.8555   8550 Kingston Pike<br>WWW.CANNON-CANNON.COM   Knoxville, TN 37919 |                                                                                                              |
| CLIENT:                                                                                                                                                            | MYERS BROTHERS HOLDINGS<br>568 STONE VISTA LANE<br>KNOXVILLE, TN 37922<br>TEL. NO. (865) 675-3824            |
| PROJECT:                                                                                                                                                           | RENAISSANCE/FARRAGUT<br>REVISION TO SITE PLAN<br>12756 & 12760 KINGSTON PIKE<br>FARRAGUT, TENNESSEE          |
| SITE LANDSCAPE PLAN                                                                                                                                                |                                                                                                              |
|                                                                                                                                                                    | C&C PROJECT NO. 00443-0007<br>DRAWING DATE: FEBRUARY 07, 2022<br>PM: JRH POC: HED<br>DRAWN: CIO CHECKED: AWG |
| <b>L1.01</b><br>SHEET 9 OF 14                                                                                                                                      |                                                                                                              |





- LANDSCAPE NOTES:**
- CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE PUBLIC FROM WORK PERFORMED.
  - EXAMINE SITE UPON WHICH WORK IS TO BE PERFORMED. ASCERTAIN THAT ADEQUATE GROWING CONDITIONS WILL BE PROVIDED FOR THE PLANTS. IF PERCOLATION TEST OR SUBSOIL CONDITIONS INDICATE RETENTION OF WATER IN PLANTING AREAS, OR OTHER EVIDENCE INDICATING PRESENCE OF UNDERGROUND WATER, NOTIFY UNSATISFACTORY CONDITIONS BEFORE BACKFILLING. DO NOT PROCEED WITH WORK UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED. COMMENCEMENT OF PLANTING WORK INDICATES SITE CONDITIONS HAVE BEEN ACCEPTED BY CONTRACTOR AS IS.
  - CONTRACTOR SHALL VERIFY THE LOCATIONS AND DEPTHS OF ALL UTILITIES PRIOR TO COMMENCING WORK AND NOTIFY ALL UTILITY COMPANIES SERVING THE SITE. APPROPRIATE PROTECTIVE MEASURES SHALL BE MAINTAINED THROUGHOUT THE DURATION OF WORK. ANY DAMAGE TO UNDERGROUND UTILITIES AND COST INCURRED IS THE SOLE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
  - CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY COORDINATION WITH OTHER CONTRACTORS ON SITE AS REQUIRED TO ACCOMPLISH ALL PLANTING WORK.
  - SEE SITE DEMOLITION/TREE PROTECTION PLAN FOR TREES TO BE REMOVED AND LOCATIONS OF TREE PROTECTION FENCING. TREE PROTECTION FENCING SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. NO MATERIALS, EQUIPMENT STORAGE, OR PARKING SHALL BE PERMITTED WITHIN TREE PROTECTION AREAS.
  - OTHER ALL STUMPS OF TREES TO BE REMOVED TO 4" BELOW EXISTING GRADE.
  - WORK AREA SHALL BE KEPT CLEAN AND CLEAR OF CONSTRUCTION DEBRIS.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT OF SOIL EROSION MEASURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN THE EROSION CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PERIOD TO PREVENT EROSION OF SOIL AND ENTRY OF SOIL BEARING WATER ONTO ADJACENT STREETS, PROPERTIES, AND INTO ANY PUBLIC STORMWATER FACILITIES.
  - STRIP TOPSOIL, ON-SITE, IF APPLICABLE, AND STORE ON SITE (ON APPROVED LOCATION) FOR FINAL GRADING. REMOVE EXCESS FROM SITE.
  - EXCAVATE SOIL (4" DEPTH) AND REMOVE ALL PLANT MATERIAL IN DESIGNATED PLANTING AREAS. IMPORT (4" DEPTH) STERILE TOPSOIL AND MIX WITH AN EQUAL PART ORGANIC HUMUS.
  - TOPSOIL TO HAVE 4% ORGANIC MATERIAL AND BE FREE OF 1" DIAMETER OR LARGER, ROOTS, PLANTS, CLAY LUMPS, AND OTHER MATERIALS HARMFUL TO PLANT GROWTH.
  - EXCAVATION AND DISPOSAL OF MATERIAL SHALL BE DONE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS, CODES, AND ENVIRONMENTAL REGULATIONS.
  - LANDSCAPE CONTRACTOR SHALL FIELD STAKE TREE AND LOCATIONS AND VERIFY WITH APPLICABLE UTILITY BOARDS PRIOR TO PLANTING.
  - ASSURE THAT BEDS DRAWN AWAY FROM STRUCTURES, REFER TO FINAL GRADING AND DRAINAGE PLANS.
  - PROVIDE AND INSTALL ONLY PLANTS THAT ARE FREE FROM DISEASE AND PESTS, AND THAT COMPLY WITH THE LATEST EDITION OF PUBLICATION ANSI Z60.1, "AMERICAN STANDARDS FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERMEN.
  - PLANT MATERIAL SHALL BE REVIEWED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REFUSE ANY PLANT MATERIAL DEEMED UNACCEPTABLE. NO PLANT MATERIAL OR SIZE SUBSTITUTIONS SHALL BE PERMITTED WITHOUT WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT.
  - ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. NO CONTAINER GROWN STOCK MATERIAL WILL BE ACCEPTED IF IT IS NOT ROOT BOUND.
  - REMOVE SYNTHETIC BURLAP, ROPES, WIRE, AND OTHER NON-Biodegradable MATERIALS FROM THE ROOT BALLS AFTER FINAL POSITIONING. ALL ROOT WRAPPING AND CONTAINERS MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF PLANTING.
  - REMOVE UPPER 1/3 OF NATURAL BURLAP FROM PLANT ROOT BALLS.
  - DO NOT PERCEE TREE ROOT BALLS WITH SUPPORT STAKES.
  - IN THE EVENT THE PLANT SCHEDULE AND PLAN DIFFER THE PLAN SHALL GOVERN. FIELD VERIFY ALL PROPOSED PLANT LOCATIONS PRIOR TO PLANTING.
  - PROVIDE 3" (INCHES) DEEP LAYER IN A FOUR FOOT DIAMETER RING AROUND TREES IN SOD AND SEEDED LAWN AREAS UNLESS OTHERWISE SPECIFIED. DO NOT PILE MULCH UP AGAINST TRUNKS OR STEMS OF PLANTS.
  - ADD FERTILIZER AS REQUIRED FOR OPTIMUM PLANT PERFORMANCE AND PRE-EMERGENT HERBICIDE.
  - ADD PRE-EMERGENT HERBICIDE UNDERNEATH AND ON TOP OF MULCH IN LANDSCAPE BEDS.
  - ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24 HOUR PERIOD. ALL PLANTS SHALL THEN BE WATERED TWICE WEEKLY BY THE CONTRACTOR UNTIL PLANTING AND CONSTRUCTION ARE COMPLETE, AND CONTRACTORS ARE DONE FROM SITE.
  - SEED OR SOD ALL APPLICABLE AREAS AS SHOWN ON LANDSCAPE PLANS. ALL OTHER AREAS OF DISTURBANCE SHALL BE SEEDS IN ACCORDANCE WITH FINAL EROSION CONTROL PLANS UNLESS OTHERWISE SPECIFIED ON THE THE LANDSCAPE PLANS. SEE SEEDING AND SOD NOTES THIS SHEET.
  - ACTUAL AS-BUILT CONDITIONS MAY VARY FROM THIS PLAN. PLANT AND MATERIAL QUANTITIES AS SHOWN ON THE PLAN ARE FOR UNIFORM COMPARISON AND ESTIMATE PURPOSES ONLY. NOTIFY LANDSCAPE ARCHITECT OF ALL CONDITIONS WHICH WILL AFFECT PLANT QUANTITIES REQUIRED AND/OR THEIR LOCATIONS.
  - WARRANTY MATERIALS AND WORKMANSHIP FOR TWELVE MONTHS FROM THE DATE OF SUBSTANTIAL COMPLETION.
  - CONTRACTOR TO PROVIDE IRRIGATION DESIGN AND COORDINATE ALL IRRIGATION CONNECTIONS ON SITE.

- SEEDING AND SOD NOTES:**
- SEE CIVIL EROSION CONTROL PLANS C3.01 FOR SEEDING AND PERMANENT STABILIZATION.

|                                                                                                                                                                     |                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| REVISED PER TOWN OF FARRAGUT COMMENTS                                                                                                                               | 02/07/2022                                                                                                              |
| REVISIONS                                                                                                                                                           | DATE                                                                                                                    |
| <b>CANNON &amp; CANNON, INC.</b><br>CONSULTING ENGINEERS - FIELD SURVEYORS<br>TEL: 865.670.8555   8550 Kingston Pike<br>WWW.CANNON-CAHNON.COM   Knoxville, TN 37919 |                                                                                                                         |
| CLIENT:                                                                                                                                                             | <b>MYERS BROTHERS HOLDINGS</b><br>558 STONE VISTA LANE<br>KNOXVILLE, TN 37922<br>TEL. NO. (865) 675-3824                |
| PROJECT:                                                                                                                                                            | <b>RENAISSANCE FARRAGUT</b><br><b>REVISION TO SITE PLAN</b><br>12756 & 12760 KINGSTON PIKE<br>FARRAGUT, TENNESSEE       |
| <b>LANDSCAPE DETAILS</b>                                                                                                                                            |                                                                                                                         |
|                                                                                                                                                                     | C&C PROJECT NO. 00433-0007<br>DRAWING DATE: FEBRUARY 07, 2022<br>PM: JRH<br>DESIGNED: HED<br>DRAWN: CIO<br>CHECKED: AWG |
| <b>L2.01</b><br>SHEET 10 OF 14                                                                                                                                      |                                                                                                                         |







**PERSPECTIVE VIEW**



**WEST ELEVATION**  
SCALE 1/8"=1'-0"



**EAST ELEVATION**  
SCALE 1/8"=1'-0"



**NORTH ELEVATION**  
SCALE 1/8"=1'-0"

**SPEC BUILDING EXTERIOR ELEVATIONS**  
**OPTION 1**

**REVISIONS**

DATE DESCRIPTION

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**BLUE RIDGE  
ARCHITECTURE**  
1313 KALMIA ROAD  
KINGSTON, TENNESSEE 37909  
865.570.9598 IV

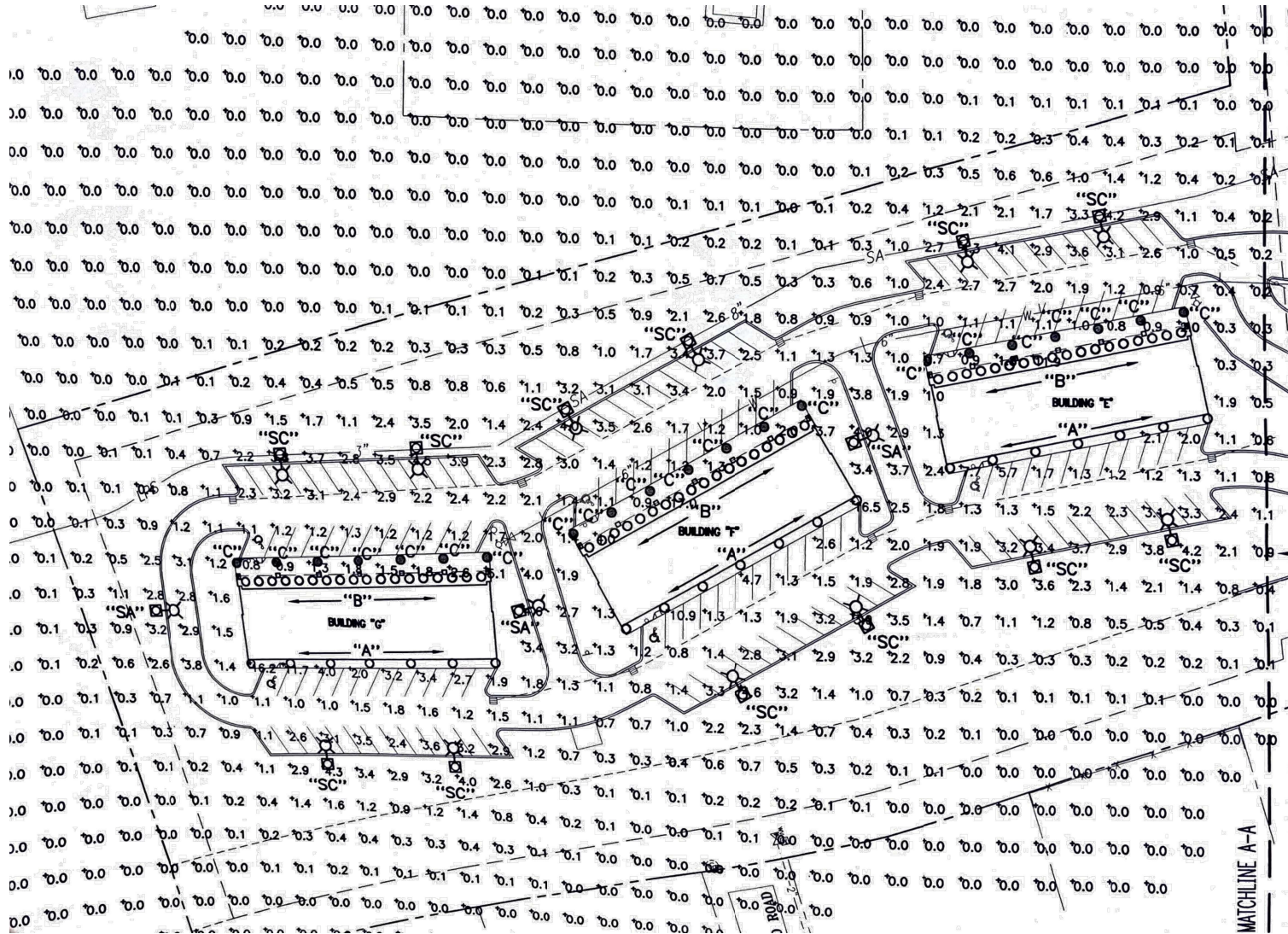
**EXTERIOR ELEVATIONS**  
MB SPEC BUILDING  
12756 & 12760 KINGSTON PIKE  
FARRAGUT, TN 37934

PERMIT SET  
ISSUE DATE:  
CONSTRUCTION SET  
ISSUE DATE:  
DRAWING NUMBER:  
**A-2**

|            |        |
|------------|--------|
| DATE       | 2/7/22 |
| BY         | MB     |
| CHECKED BY | MB     |
| DATE       | 2/7/22 |



|                                                                                                                                                                                                                                                                     |                                                                                                                                                    |  |      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--|------|
|                                                                                                                                                                                                                                                                     |                                                                                                                                                    |  |      |
|                                                                                                                                                                                                                                                                     |                                                                                                                                                    |  |      |
| REVISED                                                                                                                                                                                                                                                             |                                                                                                                                                    |  | DATE |
|  <b>CANNON &amp; CANNON</b> INC.<br>CONSULTING ENGINEERS • FIELD SURVEYORS<br>TEL 865.670.8555      8550 Kingsport Pike<br>WWW.CANNON-ENGINEERING.COM      KNOXVILLE, TN 37919 |                                                                                                                                                    |  |      |
| CLIENT:                                                                                                                                                                                                                                                             | <b>MYERS BROTHERS HOLDINGS</b><br>558 STONE MIST LAKE<br>KNOXVILLE, TN 37922<br>TEL. NO. (865) 675-3824                                            |  |      |
| PROJECT:                                                                                                                                                                                                                                                            | <b>REINASCENCE [FARRAGUT<br/>         REVISION TO SITE PLAN<br/>         12766 &amp; 12760 KINGSTON PIKE<br/>         FARRAGUT, TENNESSEE</b>      |  |      |
| <b>DUMPSTER ENCLOSURE PLAN</b>                                                                                                                                                                                                                                      |                                                                                                                                                    |  |      |
| SEE STAMP<br>ABOVE                                                                                                                                                                                                                                                  | CDE PROJECT NO.      DD453-0007<br>DRAWING DATE      FEBRUARY 07, 2022<br>PLOT      JRM      PLOT      HED<br>DRAWN      CTD      CHECKED      AHD |  |      |
|                                                                                                                                                                                                                                                                     | <div style="text-align: center; font-size: 2em; font-weight: bold;">A-3</div>                                                                      |  |      |
|                                                                                                                                                                                                                                                                     | SHEET 13 OF 14                                                                                                                                     |  |      |
|                                                                                                                                                                                                                                                                     | 1/11/2022                                                                                                                                          |  |      |



**SPECIAL NOTE:**  
PHOTOMETRIC PLAN SHOWN IS FROM THE ORIGINAL PERMITTED PLANS FOR RENAISSANCE FARRAGUT. THE POLE MOUNTED LIGHTING FIXTURES WERE PREVIOUSLY INSTALLED AND REMAIN UNCHANGED FROM THE PREVIOUSLY APPROVED PERMIT DRAWINGS.

|                                                                                                                                                                    |                                                                                                            |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|------|
| REVISIONS                                                                                                                                                          |                                                                                                            | DATE |
| <b>CANNON &amp; CANNON INC.</b><br>CONSULTING ENGINEERS - FIELD SURVEYORS<br>TEL: 865.670.8555   8550 Kingston Pike<br>WWW.CANNON-CANNON.COM   KNOXVILLE, TN 37919 |                                                                                                            |      |
| CLIENT:                                                                                                                                                            | <b>MYERS BROTHERS HOLDINGS</b><br>558 STONE VISTA LANE<br>KNOXVILLE, TN 37922<br>TEL. NO. (865) 675-3824   |      |
| PROJECT:                                                                                                                                                           | <b>RENAISSANCE FARRAGUT</b><br>REVISION TO SITE PLAN<br>12756 & 12760 KINGSTON PIKE<br>FARRAGUT, TENNESSEE |      |
| <b>PHOTOMETRIC PLAN</b>                                                                                                                                            |                                                                                                            |      |
| C&C PROJECT NO. 00433-0007<br>DRAWING DATE: FEBRUARY 07, 2022<br>PM: JRH    PJC    HED<br>DRAW: CIO    CHECKED: AWG                                                |                                                                                                            |      |
| <b>A-4</b><br>SHEET 14 OF 14                                                                                                                                       |                                                                                                            |      |



## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Discussion on a zoning map amendment (rezoning) request from Agricultural District (A) to Rural Single-Family Residential District (R-1), 44.33 Acres, Tax Map 152, Parcels 33.03 & 33.04, 721 Virtue Road & 12444 Evans Road, (Robert G. Campbell and Associates, Applicant)

---

**INTRODUCTION AND BACKGROUND:** This item involves a request to rezone two tracts totaling 44.33 acres near the south intersection of Evans Road and Virtue Road. One tract fronts along Evans Road for roughly 360 feet just west of the Virtue Cumberland Presbyterian Cemetery on the south side of Evans Road. This tract has a barn and horse-riding track and is roughly 22 acres. The second tract fronts Evans Road for about 250 feet and Virtue Road for approximately 1,130 feet. This tract is where the property owner's house is situated as well as a barn.

Both properties are currently zoned Agricultural (A) which requires a minimum lot size of five acres. The applicant may potentially subdivide the property into lots which may be smaller than five acres and is requesting that the zoning map be amended from Agricultural to Rural Residential (R-1). The R-1 District has a minimum lot size of 20,000 square feet, assuming public sanitary sewer is available to the lot.

**DISCUSSION:** The R-1 Zoning District is the same as the nearby Farm at Willow Creek and Vista Subdivisions. The future land use map identifies this general area as appropriate for Open Space Cluster Residential which would most closely relate to the R-1 Open Space Residential Overlay Districts (OSR and OSMR).

During the staff/developer meeting on February 1, staff noted to the applicant that they may want to look at the OSR as another option for the property. Both OSR and standard R-1 would have the same density but the property in question has some drainage and topographic considerations that a future division of the property may capitalize on with an OSR district due to its greater flexibility in relation to lot configuration and building placement.

**RECOMMENDATION:** Included in your packet is a map of the area proposed for rezoning. The applicant also included in their application a preliminary layout of what they may propose at some point in the future. Since the R-1 Zoning District does not require a concept plan, this is being included in the packet only to convey the general rationale for the requested zoning change. Formal review of a concept plan or any subdivision of the property will be a separate submittal and review and is not part of the zoning map amendment request being considered at this time.



**Rezone  
Parcel 33.04, Tax Map 152 and  
Parcel 33.03, Tax Map 152  
12444 Evans Road and  
721 Virtue Road**

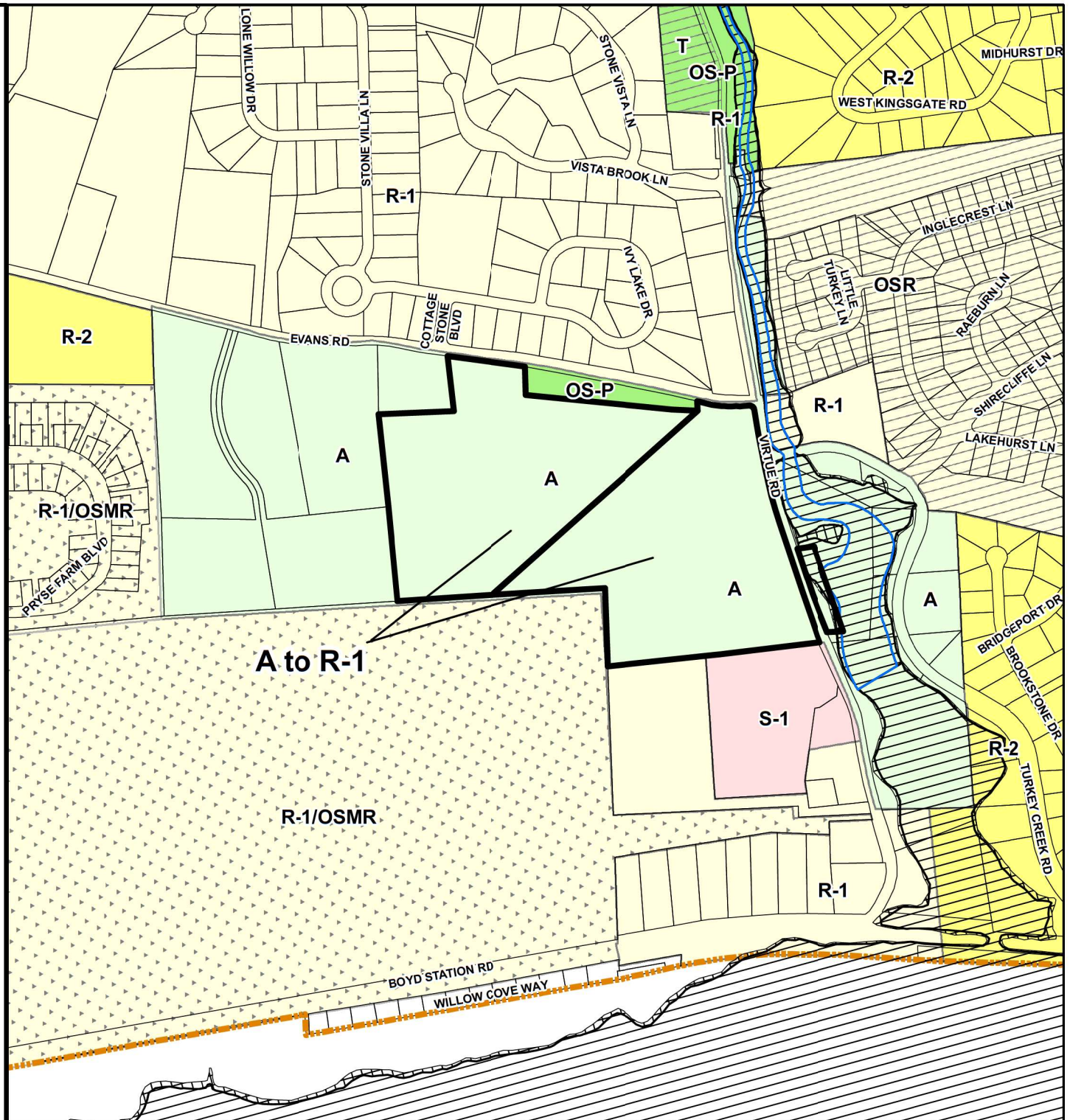
From  
A (Agricultural)  
to  
R-1 (Rural Single-Family Residential)

**Legend**

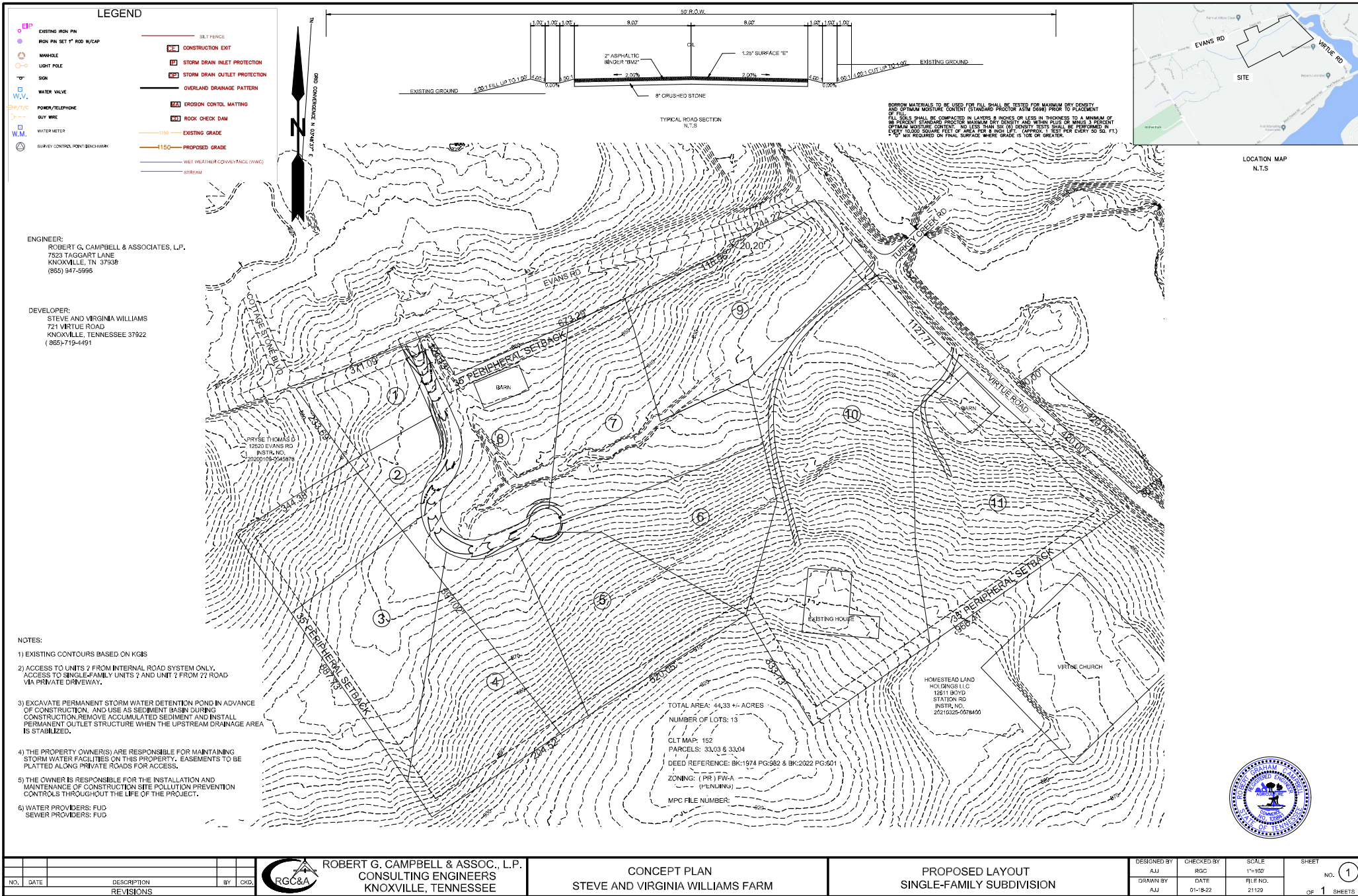
-  Subject Property
-  Floodway
-  100 year Flood Zone
-  500 year Flood Zone
-  Parcels
-  Town Limit
-  A, Agricultural
-  OS-P, Open Space/Park
-  S-1, Community Service
-  R-1, Rural Single-Family Residential
-  R-2, General Single-Family Residential
-  R-1/OSR, Open Space Residential Overlay
-  R-1/OSMR, Open Space Mixed Residential Overlay
-  Telecommunication Tower Overlay Zone



1 in = 650 ft







## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Darryl Smith, PE, Town Engineer

**SUBJECT:** Grigsby Chapel Road Corridor Study

---

**INTRODUCTION:** The purpose of this item is discussion of a study by CDM Smith of the Grigsby Chapel Road corridor.

**DISCUSSION:** Farragut's Strategic Plan requires that we maintain a safe transportation network. During last year's budget discussions, the Board of Mayor and Aldermen requested consideration of ways to improve safety on Grigsby Chapel Road, particularly for motorists entering Grigsby Chapel Road from adjoining side roads. In July of last year, the Town contracted with CDM Smith to evaluate the corridor from Smith Road to Campbell Station Road and suggest methods of traffic control to improve safety during peak hours. CDM Smith conducted all traffic counts while schools were both in and out of session to determine differences attributed to school traffic. Other data under consideration included counts of turning movements, crash history and intersection sight distances.

The attached report provides intersection levels of service, signal warrant analysis and evaluation of several alternative approaches. It is important to note in Section 3.3:

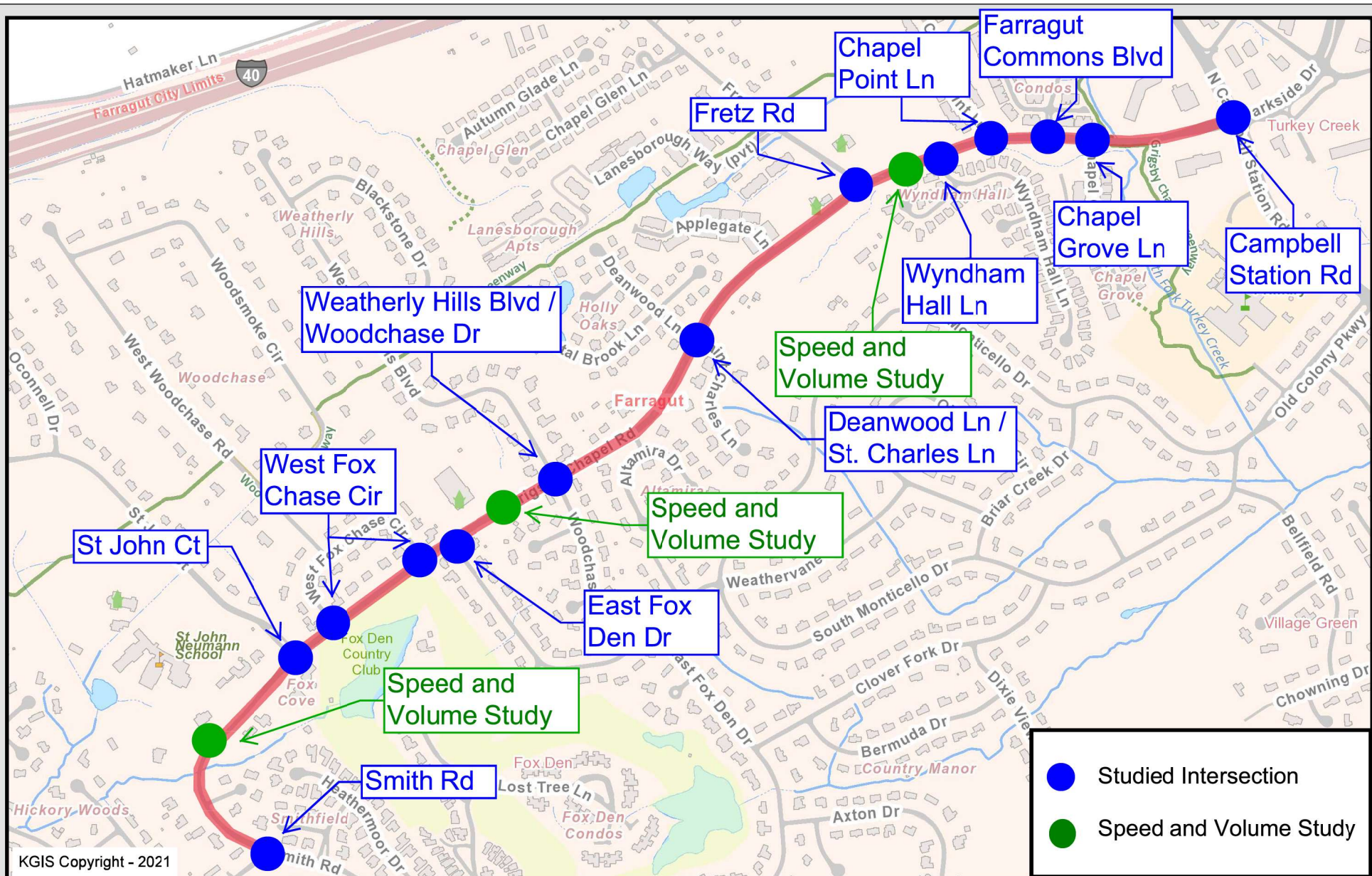
"The Grigsby Chapel Road corridor, with its crash history and levels of service for many of its intersections does not warrant significant improvements and could continue to function with the current geometry and traffic control."

At the same time, Section 4 recommends the following items be considered (in order) to provide a safer corridor and to address concerns at St. John Court:

1. Improve lines of sight for the intersections identified in this report.
2. Improve markings and signing for the median islands for Grigsby Chapel Road.
3. Signalize Smith Road intersection with Grigsby Chapel Road.
4. Evaluate the operation of the Smith Road traffic signal for any increased vehicle gaps that might be developed for the St. John Court intersection operation.
5. Discuss with the Sheriff's Department and St. John Neumann Catholic School administration the possible traffic control during school drop-off and dismissal.
6. Signalize St. John Court following this further evaluation and determined need of signalization.

John Gould from CDM Smith will attend the meeting and present the attached report. Members of the Board of Mayor and Aldermen have requested that FMPC provide recommendation after discussion.





## Grigsby Chapel Corridor Study

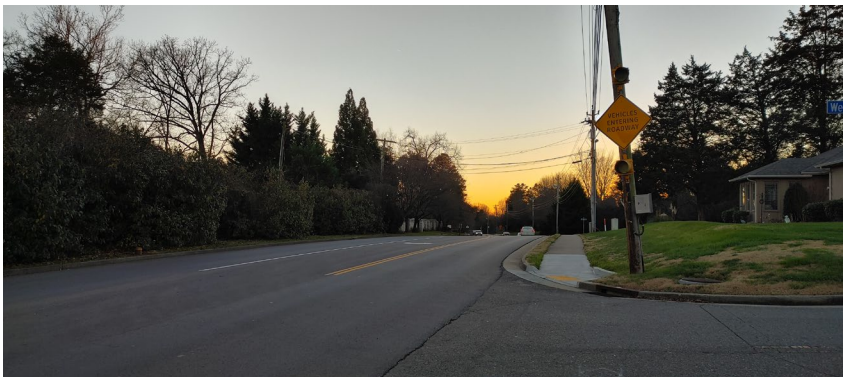
Knoxville - Knox County - KUB Geographic Information System

KGIS makes no representation or warranty as to the accuracy of his map and its information nor to its fitness for use. Any user of this map product accepts the same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further covenants and agrees to hold KGIS harmless from any and all damage, loss, or liability arising from any use of this map product.



## CORRIDOR TRAFFIC ASSESSMENT

### GRIGSBY CHAPEL ROAD TOWN OF FARRAGUT, TENNESSEE



January 2021





# Table of Contents

|                                                          |            |
|----------------------------------------------------------|------------|
| <b>Section 1 Study Objectives and Introduction .....</b> | <b>1-1</b> |
| 1.1 Study Traffic Data Collection .....                  | 1-1        |
| <b>Section 2 Existing Traffic Conditions.....</b>        | <b>2-1</b> |
| 2.1 Traffic Volumes.....                                 | 2-1        |
| 2.2 Corridor Crash History .....                         | 2-3        |
| 2.3 Intersection Sight Distances.....                    | 2-4        |
| 2.4 Existing Capacity and Level of Service.....          | 2-6        |
| <b>Section 3 Alternative Traffic Control .....</b>       | <b>3-1</b> |
| 3.1 Signal Warrant Analyses.....                         | 3-1        |
| 3.2 Alternative Capacity and Level of Service .....      | 3-2        |
| 3.3 Alternative Evaluation.....                          | 3-3        |
| <b>Section 4 Conclusion and Recommendations .....</b>    | <b>4-1</b> |

## List of Tables

|         |                                                                   |
|---------|-------------------------------------------------------------------|
| Table 1 | Intersection Peak Hours                                           |
| Table 2 | Crash History                                                     |
| Table 3 | Intersection Lines of Sight (Feet)                                |
| Table 4 | Level of Service (LOS) Description for Two-Way Stop Intersections |
| Table 5 | Level of Service (LOS) Description for Signalized Intersections   |
| Table 6 | Capacity and Level of Service                                     |
| Table 7 | Signal Warrant Summary                                            |
| Table 8 | Capacity and LOS Alternative Traffic Control                      |

## List of Figures

|               |                                                        |
|---------------|--------------------------------------------------------|
| Figure 1      | Grigsby Chapel Road Study Corridor                     |
| Figure 2      | Farragut and Vicinity Functional Classification System |
| Figure 3      | 2021 Traffic Data Collection                           |
| Figures 4a-b  | 2021 Study Intersection Geometry                       |
| Figure 5a     | 2021 July Daily Traffic                                |
| Figure 5b     | 2021 August Daily Traffic                              |
| Figure 6      | 2021 Daily Traffic Summary                             |
| Figure 7      | Daily Traffic Variations                               |
| Figures 8a-b  | 2021 July Turning Movements                            |
| Figures 9a-b  | 2021 August Turning Movements                          |
| Figures 10a-b | Corridor Crash History                                 |
| Figures 11a-g | Intersection Crash History                             |
| Figures 12a-l | Intersection Lines of Sight                            |

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|               |                                                 |
|---------------|-------------------------------------------------|
| Figures 13a-b | 2021 July Lane Group Levels of Service          |
| Figures 14a-b | 2021 August Lane Group Levels of Service        |
| Figure 15a    | July Volume Signal Warrants                     |
| Figure 15b    | August Volume Signal Warrants                   |
| Figure 16     | August Alternative Lane Group Levels of Service |
| Figure 17     | August Signalization Lane Group Queues          |
| Figure 18a-b  | Roundabout Alternative Right of Way Impact      |

# Section 1

## Study Objectives and Introduction

Grigsby Chapel Road is located in Farragut, western Knox County. Figure 1 illustrates the Grigsby Chapel Road corridor. Grigsby Chapel Road is a 2-lane divided/3-lane classified Minor Arterial. The facility extends from Smith Road to Campbell Station Road at Parkside Drive. The roadway classification and roadway classes in its vicinity are illustrated in Figure 2. Schools are in the corridor vicinity including St. John Neumann Catholic School and Farragut Primary School.

The study purpose is an evaluation of the Grigsby Chapel Road corridor for traffic control alternatives during school year and outside the school year. Because of the traffic on Grigsby Chapel Road, traffic from the local streets may experience difficulty during the peak hours and the peak hours of school operations. The corridor study evaluated the traffic conditions and examined alternative traffic control to improve these conditions and explore opportunities to increase gaps in the traffic flow along Grigsby Chapel Road.

### 1.1 Study Traffic Data Collection

The study of the Grigsby Chapel Road corridor required the collection of traffic data for intersections along the corridor and various segments to understand the corridor's traffic operations characteristics and safety issues. This data collection included traffic counts, both turning movements (TMC), and mechanical (ATC), accidents, and sight distances. Study intersections with Grigsby Chapel Road include the following:

1. Campbell Station Road
2. Chapel Grove Lane
3. Farragut Commons Drive
4. Chapel Point Lane
5. Wyndham Hall Lane
6. Fretz Road
7. Deanwood Lane/St. Charles Lane
8. Weatherly Hills Boulevard/Woodchase Drive
9. East Fox Den Drive
10. West Fox Chase Circle (2-East and West)
11. St John Court
12. Smith Road

Turning movement counts (TMC) were conducted for the study intersections during and outside the school year. These TMCs were for 11 and 6 hours to address peak hours of the adjacent street and school operation; the eleven-hour TMCs were conducted for the purpose of evaluating signal warrants. Five-day automatic traffic counts (ATC) were also conducted for Grigsby Chapel Road during summer recess of schools and in fall session to ascertain traffic variations during the day and week. An ATC also included a speed survey to ascertain the prevailing speeds for Grigsby

Chapel Road. Speed data would be related to the warrant analyses conducted and documentation of the current and proposed signs and markings for the corridor.

The ATCs were conducted at the following locations on the corridor:

1. East of Fretz Road
2. West of Weatherly Hills Boulevard/Woodchase Drive
3. North of Smith Road

The study intersections where turning movements were conducted and the Grigsby Chapel Road segments where ATCs were collected are illustrated in Figure 3. Figures 4a and 4b illustrate the study intersection geometry and traffic control. The posted speed limit for Grigsby Chapel Road is 40mph.

Crash data were evaluated to determine any crash patterns that might be mitigated and/or warrant improved traffic control along the corridor. Intersection lines of sight were evaluated to determine if the appropriate sight distances are available for the safe traffic egress from the study intersections.



## Section 2

# Existing Traffic Conditions

## 2.1 Traffic Volumes

Daily traffic and associated profiles from the ATCs without and with school traffic are illustrated in Figures 5a and 5b, respectively. These counts identify daily volumes from 11,830 for the southwest section to 15,690 for the northeast section on Grigsby Chapel Road during the school's summer recess. During the summer school recess, the PM peak hour is more critical and peaks westbound between 5:00 and 6:00pm. The AM peak hour is less critical, and the eastbound traffic has less variation through the day between 8:00am and 6:00pm. With schools in session, The AM peak hour becomes much more critical. The August daily traffic counts show a primary eastbound direction during the AM peak hour and westbound direction during the PM peak hour. The August daily traffic counts identify daily volumes from 12,520 for the southwest section to 16,160 for the northeast section on Grigsby Chapel Road with schools open. The ATC near Weatherly Hills Boulevard (ATC-2) found the prevailing speed (85th-percentile) to be 44mph eastbound and 39mph westbound, thereby confirming the posted speed limit of 40mph as appropriate. Figure 6 illustrates the daily volumes for both July and August along with the speed survey results.

Average daily traffic volumes did not vary significantly with or without schools in session; the daily traffic increased not much more than 5-percent with school traffic. However, the AM peak hour did significantly increase, as much as 56-percent with schools open. The difference with school traffic during the PM peak hour was minimal. The August 5-day ATCs found that the daily traffic jumps significantly for Thursday and Friday weekdays. Figure 7 is a graphical illustration of the July and August traffic collected for the ATC locations

Intersection turning movements for July are illustrated in Figures 8a and 8b, and August turning movements of the study intersections are illustrated in Figures 9a and 9b. Table 1 provides the peak hours identified by the turning movement data collected. The peak hours vary some between the July and August TMCs.

Table 1 - Intersection Peak Hours

| GRIGSBY CHAPEL ROAD INTERSECTIONS            | PEAK HOUR | JULY        | AUGUST      |
|----------------------------------------------|-----------|-------------|-------------|
|                                              |           | TIME        | TIME        |
|                                              |           |             |             |
| 1. Parkside Drive & Campbell Station Road    | AM        | 8:00-9:00AM | 7:30-8:30AM |
|                                              | PM        | 5:00-6:00PM | 4:45-5:45PM |
| 2. Chapel Grove Lane                         | AM        | 7:45-8:45AM | 7:30-8:30AM |
|                                              | PM        | 5:00-6:00PM | 4:30-5:30PM |
| 3. Farragut Commons Drive                    | AM        | 7:45-8:45AM | 7:30-8:30AM |
|                                              | PM        | 5:00-6:00PM | 4:30-5:30PM |
| 4. Chapel Point Lane                         | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 5:00-6:00PM | 5:00-6:00PM |
| 5. Wyndham Hall Lane                         | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 5:00-6:00PM | 5:00-6:00PM |
| 6. Fretz Road                                | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 4:45-5:45PM | 5:00-6:00PM |
| 7. Deanwood Lane/St. Charles Lane            | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 5:00-6:00PM | 5:00-6:00PM |
| 8. Weatherly Hills Boulevard/Woodchase Drive | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 4:45-5:45PM | 5:00-6:00PM |
| 9. East Fox Den Drive                        | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 4:45-5:45PM | 5:00-6:00PM |
| 10a. Fox Chase Circle (East)                 | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 4:45-5:45PM | 5:00-6:00PM |
| 10b. Fox Chase Circle (West)                 | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 4:45-5:45PM | 4:30-5:30PM |
| 11. St. John Court                           | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 4:45-5:45PM | 3:00-4:00PM |
| 12. Smith Road                               | AM        | 7:45-8:45AM | 7:15-8:15AM |
|                                              | PM        | 5:00-6:00PM | 5:00-6:00PM |

## 2.2 Corridor Crash History

Crash history for Grigsby Chapel Road was collected from the Tennessee Department of Transportation from 2015 through 2019. Roadway and intersection collisions are illustrated in Figures 10a and 10b. Intersection detail crash history is illustrated in Figures 11a-g with collision by type and property/injury/fatality. Table 2 presents crash information with calculated crash rates for the corridor. Analysis of the accident history determined a total of 77 accidents have occurred along the corridor between January 2015 through December 2019. The Chapel Grove Lane intersection and the Grigsby Chapel Road approach to Campbell Station Road experienced the greatest number of collisions, rear-ends apparently associated with the traffic queues from the Campbell Station Road signalized intersection. One fatality was identified west of Deanwood Lane involving one vehicle. The fatality was a collision of a speeding vehicle with a tree. The crash was alcohol/drug related.

Table 2 - Crash History

| GRIGSBY CHAPEL ROAD<br>INTERSECTION |                                                    | ENTERING<br>PM PEAK<br>HOUR | ENTERING<br>ADT | CRASHES | CRASH<br>RATE | STATEWIDE<br>AVERAGE | CRITICAL<br>CRASH RATE | A/C  |
|-------------------------------------|----------------------------------------------------|-----------------------------|-----------------|---------|---------------|----------------------|------------------------|------|
| 1.                                  | Campbell Station Road/Parkside Drive (EB Approach) | 1410                        | 14842           | 11      | 0.41          | 0.386                | 0.682                  | 0.60 |
| 2.                                  | Chapel Grove Lane                                  | 1374                        | 14463           | 10      | 0.38          | 0.386                | 0.686                  | 0.55 |
| 3.                                  | Farragut Commons Drive                             | 1363                        | 14347           | 4       | 0.15          | 0.386                | 0.688                  | 0.22 |
| 4.                                  | Chapel Point Lane                                  | 1335                        | 14053           | 0       | 0.00          | 0.386                | 0.691                  | 0.00 |
| 5.                                  | Wydham Hall Lane                                   | 1336                        | 14063           | 5       | 0.19          | 0.386                | 0.691                  | 0.28 |
| 6.                                  | Fretz Roadt                                        | 1339                        | 14095           | 6       | 0.23          | 0.386                | 0.690                  | 0.34 |
| 7.                                  | Deanwood Lane/St Charles Lane                      | 1231                        | 12958           | 5       | 0.21          | 0.386                | 0.704                  | 0.30 |
| 8.                                  | Weatherly Hills Boulevard/Woodchase Drive          | 1220                        | 12842           | 7       | 0.30          | 0.386                | 0.706                  | 0.42 |
| 9.                                  | East Fox Den Drive                                 | 1131                        | 11905           | 1       | 0.05          | 0.386                | 0.719                  | 0.06 |
| 10a.                                | Fox Chase Circle (East)                            | 1120                        | 11789           | 1       | 0.05          | 0.386                | 0.721                  | 0.06 |
| 10b.                                | Fox Chase Circle (West)                            | 1098                        | 11558           | 0       | 0.00          | 0.386                | 0.724                  | 0.00 |
| 11.                                 | St. John Court                                     | 1135                        | 11947           | 6       | 0.28          | 0.386                | 0.719                  | 0.38 |
| 12.                                 | Smith Road                                         | 1075                        | 11316           | 1       | 0.05          | 0.386                | 0.728                  | 0.07 |
| Campbell Station to Smith Road      |                                                    | 1.53 mi                     | 14100           | 77      | 1.96          | 2.404                | 2.992                  | 0.65 |

Crash data from January 2015 to December 2019

Intersection crashes are low for the corridor. St. John Court has a vehicle actuated advanced intersection advisory flasher for the westbound approach of Grigsby Chapel Road which may contribute to the lower number of crashes and the current function of this intersection.

## 2.3 Intersection Sight Distances

Field review of the study intersections for lines of sight found most to be acceptable. The American Association of State Highway and Transportation Officials (AASHTO) recommends a minimum stopping sight-distance of 305-feet and a 445-foot corner sight distance for a 40mph posted speed limit. The measurement of the sight-distance is a minimum 15-foot from the Grigsby Chapel Road edge of travel and 3.5-foot height (driver's eye). Table 3 presents the finding of the lines of sight for the study intersection approaches.

Intersections with inadequate corner sight distance are as follows:

1. Chapel Grove Lane, looking right
2. Farragut Commons Drive, looking left
3. Wyndham Hall Lane, looking right
4. St. Charles Lane, looking right
5. Deanwood Lane, looking right
6. Weatherly Hill Boulevard, looking right
7. East Fox Den Drive, looking left
8. West Fox Chase Circle, looking left
9. St. John Court, looking left

Though the previously identified intersections do not meet the recommended corner sight-distance, the minimum stopping sight distance is acceptable for St John Court and Wyndham Hall Lane. Several sight-distance restrictions are due to the vegetation in the medians where they are provided. Images of these lines of sight are provided in the attached Figures 12a-12l. If the provision of the recommended line of sight is not possible, depending on the sight-restrictions, appropriate signing for the side street and advisory speed signing should be installed. The advanced vehicle actuated flashing advisory for St. John Court intersection provides a traffic warning for the westbound approach of Grigsby Chapel Road.

It should also be noted that KEEP RIGHT signing for the medians is not provided and may be a hazard for the roadway operation. In absence of this signing, the delineation of the medians must be aggressively maintained and additional raised pavement markings might be employed.



Table 3 - Intersection Lines of Sight (Feet)

|     | <b>GRIGSBY CHAPEL ROAD</b> | <b>LEFT</b> | <b>RIGHT</b> |
|-----|----------------------------|-------------|--------------|
| 2   | Chapel Grove Lane          | 505         | 240          |
| 3   | Farragut Commons Drive     | 260         | 475          |
| 4   | Chapel Point Lane          | >1000       | >1000        |
| 5   | Wyndham Hall Lane          | 475         | 330          |
| 6   | Fretz Road                 | 860         | 960          |
| 7   | Deanwood Lane              | 475         | 290          |
|     | St. Charles Lane           | 490         | 375          |
| 8   | Weatherly Hills Boulevard  | 400         | 275          |
|     | Woodchase Drive            | 600         | 700          |
| 9   | East Fox Den Drive         | 250         | 475          |
| 10a | Fox Chase Circle (East)    | 550         | 800          |
| 10b | Fox Chase Circle (West)    | 200         | 385          |
| 11  | St. John Court             | 325         | 640          |

Minimum Stopping Sight Distance for 40mph is 305-ft, and a recommended Intersection Line of Sight is 445-ft.

## 2.4 Existing Capacity and Level of Service

In order to evaluate the current operations of the traffic control devices, capacity and level of service were calculated using the Highway Capacity Manual, Special Report 209 published by the Transportation Research Board (TRB). Signalized and unsignalized intersections are evaluated based on estimated intersection delays, which may be related to level of service (LOS).

Level of service and capacity are the measurements of an intersection's ability to accommodate traffic volumes. Levels of service for intersections range from A to F. LOS A is the best, and LOS F is failing. For signalized intersections, a LOS of A has an average estimated intersection delay of less than 10 seconds, and LOS F has an estimated delay of greater than 80 seconds. A LOS of C and D are typical design values. Within urban areas, a LOS D, delay between 35 and 55 seconds, is considered acceptable by the Institute of Transportation Engineers (ITE) for signalized intersections.

Unsignalized intersection levels of service have lower thresholds of delays. A LOS of F exceeds estimated delays of 50 seconds. For urban arterials, minor approaches may frequently experience levels of service E. A full level of service description for an unsignalized and signalized intersection is presented in Table 4 and Table 5 , respectively.

*Table 4 - Level of Service (LOS) Description for Two-Way Stop Intersections*

| Level of Service | Average Control Delay per Vehicle (seconds) |
|------------------|---------------------------------------------|
| A                | $\leq 10.0$                                 |
| B                | $> 10.0$ and $\leq 15.0$                    |
| C                | $> 15.0$ and $< 25.0$                       |
| D                | $> 25.0$ and $\leq 35.0$                    |
| E                | $> 35.0$ and $\leq 50.0$                    |
| F                | $> 50.0$                                    |

**SOURCE:** Highway Capacity Manual, TRB Special Report 209

Table 5 - Level of Service (LOS) Description for Signalized Intersections

| LOS | Average Control Delay per Vehicle (seconds) | Description                                                                                                                                                              |
|-----|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A   | $\leq 10.0$                                 | Very low delay with extremely favorable progression. Most vehicles don't stop.                                                                                           |
| B   | $> 10.0$ and $\leq 20.0$                    | Generally good progression. Increase number of stops from that described for LOS "A" resulting in higher delays                                                          |
| C   | $> 20.0$ and $\leq 35.0$                    | Fair progression with increased delay. Number of stopping vehicles become significant; however, many still pass through the intersection without stopping. Stable flow.  |
| D   | $> 35.0$ and $\leq 55.0$                    | The influence of congestion becomes more noticeable. Longer delays resulting from unfavorable progression, longer cycles, or high V/C ratios. Approaching unstable flow. |
| E   | $> 55.0$ and $\leq 80.0$                    | Limit of acceptable delay. Long delays associated with poor progression, long cycles, or high V/C ratios.                                                                |
| F   | $> 80.0$                                    | Unacceptable operation resulting from oversaturation (flow rates exceed capacity). Poor progression, long cycles, and high V/C ratios.                                   |

SOURCE: Highway Capacity Manual, TRB Special Report 209

Analyses of the Grigsby Chapel Road corridor intersections used Synchro software developed by Trafficware. A summary of the study intersections' capacity and levels of service are presented in Table 6 and lane group LOS for July are illustrated in Figures 13a and 13b and August capacity and levels of service are illustrated in Figures 14a and 14b.

With a few exceptions, study intersections operate with acceptable levels of service with schools in summer recess. Exceptions include the intersections with Deanwood Lane/St Charles Lane and Weatherly Hills Boulevard/Woodchase Drive which experience longer delays than is desirable. The left-turn movement from Smith Road may also experience longer delays resulting in the intersection failing during the AM peak hour.

Table 6 - Capacity and Level of Service

| GRIGSBY CHAPEL ROAD<br>INTERSECTIONS         | PEAK<br>HOUR | JULY CONDITIONS |                  |                     | AUGUST CONDITIONS |                  |                     |
|----------------------------------------------|--------------|-----------------|------------------|---------------------|-------------------|------------------|---------------------|
|                                              |              | Max V/C         | AVERAGE<br>DELAY | LEVEL OF<br>SERVICE | Max V/C           | AVERAGE<br>DELAY | LEVEL OF<br>SERVICE |
| 1. Parkside Drive & Campbell Station Road    | AM           | 0.67            | 32.0             | C                   | 0.69              | 33.4             | C                   |
|                                              | PM           | 0.91            | 39.2             | D                   | 0.85              | 34.6             | C                   |
| 2. Chapel Grove Lane                         | AM           | 0.029           | 13.9             | B                   | 0.048             | 18.7             | C                   |
|                                              | PM           | 0.036           | 13.4             | B                   | 0.032             | 12.3             | B                   |
| 3. Farragut Commons Drive                    | AM           | 0.059           | 15.7             | C                   | 0.120             | 20.3             | C                   |
|                                              | PM           | 0.130           | 21.7             | C                   | 0.084             | 18.8             | C                   |
| 4. Chapel Point Lane                         | AM           | 0.040           | 14.3             | B                   | 0.012             | 15.7             | C                   |
|                                              | PM           | 0.023           | 19.3             | C                   | 0.018             | 16.1             | C                   |
| 5. Wyndham Hall Lane                         | AM           | 0.128           | 15.0             | C                   | 0.062             | 26.8             | D                   |
|                                              | PM           | 0.070           | 13.5             | B                   | 0.043             | 13.1             | B                   |
| 6. Fretz Road                                | AM           | 0.190           | 15.8             | C                   | 0.391             | 22.9             | C                   |
|                                              | PM           | 0.278           | 23.5             | C                   | 0.196             | 19.1             | C                   |
| 7. Deanwood Lane/St. Charles Lane            | AM           | 2.17/.266       | >300/297.7       | F/F                 | .268/.094         | 78.5/54.0        | F/F                 |
|                                              | PM           | .176/.095       | 39.0/31.3        | E/D                 | .109/.022         | 29.8/20.1        | D/C                 |
| 8. Weatherly Hills Boulevard/Woodchase Drive | AM           | .156/.173       | 13.7/25.8        | B/D                 | .267/.412         | 23.1/59.5        | C/F                 |
|                                              | PM           | .112/.391       | 18.6/59.7        | C/F                 | .082/.251         | 16.0/37.3        | C/E                 |
| 9. East Fox Den Drive                        | AM           | 0.034           | 12.4             | B                   | 0.072             | 16.4             | C                   |
|                                              | PM           | 0.019           | 13.6             | B                   | 0.032             | 11.6             | B                   |
| 10a. Fox Chase Circle (East)                 | AM           | 0.057           | 13.6             | B                   | 0.057             | 13.6             | B                   |
|                                              | PM           | 0.067           | 17.9             | C                   | 0.113             | 17.8             | C                   |
| 10b. Fox Chase Circle (West)                 | AM           | 0.017           | 10.3             | B                   | 0.022             | 14.9             | B                   |
|                                              | PM           | 0.028           | 15.6             | C                   | 0.053             | 15.1             | C                   |
| 11. St. John Court                           | AM           | 0.196           | 13.2             | B                   | 1.238             | 194.3            | F                   |
|                                              | PM           | 0.215           | 18.4             | C                   | 0.509             | 21.7             | C                   |
| 12. Smith Road                               | AM           | -               | 65.2             | F                   | -                 | 44.3             | E                   |
|                                              | PM           | -               | 16.8             | C                   | -                 | 14.8             | B                   |

In addition to the intersections operating with lower levels of service during the AM peak hour in July, the August analysis determined that St John Court also fails during the AM peak hour with St. John Neumann Catholic School in session. During the AM peak hour, St. John Court experienced delays as long as 5 minutes and queues extending back from Grigsby Chapel Road to the St. John Neumann Catholic School egress. However, this delay and adverse queues is limited to approximately 30 minutes (7:30-8:00am), also reflected in the peak-hour factor from the TMC conducted. Though St. John Court has an acceptable PM LOS, St. John Court can experience long delays and adverse queuing during St. John Neumann Catholic School dismissal between 3:00-4:00pm; however, these queues do dissipate. The dismissal appears staged with each stage queuing between St. John Neumann Catholic School egress and Grigsby Chapel Road and its dissipation over approximately 5-6 minutes. Gaps in the Grigsby Chapel Road traffic flow are available over the peak hour. This occurs for several periods thereby the adverse queues and delays limited to 15-20 minutes and not during the entire peak hour. Between these stages, the delay is acceptable, and traffic enters onto Grigsby Chapel Road without significant queues. The westbound Grigsby Chapel Road flasher may contribute to this current intersection operation.



## Section 3

# Alternative Traffic Control

### 3.1 Signal Warrant Analyses

For the Grigsby Chapel Road study intersections with Fretz Road, Weatherly Hills Boulevard/Woodchase Drive, St. John Court, and Smith Road, evaluations for a traffic control signal were conducted. There are eight warrants published in the **Manual on Uniform Traffic Control Devices, 2010 Edition**. Three traffic volume warrants were examined including the Eight-Hour Vehicular Volume (Warrant 1), Four-Hour Volume (Warrant 2), and Peak-Hour Volume (Warrant 3B). The Eight-Hour Vehicular Volume Warrant is further subdivided into three parts, the Minimum Volume (Warrant 1A), Interruption to Continuous Traffic Flow (Warrant 1B), Combination (Warrant 1A & B). Any part of Warrant 1 must be met for a minimum of eight hours. Warrant 2 must be met for four hours, and one hour must be met for the Peak-Hour Warrant (Warrant 3B). The volume threshold required for any of the volume warrants may be reduced with prevailing speeds in excess of 40mph. With the prevailing speed of 44mph surveyed for the eastbound traffic, this reduction was applied for the warrant evaluation. With the provision of multiple lanes from the minor approaches of the Fretz Road, St John Court, and Smith Road, the warrant evaluations were also conducted for only the left-turn movement, considered the more critical movement. Table 7 presents the summary of the signal warrant analysis conducted.

Table 7 - Signal Warrant Summary

| GRIGSBY CHAPEL ROAD<br>INTERSECTIONS         | JULY CONDITIONS |      |     |     |     | AUGUST CONDITIONS |      |     |     |     |
|----------------------------------------------|-----------------|------|-----|-----|-----|-------------------|------|-----|-----|-----|
|                                              | 1.A.            | 1.B. | 1.C | 2   | 3.B | 1.A.              | 1.B. | 1.C | 2   | 3.B |
| 6. Fretz Road                                | No              | No   | No  | No  | No  | No                | No   | No  | No  | Yes |
| 8. Weatherly Hills Boulevard/Woodchase Drive | No              | No   | No  | No  | No  | No                | No   | No  | No  | No  |
| 11. St. John Court                           | No              | No   | No  | No  | No  | No                | No   | No  | Yes | Yes |
| 12. Smith Road                               | Yes             | Yes  | Yes | Yes | Yes | Yes               | Yes  | Yes | Yes | Yes |

REFERENCE: MUTCD Signal Volume Warrants 1,2, and 3B

Figures 15a and 15b illustrated the signal warrants and hours satisfied for the study intersection for July and August, respectively. In the evaluation of signal warrants, it should be noted that it is most desirable to meet an Eight-Hour volume warrant, warrants 1a, 1b, and/or 1c, thereby justifying the signal a minimum of eight hours. An Eight-Hour warrant is often the requirement of the Tennessee Department of transportation. Also, it is often recommended that a minimum of two warrants be fully satisfied. The Four-Hour and especially the Peak-Hour warrants are often less emphasized as to the more limited public benefit. Though both St John Court and Fretz Road meet the Four Hour and/or Peak Hour warrants, neither satisfy an Eight-Hour warrant. The warranting of signals using these two warrants should include some further justification. Traffic delays and queues from Fretz Road were observed as minimal with a maximum queue of 4 vehicles observed during the AM peak hour at approximately 7:30am, and dissipation was less

than a minute. An average AM peak hour queue for the Fretz Road approach of 1-2 vehicles was observed with minimal delay. Left-turn movements from Fretz Road were also observed using the two-way left-turn lane to egress Fretz Road and merge with traffic on Grigsby Chapel Road. This multi-stage movement from STOP controlled approaches to Grigsby Chapel Road may often occur from the study intersections minimizing delays and providing for acceptable egress to Grigsby Chapel Road.

With the lower than average experience of right-angle collisions, the Accident Warrant is not satisfied for any study intersections. Signalization of an intersection could result in rear-end collisions, thereby increasing the accidents for an intersection.

## 3.2 Alternative Capacity and Level of Service

Capacity and level of service analyses were conducted for possible signalization and roundabout alternatives. Table 8 presents the result of this analysis. Figure 16 illustrate the level of service that might be achieved with the change in the current traffic control. Signalized queuing is illustrated in Figure 17. Queues resulting from signalization were determined to be less than 300-feet, an acceptable length but any queues could result in rear-end collisions. It should also be noted that signals can create gaps in traffic for nearby intersections, whereas a roundabout is a “continuous” traffic flow device thereby not resulting in gaps in the adjacent traffic flow. However, roundabouts can contribute to the control of speeds and can reduce delays from minor approaches. Construction of roundabouts for the corridor would impact right-of-way (ROW) because a 130-foot inside diameter is often required; Figures 18a and 18b illustrate the ROW impact for a roundabout alternative to signalization. Weatherly Hills Boulevard/Woodchase Drive was also included as it is appropriately spaced for control of speed for the corridor. The impact on ROW is significant for these intersections.

*Table 8 - Capacity and LOS of Alternative Traffic Control*

| GRIGSBY CHAPEL ROAD<br>INTERSECTIONS         | PEAK<br>HOUR | SIGNALIZATION |                  |                     | ROUNDBOUT |                  |                     |
|----------------------------------------------|--------------|---------------|------------------|---------------------|-----------|------------------|---------------------|
|                                              |              | V/C           | AVERAGE<br>DELAY | LEVEL OF<br>SERVICE | Max V/C   | AVERAGE<br>DELAY | LEVEL OF<br>SERVICE |
| 1. Parkside Drive & Campbell Station Road    | AM           | 0.69          | 33.4             | C                   | -         | -                | -                   |
|                                              | PM           | 0.85          | 34.4             | C                   | -         | -                | -                   |
| 6. Fretz Road                                | AM           | 0.590         | 9.7              | A                   | 0.739     | 11.1             | B                   |
|                                              | PM           | 0.550         | 6.1              | A                   | 0.645     | 9.1              | A                   |
| 8. Weatherly Hills Boulevard/Woodchase Drive | AM           | -             | -                | -                   | 0.64      | 9.0              | A                   |
|                                              | PM           | -             | -                | -                   | 0.61      | 8.4              | A                   |
| 11. St. John Court                           | AM           | 0.560         | 14.9             | B                   | 0.795     | 13.8             | B                   |
|                                              | PM           | 0.530         | 12.6             | B                   | 0.547     | 8.5              | A                   |
| 12. Smith Road                               | AM           | 0.59          | 18.4             | B                   | 0.549     | 9.7              | A                   |
|                                              | PM           | 0.47          | 6.2              | A                   | 0.586     | 8.2              | A                   |

### 3.3 Alternative Evaluation

The Grigsby Chapel Road corridor, with its low crash history and acceptable levels of service for many of its intersections does not warrant significant improvements and could continue to function with the current geometry and traffic control. Fretz Road currently operates at acceptable levels of service and signal warrants satisfied is limited to the Peak-Hour. Therefore, signalization or roundabout is not justified for the intersection. The operation of a signal for just an hour of the day should be avoided and is not necessary as the LOS is a C during the peak hours and queues were observed as acceptable.

Longer delays experienced for St John Court and Smith Road are limited to no more than a couple of hours a day. Smith Road with the LOS E and F during the AM peak with schools in session and during summer recess, respectively, could be signalized to mitigate this LOS. Signalization of Smith Road is fully justified with Eight-Hour signal warrants satisfied in addition to the Four-Hour and Peak Hour. A roundabout would also mitigate this poor morning peak hour LOS but would not create gaps in the Grigsby Chapel Road traffic flow as it is a continuous movement type of traffic control.

St. John Court can experience long delays and adverse queuing during St. John Neumann Catholic School student drop off between 7:15-8:00am and dismissal between 3:00-4:00pm. These queues and delays are not unusual for school operations. Mitigation of these delays during school morning and afternoon peak hours can be developed with either signalization or a roundabout. Signalization is warranted by both the Four-Hour and Peak-Hour warrants, two warrants being satisfied but does not include an Eight-Hour warrant. Therefore, the greater traffic control would have limited benefit as the need is for only a couple of hours of the day. A limited operation of a traffic signal, as with its consideration at Fretz Road, is not recommended. Grigsby Chapel Road traffic would be more accustomed to its non-operation (flashing), and its unexpected operation would delay a driver's response to a changing signal. A traffic signal should, most often, be operational during the regular daytime hours with flashing operation sometimes employed during the late night and early morning hours (10pm-6am).

Signalization of either Smith Road or St. John Court will increase the delays for the intersection; longer delay can be expected on the Smith Road and St. John Court approaches as the traffic will require the signalized egress versus current available gaps in the Grigsby Chapel Road traffic. Grigsby Chapel Road traffic will experience some delay and queues throughout the day. Queues on Grigsby Chapel Road may be as many as 11 vehicles. Back of queues and their line of sight can be a problem for traffic approaching a traffic signal. Signals can result in vehicle crashes. With most signal operations, crashes typically include rear-end collisions and can also include right-angle collisions associated with driver error, often during the signal changing.

Another alternative for the St John Court intersection operation may be the employment of off-duty Sheriff's Department officers during the St. John Neumann Catholic School student drop and dismissal. This would be an ongoing expense but so would signalization with electric service and signal maintenance in addition to the construction costs. This might be further explored with the Sheriff's Department and St. John Neumann Catholic School administration.

The current costs for a Sheriff's Department officer are as follows:

|                          |                              |           |
|--------------------------|------------------------------|-----------|
| Off-Duty Sheriff Officer | \$30/Hr (minimum 4 hours)    | \$120/Day |
| Vehicle w Lights         | \$5/Hr ( paid to the County) | \$20/Day  |

A summary of the pros and cons for signalization of St John Court is as follows:

**Advantages**

- Decreased delays during the AM and PM peak hours for the St John Court approach

**Disadvantages**

- Increased delays during off-peak hours for the St John Court approach
- Increased delays for Grigsby Chapel Road
- Possible increased crashes for the intersection

With the potential of crashes with signalization and the limited need of traffic signalization, a systematic approach might be deployed, thereby minimizing adverse impacts while providing some benefit. Traffic signals for the corridor may be phased and conditions reassessed to further determine need of signalization for the corridor. Smith Road may be first signalized as for its greater justification than St. John Court. Further evaluation of the St. John Court intersection can later be conducted to determine the benefits provided by the operation of the signalization of Smith Road and possible increased gaps in the Grigsby Chapel Road traffic flow. If a need for signalization is later determined for St. John Court, it may be considered at that time.

## Section 4

### Conclusion and Recommendations

The study of this corridor determined that Grigsby Chapel Road is currently operating at acceptable levels of service with a few exceptions. St John Court, providing access for St. John Neumann Catholic School, experiences the greatest of the delays during the AM and PM peak hours. The review of crashes along the corridor did not find any safety concerns requiring some form of mitigation. At several intersections, lines of sight should be improved to a minimum of the stopping sight-distance for the 40mph posted speed. These include:

1. Chapel Grove Lane,
2. Farragut Commons Drive,
3. Deanwood Lane,
4. Weatherly Hill Boulevard,
5. East Fox Den Drive,
6. West Fox Chase Circle

If achieving the recommended line of sight is not possible, depending on the sight-restrictions, appropriate signing for the side street and advisory speed should be installed.

Signalization of both Smith Road and St. John Court should be a consideration; however, the current operations are not entirely unacceptable. The multiway STOP functions at an acceptable LOS for the Smith Road intersection with the exception of the morning peak hour when the northbound approach may experience a LOS E and F with and without school in session, respectively. St. John Court has the greatest delays for the Grigsby Chapel Road corridor during morning school peak, but these delays are limited to an approximate half hour between 7:30 – 8:00 am. St. John Court experiences the longer delays during the PM peak as well, but the delay is managed by the St. John Neumann Catholic School dismissal which appears to dismiss the students in several controlled releases, thereby spreading the St. John Court demand over the hour. The unacceptable delays may be limited to 30 minutes during the peak hour. The advance vehicle actuated flasher for the westbound Grigsby Chapel Road approach to St John Court may contribute to the current intersection operations and low occurrence of crashes.

Though Fretz Road meets the Peak-Hour signal warrant during the morning peak hour, it functions with an acceptable LOS with minimal queues during this peak hour. Though the Peak-Hour warrant is satisfied, signalization of Fretz Road is not recommended.

A roundabout alternative for the following intersections along the corridor may manage speeds but will not create gaps in the corridor traffic flow.

1. Fretz Road
2. Weatherly Hills Boulevard/Woodchase Drive
3. St John Court
4. Smith Road



The impact of roundabouts on ROW is significant and might preclude their consideration. Signalization of either Smith Road or St. John Court will increase the delays for the intersection; longer delay can be expected on the Smith Road and St. John Court approaches as the traffic will require the signalized egress versus available gaps in the Grigsby Chapel Road traffic. Grigsby Chapel Road traffic will experience some delay and queues throughout the day. Queues on Grigsby Chapel Road may be as many as 11 vehicles during the peak hour. Signals can result in vehicle crashes. With most signal operations, crashes typically include rear-end collisions and can also include right-angle collisions associated with driver error, often during the signal changing.

Intersections were evaluated for their current traffic control and possible alternative traffic control including but not limited to signalization and roundabouts. Alternatives are limited by the roadway geometry and/or ROW requiring the evaluation to review and discuss these limitations with the Town of Farragut. The study also evaluated the intersection's lines of sight for the corridor and noted deficiencies in Section 2.3 of this report.

Phased recommendations for the Grigsby Chapel Road corridor are as follows:

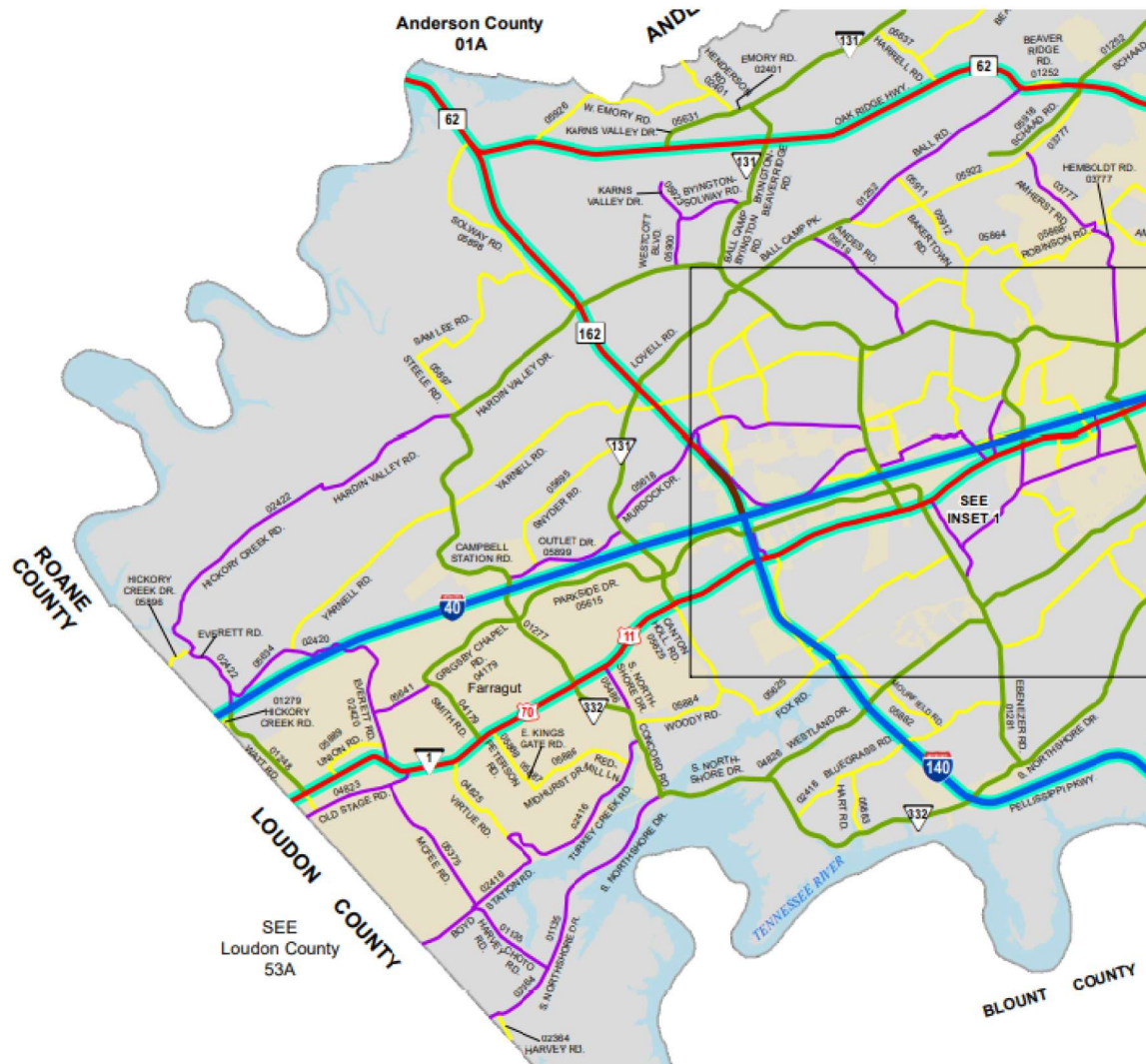
- Improve lines of sight for the intersections identified in Section 2.3 of this report.
- Improve markings and signing for the median islands for Grigsby Chapel Road.
- Signalize Smith Road intersection with Grigsby Chapel Road.
- Evaluate the operation of the Smith Road traffic signal for any increased vehicle gaps that might be developed for the St. John Court intersection operation.
- Discuss with the Sheriff's Department and St. John Neumann Catholic School administration the possible traffic control during school drop-off and dismissal.
- Signalize St. John Court following this further evaluation and determined need of signalization.





GRIGSBY CHAPEL ROAD STUDY CORRIDOR  
Figure 1





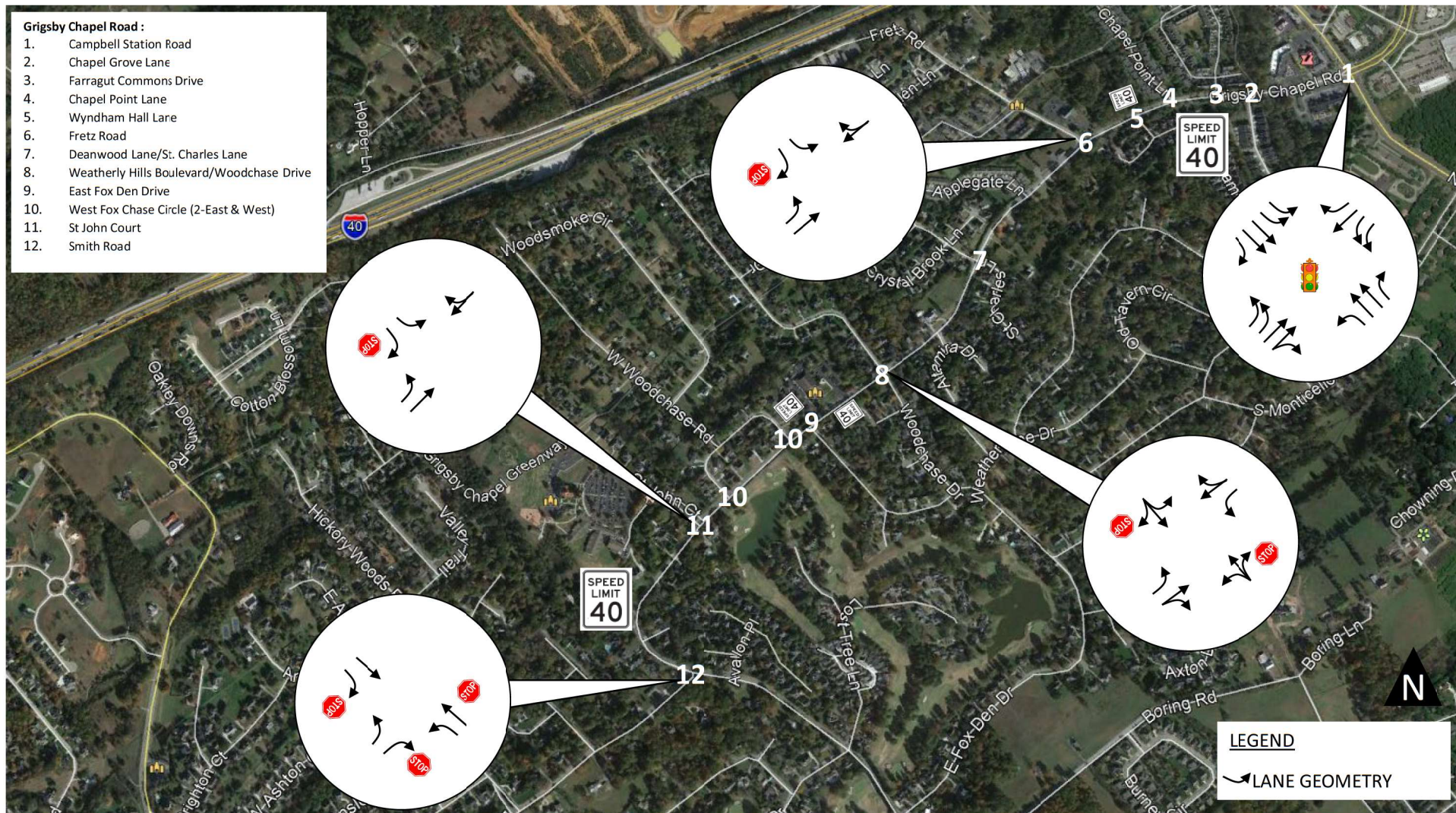
-  Interstate Highway
-  State Highway
-  U.S. Numbered Highway
-  Interstate
-  Freeway and Expressway
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  National Highway System
-  Major Waterways
-  Park Boundary
-  City Boundary
-  Urban Boundary
-  County Boundary

FARRAGUT AND VICINITY  
FUNCTIONAL CLASSIFICATION SYSTEM  
Figure 2









2021 STUDY INTERSECTION GEOMETRY

Figure 4a



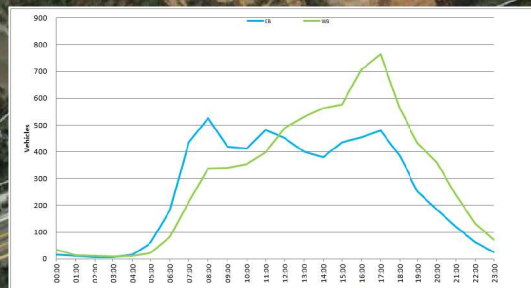


2021 STUDY INTERSECTION GEOMETRY  
**Figure 4b**



# Grigsby Chapel Road :

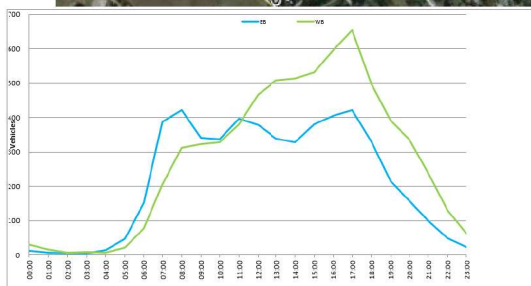
1. Campbell Station Road
2. Chapel Grove Lane
3. Farragut Commons Drive
4. Chapel Point Lane
5. Wyndham Hall Lane
6. Fretz Road
7. Deanwood Lane/St. Charles Lane
8. Weatherly Hills Boulevard/Woodchase Drive
9. East Fox Den Drive
10. West Fox Chase Circle (2-East & West)
11. St John Court
12. Smith Road



ATC-1  
15,692



ATC-2  
13,364



ATC-3  
11,831

## GRAPH LEGEND

Eastbound Traffic ———

Westbound Traffic ———

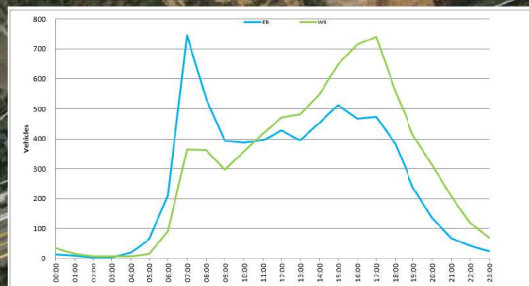


2021 JULY DAILY TRAFFIC  
Figure 5a

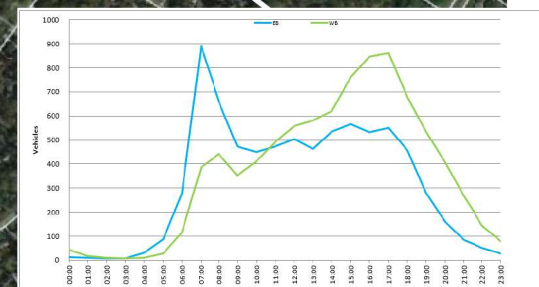


# Grigsby Chapel Road :

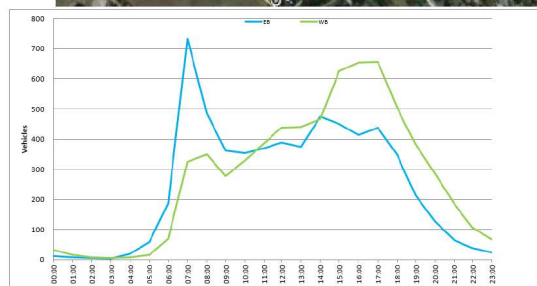
1. Campbell Station Road
2. Chapel Grove Lane
3. Farragut Commons Drive
4. Chapel Point Lane
5. Wyndham Hall Lane
6. Fretz Road
7. Deanwood Lane/St. Charles Lane
8. Weatherly Hills Boulevard/Woodchase Drive
9. East Fox Den Drive
10. West Fox Chase Circle (2-East & West)
11. St John Court
12. Smith Road



ATC-1  
16,161



ATC-2  
13,580



ATC-3  
12,517

## GRAPH LEGEND

Eastbound Traffic

Westbound Traffic

N

2021 AUGUST DAILY TRAFFIC

Figure 5b



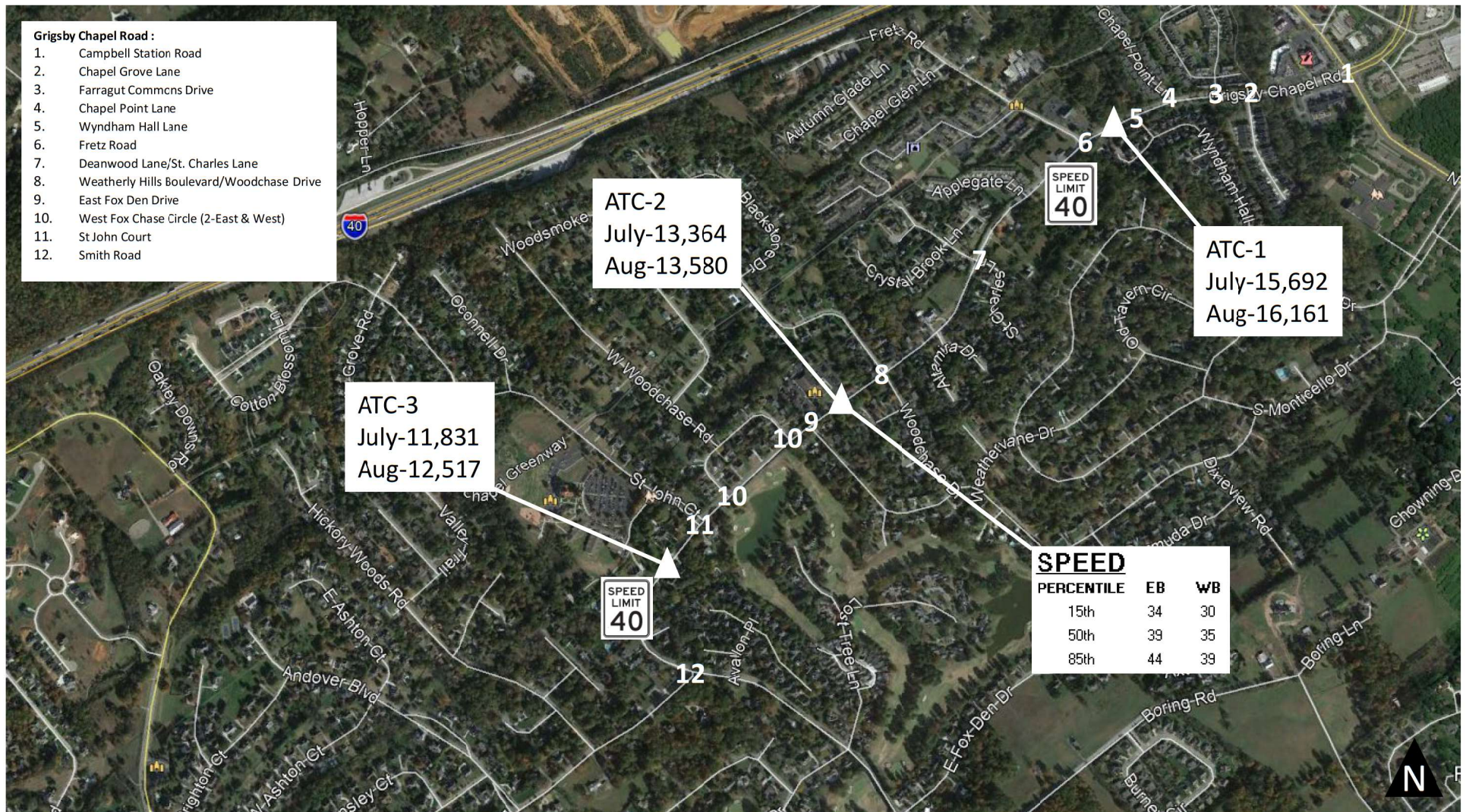
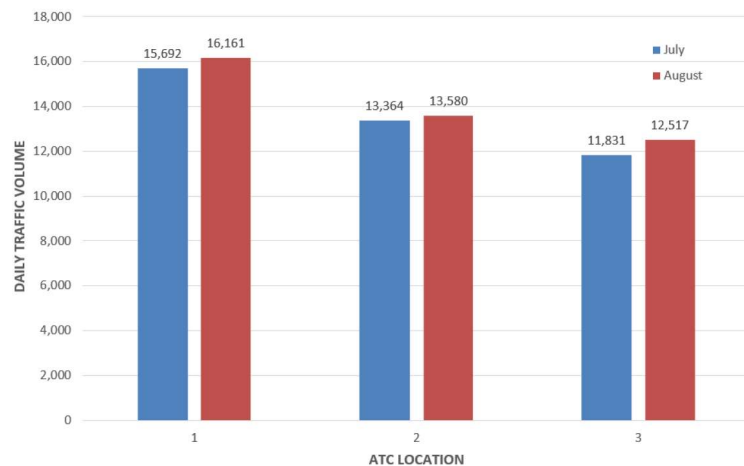


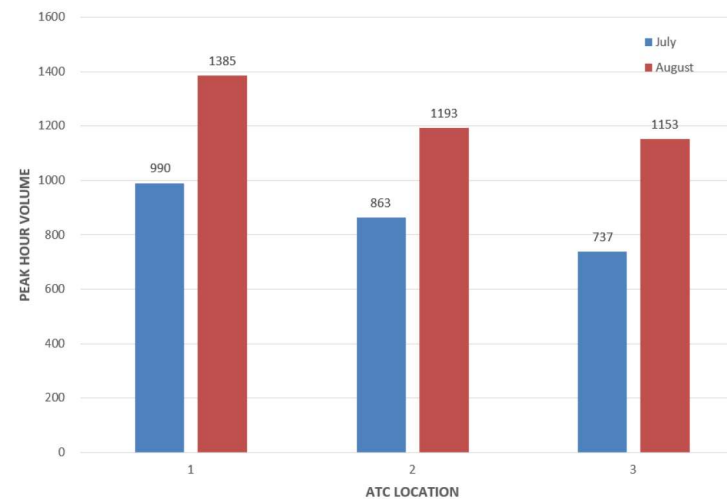
Figure 6



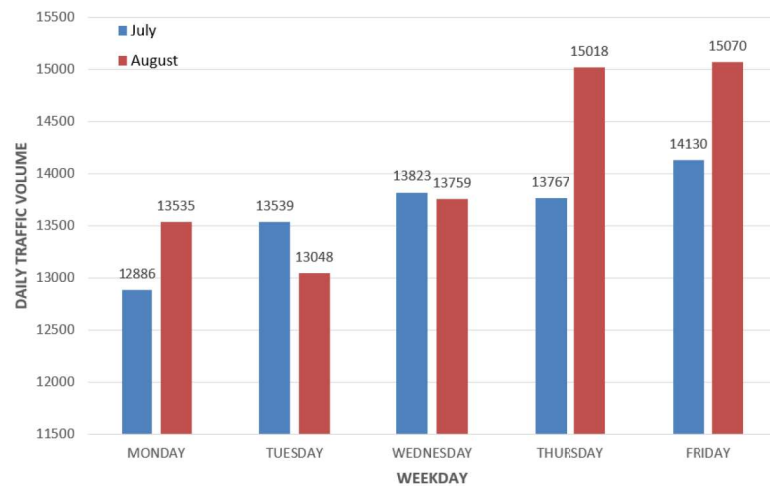
GRIGSBY CHAPEL ROAD AVERAGE DAILY TRAFFIC



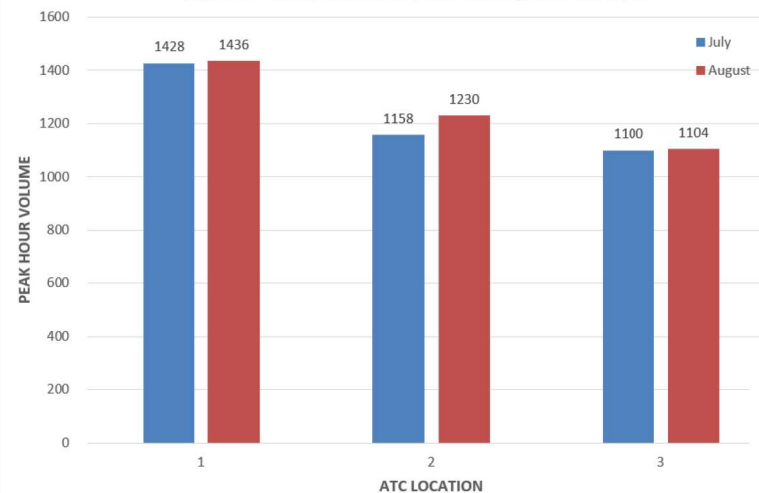
GRIGSBY CHAPEL ROAD AM PEAK HOUR



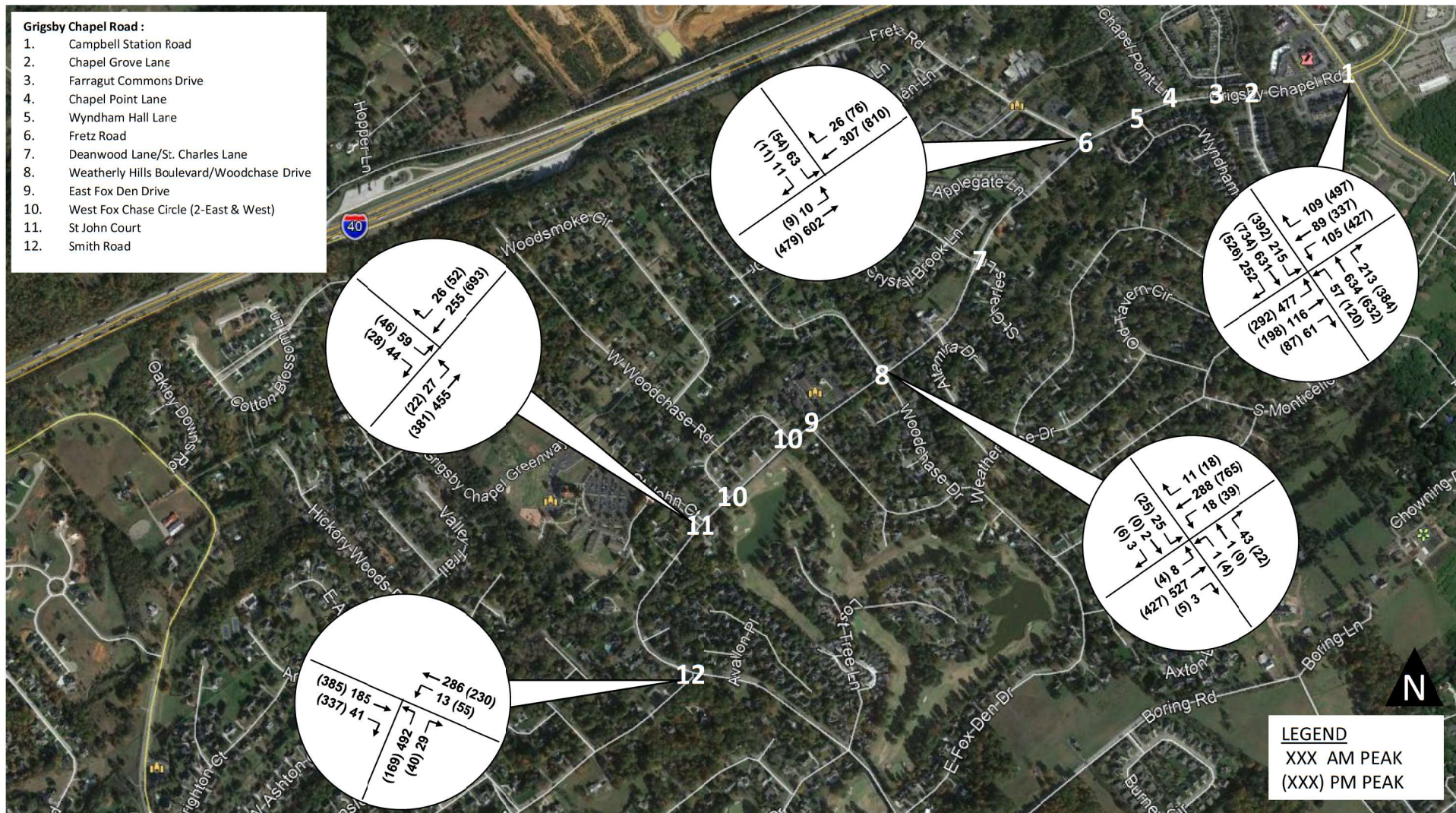
GRIGSBY CHAPEL ROAD WEEKDAY TRAFFIC



GRIGSBY CHAPEL ROAD PM PEAK HOUR TRAFFIC



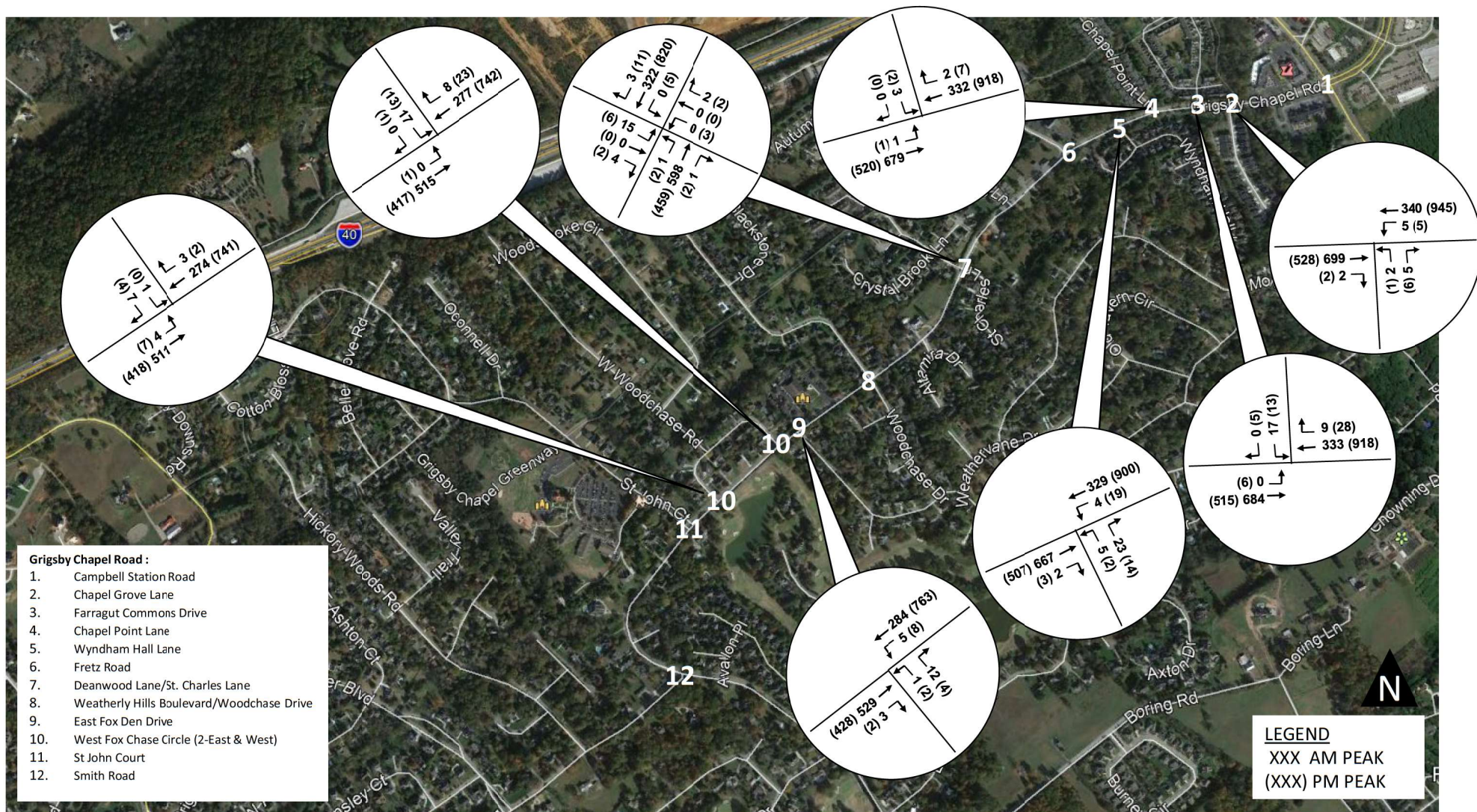
DAILY TRAFFIC  
VARIATIONS  
Figure 7



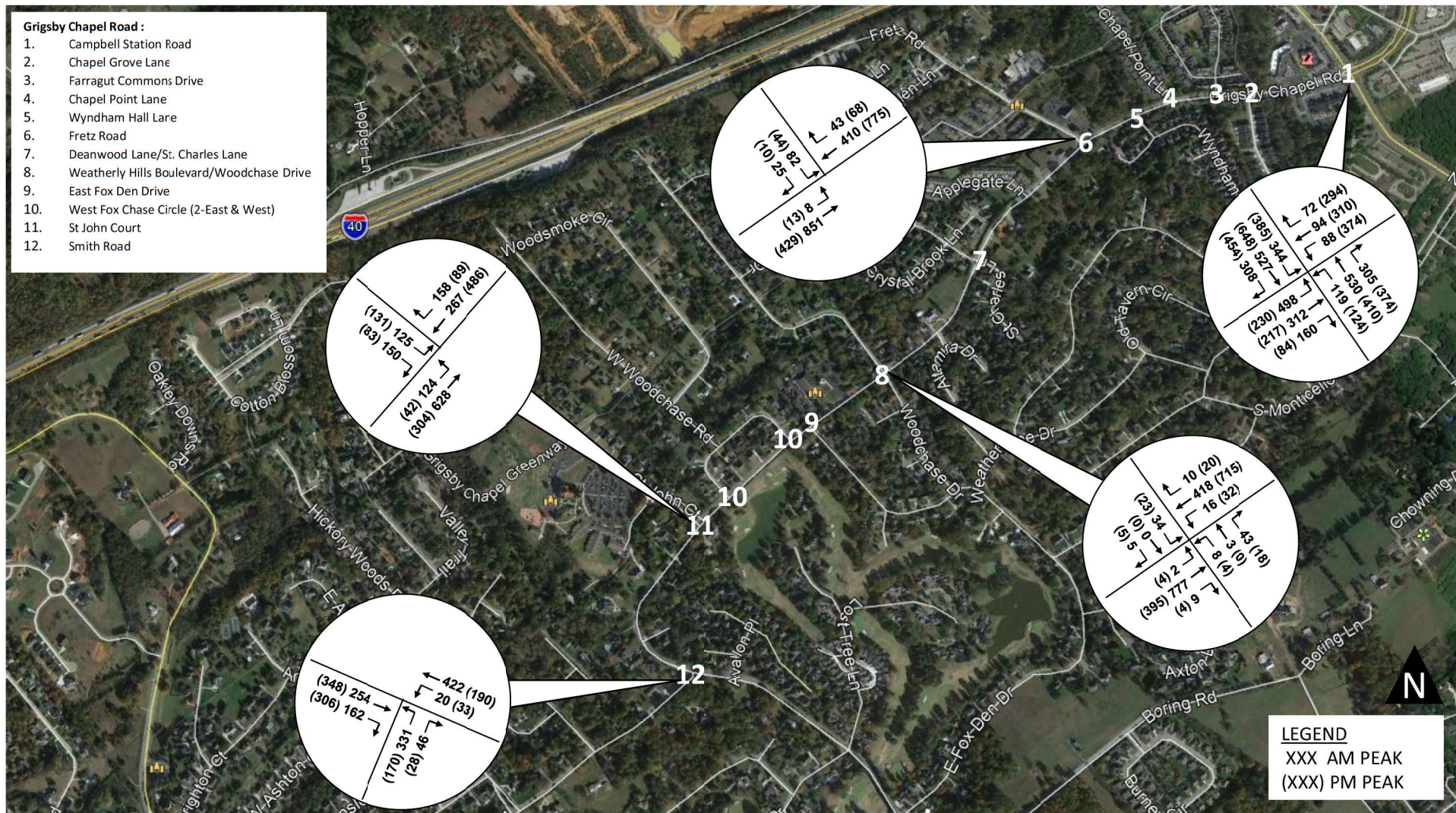
2021 JULY TURNING MOVEMENTS

Figure 8a





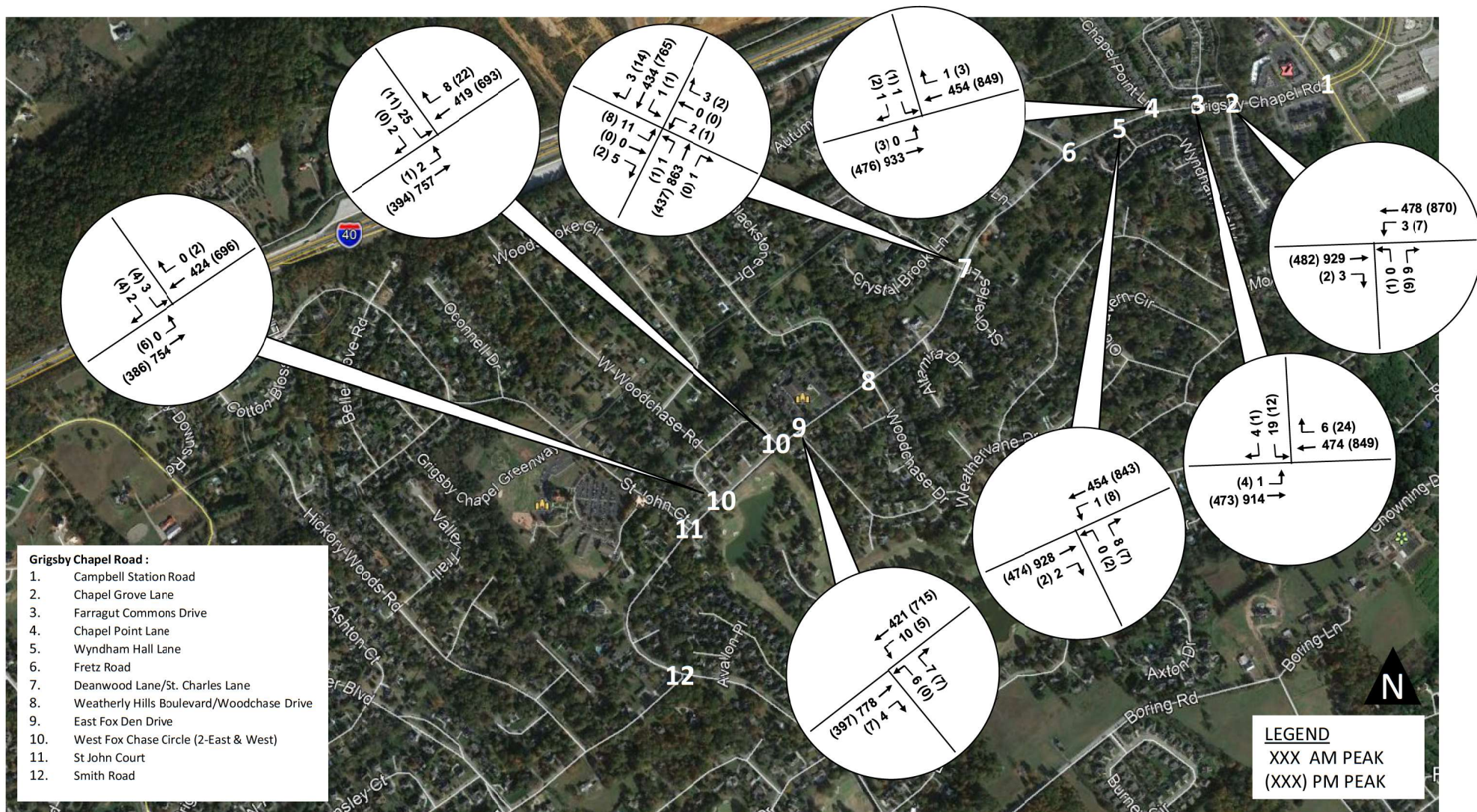




2021 AUGUST TURNING MOVEMENTS

Figure 9a

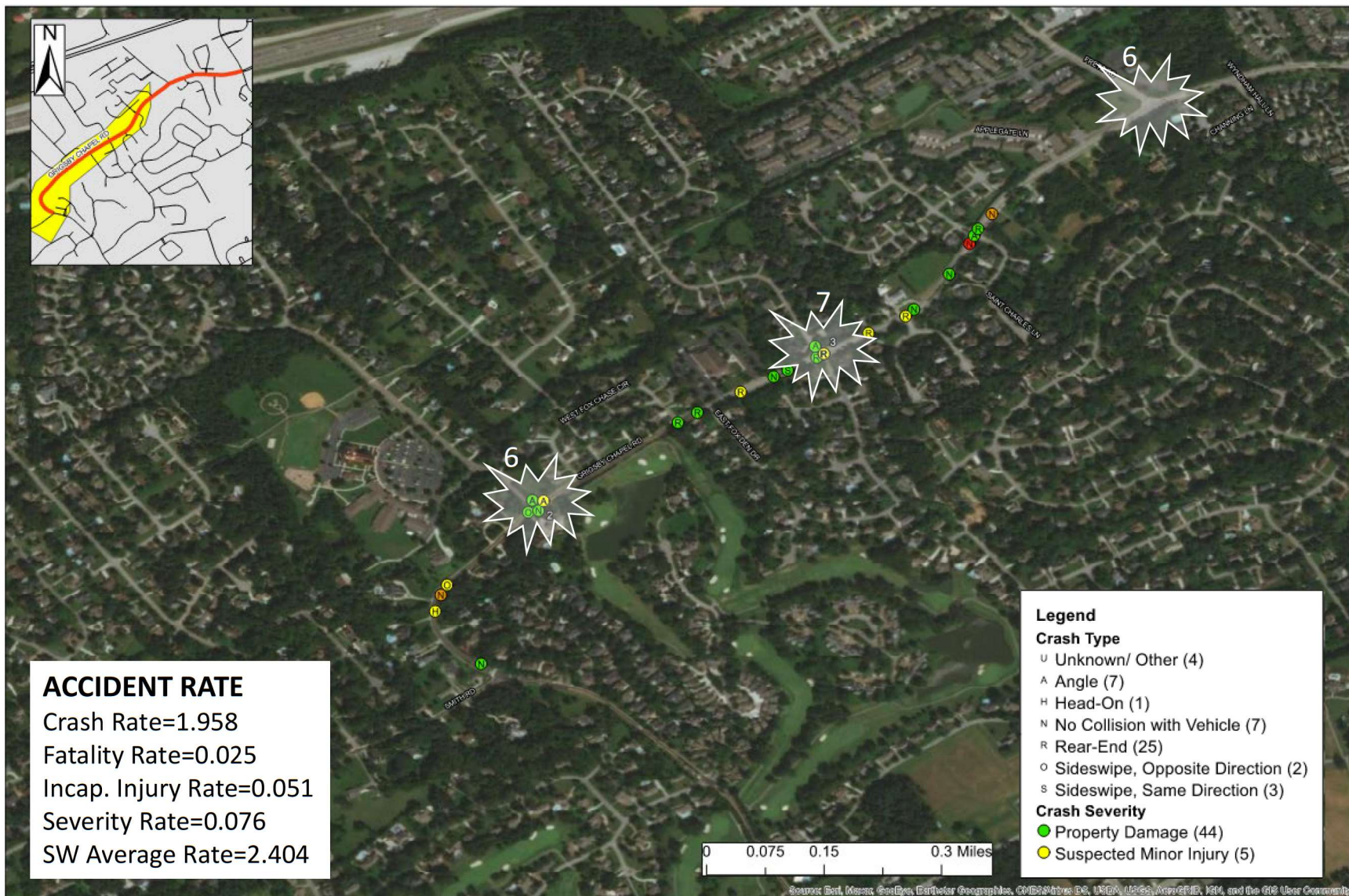












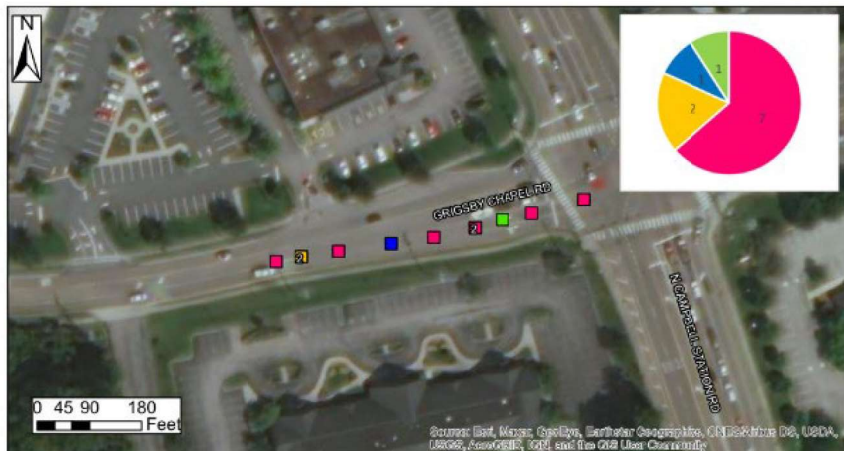
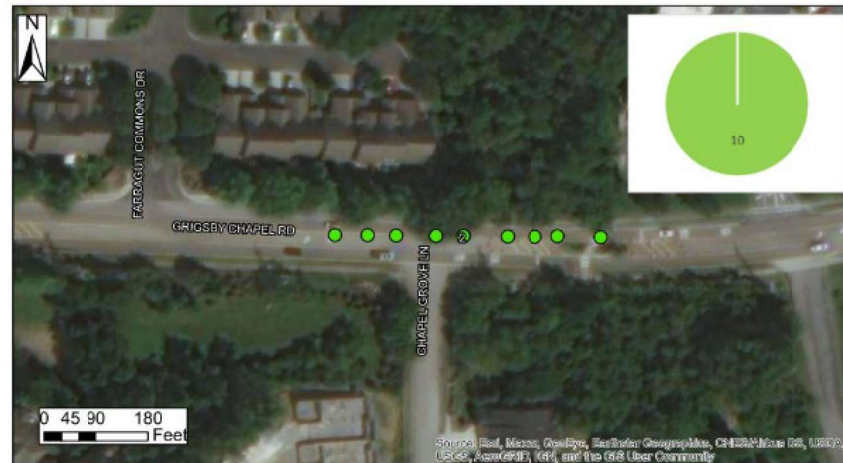
**CORRIDOR  
 CRASH HISTORY**  
 Jan 2015-Dec 2019  
**Figure 10b**



### Grigsby Chapel Rd. and N. Campbell Station Rd. Crashes from Jan. 2015 through Dec. 2019



### Grigsby Chapel Rd. and Chapel Grove Ln. Crashes from Jan. 2015 through Dec. 2019



### LEGEND

- Property Damage
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal
- Unknown/ Other
- Angle
- Rear End
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction
- No Collision with Vehicle

### INTERSECTION CRASH HISTORY Figure 11a

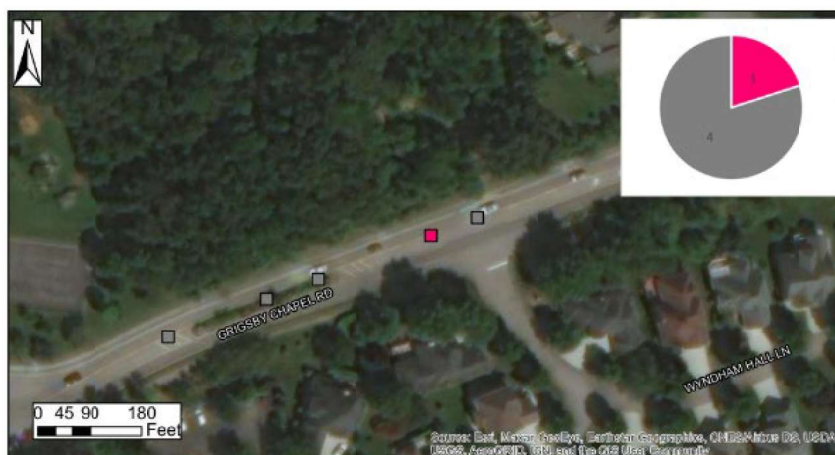
### Grigsby Chapel Rd. and Farragut Commons Dr.

Crashes from Jan. 2015 through Dec. 2019



### Grigsby Chapel Rd. and Wyndham Hall Ln.

Crashes from Jan. 2015 through Dec. 2019



### LEGEND

- Property Damage
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal
- Unknown/ Other
- Angle
- Rear End
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction
- No Collision with Vehicle

### INTERSECTION CRASH HISTORY Figure 11b



### Grigsby Chapel Rd. and Fretz Rd. Crashes from Jan. 2015 through Dec. 2019



### Grigsby Chapel Rd. and Applegate Ln. Crashes from Jan. 2015 through Dec. 2019



### LEGEND

- Property Damage
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal
- Unknown/ Other
- Angle
- Rear End
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction
- No Collision with Vehicle

### INTERSECTION CRASH HISTORY Figure 11c

**Grigsby Chapel Rd. and Deanwood Ln.**  
Crashes from Jan. 2015 through Dec. 2019



**Grigsby Chapel Rd. and Altamira Dr.**  
Crashes from Jan. 2015 through Dec. 2019



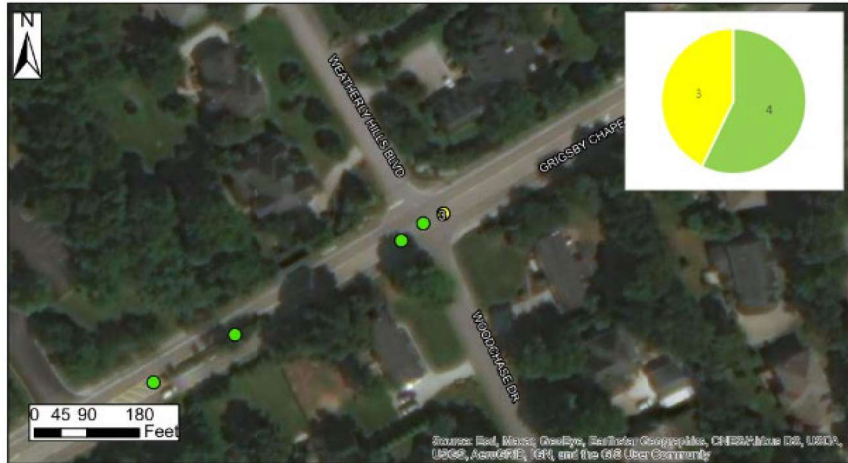
## LEGEND

- Property Damage
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal
- Unknown/ Other
- Angle
- Rear End
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction
- No Collision with Vehicle

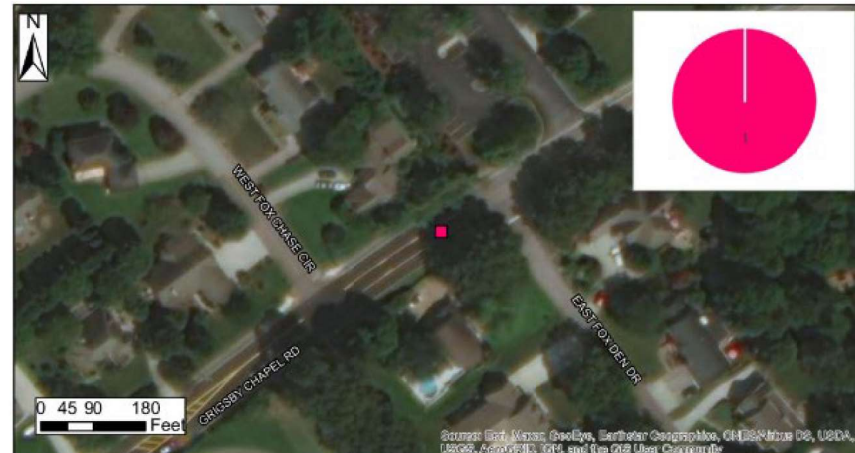
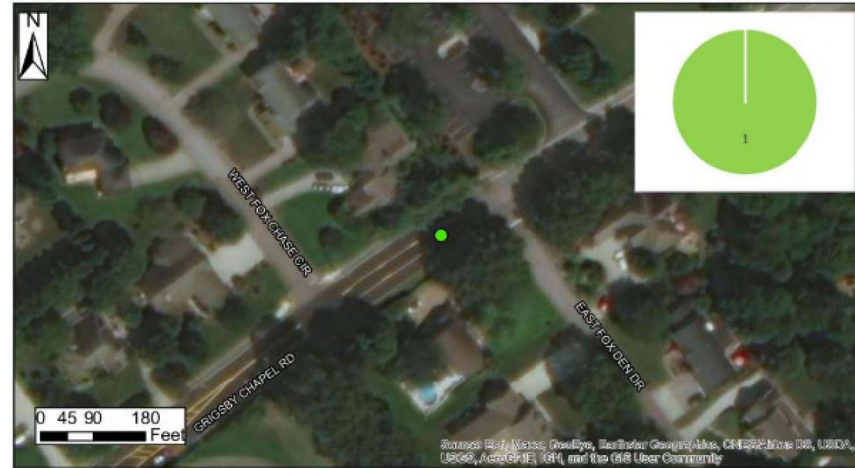
**INTERSECTION  
CRASH HISTORY**  
Figure 11d



### Grigsby Chapel Rd. and Woodchase Dr. Crashes from Jan. 2015 through Dec. 2019



### Grigsby Chapel Rd. and E. Fox Den Dr. Crashes from Jan. 2015 through Dec. 2019



#### LEGEND

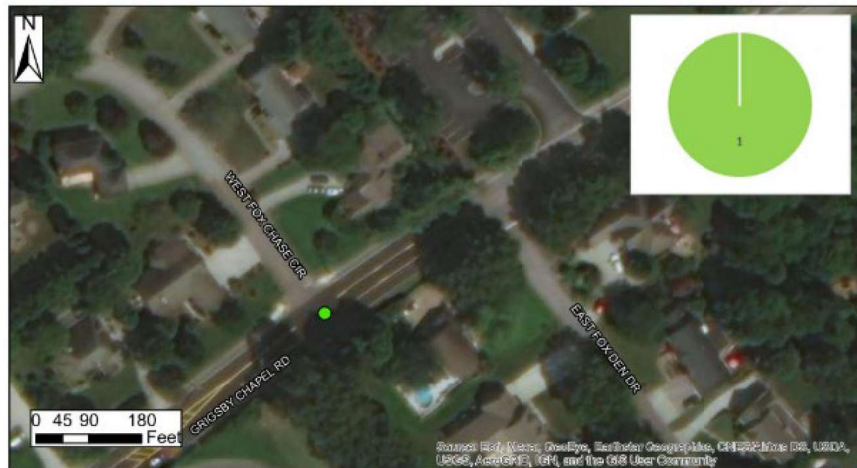
- Property Damage
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal
- Unknown/ Other
- Angle
- Rear End
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction
- No Collision with Vehicle

#### INTERSECTION CRASH HISTORY Figure 11e



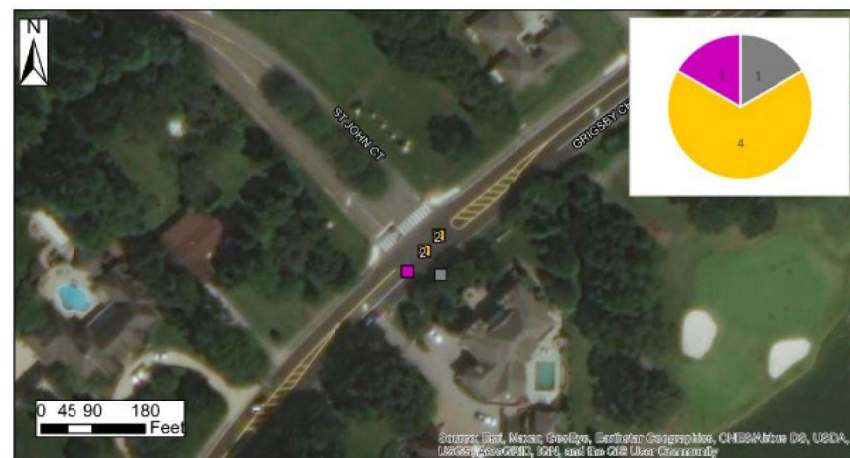
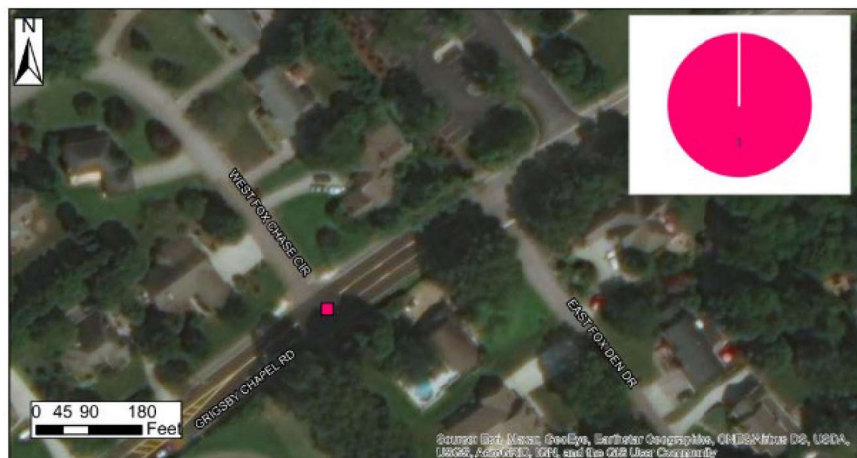
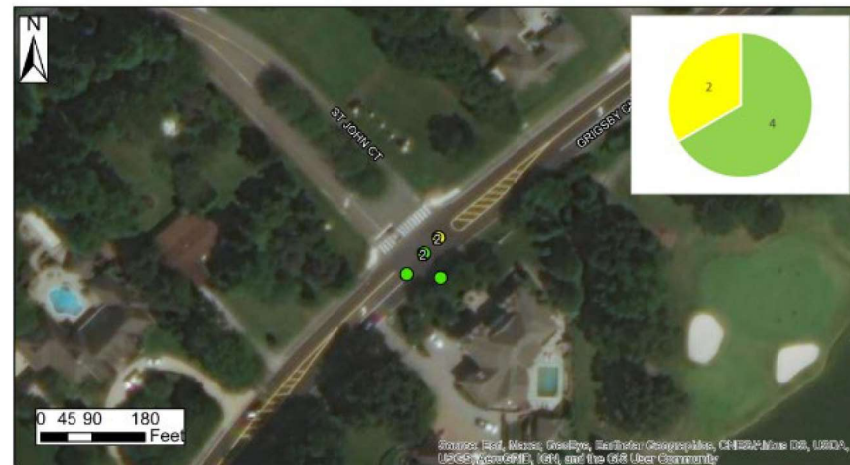
### Grigsby Chapel Rd. and W. Fox Chase Cir.

Crashes from Jan. 2015 through Dec. 2019



### Grigsby Chapel Rd. and St. John Ct.

Crashes from Jan. 2015 through Dec. 2019

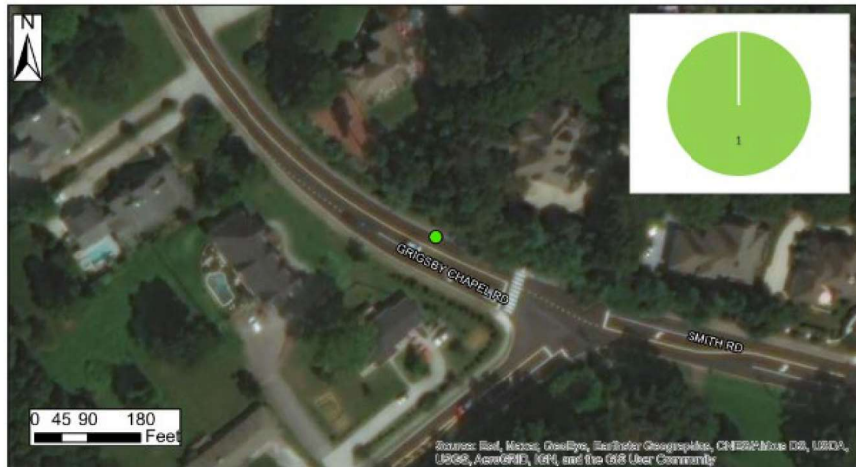


### LEGEND

- Property Damage
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal
- Unknown/ Other
- Angle
- Rear End
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction
- No Collision with Vehicle

### INTERSECTION CRASH HISTORY Figure 11f

# **Grigsby Chapel Rd. and Smith Rd.** Crashes from Jan. 2015 through Dec. 2019



## **LEGEND**

- Property Damage
- Suspected Minor Injury
- Suspected Serious Injury
- Fatal
- Unknown/ Other
- Angle
- Rear End
- Sideswipe, Same Direction
- Sideswipe, Opposite Direction
- No Collision with Vehicle

## **INTERSECTION CRASH HISTORY** **Figure 11g**



## CHAPEL GROVE LANE



**Sight Distance**  
**505 ft.**



**Median Trees and Controller Box Restriction**  
**Sight Distance**  
**240 ft.**

**INTERSECTION**  
**LINES OF SIGHT**  
**Figure 12a**



## FARRAGUT COMMONS DRIVE



Vegetation Restriction

**Sight Distance**  
**260 ft.**



**Sight Distance**  
**475 ft.**

**INTERSECTION**  
**LINES OF SIGHT**  
**Figure 12b**



## CHAPEL POINT LANE



**Sight Distance  
>1000 ft.**



**Sight Distance  
>1000 ft.**

**INTERSECTION  
LINES OF SIGHT  
Figure 12c**



5

## WYNDHAM HALL LANE



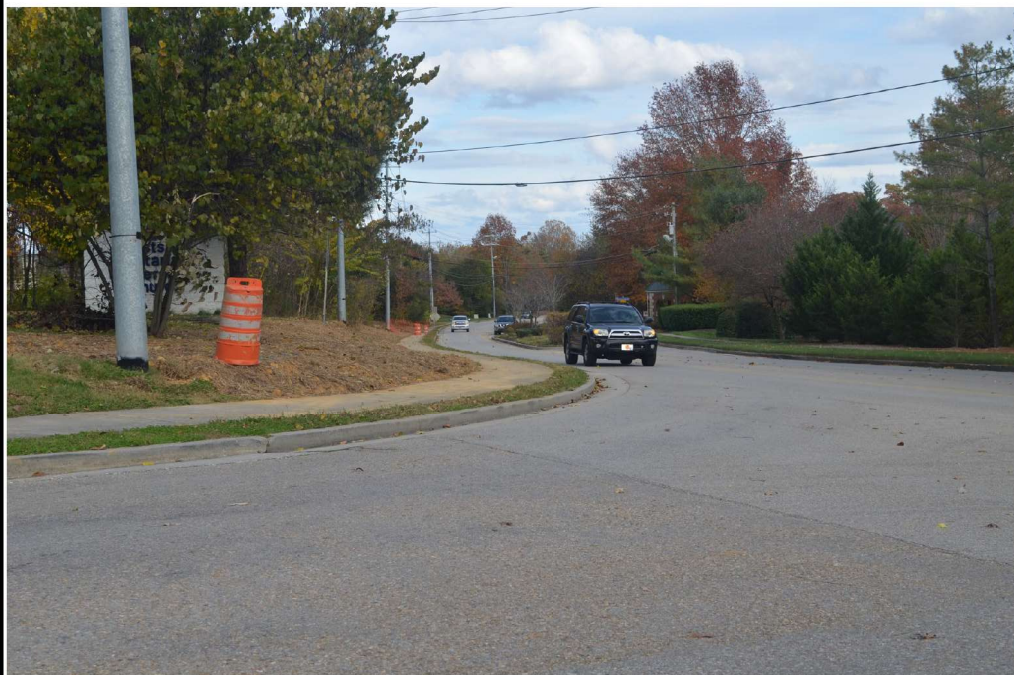
**Sight Distance**  
**475 ft.**



**Vegetation Restriction**  
**Sight Distance**  
**330 ft.**

**INTERSECTION**  
**LINES OF SIGHT**  
**Figure 12d**



**FETZ ROAD**

**Sight Distance  
860 ft.**



**Sight Distance  
960 ft.**

**INTERSECTION  
LINES OF SIGHT  
Figure 12e**



## ST. CHARLES LANE



**Sight Distance**  
**490 ft.**



**Vegetation Restriction**  
**Sight Distance**  
**375 ft.**

**INTERSECTION**  
**LINES OF SIGHT**  
**Figure 12f**



## DEANWOOD LANE



**Sight Distance**  
**475 ft.**



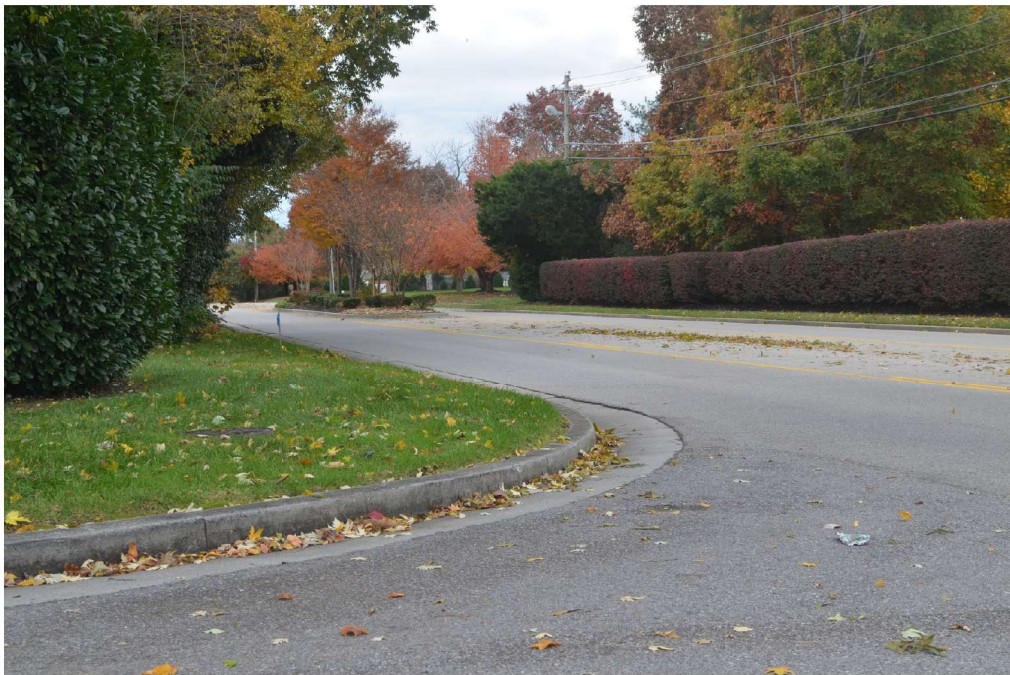
Median Vegetation Restriction

**Sight Distance**  
**290 ft.**

**INTERSECTION**  
**LINES OF SIGHT**  
**Figure 12g**



## WOODCHASE DRIVE



**Sight Distance  
600 ft.**



**Sight Distance  
700 ft.**

**INTERSECTION  
LINES OF SIGHT  
Figure 12h**



## WEATHERLY HILLS BOULEVARD



Corner Pole and Vegetation Restriction

**Sight Distance**

**400 ft.**



Vegetation Restriction

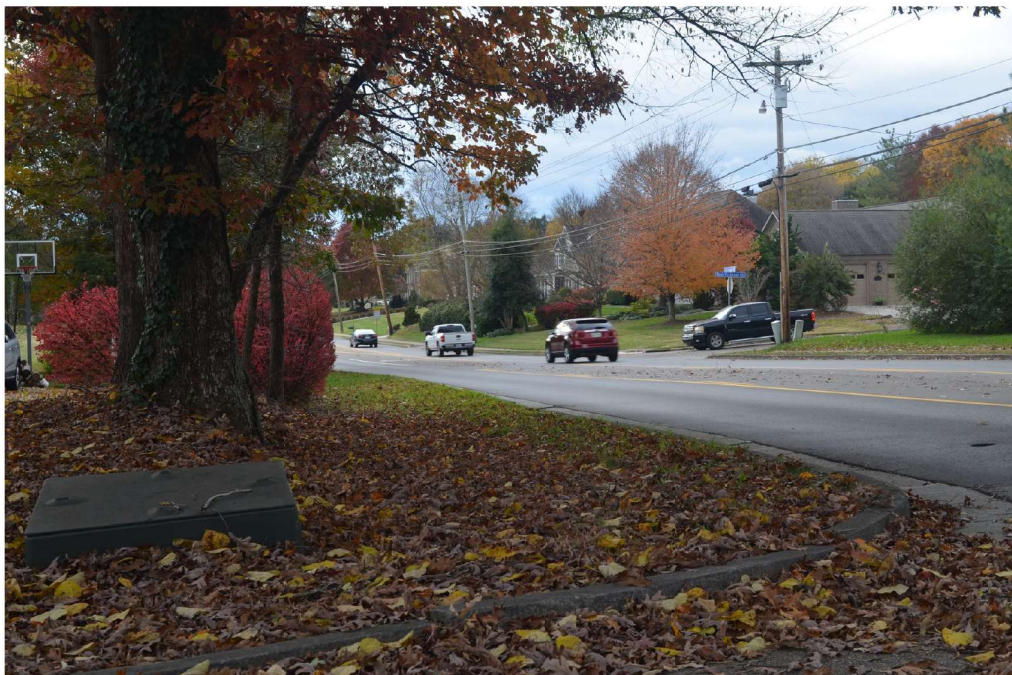
**Sight Distance**

**275 ft.**

**INTERSECTION  
LINES OF SIGHT  
Figure 12i**



## E. FOX DEN DRIVE



**Sight Distance**  
**250 ft.**

**Vegetation Restriction**



**Sight Distance**  
**475 ft.**



**W. FOX CHASE CIRCLE (EAST)**

**Sight Distance  
550 ft.**



**Sight Distance  
800 ft.**

**INTERSECTION  
LINES OF SIGHT  
Figure 12j**



## W. FOX CHASE CIRCLE (WEST)



Corner Wall and Pole with Flashing Sign Restriction

**Sight Distance**

**200 ft.**



**Sight Distance**

**385 ft.**

**INTERSECTION  
LINES OF SIGHT  
Figure 12k**



**ST. JOHN COURT**

Vertical Curve (Hill) Restriction

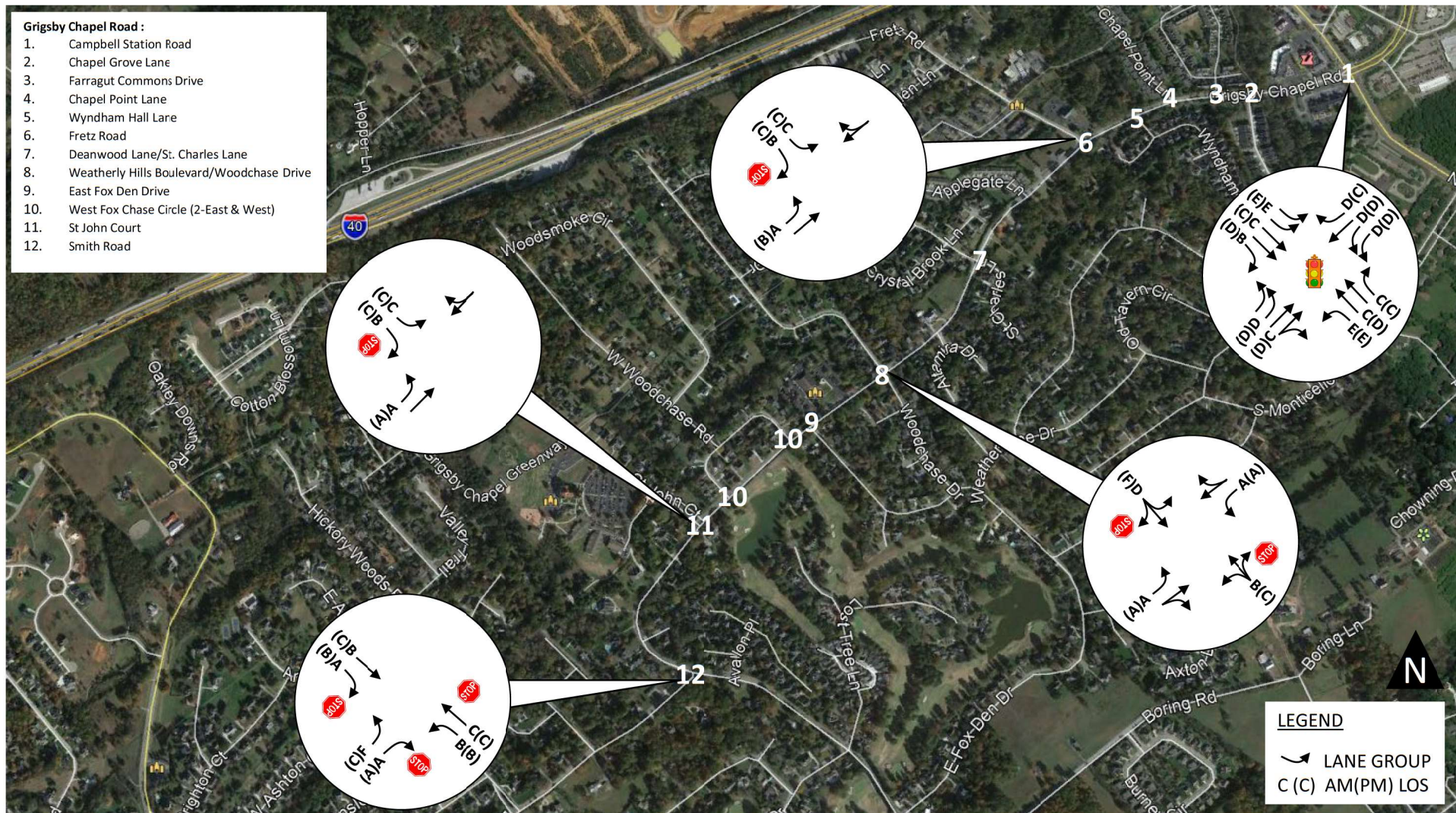
**Sight Distance  
325 ft.**



**Sight Distance  
640 ft.**

**INTERSECTION  
LINES OF SIGHT  
Figure 12I**





JULY LANE GROUP LEVELS OF SERVICE

Figure 13a

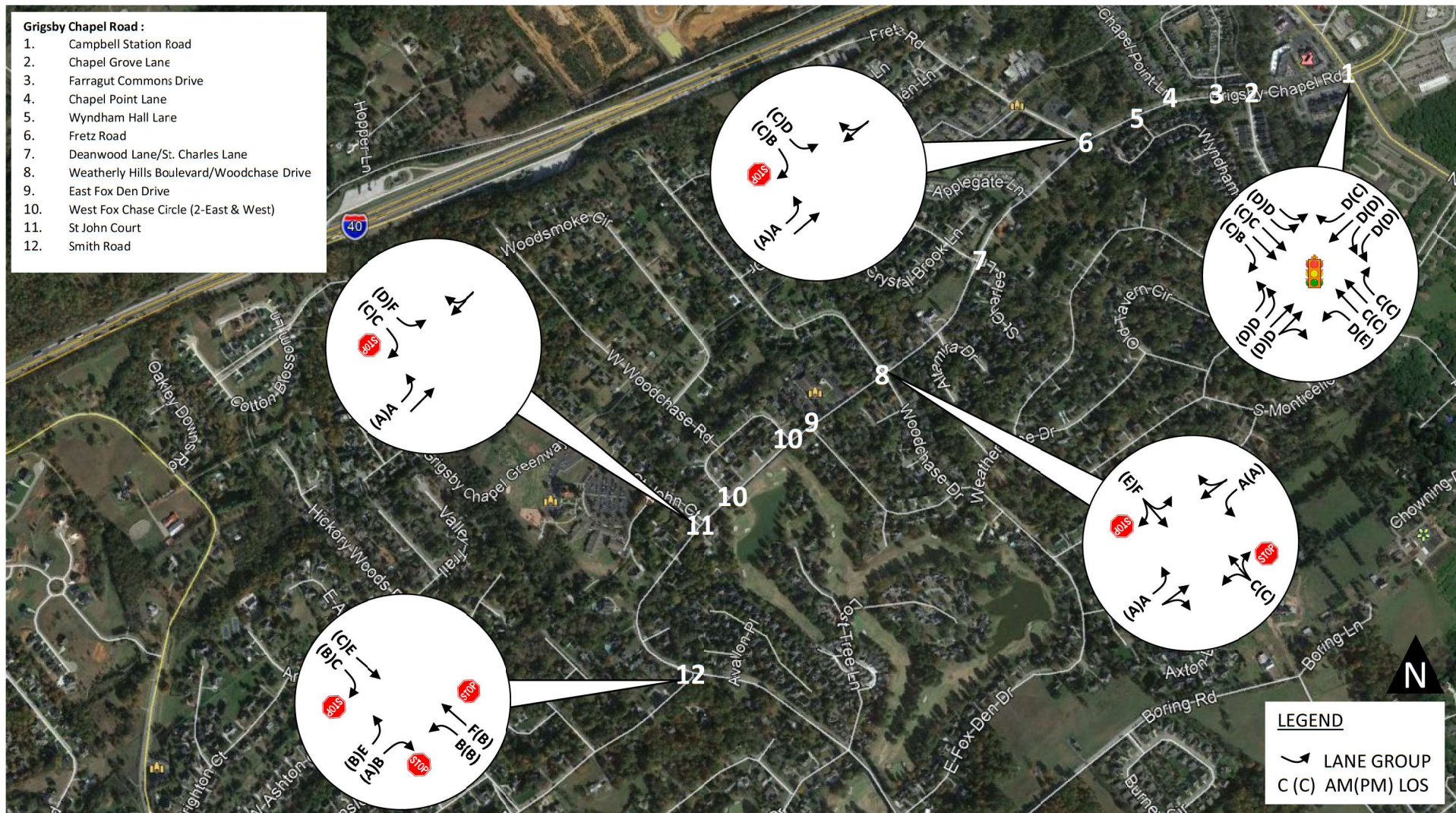




JULY LANE GROUP LEVELS OF SERVICE

Figure 13b





AUGUST LANE GROUP LEVELS OF SERVICE

Figure 14a





AUGUST LANE GROUP LEVELS OF SERVICE  
Figure 14b



100% (90+%) Satisfied Signal Warrant

**8. Weatherly Hills Blvd/Woodchase Dr**

|       |                |           |
|-------|----------------|-----------|
| 1.A   | Minimum Volume | 0 (0) hrs |
| 1.B   | Interruption   | 0 (0) hrs |
| 1.A/B | Combination    | 0 hrs     |
| 2.    | Four-Hour      | 0 (0) hrs |
| 3.B   | Peak-Hour      | 0 (0) hrs |

**11. St John Court**

|       |                |           |
|-------|----------------|-----------|
| 1.A   | Minimum Volume | 0 (0) hrs |
| 1.B   | Interruption   | 2 (3) hrs |
| 1.A/B | Combination    | 0 hrs     |
| 2.    | Four-Hour      | 0 (1) hrs |
| 3.B   | Peak-Hour      | 0 (0) hrs |

**12. Smith Road**

|       |                |            |
|-------|----------------|------------|
| 1.A   | Minimum Volume | 11 (0) hrs |
| 1.B   | Interruption   | 10 (0) hrs |
| 1.A/B | Combination    | 10 hrs     |
| 2.    | Four-Hour      | 11 (1) hrs |
| 3.B   | Peak-Hour      | 4 (2) hrs  |

**6. Fretz Road**

|       |                |           |
|-------|----------------|-----------|
| 1.A   | Minimum Volume | 0 (0) hrs |
| 1.B   | Interruption   | 2 (5) hrs |
| 1.A/B | Combination    | 0 hrs     |
| 2.    | Four-Hour      | 1 (2) hrs |
| 3.B   | Peak-Hour      | 0 (0) hrs |



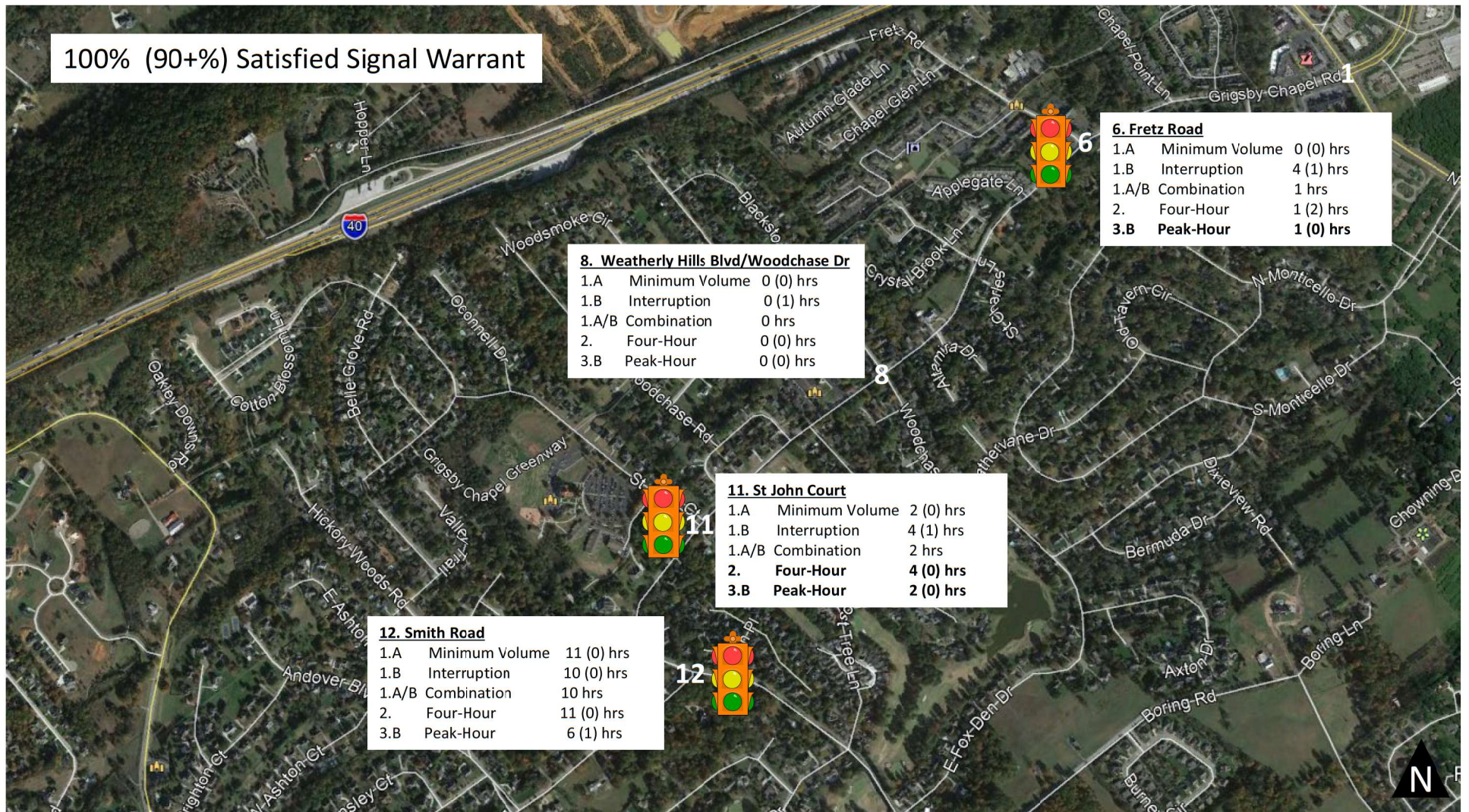
JULY VOLUME SIGNAL WARRANTS

Figure 15a

12/23/2021



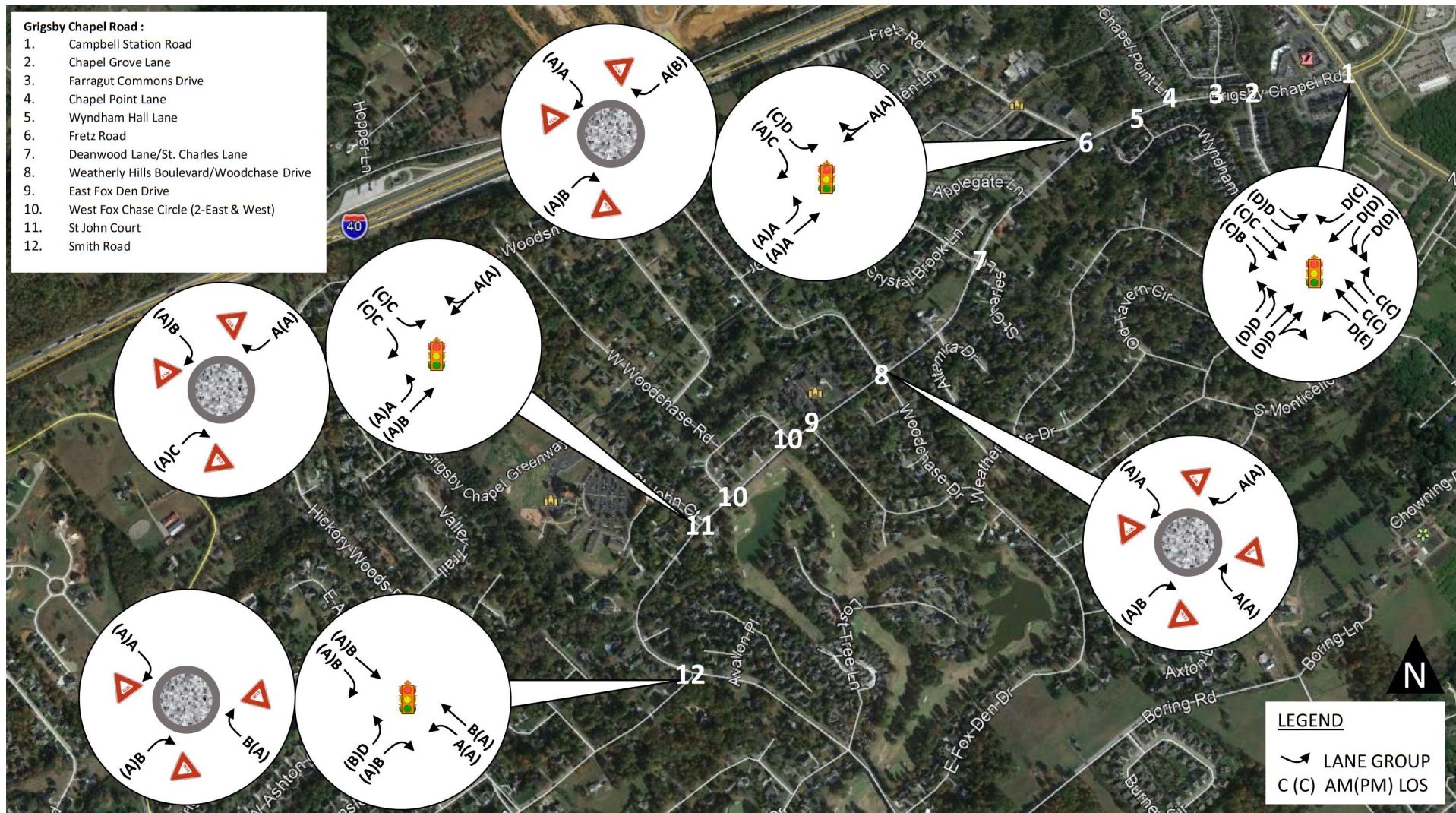
100% (90+%) Satisfied Signal Warrant



12/23/2021

AUGUST VOLUME SIGNAL WARRANTS  
41  
Figure 15b

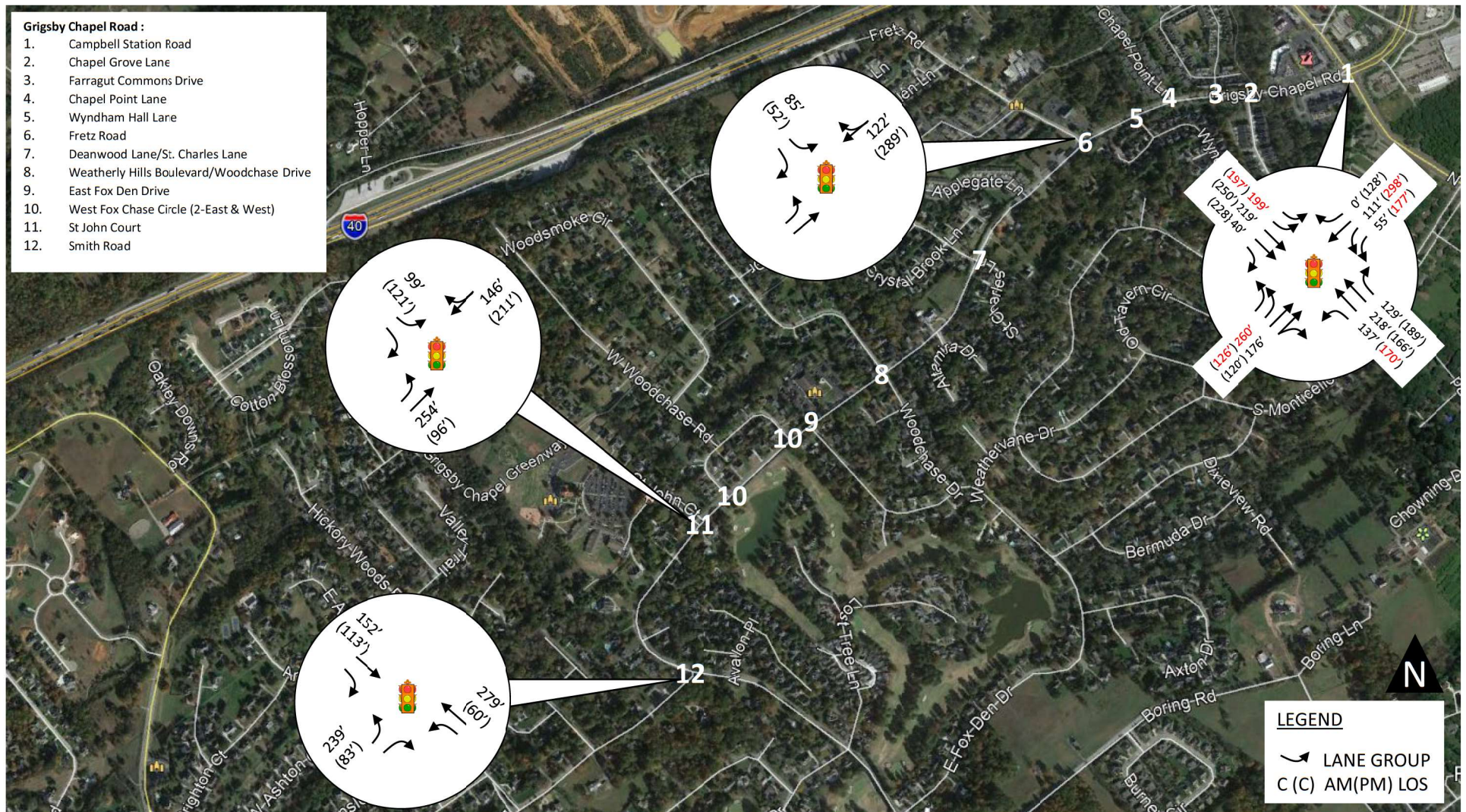




AUGUST ALTERNATIVE LANE GROUP LEVELS OF SERVICE

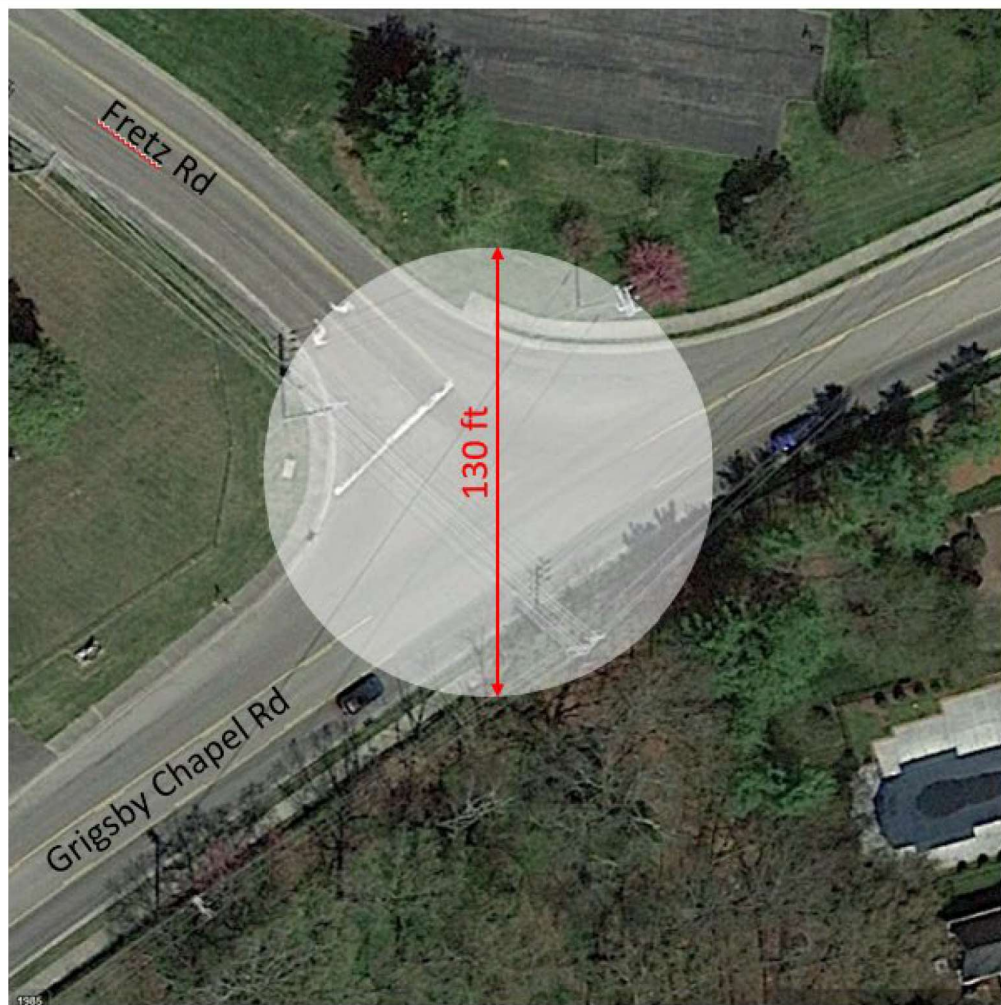
Figure 16



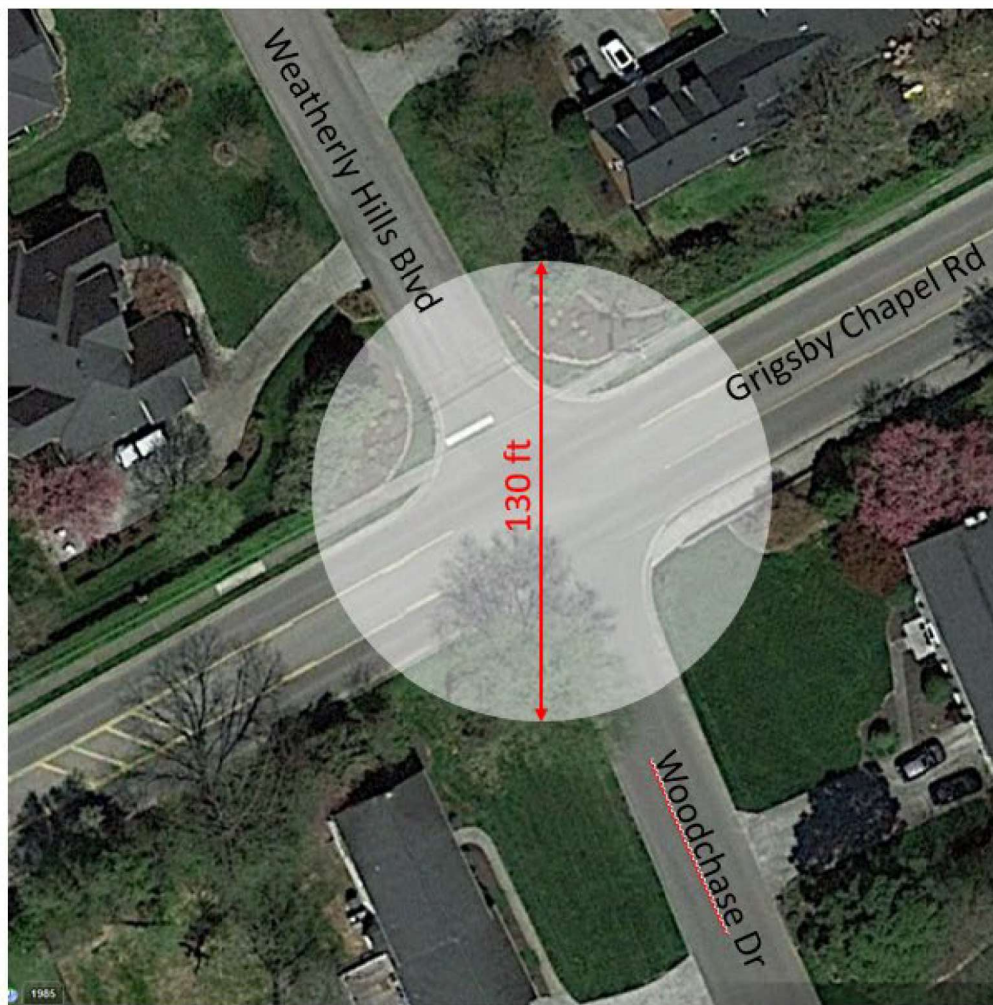


AUGUST SIGNALIZATION LANE GROUP QUEUES  
Figure 17





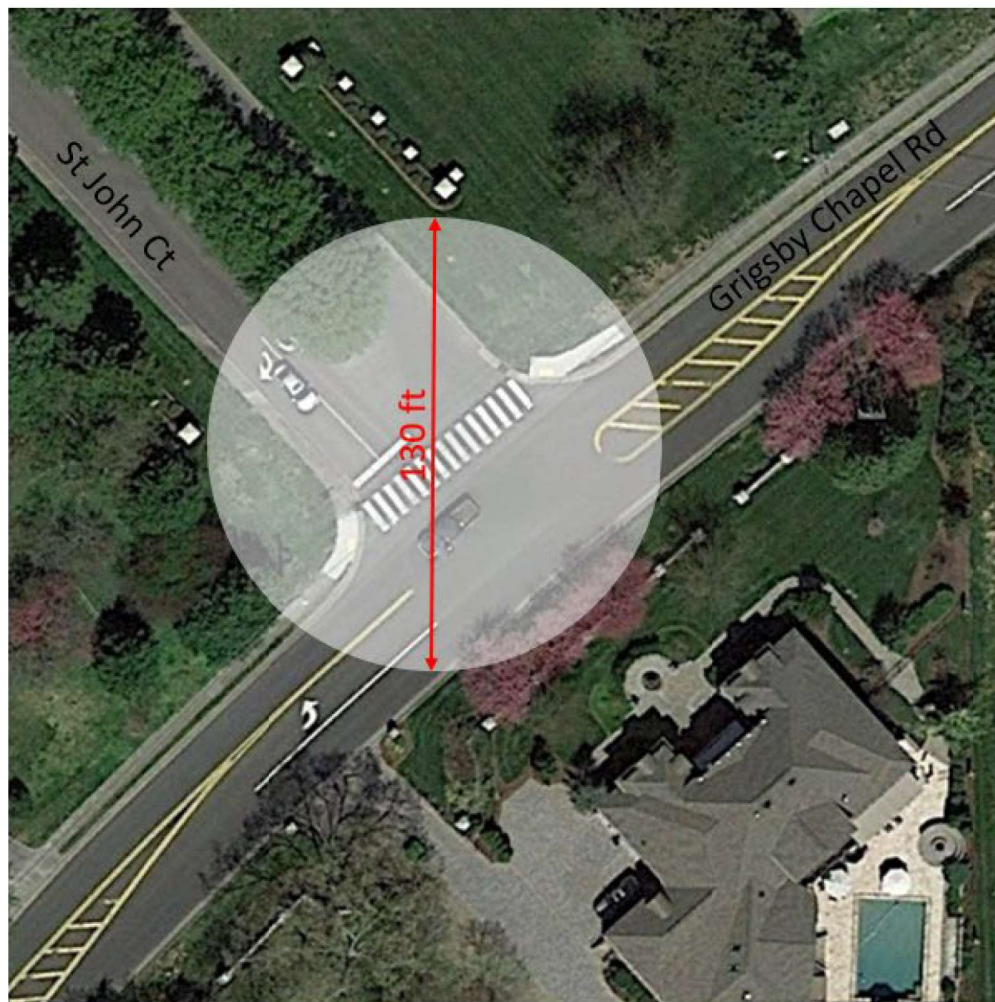
NOT TO SCALE



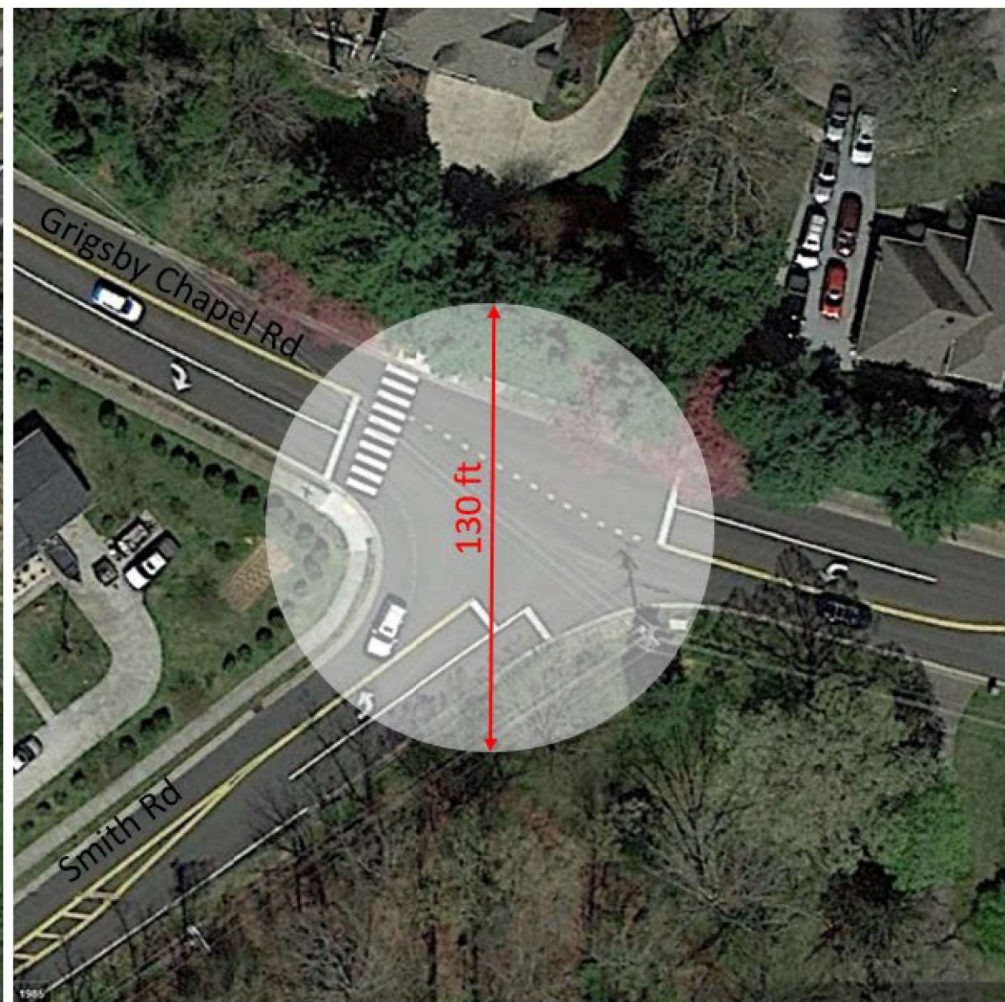
ROUNDBABOUT ALTERNATIVE  
RIGHT OF WAY IMPACTS

**Figure 18a**





NOT TO SCALE



ROUNDBABOUT ALTERNATIVE  
RIGHT OF WAY IMPACTS

**Figure 18b**

## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Darryl Smith, PE, Town Engineer

**SUBJECT:** Evans Road Greenway Connection

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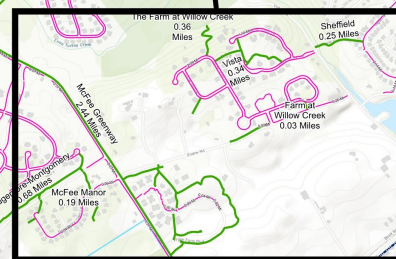
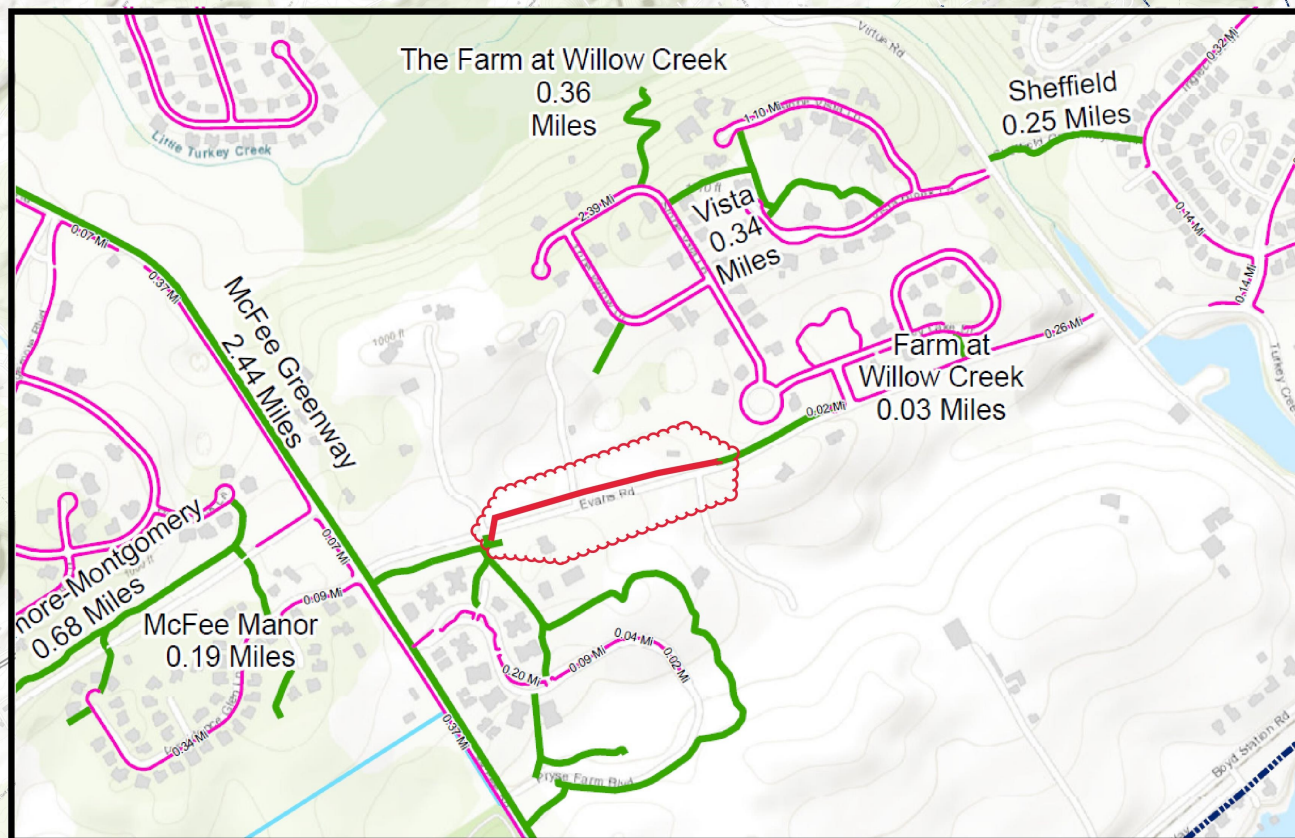
**INTRODUCTION:** The purpose of this item is review and approval of the preliminary design for a greenway connection along the northern side of Evans Road, from the Cottages at Pryse Farm to the Farm at Willow Creek subdivision.

**DISCUSSION:** Farragut's Strategic Plan includes "Providing Excellent Parks, Recreation, Cultural Amenities and Programs" as a critical success factor. This includes construction of a safe network of greenways for pedestrians and bicyclists. In fact, our Parks and Recreation surveys have indicated that "Greenway Links" are among the most important amenities the Town can provide. With that in mind, our FY2022 Capital Investment Program includes funding for design and acquisition of easements for a greenway connection along the northern side of Evans Road. Once completed, this 1400' connection will complete pedestrian access on Evans Road between McFee Road and Virtue Road. The Town's consultant (Urban Engineering) has provided the attached preliminary layout for the greenway. Our plan is to construct an 8' wide asphalt greenway approximately 12' to 20' from the northern edge of Evans Road. This offset from the existing road provides a safe buffer between vehicular traffic and pedestrians, while allowing space for future widening of Evans Road without replacing the greenway. Our intent is to include flashing beacons at the mid-block crossing, which will activate when a pedestrian enters the crosswalk. Construction of the greenway will require easements from seven parcels, as shown on the preliminary layout.

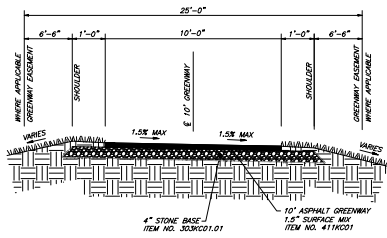
If approved, Urban Engineering will finalize plans and staff will select additional consultants for appraisals and acquisition of easements. Construction is scheduled to begin in FY2023.

**RECOMMENDATION:** Staff recommends approval of the preliminary plans as presented.




$$1 \text{ in} = 800 \text{ ft}$$


|farragut



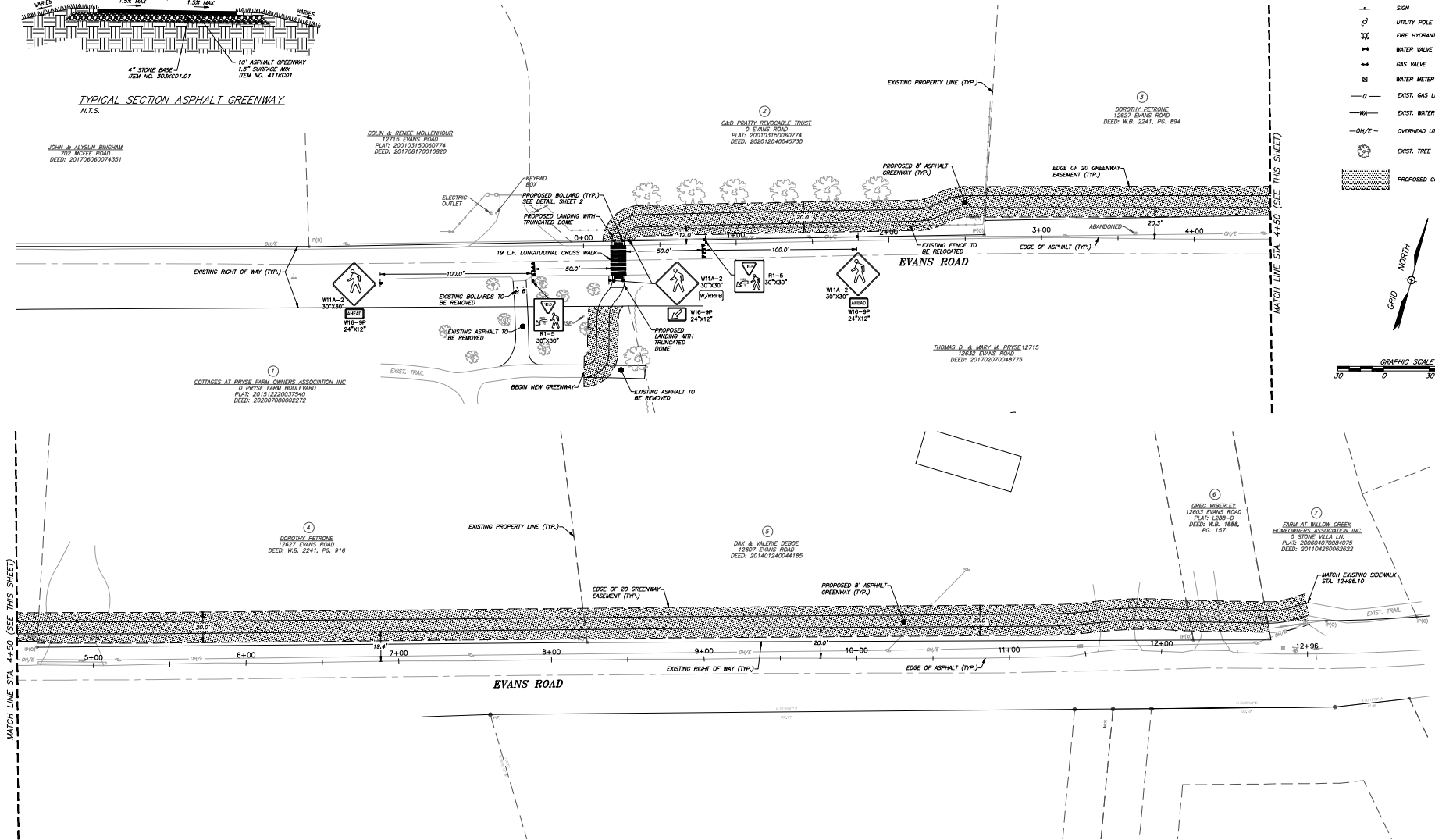
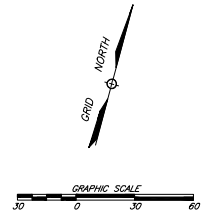
TYPICAL SECTION ASPHALT GREENWAY  
N.T.S.

JOHAN & ALYSUN JINGHAM  
703 MOYER ROAD  
DEED: 201706060074351

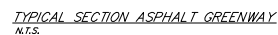
| PROPERTY & EASEMENT ACQUISITION TABLE |                                                 |             |        |                 |      |                 |                            |                     |                 |
|---------------------------------------|-------------------------------------------------|-------------|--------|-----------------|------|-----------------|----------------------------|---------------------|-----------------|
| COUNTY RECORDS                        |                                                 |             |        |                 |      |                 |                            |                     |                 |
| TRACT NO.                             | PROPERTY OWNER                                  | TAX MAP NO. | PARCEL | DEED BK         | PAGE | TOTAL AREA (AC) | AREA TO BE ACQUIRED (S.F.) | AREA REMAINING (AC) | EASEMENT (S.F.) |
| 1                                     | COTTAGES AT PRYSE FARM OWNERS ASSOCIATION INC   | 182-B-D     | 57.00  | 202007080002272 |      | 11.07           | 0                          | 11.07               | X,XXX           |
| 2                                     | CAD PRATTY REVOCABLE TRUST                      | 152         | 28.54  | 202012040045730 |      | 2.00            | 0                          | 2.00                | X,XXX           |
| 3                                     | DOROTHY PETRONE                                 | 152         | 29.01  | 2241            | 894  | 2.00            | 0                          | 2.00                | X,XXX           |
| 4                                     | DOROTHY PETRONE                                 | 152         | 29.00  | 2241            | 916  | 9.13            | 0                          | 9.13                | X,XXX           |
| 5                                     | DAY & VALERIE DEJONG                            | 152         | 30.00  | 201401240044185 |      | 2.18            | 0                          | 2.18                | X,XXX           |
| 6                                     | GREG WIRELEY                                    | 152         | 30.00  | 1888            | 167  | 4.36            | 0                          | 4.36                | X,XXX           |
| 7                                     | FARM AT WILLOW CREEK HOMEOWNERS ASSOCIATION INC | 152-D-A     | 91.00  | 20104260062622  |      | 7.25            | 0                          | 7.25                | X,XXX           |

| TYPE         | YEAR | PROJECT NO          | SHEET NO |
|--------------|------|---------------------|----------|
| CONSTRUCTION | 2022 | EVANS ROAD GREENWAY | 1        |

- LEGEND:
- SIGN
  - UTILITY POLE
  - FIRE HYDRANT
  - WATER VALVE
  - GAS VALVE
  - WATER METER
  - EXIST. GAS LINE
  - EXIST. WATER LINE
  - OVERHEAD UTILITY LINE
  - EXIST. TREE
  - PROPOSED GREENWAY EASEMENT







## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Discussion and public hearing on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XII., General Commercial (C-1), Subsection F., 9. Height Regulations, to provide for a concept plan review when a building more than two stories in height is proposed (Town of Farragut, Applicant)

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**INTRODUCTION AND BACKGROUND:** This item was discussed last month, and it was noted that, in the Mixed-Use Town Center section of the General Commercial (C-1) Zoning District, there is currently language that permits buildings to be constructed up to four stories in height. The original intent of allowing up to four stories was to provide for vertical mixed-use buildings that were consistent with the height permitted in the Town Center District (TCD).

The requested amendment, as reflected in Ordinance 22-03, would establish more review and approval control where buildings more than two stories are proposed. Essentially, when a building exceeds two stories, it “may” be permitted, depending on the concept plan proposed in association with the project and the surrounding context and community objectives.

As noted last month, the idea for this amendment was initiated by Vice Mayor Povlin and presented to the Board of Mayor and Alderman as a workshop discussion item at their meeting on December 9, 2021. The Board was supportive of the idea and asked staff to prepare some draft amendment language to present to the Planning Commission.

**DISCUSSION:** Included in the packet is Resolution PC-22-03 which recommends approval of Ordinance 22-03.



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and access easements. This excludes signage, detention basin structures (if associated with a low impact development measure), or structures typically associated with a store front or furnishing zone as described in the TCD Zoning District.

Where abutting an arterial street, no portion of a parking lot shall be closer to such street than the principal building(s). The minimum setback for a parking lot shall be 20 feet from all property lines and access easements. On street parking shall be exempt from setback requirements.

b. Side and rear yards.

1. All principal buildings shall be set back a minimum of zero feet if part of a larger plan to join a building on an adjoining property. Where a building is planned to be joined with another building to form a series of buildings the design requirements provided for in Title 14, Chapter 3 [see now chapter 107, article 2] of the Farragut Municipal Code shall apply.

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

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

6. *Buffer Strips.*

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

7. *Maximum Lot Coverage.* Total lot coverage: 80 percent.

8. *Land Area.* Minimum lot size of one acre.

9. *Height Regulations.*

- a. Unless provided for otherwise, buildings shall be a minimum of two stories in height or have the appearance, as viewed from all building elevations, of a building that is at least two stories in height. ~~Buildings shall not exceed four stories in height.~~ The minimum height requirement shall apply only to new buildings.

Where a building's height is proposed to be more than two stories, a concept plan shall first be provided to visually demonstrate where the building(s) is (are) envisioned, the uses proposed in the building(s), and a clear indication of what the building(s) will look like and how it (they) will be situated within the development. The concept plan shall first be approved before a site plan is submitted. In their review of the concept plan, the Planning Commission will consider the surrounding plan of development, the relationship of the proposed building(s) to its (their) context, and the community objectives achieved with the additional height and the uses proposed therein. In no case shall a building exceed four stories in height.

- b. For existing lots of record that are not part of a larger development and that are less than three acres, the planning commission may consider allowing a building height that is less than two stories. This shall only be permitted if the proposed building is in compliance with all other building facade requirements that apply to the Mixed-Use Town Center and the applicable provisions of the Architectural Design Standards. An applicant shall also clearly demonstrate that the building(s) will advance and be consistent with the building design objectives of the Town Center District.

**RESOLUTION PC-22-03**

**FARRAGUT MUNICIPAL PLANNING COMMISSION**

**A RESOLUTION 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 THE FARRAGUT MUNICIPAL CODE, APPENDIX A., ZONING, CHAPTER 3., SPECIFIC DISTRICT REGULATIONS, SECTION XII., GENERAL COMMERCIAL (C-1), SUBSECTION F., 9. HEIGHT REGULATIONS, TO PROVIDE FOR A CONCEPT PLAN REVIEW WHEN A BUILDING MORE THAN TWO STORIES IN HEIGHT IS PROPOSED**

**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 February 17, 2022;

**NOW, THEREFORE, BE IT RESOLVED** that the Farragut Municipal Planning Commission hereby recommends approval to the Farragut Board of Mayor and Aldermen of an ordinance, amending Ordinance 86-16, of the Farragut Zoning Ordinance, by adding Ordinance 22-03.

ADOPTED this 17<sup>th</sup> day of February 2022.

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Rita Holladay, Chairman

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Scott Russ, Secretary



|                      |                |
|----------------------|----------------|
| <b>ORDINANCE:</b>    | <b>22-03</b>   |
| <b>PREPARED BY:</b>  | <b>Shipley</b> |
| <b>REQUESTED BY:</b> | <b>Staff</b>   |
| <b>1ST READING:</b>  | _____          |
| <b>2ND READING:</b>  | _____          |
| <b>PUBLISHED IN:</b> | _____          |
| <b>DATE:</b>         | _____          |

**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 THE FARRAGUT MUNICIPAL CODE, APPENDIX A., ZONING, CHAPTER 3., SECTION XII., SUBSECTION F., 9. HEIGHT REGULATIONS, TO PROVIDE FOR A CONCEPT PLAN REVIEW WHEN A BUILDING MORE THAN TWO STORIES IN HEIGHT IS PROPOSED**

**WHEREAS**, the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, wishes to amend Chapter 3., Section XII. F., 9., Height 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, Chapter 3., Section XII. F., 9., Height Regulations, is hereby amended by replacing it in its entirety as follows:

**SECTION 1.**

Section XII. F., Mixed Use Town Center

*9. Height Regulations.*

- a. Unless provided for otherwise, buildings shall be a minimum of two stories in height or have the appearance, as viewed from all building elevations, of a building that is at least two stories in height. The minimum height requirement shall apply only to new buildings.

Where a building's height is proposed to be more than two stories, a concept plan shall first be provided to visually demonstrate where the building(s) is (are) envisioned, the uses proposed in the building(s), and a clear indication of what the building(s) will look like and how it (they) will be situated within the development. The concept plan shall first be approved before a site plan is submitted. In their review of the concept plan, the Planning Commission will consider the surrounding plan of development, the relationship of the proposed building(s) to its (their) context, and the community objectives achieved with the additional height and the uses proposed therein. In no case shall a building exceed four stories in height.

- b. For existing lots of record that are not part of a larger development and that are less than three acres, the planning commission may consider allowing a building height that is less than two stories. This shall only be permitted if the proposed building is in compliance with all other building facade requirements that apply to the Mixed-Use Town Center and

the applicable provisions of the Architectural Design Standards. An applicant shall also clearly demonstrate that the building(s) will advance and be consistent with the building design objectives of the Town Center District.

- c. Whenever the adjacent property is zoned residential (other than multi-family), or agricultural, no buildings to be constructed within 100 feet of a periphery property line shall exceed the maximum height permitted for principal dwelling units in the adjacent zoning district(s).
- d. Parking garages shall not exceed three stories or 45 feet in height. Parking garages may not access streets classified as arterial. Other accessory structures shall not exceed 25 feet in height.

## **SECTION 2.**

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

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Ron Williams, Mayor

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Allison Myers, Town Recorder

Certified to the Farragut Board of Mayor and Aldermen this \_\_\_\_ day of \_\_\_\_\_, 2022, with approval recommended.

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Rita Holladay, Chairman

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Scott Russ, Secretary

**FARRAGUT MUNICIPAL PLANNING COMMISSION**



## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Discussion and public hearing on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XIII., Neighborhood/Convenience Commercial (NCC), to remove apartment buildings as a residential use and require a concept plan in association with a rezoning request to NCC (Town of Farragut, Applicant)

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**INTRODUCTION AND BACKGROUND:** This item was discussed last month, and it was noted that the NCC District was adopted on June 28, 2018, as a scaled down version of the General Commercial District (C-1). It was recommended by the CLUP Steering Committee to help serve as a transitional district that would include maximum building size provisions for non-residential buildings and a focus on enhanced control over site components, such as lighting and service area and drive through facility placement, that could otherwise have a negative effect on nearby residential developments. To further enhance the neighborhood-oriented objectives of the district, the NCC provides for the opportunity to mix residential uses with non-residential uses as part of a transition area plan that would be required for any site plan submittal in the district. As currently stated, residential uses could include both detached and attached single-family dwellings and apartment buildings not to exceed a density of eight units per acre.

Prior to the creation of the NCC District, the Town's commercial districts were only traditional arterial commercial that did not include limitations on building sizes or the opportunity to mix residential with non-residential. The creation of the NCC District established not only a new commercial option but also addressed a disconnect between the Zoning Ordinance and the CLUP regarding the Mixed-Use Neighborhood (MUN) land use. The NCC provided a zoning district that would correspond to the MUN land use so that there would be a rezoning option for properties identified as being potential candidates for a mixed-use neighborhood development.

Currently, there are only two properties that are zoned NCC. One is on the west side of N. Watt Road at the Town limits and the other is the property (Swan Farm) along Kingston Pike across from Way Station Trail and to the south of Union Road. There is also a third property that was recommended for rezoning to NCC at last month's Planning Commission meeting. This property is located along N. Watt Road just south of the property that is currently zoned NCC.

**DISCUSSION:** During the workshop session, staff noted that the current language intentionally includes a variety of housing options to specifically account for what type of residential product might appropriately transition to its surrounding context and/or within the development itself. The density of up to eight units per acre and the maximum permitted height of 2.5 stories or 35 feet would limit options for larger apartment buildings and more likely result in more modest scale residential uses, such as attached single family. This is what occurred on the Swan Farm property which included attached single family of mostly four units per building that were approved as part of the transition area plan. Attached single family is also what is envisioned on the property that was recommended for rezoning on N. Watt Road. Staff noted that, in the NCC District, the Planning Commission is given the authority to consider the type,

placement, scale, and general arrangement of residential buildings based on the context of the surrounding area and the plan proposed by the applicant during the evaluation process. This review, however, would currently take place after the property has been zoned to NCC.

The request to remove apartment buildings as a residential use in the NCC District and require a concept plan in association with a rezoning was also initiated by Vice Mayor Povlin and presented as a workshop item to the Board of Mayor and Aldermen at their meeting on December 9, 2021. The Board was in support of both amendments and asked staff to prepare draft amendment language to present to the Planning Commission. This draft language was reviewed with the Planning Commission last month.

Based on feedback provided, staff made some minor adjustments as reflected in Ordinance 22-04. Staff will be recommending approval of Resolution PC-22-04 which recommends approval of Ordinance 22-04.



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### Sec. XIII. Neighborhood/Convenience Commercial District (NCC)

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 goods and 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.

B. *Application of the district.*

1. Since the NCC District provides for the opportunity to mix residential and non-residential uses, any application for rezoning to NCC shall include a Concept Layout Plan that clearly addresses the plan of development for the proposed rezoning area, including but not limited to; the envisioned location of all proposed permitted uses and structures, transportation networks, public and private open-space areas, and environmentally sensitive areas. The plan shall be prepared by a Tennessee licensed engineer or landscape architect, and/or a physical planner with comparable education, background, and experience. At a minimum, the concept plan shall be prepared at a scale of not less than 1" = 100', laid-out for printing on sheets of 24 inches by 36 inches, and shall include the following information:
  - a. A title block which specifically indicates that this plan is for rezoning application purposes and contains "conceptual information" which is "not intended for construction purposes."
  - b. Location map, property address(s), tax map and parcel number(s), graphic scale, approximate north arrow, map legend, and preparation and revision date information.
  - c. The names, addresses, and contact information for the property owners, representatives, and professionals involved in the plan. The professional seal of the individual principally responsible for preparing the plan shall also be affixed.
  - d. Property boundaries, acreage of the property in question, existing zoning, the approximate location of existing utilities expected to service the property and an indication of their availability and capacity to do so, and the locations and widths of any rights-of-way providing access to the property.
  - e. Sufficient information on the existing development within 150 feet from the boundaries of the subject property to indicate their relationships with the proposed development related to land uses, lot lines, open space corridors, vehicular and pedestrian circulation systems, environmentally sensitive areas, and other unique natural features of the landscape.
  - f. Site topography (KGIS), the general locations and acreage of tree covered areas, and the approximate location and extent of all other environmentally sensitive areas on the site including but not limited to springs, streams, water courses, identified floodplains and flood hazard areas, wetlands, slopes more than fifteen (15) percent, surface depressions, sinkholes and caves, and known endangered species habitat.
  - g. The envisioned uses and the general location and scale of proposed buildings and residential building envelopes, along with the proposed residential density of the overall development. For purposes of calculating the residential density, the concept plan shall establish the portion of the development devoted to residential uses. This shall also include vertical mixed-use buildings with residential on the non-ground floor. Remaining land areas that are not devoted to residential uses shall not be included in the area used to calculate the residential density. The proposed delineation of the residential portion of the property will be evaluated by the planning commission as to whether the limits are logical and appropriate.

- 
- h. The general location of proposed outdoor open-space areas and streetscaping.
    - i. The type and location of proposed transition areas.
    - j. The proposed location of streets, sidewalks, and shared-use paths and how these proposed transportation elements will be connected to both the existing transportation systems and adjacent properties. The location and distances between any existing intersecting roadways and driveways and those being proposed shall also be shown.
    - k. A signed statement by the owner/applicant that they are aware of the Town's development requirements and standards and that they will be required to meet all applicable standards during development.
  2. It is understood that a Concept Layout Plan is based on readily available information and that some modifications are possible as more detailed evaluation is completed. Since a rezoning to the NCC requires a Concept Layout Plan namely to establish the general type and location of envisioned uses, should changes be necessary to the Concept Layout Plan as more detailed analyses are conducted, it is necessary to establish what would constitute a major vs. a minor change. Major changes, as identified during the review process, shall require a re-review and approval from the Board of Mayor and Aldermen and would include the following:
    - a. The type, scale, and/or mixture of buildings and/or uses substantially differs from the Concept Layout Plan that was provided for the rezoning.

Minor changes are those that would generally be associated with the site plan review process and adherence to the applicable provisions of the NCC District and that would not functionally alter the general scale, distribution and/or type of buildings and/or uses within the development. These changes may be approved by the Planning Commission as part of the site plan review process and would not be required to have additional review and approval from the Board of Mayor and Aldermen.

3. Consistent with the foregoing distinction between major changes and minor changes to the Concept Layout Plan, an initial rezoning to NCC by the Farragut Board of Mayor and Aldermen is conditioned upon there being no major changes to the Concept Layout Plan before the approval by the Planning Commission of the site plan for the proposed development. In the event major changes, as defined herein, to the Concept Layout Plan or the site plan are proposed after the conditional rezoning of the property by the Farragut Board of Mayor and Aldermen, then the proposed major changes must be submitted for approval by the Farragut Board of Mayor and Aldermen.

When a major change to a Concept Layout Plan or a site plan, based thereon, has not been approved by the Farragut Board of Mayor and Aldermen, then the condition precedent to the rezoning to NCC has not occurred. Thus, the rezoning to NCC has not been accomplished.

- BC.** *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. Personal and professional services.
3. Financial and real estate services.
4. 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.



- 
5. The retail sale of alcoholic beverages, as provided for in the Farragut Municipal Code.
  6. Bed and breakfasts/inns.
  7. Day care facilities.
  8. Veterinary facilities (indoor facilities only).
  9. Schools, public and private.
  10. Public, governmental, and general offices.
  11. Cultural activities.
  12. Parks and community facilities.
  13. Churches and other places of worship
  14. Utility uses. This excludes substations and telecommunication towers. These utility uses shall not be permitted.
  15. Residential uses, including both detached and attached single family dwellings, ~~and apartment buildings~~ not to exceed eight-units per acre **for the portion of the development devoted to residential uses** and provided they are developed as part of a transition area in this district; and/or residential units in mixed-use buildings provided they are not located on the ground floor.
  16. Permitted uses that may include drive-through facilities. A drive-through may be permitted for any of the uses permitted in this zoning district provided the following criteria are satisfied:
    - a. The drive-through is oriented so that stacking lanes do not extend across the front of the building;
    - b. Stacking lanes shall be separated from parking lots by landscaped raised islands or landscaped bioretention areas;
    - c. If a menu board is used, the following criteria shall be satisfied:
      - 1) The menu board and any associated apparatus shall be architecturally compatible with the principal building;
      - 2) The area around the menu board and any associated apparatus shall be landscaped and screened so that, throughout the year, they are not visible from adjacent properties that are zoned residential and/or public 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.
      - 4) Menu board signage shall comply with the requirements in the Farragut Sign Ordinance.
    - 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. Pedestrian routes shall be well delineated and provide direct access from public streets and sidewalks and parking lots to building entrances.
  17. Brewpub, provided the following development criteria are met:

- 
1. All manufacturing, processing, packaging, and distribution equipment shall be maintained within completely enclosed structures. All related storage shall also be contained completely within enclosed structures.
  2. Loading areas in a newly constructed facility shall be screened with opaque materials and shall not be visible from adjacent rights-of-way or residential districts. Such screening shall be architecturally compatible with the building.
  3. For adaptive reuse of existing buildings, newly constructed loading areas should be located to minimize impacts on surrounding rights-of-way and residential areas and screened to the extent feasible. Existing loading areas should be screened to the extent feasible from view from rights-of-way or any adjacent residential district.
  4. The use is conditioned upon obtaining necessary permits from the Town of Farragut Beer Board.
- €**D.** *Maximum Building Size and Height:* These maximum building size and height 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 percent of the total footprint area of the entire multi-use/shopping center building.
  3. Where an abutting property is zoned for detached single family residential development the maximum footprint area for any non-residential building proposed within 75 feet of a peripheral side or rear property line shall be limited to 5,000 square feet. This maximum footprint area may be increased to 7,500 square feet where the abutting property is zoned for attached single family or two family residential development.
  4. Where the property located on the opposite side of an abutting public street is zoned residential, the maximum footprint area for any non-residential building proposed within 75 feet of a peripheral front property line shall be 5,000 square feet where said street is classified as a local street on the Town's Major Road Plan; and 7,500 square feet where said street is classified as a collector.
  5. 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 section.
- ⌘**E.** *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 public 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 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 section, where an adjacent property is zoned residential, all principal buildings that are positioned along a side or rear property line shall



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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, all structures shall be set back a minimum of ten feet from the nearest side or rear property line(s).

- c. *Accessory structures.* Unless specified otherwise in this section, where an adjacent property is zoned residential, 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 outermost vehicle stacking lane, shall be set back a minimum of 50 feet from all side or rear property lines where the abutting property is zoned residential.

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.*

The intent of this zoning district is to provide smaller scale and less intense development that, in comparison with other commercial zoning districts, will transition more appropriately to nearby residential development.

- a. Unless specified otherwise in this section, where an abutting property is zoned residential, 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 area and 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 section. 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 section;
  - 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;
  - 5) Integrated planned residential development. Residential development may be proposed as a transitional element within a larger overall development plan. The type, placement, scale,

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.

- Created: 2021-09-10 14:22:27 [EST]



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~~H.~~**I.** *Parking.* Parking, as regulated in chapter 4.

~~I.~~**J.** *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.

(Ord. No. 18-03, § 1, 6-28-2018; Ord. No. 20-16 , § 4, 9-10-2020)

Editor's note(s)—Ord. No. 18-07 , § 1, adopted June 28, 2018, repealed the former Sec. III, and enacted a new Sec. III as set out herein. The former Sec. III pertained to General Commercial Storage District (CS-1) and derived from Ord. No. 07-22, § 1, 6-28-2007.

**RESOLUTION PC-22-04**

**FARRAGUT MUNICIPAL PLANNING COMMISSION**

**A RESOLUTION 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 THE FARRAGUT MUNICIPAL CODE, APPENDIX A., ZONING, CHAPTER 3., SPECIFIC DISTRICT REGULATIONS, SECTION XIII., NEIGHBORHOOD/CONVENIENCE COMMERCIAL (NCC), TO REMOVE APARTMENT BUILDINGS AS A RESIDENTIAL USE AND REQUIRE A CONCEPT PLAN IN ASSOCIATION WITH A REZONING REQUEST TO NCC**

**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 February 17, 2022;

**NOW, THEREFORE, BE IT RESOLVED** that the Farragut Municipal Planning Commission hereby recommends approval to the Farragut Board of Mayor and Aldermen of an ordinance, amending Ordinance 86-16, of the Farragut Zoning Ordinance, by adding Ordinance 22-04.

ADOPTED this 17<sup>th</sup> day of February 2022.

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Rita Holladay, Chairman

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Scott Russ, Secretary



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|----------------------|----------------|
| <b>ORDINANCE:</b>    | <b>22-04</b>   |
| <b>PREPARED BY:</b>  | <b>Shipley</b> |
| <b>REQUESTED BY:</b> | <b>Staff</b>   |
| <b>1ST READING:</b>  | _____          |
| <b>2ND READING:</b>  | _____          |
| <b>PUBLISHED IN:</b> | _____          |
| <b>DATE:</b>         | _____          |

**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 THE FARRAGUT MUNICIPAL CODE, APPENDIX A., ZONING, CHAPTER 3., SECTION XIII., NEIGHBORHOOD/CONVENIENCE COMMERCIAL (NCC), TO REMOVE APARTMENT BUILDINGS AS A RESIDENTIAL USE AND REQUIRE A CONCEPT PLAN IN ASSOCIATION WITH A REZONING REQUEST TO NCC**

**WHEREAS**, the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, wishes to amend the Farragut Municipal Code, Appendix A., Zoning, Chapter 3., Section XIII., Neighborhood/Convenience Commercial (NCC), to remove apartment buildings as a residential use and require a concept plan in association with a rezoning request to NCC,

**NOW, THEREFORE, BE IT ORDAINED** by the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, that the Farragut Zoning Ordinance, Chapter 3., Section XIII., Neighborhood/Convenience Commercial (NCC), is hereby amended by replacing it in its entirety as follows:

## **SECTION 1.**

### **Sec. XIII. Neighborhood/Convenience Commercial District (NCC)**

- 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 goods and 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.
- B. *Application of the district.*
  - 1. Since the NCC District provides for the opportunity to mix residential and non-residential uses, any application for rezoning to NCC shall include a Concept Layout Plan that clearly addresses the plan of development for the proposed rezoning area, including but not limited to; the envisioned location of all proposed permitted uses and structures, transportation networks, public and private open-space areas, and environmentally sensitive areas. The plan shall be prepared by a Tennessee licensed engineer or

landscape architect, and/or a physical planner with comparable education, background, and experience. At a minimum, the concept plan shall be prepared at a scale of not less than 1" = 100', laid-out for printing on sheets of 24 inches by 36 inches, and shall include the following information:

- a. A title block which specifically indicates that this plan is for rezoning application purposes and contains "conceptual information" which is "not intended for construction purposes."
- b. Location map, property address(s), tax map and parcel number(s), graphic scale, approximate north arrow, map legend, and preparation and revision date information.
- c. The names, addresses, and contact information for the property owners, representatives, and professionals involved in the plan. The professional seal of the individual principally responsible for preparing the plan shall also be affixed.
- d. Property boundaries, acreage of the property in question, existing zoning, the approximate location of existing utilities expected to service the property and an indication of their availability and capacity to do so, and the locations and widths of any rights-of-way providing access to the property.
- e. Sufficient information on the existing development within 150 feet from the boundaries of the subject property to indicate their relationships with the proposed development related to land uses, lot lines, open space corridors, vehicular and pedestrian circulation systems, environmentally sensitive areas, and other unique natural features of the landscape.
- f. Site topography (KGIS), the general locations and acreage of tree covered areas, and the approximate location and extent of all other environmentally sensitive areas on the site including but not limited to springs, streams, water courses, identified floodplains and flood hazard areas, wetlands, slopes more than fifteen (15) percent, surface depressions, sinkholes and caves, and known endangered species habitat.
- g. The envisioned uses and the general location and scale of proposed buildings and residential building envelopes, along with the proposed residential density of the overall development. For purposes of calculating the residential density, the concept plan shall establish the portion of the development devoted to residential uses. This shall also include vertical mixed-use buildings with residential on the non-ground floor. Remaining land areas that are not devoted to residential uses shall not be included in the area used to calculate the residential density. The proposed delineation of the residential portion of the property will be evaluated by the planning commission as to whether the limits are logical and appropriate.
- h. The general location of proposed outdoor open-space areas and streetscaping.
- i. The type and location of proposed transition areas.
- j. The proposed location of streets, sidewalks, and shared-use paths and how these proposed transportation elements will be connected to both the existing



transportation systems and adjacent properties. The location and distances between any existing intersecting roadways and driveways and those being proposed shall also be shown.

- k. A signed statement by the owner/applicant that they are aware of the Town's development requirements and standards and that they will be required to meet all applicable standards during development.
2. It is understood that a Concept Layout Plan is based on readily available information and that some modifications are possible as more detailed evaluation is completed. Since a rezoning to the NCC requires a Concept Layout Plan namely to establish the general type and location of envisioned uses, should changes be necessary to the Concept Layout Plan as more detailed analyses are conducted, it is necessary to establish what would constitute a major vs. a minor change. Major changes, as identified during the review process, shall require a re-review and approval from the Board of Mayor and Aldermen and would include the following:
    - a. The type, scale, and/or mixture of buildings and/or uses substantially differs from the Concept Layout Plan that was provided for the rezoning.

Minor changes are those that would generally be associated with the site plan review process and adherence to the applicable provisions of the NCC District and that would not functionally alter the general scale, distribution and/or type of buildings and/or uses within the development. These changes may be approved by the Planning Commission as part of the site plan review process and would not be required to have additional review and approval from the Board of Mayor and Aldermen.

3. Consistent with the foregoing distinction between major changes and minor changes to the Concept Layout Plan, an initial rezoning to NCC by the Farragut Board of Mayor and Aldermen is conditioned upon there being no major changes to the Concept Layout Plan before the approval by the Planning Commission of the site plan for the proposed development. In the event major changes, as defined herein, to the Concept Layout Plan or the site plan are proposed after the conditional rezoning of the property by the Farragut Board of Mayor and Aldermen, then the proposed major changes must be submitted for approval by the Farragut Board of Mayor and Aldermen.

When a major change to a Concept Layout Plan or a site plan, based thereon, has not been approved by the Farragut Board of Mayor and Aldermen, then the condition precedent to the rezoning to NCC has not occurred. Thus, the rezoning to NCC has not been accomplished.

- C. *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. Personal and professional services.
3. Financial and real estate services.
4. 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.
5. The retail sale of alcoholic beverages, as provided for in the Farragut Municipal Code.
6. Bed and breakfasts/inns.
7. Day care facilities.
8. Veterinary facilities (indoor facilities only).
9. Schools, public and private.
10. Public, governmental, and general offices.
11. Cultural activities.
12. Parks and community facilities.
13. Churches and other places of worship
14. Utility uses. This excludes substations and telecommunication towers. These utility uses shall not be permitted.
15. Residential uses, including both detached and attached single family dwellings, not to exceed eight-units per acre for the portion of the development devoted to residential uses and provided they are developed as part of a transition area in this district; and/or residential units in mixed-use buildings provided they are not located on the ground floor.
16. Permitted uses that may include drive-through facilities. A drive-through may be permitted for any of the uses permitted in this zoning district provided the following criteria are satisfied:
  - a. The drive-through is oriented so that stacking lanes do not extend across the front of the building;
  - b. Stacking lanes shall be separated from parking lots by landscaped raised islands or landscaped bioretention areas;
  - c. If a menu board is used, the following criteria shall be satisfied:
    - 1) The menu board and any associated apparatus shall be architecturally compatible with the principal building;
    - 2) The area around the menu board and any associated apparatus shall be landscaped and screened so that, throughout the year, they are not visible from adjacent properties that are zoned residential and/or public 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.
  - 4) Menu board signage shall comply with the requirements in the Farragut Sign Ordinance.
  - 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. Pedestrian routes shall be well delineated and provide direct access from public streets and sidewalks and parking lots to building entrances.
17. Brewpub, provided the following development criteria are met:
- a. All manufacturing, processing, packaging, and distribution equipment shall be maintained within completely enclosed structures. All related storage shall also be contained completely within enclosed structures.
  - b. Loading areas in a newly constructed facility shall be screened with opaque materials and shall not be visible from adjacent rights-of-way or residential districts. Such screening shall be architecturally compatible with the building.
  - c. For adaptive reuse of existing buildings, newly constructed loading areas should be located to minimize impacts on surrounding rights-of-way and residential areas and screened to the extent feasible. Existing loading areas should be screened to the extent feasible from view from rights-of-way or any adjacent residential district.
  - d. The use is conditioned upon obtaining necessary permits from the Town of Farragut Beer Board.
- D. *Maximum Building Size and Height:* These maximum building size and height 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 percent of the total footprint area of the entire multi-use/shopping center building.
  3. Where an abutting property is zoned for detached single family residential development the maximum footprint area for any non-residential building proposed within 75 feet of a peripheral side or rear property line shall be limited to 5,000 square feet. This maximum footprint area may be increased to 7,500 square feet where the abutting property is zoned for attached single family or two family residential development.

4. Where the property located on the opposite side of an abutting public street is zoned residential, the maximum footprint area for any non-residential building proposed within 75 feet of a peripheral front property line shall be 5,000 square feet where said street is classified as a local street on the Town's Major Road Plan; and 7,500 square feet where said street is classified as a collector.
5. 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 section.

E. *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 public 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 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 section, where an adjacent property is zoned residential, 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, all structures shall be set back a minimum of ten feet from the nearest side or rear property line(s).
- c. *Accessory structures.* Unless specified otherwise in this section, where an adjacent property is zoned residential, 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 outermost vehicle stacking lane, shall be set back a minimum of 50 feet from all side or rear property lines where the abutting property is zoned residential.

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.*

The intent of this zoning district is to provide smaller scale and less intense development that, in comparison with other commercial zoning districts, will transition more appropriately to nearby residential development.

- a. Unless specified otherwise in this section, where an abutting property is zoned residential, 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 area and 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 section. 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 section;
  - 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;
  - 5) Integrated planned residential development. Residential development may be proposed as a transitional element within a larger overall development plan. The type, placement, scale, and general arrangement of residential building(s) shall be evaluated as provided for in the Transition Area Plan required for this zoning district. The planning commission shall consider both the context of the surrounding area and the plan proposed by the applicant during the evaluation process. Proposed residential building envelopes shall be shown on all concept and final site plans and platted as part of any final subdivision plat. Appropriate legal documentation shall also be provided for review and recorded to assure that all present and future owners are appropriately bound to the approved development plan.



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.

- b. A transition area plan shall be provided as part of any site plan submittal where a proposed development abuts residentially zoned property. This plan shall specifically demonstrate how the selected transition element(s) and overall development will be compatible with an adjacent residential district. Some key considerations would include an assessment of the surrounding plan of development, how buildings are arranged on the applicant's site, the size of buildings on different portions of the applicant's site, and the placement of structures or other design elements that may create a nuisance in terms of noise, light, smell, or other negative conditions. The planning commission shall refer to the Neighborhood Building Design Transitions section of the Farragut Architectural Design Standards for guidance on evaluating an applicant's proposed transition area plan. Where an applicant does not demonstrate compatibility, the planning commission shall have the authority to deny the site plan.
3. *Maximum lot coverage.* Total lot coverage: 60 percent
4. *Land area.* The minimum lot size for a Neighborhood/Convenience Commercial district zone shall be one acre.
- F. *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.
- G. *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.
- H. *Low Impact Development.* In terms of stormwater management for new developments, at least 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.

- I. *Parking*. Parking, as regulated in chapter 4.
- J. *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.

## **SECTION 2.**

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

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Ron Williams, Mayor

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Allison Myers, Town Recorder

Certified to the Farragut Board of Mayor and Aldermen this \_\_\_\_\_ day of \_\_\_\_\_, 2022, with approval recommended.

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Rita Holladay, Chairman

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Scott Russ, Secretary

**FARRAGUT MUNICIPAL PLANNING COMMISSION**

## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Discussion and public hearing on a request to amend the Farragut Municipal Code, Appendix A – Zoning, Chapter 3., Section XXVI., Planned Commercial Development (PCD), to clarify that uses permitted in the General Commercial or Office zoning districts “may” rather than “shall” be permitted as part of a development plan submitted for a rezoning request to PCD (Town of Farragut, Applicant)

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**INTRODUCTION AND BACKGROUND:** This agenda item was also discussed last month and initiated by Vice Mayor Povlin. This too was presented as a workshop item to the Board of Mayor and Aldermen at their meeting on December 9, 2021. The PCD District currently allows any use permitted in the General Commercial (C-1) or Office (O) Zoning District. The requested amendment provides for more review and approval control regarding the uses allowed as part of a PCD project. The required concept plan would establish what uses would be appropriate, as ultimately stipulated by the Board of Mayor and Aldermen through the rezoning process.

**DISCUSSION:** The Board and Planning Commission were in support of the requested amendment and staff has prepared Ordinance 22-05. Staff will be recommending approval of Resolution PC-22-05 which recommends approval of Ordinance 22-05.



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## 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.
  2. *Sense of place.* Allow the design of commercial, office and residential developments that are architecturally and environmentally innovative and that achieve more efficient use of land than is possible through the application of conventional zoning and subdivision standards.
  3. *Protection of natural resources.* Ensure the conservation of the natural environment including trees, floodplains, sinkholes, wetlands, springs, streams, wet weather conveyances, endangered species habitat, steep slopes, rock formations, other unique topographic features, and historic features per federal, state, and the Town of Farragut's laws and/or ordinances. Protect geological resources such as groundwater, soils, and drainage areas.
  4. *Efficient and innovative land use practices.* Encourage efficient and innovative use of land, street networks, utility locations, and parking. 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.
  5. *Connectivity.* 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.
  6. *Compatibility and consistency.* Maintain compatibility with nearby development and consistency with the Farragut Comprehensive Land Use Plan Update, Pedestrian and Bicycle Plan, and all other adopted plans and ordinances of the Town of Farragut and any subsequent amendments.
- C. *Minimum standards.*
1. *Land uses.*
    - a. Unless otherwise prohibited through the approved Development Plan, any use permitted within the general commercial and office districts ~~shall~~ **may** be allowed within the PCD district. Residential and mixed use may also be permitted as part of the Development Plan. Where a

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property is zoned PCD and is shown to be within the area identified as Mixed Use Town Center (MUTC) on the Future Land Use Map, the use ~~shall~~ **may** be permitted and comply as established in Chapter 3, Section XII.F.;

- b. Uses within a PCD that are automobile oriented, such as fuel centers, drive-throughs, automobile services, retail rental and leasing of automobiles, etc., shall be arranged so that they are situated internal to the development;
  - c. The total land area of the PCD shall be designed as a planned development and, for the purposes of building and parking lot setbacks and landscaping requirements, shall be treated as a single parcel/lot;
  - d. The development shall be designed in a manner that ensures compatibility with adjacent land uses; and
  - e. Traffic circulation shall not route traffic through adjacent residential areas.
2. *General conditions.* By acceptance of approval of the PCD zoning, the applicant agrees to the conditions set forth in this section as part of such approval. As part of the approval of the PCD district, the town may require the following:
- a. Rearrangement of structures, open space, driveways, and parking areas;
  - b. Modification of density, setbacks, and buffering; and
  - c. Limitation of specific commercial uses.
3. *Area regulations.*
- a. *Front yard.*
    - 1) Unless provided for elsewhere in this ordinance or the [Farragut] Municipal Code, all structures shall be set back from the nearest point of any right-of-way a minimum of 20 feet;
    - 2) If the street is classified as a local street on the Major Road Plan and is constructed as part of the approved Development Plan, all buildings shall be set back from the nearest point of any right-of-way a minimum of ten feet;
    - 3) Driveway aisles, access ways, parking lots, and other vehicular ways shall be set back a minimum of 20 feet from all public rights-of-way and a perimeter parkway shall be maintained;
    - 4) In order to minimize the visual impact of surface parking, where parking is situated between a building and a street or is parallel with a building along a street, a berm shall be constructed or landscaping shall be planted so as to limit the viewability of the parking lot from the street. A minimum of 60 percent of the total parking lot length adjacent to the front property line shall be screened from view with a berm or landscaping.
  - b. *Peripheral side and rear property lines.* All buildings shall be set back a minimum of 35 feet from all peripheral side and rear property lines, except as provided for elsewhere in this ordinance or the [Farragut] Municipal Code. Any required buffer strip shall be included in the required peripheral structure setback.
  - c. *Transition areas.* Unless specified otherwise in this ordinance, where an abutting property is zoned residential and/or agriculture, a transition area of at least 50 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

**RESOLUTION PC-22-05**

**FARRAGUT MUNICIPAL PLANNING COMMISSION**

**A RESOLUTION 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 THE FARRAGUT MUNICIPAL CODE, APPENDIX A., ZONING, CHAPTER 3., SPECIFIC DISTRICT REGULATIONS, SECTION XXVI., PLANNED COMMERCIAL DEVELOPMENT (PCD), TO CLARIFY THAT USES PERMITTED IN THE GENERAL COMMERCIAL OR OFFICE ZONING DISTRICTS “MAY” RATHER THAN “SHALL” BE PERMITTED AS PART OF A DEVELOPMENT PLAN SUBMITTED FOR A REZONING REQUEST TO PCD**

**WHEREAS**, the Tennessee Code Annotated, Section 13-4-201et 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 February 17, 2022;

**NOW, THEREFORE, BE IT RESOLVED** that the Farragut Municipal Planning Commission hereby recommends approval to the Farragut Board of Mayor and Aldermen of an ordinance, amending Ordinance 86-16, of the Farragut Zoning Ordinance, by adding Ordinance 22-05.

ADOPTED this 17<sup>th</sup> day of February 2022.

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Rita Holladay, Chairman

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Scott Russ, Secretary



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|----------------------|----------------|
| <b>ORDINANCE:</b>    | <b>22-05</b>   |
| <b>PREPARED BY:</b>  | <b>Shipley</b> |
| <b>REQUESTED BY:</b> | <b>Staff</b>   |
| <b>1ST READING:</b>  | _____          |
| <b>2ND READING:</b>  | _____          |
| <b>PUBLISHED IN:</b> | _____          |
| <b>DATE:</b>         | _____          |

**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 THE FARRAGUT MUNICIPAL CODE, APPENDIX A., ZONING, CHAPTER 3., SECTION XXVI., PLANNED COMMERCIAL DEVELOPMENT DISTRICT (PCD), TO CLARIFY THAT USES PERMITTED IN THE GENERAL COMMERCIAL OR OFFICE ZONING DISTRICTS “MAY” RATHER THAN “SHALL” BE PERMITTED AS PART OF A DEVELOPMENT PLAN SUBMITTED FOR A REZONING REQUEST TO PCD**

**WHEREAS**, the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, wishes to amend the Farragut Municipal Code, Appendix A., Zoning, Chapter 3., Section XXVI., Planned Commercial Development District (PCD), Section C. Minimum standards, Subsection 1. Land uses., a., to change the word “shall” to “may” regarding uses permitted within the general commercial and office districts as also being permitted in the PCD District,

**NOW, THEREFORE, BE IT ORDAINED** by the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, that the Farragut Zoning Ordinance, Chapter 3., Section XXVI., Planned Commercial Development District (PCD), Section C. Minimum standards, Subsection 1. Land uses., a., is amended as follows:

## **SECTION 1.**

### **Section XXVI., Planned Commercial Development District (PCD)**

#### **C. *Minimum standards.***

##### **1. *Land uses.***

- a. Unless otherwise prohibited through the approved Development Plan, any use permitted within the general commercial and office districts may be allowed within the PCD district. Residential and mixed use may also be permitted as part of the Development Plan. Where a property is zoned PCD and is shown to be within the area identified as Mixed-Use Town Center (MUTC) on the Future Land Use Map, the use may be permitted and comply as established in Chapter 3, Section XII.F.;

**SECTION 2.**

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

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Ron Williams, Mayor

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Allison Myers, Town Recorder

Certified to the Farragut Board of Mayor and Aldermen this \_\_\_\_\_ day of \_\_\_\_\_, 2022,  
with approval recommended.

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Rita Holladay, Chairman

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Scott Russ, Secretary

**FARRAGUT MUNICIPAL PLANNING COMMISSION**

## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Discussion and public hearing on a Public Tree Care Ordinance that will be required to help meet one of the standards for an application for Tree City USA recognition (Town of Farragut, Applicant)

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**INTRODUCTION AND BACKGROUND:** This item was discussed last month and involves the development of a Public Tree Care Ordinance that is associated with the Town pursuing a Tree City USA recognition. There are four components of Tree City USA that a qualifying community must demonstrate as part of an application for consideration. Those components include the following:

1. The establishment of a tree board.
2. The development of a tree care ordinance.
3. A demonstration that the Town has a community forestry program with an annual budget of at least \$2 per capita.
4. An Arbor Day proclamation and observance.

**DISCUSSION:** As noted last month, as the Town has grown and significantly increased its tree cover on public properties, it has become apparent that the Town should consider a Tree City USA recognition. During the past few months, the Public Works Director has evaluated tree related expenditures for the Town and determined that the \$2 per capita should easily be achieved. The other components are more administrative in nature.

The Public Tree Care Ordinance that is reflected in Ordinance 22-02 would not only fulfill the ordinance requirement listed above but would also establish the Town's tree board and their responsibility of helping to facilitate the Arbor Day proclamation and observance. The Public Tree Care Ordinance includes the following sections:

1. Purpose and Intent
2. Definitions
3. Tree Board
4. Tree Planting Parameters for Public Properties

After reviewing the main provisions of the Ordinance with the Planning Commission they expressed support for the language. Staff has prepared Ordinance 22-02 for approval as well as Resolution PC-22-02, which recommends approval of Ordinance 22-02. Staff will be recommending approval of Resolution PC-22-02.



**RESOLUTION 22-02**

**FARRAGUT MUNICIPAL PLANNING COMMISSION**

**A RESOLUTION TO APPROVE AN AMENDMENT TO THE FARRAGUT MUNICIPAL CODE TO ADOPT THE PUBLIC TREE CARE ORDINANCE PURSUANT TO AUTHORITY GRANTED BY SECTION 6-2-201, TENNESSEE CODE ANNOTATED**

**WHEREAS**, the Tennessee Code Annotated, Section 6-2-201, provides that municipalities may create and adopt general guidelines to promote the public health, safety, and general welfare within the municipality; and

**WHEREAS**, the Farragut Municipal Planning Commission shall be responsible for the review and approval of new utilities in accordance with Section 13-4-104, Tennessee Code Annotated; and

**WHEREAS**, the Town of Farragut has wishes to promote reasonable and consistent parameters for new vertical utilities proposed within the municipality; and

**WHEREAS**, a public hearing was held on this request on February 17, 2022;

**NOW, THEREFORE, BE IT RESOLVED** that the Farragut Municipal Planning Commission hereby recommends approval to the Farragut Board of Mayor and Aldermen of Ordinance 22-02, an ordinance to amend the Farragut Municipal Code to create Appendix F, the Public Tree Care Ordinance.

**ADOPTED** this 17<sup>st</sup> day of February 2022.

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Rita Holladay, Chairman

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Scott Russ, Secretary

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|----------------------|----------------|
| <b>ORDINANCE:</b>    | <b>22-02</b>   |
| <b>PREPARED BY:</b>  | <b>Shipley</b> |
| <b>REQUESTED BY:</b> | <b>Staff</b>   |
| <b>1ST READING:</b>  | _____          |
| <b>2ND READING:</b>  | _____          |
| <b>PUBLISHED IN:</b> | _____          |
| <b>DATE:</b>         | _____          |

**AN ORDINANCE TO AMEND THE FARRAGUT MUNICIPAL CODE, TO CREATE APPENDIX F, THE PUBLIC TREE CARE ORDINANCE**

**WHEREAS**, the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, wishes to amend the Farragut Municipal Code, by creating Appendix F, the Public Tree Care Ordinance.

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

**SECTION 1.**

The Farragut Municipal Code, is amended by adding the following as Appendix F:

**APPENDIX F – PUBLIC TREE CARE ORDINANCE**

- A. Purpose and Intent. In recognition of the numerous benefits that trees provide to the Town of Farragut, this ordinance is intended to establish parameters for public tree care. This includes the creation of a Tree Board that will help to provide guidance on the selection, planting, maintenance, and removal of trees located on public property or publicly maintained property, as well as other duties described herein.
- B. Definitions. The following definitions are provided to clarify how certain terms are to be applied in relation to this Ordinance.

Canopy Tree: An evergreen or deciduous tree whose mature height is commonly expected to exceed 30 feet and is commonly expected to have a crown spread of 30 feet or more.

Pruning: The selective removal of branches from a tree to improve the tree's structure, and direct new, healthy growth.

Public Tree: A tree growing on land owned by the Town of Farragut. This would also include trees situated within walking trail easements that are maintained by the Town of Farragut.

Street Tree: A tree situated within a public street right of way with a non-invasive root system and a canopy width that does not generally exceed 25 feet at maturity. Street trees shall have a single straight trunk and ideally be vase-shaped or otherwise lend themselves to proper pruning as they mature.

Topping: Inappropriate pruning technique to reduce tree size. Cutting back a tree to a predetermined crown limit, often at internodes.

- Utility: An organization that maintains the infrastructure for a set of services consumed by the public: electricity, lighting, natural gas, water, sewer, telecommunications, or similar associated services.
- Utility Tree: A tree which may be appropriate near an underground or overhead utility. Such trees shall have small or non-invasive root systems and not generally exceed a height of more than 20 feet at maturity.

C. Tree Board. There is hereby created a Tree Board for the Town of Farragut.

1. Membership. Since this Ordinance addresses trees on public properties, the Tree Board shall consist of seven (7) members that are familiar with tree related issues involving public property with a representative provided from the following:
  - a. Town of Farragut Engineering
  - b. Town of Farragut Public Works
  - c. Town of Farragut Parks and Recreation
  - d. Town of Farragut Planning
  - e. Utility Representative
  - f. Board of Mayor and Alderman or Planning Commission Representative
  - g. Member at Large with Background in Tree Care that is a Citizen of the Town
2. Appointment. Members shall be appointed by the Board of Mayor and Aldermen.
3. Term of Office. Members shall serve on an annual basis and may be re-appointed by the Board of Mayor and Aldermen for successive terms. Vacancies are filled by the Board of Mayor and Aldermen.
4. Operation. The Tree Board shall choose its own officers, make its own administrative rules and regulations, and keep a record of its proceedings. Meetings may be held quarterly, or more often if called by the chairman of the Board. A majority of the members shall constitute a quorum for transaction of business.
5. Duties and Responsibilities. The duties of the Tree Board shall include, but not be limited to the following:
  - a. Adopt administrative rules and regulations that apply to the Tree Board.
  - b. Assist staff, when needed, to help administer the provisions of this Ordinance, including providing input on selection, placement, installation, and maintenance of trees proposed or envisioned on public property (particularly in relation to road improvement, park, and streetscaping plans or projects).
  - c. Assist with recognizing Arbor Day.
  - d. Coordinate recognition of individuals, projects, donations, etc., that have notably contributed to the provision or maintenance of trees on public property.
  - e. Assist in developing and updating the Town's Street Tree list.
  - f. Provide input on ordinance amendments that may relate to or affect trees on public property.
  - g. Consult with arborists, foresters, and others with specific expertise in the subject area when performing their duties and responsibilities. Any compensation or contracts for services performed by such experts or professionals shall be approved by the appropriate Town authority.



#### D. Tree Planting Parameters for Public Properties

1. Size. The size of trees at the time of planting on public properties shall generally be as follows:
  - a. At least two inches in caliper for single stem deciduous trees.
  - b. At least six feet in height for evergreen trees.
  - c. At least eight feet in height for multi-stem trees.

Variations to size may be considered for trees that are donated or where a smaller tree would be acceptable due to context, plant availability, or other factors that are site or market specific.

2. Quality Specifications. All trees to be planted on public properties shall be specified as following the American Standard for Nursery Stock, ANSI Z60.1, latest edition.
3. Tree Spacing. In general, the following spacing shall be applied to trees planted on public property:
  - a. Canopy Trees. Canopy trees shall be planted at least 30 feet apart and are intended for open spaces where interference with above or below grade improvements is minimal. Canopy trees may be appropriate for parks, open spaces, aquatic buffer areas, and along greenways that are not parallel to a street right of way. Canopy trees generally shall not be planted within the public right of way, unless it is a median that is at least 10 feet in width and has no known utility conflicts. Where planted along a greenway, canopy trees shall generally be at least seven feet from the edge of the trail.
  - b. Street Trees. Due to their narrower or vase-shaped canopy, street trees may be planted as close as 25 feet apart, depending on desired effect. Where street trees are planted within the grass strip between street edge/curb and edge of pedestrian facility, such trees shall generally be centered in the grass strip with the objective of being approximately three feet from street edge/curb and edge of pedestrian facility. Street trees shall not be planted in grass strips less than six feet in width. Where street trees are planted along streets without pedestrian facilities, such trees shall be placed, where possible, at least five feet from street edge/curb. In all cases, coordination shall be made regarding utilities and the potential for roadway modifications in the future. Street trees shall be planted no closer to than 10 feet to a fire hydrant, utility pole, or streetlight.
  - c. Utility Trees. Due to their smaller form, utility trees may be planted as close as 20 feet apart, depending on the species selected and desired objective(s). Utility trees shall generally be the only type of tree planted on public properties where tree cover is desired but there are known overhead or underground utilities that may otherwise create a conflict. In addition, such trees should be specified in areas where utility modifications are unlikely and utility depths for water, sewer, electric, and gas are at least 36 inches below grade. Utility trees shall be planted no closer to than 10 feet to a fire hydrant, utility pole, or streetlight.

4. **Planting Techniques.** Trees to be planted on public properties shall be dug to give adequate room for the root system. The diameter of the hole should be at least 12 inches larger than the diameter of the root ball or root system. The depth of planting should be at the same level as the tree had grown previously. Backfill should be the same material that was removed from the hole, with no additives except low nitrogen fertilizer, which may be added if necessary. Holes dug by augers must have their sides chipped by a hand shovel to break glazing affected by the auger. Trees may be guyed in windy areas or on slopes. All such supports shall be removed within 18 months.
5. **Tree Care.**
  - a. **Pruning.** Trees overhanging streets or pedestrian facilities should be pruned to a height of 8 feet for pedestrian facilities and 12 feet for streets. The standard tree pruning method will be branch collar pruning as opposed to stubs or flush cuts. Large limbs and branches will be precut to prevent excessive peeling of the bark, followed by cutting the remaining stub.

Tree pruning in the vicinity of power lines shall be undertaken by the utility district to assure the supply of electricity to its customers. Drop crotch pruning and pruning to laterals are the recommended methods.

In all cases, the topping of public trees shall not be permitted. Other measures shall be explored in consultation with the Tree Board. This may involve removal of unplanned or inappropriately placed trees that are in a location where such trees cannot reasonably be properly pruned. This may also include removal of invasive exotic trees, such as mimosa, ailanthus, and paulownia. Where this approach is used, re-planting shall be explored, if appropriate, and with trees that would be more suitable for the location.

- b. **Fertilization.** Fertilization of trees may be necessary if a tree or trees are determined to be deficient in nutrients. Determination is made by leaf color or size, twig growth, soil test or other diagnostic methods. Fertilizer will be applied on the soil surface at the appropriate time of year.
    - c. **Mulching.** Where mulching is used the following standards should be followed:
      - i. If mulch is being applied for the first time, apply a thin layer of around two inches and extend it to the drip line of the tree where possible. Where this is not possible, the mulch circle should extend at least halfway out the drip line and no less than 3 feet from the base of the tree. Mulch shall not be in contact with the tree trunk.
      - ii. Where mulch is to be added in areas that have previously been mulched, the old mulch should be evaluated to see if it needs to be removed before applying a new layer. Otherwise, it could create a layer of mulch that is too thick and adversely affect the tree. Old mulch may sometimes only need to be raked to re-establish the look and function of adding a new layer. This should be evaluated prior to adding new mulch.

- iii. In general, mulch should be applied in the middle of the spring, though any time of year is possible.
- d. Tree Removal. Public trees shall only be removed by the appropriate authorities where such trees are diseased, dead, creating hazards or recurring maintenance issues, exotic invasive, chronically interfering with overhead or underground utility lines, or shown on approved plans to be removed to complete work on public property. Otherwise, tree protection shall be governed by the applicable provisions in the Tree Protection Ordinance of the Town of Farragut.

## **SECTION 2.**

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

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Ron Williams, Mayor

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Allison Myers, Town Recorder

Certified to the Farragut Board of Mayor and Aldermen this \_\_\_\_\_ day of \_\_\_\_\_, 2022, with approval recommended.

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Rita Holladay, Chairman

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Scott Russ, Secretary

**FARRAGUT MUNICIPAL PLANNING COMMISSION**



## REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

**PREPARED BY:** Mark Shipley, Community Development Director

**SUBJECT:** Discussion on including in the Subdivision Regulations a requirement for concept plans and preliminary plats to show locations for centralized mail delivery, as governed by the United States Postal Service

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**INTRODUCTION AND BACKGROUND:** This item involves a review of possible changes to the Subdivision Regulations to make it clear to both applicants and staff that all new subdivisions and new phases in existing subdivisions must plan for centralized mail delivery, as governed by the United States Postal Service (USPS).

**DISCUSSION:** Though the USPS delivery service has been properly coordinated with new subdivisions in recent years, it has been less clear and assured that this coordination is also being accomplished with new phases in existing subdivisions that have “grandfathered” mail delivery to individual residents. As you may recall, staff presented centralized mail delivery changes at the February 2019 Planning Commission meeting and reviewed whether any regulatory amendments or process changes may be needed to address this matter.

Though no amendments were pursued at that time, staff would now recommend that this be re-visited to establish, at a minimum, some provisions that would alert applicants and staff to design considerations that may apply in terms of mail delivery service for subdivisions. This would particularly benefit older developments that may have new phases that fall within the new USPS delivery requirements.

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## B. Concept plan.

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

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

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

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

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

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

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

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of the subject property. Such features shall include, but not necessarily be limited to, site topography, mapped wetlands and floodplains, water courses and lands that are generally inundated (e.g. ponds, lakes, perennial streams, etc.), springs, intermittent streams, slopes that exceed 15 percent, soils subject to slumping, surface depressions or sinkholes, and historic, archaeological, or cultural sites listed on the National Register of Historic Places, and/or on state, county, or town inventories. Such information shall be prepared and/or verified by professionals with expertise in the different features of the property being inventoried. The names and contact information for all said professionals shall be listed on the plan sheet.

- k. The general location and approximate square footage and acreage of all tree covered areas.
- l. The approximate density, predominant species, general distribution of predominant species, and predominant level of maturity of trees within all tree covered areas. Maturity levels shall be classified as follows: "Young stands" would be used where the predominant tree cover is from trees that are less than six inches at DBH; "Intermediate stands" would be used where the predominant tree cover is from trees that are six to ten inches at DBH; and "Mature stands" would be used where the predominant tree cover is from trees that are greater than ten inches at DBH.
- m. Mean sea level contours based on readily available information, such as geographic information systems, aerial photographs, or previous surveys, drawn at vertical intervals of not more than two feet, except when specifically not required by the Planning Commission.
- n. The proposed location and approximate grade of streets, sidewalks, and shared-use paths (also referred to in the Subdivision Regulations as bike paths) and how these proposed transportation elements will be connected both internally and to adjacent properties. Existing transportation elements which abut or stub into the property proposed for subdivision shall be shown.

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

The subdivision shall provide for both vehicular and pedestrian/shared-use path connectivity to abutting properties. The subdivision shall have more than one public street vehicular access into and out of the development. The Planning Commission may consider waiving this requirement in cases where 1) All of the abutting properties have been developed as existing house lots of less than one acre in size and are so located to physically preclude (block) such connections; or 2) Where very significant topographic issues, not created by the design of the subdivision, would effectively prohibit connections; or 3) The subdivision will have thirty (30) or less dwelling units.

- o. The distance from the proposed subdivision entrance to existing access points on the same street and which are located within the immediate vicinity of the proposed subdivision entrance.
- p. The location of existing utilities and an indication of those utilities which are readily available and are expected to serve the site.



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- q. The location and an identification of any areas to be designated as open space and how these open spaces will be connected both internally and to adjacent properties. Existing open spaces which abut the property proposed for subdivision shall be shown.
  - r. The proposed lot line. If the property is being developed as attached single-family dwellings, indicate the maximum building footprint for each dwelling.
  - s. A plan sheet that addresses streetscaping. This plan sheet shall specifically address how the subdivision will provide visual enhancements along and/or within the street corridors throughout the development. The plan shall include at least one visual enhancement element that is prominent and that creates an identifiable character for the subdivision. This may include, but not necessarily be limited to, a street tree planting plan, bioswales, rain gardens, landscaped boulevards and landscaped islands, village greens, rear accessed dwelling units, etc.
  - t. The proposed location for United States Postal Service (USPS) cluster box units compliant with USPS specifications. This applies to any new subdivision or new phases/units of existing subdivisions consistent with USPS requirements, as amended.
  - tu. From the above information, a preliminary engineering certification is to be submitted that the conceptual layout of proposed transportation elements, building lots, and open space can be designed to comply with the town's applicable ordinances, particularly those ordinances governing the design of subdivision streets and stormwater management facilities.
- 2. Within 30 days after submission of the concept plan, the Planning Commission will review it and indicate its approval, disapproval, or approval subject to modifications as a basis for the preparation of a preliminary plat. If a plan is disapproved, reasons for such disapproval will be stated in writing. If approved subject to modifications, the nature of the required modifications will be indicated.
  - 3. If the Planning Commission fails to act on the concept plan within 30 days after being submitted to the Planning Commission, the concept plan will be deemed approved and a certificate to that effect shall be issued by the commission on demand. The applicant may waive this 30-day requirement and consent to the extension of such period.
  - 4. The approval of the concept plan by the Planning Commission will not constitute acceptance of the preliminary plat.
  - 5. One copy of the concept plan will be returned to the applicant with any notations at the time of approval or disapproval and the specific changes, if any, required.
  - 6. The approval of the concept plan shall lapse unless an initial preliminary plat based thereon has been submitted within one year from the date of such approval or unless an extension is applied for and granted by the Planning Commission. Extensions shall be based on current requirements and shall be valid for a maximum of one year each.

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

- 7. In an attached single-family dwelling development, once construction is complete and a final plat has been recorded in at least one phase of the development, if the developer or another property owner

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makes application to amend any building footprints on the concept plan, all property owners shall be notified of such changes.

(Ord. of 10-1987; Ord. of 2-2006; Res. No. PC-07-07, § 1, 4-5-2007; Res. No. PC-11-01, §§ 1, 2, 1-20-2011; Res. PC-18-03, § 1, 1-18-2018; Res. No. PC-19-11, § 1, 12-19-2019)

### **C. Preliminary plat.**

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

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

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

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

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

3. The preliminary plat shall be drawn to a scale of not less than 1" = 100' on sheets 24 inches by 36 inches in size.
4. All federal and state permits required for construction of the development must be filed with the preliminary plat. This shall include a notice that the applicant has submitted a copy of the preliminary plat to the United States Post Office, Local Customer Relations Coordinator.
5. If any portion of the land being subdivided is subject to flood, as defined in article III, section F, the limit of the base flood elevation (the 500-year floodway and flood fringe boundary[ies]) shall be platted along with minimum floor elevations.
6. The preliminary plat shall meet the minimum standards of design as set forth in article III and the general requirements for the construction of public improvements as set forth in article IV and shall give the following information insofar as possible:
  - a. The proposed subdivision name and location; the name and address of the owner or owners; and the name, address, telephone number, and seal of the designer(s) of the plat who shall be a Tennessee-licensed engineer, a Tennessee-licensed landscape architect, and/or a Tennessee-registered land surveyor. The Planning Commission shall be responsible for approving subdivision names or designating names appropriate to subdivision development.
  - b. Preparation and revision dates, approximate north point, location map, verbal and graphic scales, and legend.

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

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

- d. A construction plan which shall include:
- (1) A complete drainage plan showing all improvements, including, but not limited to, all proposed streets, sidewalks, bikepaths/walkways, easements, detention areas, storm sewers, swales, ditches, reserved areas, and lot drainage;
  - (2) Complete drainage calculations, pursuant to the Farragut Municipal Code chapter entitled "Stormwater Ordinance";
  - (3) A plan and profile of all streets showing typical cross sections of proposed roadways, sidewalks, swales, and ditches as well as both existing and proposed finished grades of paved rights-of-way and special ditches, and details of all structures which are part of the physical improvements in the subdivision; and
  - (4) All proposed drainage structures including manholes, catch basins, junction boxes, pipe storm drains, ditches, swales, and other drainage facilities including headwalls shall be shown on the plan and profile.
- e. Complete erosion control plan with details.
- f. A tree preservation/removal plan, as provided for in the Farragut Municipal Code.
- g. The distance and bearing of one of the corners of the boundary of the subdivision to the nearest intersection of existing streets or roads and to an original corner of the original survey of which it is a part, and a key map showing relation of subdivision to well-known streets, railroads, and water courses in all directions to a distance of at least one-half mile. Suggested scale of one inch equals 2,000 feet.
- h. Plans for proposed utility layouts (sanitary and storm sewers, water, electricity, gas, and conduit for future telecommunication network fiber) showing feasible connections to the existing or any proposed utility systems.
- i. Plans for street lighting, if applicable.
- j. The locations, widths, and other dimensions of proposed streets, alleys, easements, parks, other open spaces, reservations, lot lines, building lines, and utilities. This shall include the ten percent open space reservation.



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- k. If the property is being developed as attached single-family dwellings, include the locations and dimension of the maximum building footprints for each dwelling.
  - l. Contours drawn at vertical intervals of not more than two feet, except when specifically not required by the Planning Commission. In areas where grade changes are proposed in association with the development of the property, contour lines shall be shown based on actual field collected and verified elevations.
  - m. Dominant ground cover.
  - n. The acreage of the land to be subdivided and the acreage of each lot being created.
  - o. Actual closure computations for the boundary traverses. Such boundary traverses shall close to an accuracy of at least one foot in 10,000.
  - p. Plans for street name signs and other traffic signs.
  - q. The proposed location and approximate grade of streets, sidewalks, and shared-use paths (also referred to in the Subdivision Regulations as bike paths) and how these proposed transportation elements will be connected both internally and to adjacent properties. Existing transportation elements which abut or stub into the property proposed for subdivision shall be shown.

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

The subdivision shall provide for both vehicular and pedestrian/shared-use path connectivity to abutting properties. The subdivision shall have more than one public street vehicular access into and out of the development. The Planning Commission may consider waiving this requirement in cases where 1) All of the abutting properties have been developed as existing house lots of less than one acre in size and are so located to physically preclude (block) such connections; or 2) Where very significant topographic issues, not created by the design of the subdivision, would effectively prohibit connections; or 3) The subdivision will have thirty (30) or less dwelling units.
  - r. A plan sheet that addresses streetscaping. This plan sheet shall specifically address how the subdivision will provide visual enhancements along and/or within the street corridors throughout the development. The plan shall include at least one visual enhancement element that is prominent and that creates an identifiable character for the subdivision. This may include, but not necessarily be limited to, a street tree planting plan, bioswales, rain gardens, landscaped boulevards and landscaped islands, village greens, rear accessed dwelling units, etc.
  - s. The proposed location for United States Postal Service (USPS) cluster box units compliant with USPS specifications. This applies to any new subdivision or new phases/units of existing subdivisions consistent with USPS requirements, as amended.
- 7. Within 30 days after submission of the preliminary plat, the Planning Commission will review it and indicate its approval, disapproval, or approval subject to modifications as a basis for the preparation of the final plat. If a plat is disapproved, reasons for such disapproval will be stated in writing. If approved subject to modifications, the nature of the required modifications will be indicated.
  - 8. If the Planning Commission fails to act on the preliminary plat within 30 days after being submitted to the Planning Commission, the preliminary plat will be deemed approved and a certificate to that effect

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shall be issued by the commission on demand. The applicant may waive this 30-day requirement and consent to the extension of such period.

9. The approval of the preliminary plat by the Planning Commission will not constitute acceptance of the final plat and will not be indicated on the preliminary plat.
10. One copy of the preliminary plat will be returned to the applicant with any notations at the time of approval or disapproval and the specific changes, if any, required.
11. The approval of the preliminary plat shall lapse if a grading permit is not obtained within six months of approval by the planning commission. The approval of the preliminary plat shall lapse unless a final plat based thereon is submitted within two years from the date of such approval or an extension is applied for and granted by the planning commission. Extensions shall be based on current requirements and shall be valid for a maximum of one year.
12. If the subdivision is going to be developed and filed as final plats in portions of the preliminary plat, the portions must be expressed as phases and be designated and titled in roman numerals.
13. In an attached single-family dwelling development, once construction is complete and a final plat has been recorded in at least one phase of the development, if the developer or another property owner makes application to amend any building footprints on the preliminary plat, all property owners shall be notified of such changes.
14. The engineering and/or surveying firm representing the applicant in a preliminary plat filing shall certify that the proposed plat conforms to all applicable standards required in the Farragut Subdivision Regulations relative to either preliminary and/or final approval.
15. When the applicant desires a departure or variance from the subdivision regulations, a specific request must be made in writing for such variance and an explanation provided to support the request.
16. Once preliminary plat approval has been granted and the site preparation completed on those roads or sections of roads proposed for final approval, the applicant's engineering representative shall certify in writing to the town that the "as-built" profiles conform to the approved preliminary design.

(Ord. of 10-1987; Ord. of 2-2006; Res. No. PC-07-02, §§ 1, 2, 3-15-2007; Res. No. PC-07-07, § 2, 4-5-2007; Res. No. PC-08-05, § 1, 2-21-2008; Res. No. PC-08-07, § 1, 3-20-2008; Res. No. PC-09-08, § 1, 5-21-2009; Res. No. PC-11-01, §§ 3, 4, 1-20-2011; Res. PC-18-03, § 2, 1-18-2018; Res. No. PC-19-11, § 2, 12-19-2019)