



FARRAGUT MUNICIPAL PLANNING COMMISSION

AGENDA

July 21, 2022

Farragut Town Hall - Board Room

7:00 p.m.

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

- 1. Election of officers**
- 2. Approval of agenda**
- 3. Approval of minutes – June 16, 2022**
- 4. Discussion and public hearing on proposed improvements to the Fretz Road and N. Campbell Station Road intersection (Knox County Engineering and Public Works, Applicant)**
- 5. Discussion and public hearing on a site utility plan involving a rebuild, upgrade, and partial relocation associated with the LCUB overhead transmission line along Turkey Creek Road from Virtue Road to a future substation along Concord Road (LCUB, Applicant)**
- 6. Review a request for a recommendation of approval to the Board of Mayor and Aldermen for a variance of 163 feet from the distance between driveways and 96 feet from the distance between driveways and intersections requirements for collector streets, as provided for in the Driveways and Other Access Ways Ordinance, for a proposed boat launch ramp access onto the south side of Turkey Creek Road at 11409 Turkey Creek Road (William Schweitzer, Applicant)**
- 7. Discussion and public hearing on approval of a final plat for Phase 2 of the Meadows on McFee Subdivision, Parcels 019 and 014.04, Tax Map 162, 26.44 Acres, 48 Lots, Zoned R-1/OSR (Homestead Land Holdings, Applicant)**
- 8. Discussion and public hearing on approval of a final plat for Phase 1 of the Grove at Boyd Station Subdivision, Parcel 50, Tax Map 162, 6.87 Acres, 25 Lots, Zoned R-1/OSMR (Ryan Lynch, Applicant)**

**11408 MUNICIPAL CENTER DRIVE | FARRAGUT, TN 37934 | 865.966.7057 |
WWW.TOWNOFFARRAGUT.ORG**

It is the policy of the Town of Farragut not to discriminate on the basis of race, color, 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



9. Discussion and public hearing on approval of an updated concept master plan for an amendment to the Town Center at Biddle Farms PCD to include 47 townhome units in an area identified on the original concept master plan as “future development.” (Budd Cullom, Applicant)
10. Discussion and public hearing on a final plat of Lot 2 of Biddle Farms Commercial and Part of Lot 9R1 of Campbell Station Exchange, 5.3 Acres, Zoned PCD (Budd Cullom, Applicant)
11. Discussion on a request to amend the Town’s Outdoor Site Lighting provisions to restrict ballfield lights to public facilities on public property (Farragut Neighborhood Preservation Partnership, Applicant)
12. Discussion on a concept plan for the Virtue View Farm Subdivision, Parcels 33.03 and 33.04, Tax Map 152 033.03 and 152 033.04, 44.09 Acres, 13 Lots, Zoned R-1 (Steve Williams, Applicant)
13. Discussion on a concept plan for a preliminary exterior design review for a Panera Bread Restaurant, Parcel 129, Tax Map 142, west of Campbell Station Inn, Zoned C-1 (R2R Studio, LLC, Applicant) **POSTPONED AT THE REQUEST OF THE APPLICANT**
14. Approval of utilities
15. 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.

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;

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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.

MEETING DATE: July 21, 2022

AGENDA ITEM #1

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Election of officers

INTRODUCTION AND BACKGROUND: Since July represents the beginning of the Town's fiscal year, it is recognized as the month when the Planning Commission elects its officers. Current officers are:

Rita Holladay – Chairman

Ed St. Clair – Vice-Chairman

Scott Russ - Secretary



**MINUTES
FARRAGUT MUNICIPAL PLANNING COMMISSION**

June 16, 2022

MEMBERS PRESENT

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

MEMBERS ABSENT

Michael Bellamy

Staff Representative: Mark Shipley, Community Development Director

1. Approval of agenda

Staff recommended that Agenda Item #4 be removed from the agenda due to incomplete field items.

A motion was made by Vice Mayor Povlin to follow staffs' recommendation. Motion was seconded by Mayor Williams and was approved unanimously.

2. Approval of minutes – May 19, 2022

Staff recommended approval of the minutes as submitted.

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

3. Appointment of youth representative

Staff noted that this is a Planning Commission decision and staff did not have a recommendation. Staff did note that, historically, seniors have been given preference over juniors since there would otherwise be no additional opportunities for appointment. Staff commended Hank Standaert for his excellent service as youth representative during the past fiscal year. Mr. Standaert read a note he had prepared thanking the Commission for the opportunity to serve as youth representative.

Commissioners commended Hank Standaert for his service. Commissioner St. Clair then mentioned that, in looking at the applications for youth representative for the upcoming fiscal year, Hayley Sims would be a good choice since she was a senior and expressed an interest to pursue studies in urban planning in college. Commissioner St. Clair moved to nominate Hayley Sims as youth representative. Motion was seconded by Vice Mayor Povlin and was approved unanimously.

4. Discussion and public hearing on approval of a final plat for Phase 2 of the Meadows on McFee Subdivision, Parcels 019 and 014.04, Tax Map 162, 26.44 Acres, 48 Lots, Zoned R-1/OSR (Homestead Land Holdings, Applicant) – This item was removed from the agenda due to incomplete field items.

5. Discussion and public hearing on approval of a preliminary plat for the Westerly Subdivision, Parcels 8.01, 9, and 10.02, Tax Map 152, 8.74 Acres, 12 Lots, Zoned R-1 and R-2 (BHN-P, Applicant)

Staff reviewed this item and noted that the applicant had requested three variances to the Subdivision Regulations that would require separate action prior to acting on the preliminary plat.

Some discussion among commissioners ensued. Concerns were expressed over the proposed access onto Champions Point and that it does not meet sight distance standards and that there is an option for a direct access to Kingston Pike at a signalized intersection with Old Stage Road. Stacey Walters, the resident across from the proposed access, spoke of her safety concerns with the Champions Point access.

The applicants discussed their efforts to obtain land to the south and that there were limited opportunities concerning the access to Champions Point. The applicant expressed a desire to avoid accessing the residential area through the commercial area and proposed to re-visit options to enhance safety along Champions Point. The applicant requested a postponement until they could evaluate this in more detail.

A motion was made by Commissioner Myers to postpone action on this agenda item until a later date when the applicant could complete additional evaluations related to access onto Champions Point. Motion was seconded by Mayor Williams and was approved unanimously.

6. Discussion and public hearing on approval of a site plan associated with a remodel of and expansion to the Casey's Convenience Store, 701 N. Campbell Station Road, .92 Acres, Zoned C-2 (CESO, Applicant)

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

- 1) The addition is proposed to match the existing building material which, given its size and the size of the addition, would seem appropriate. The proposed building colors will be shown by the applicant on a color board that will be provided at the meeting.
- 2) The bald cypress should not be within the parking lot island. Staff would recommend a different species in that location due to root intrusion. A mix of at least a couple of shade trees is recommended as well. Please ensure the plan shows existing trees that are being removed (namely the zelkova's around the car wash area). All new shade trees will need to be specified as a minimum 2 inches in caliper at planting.
- 3) Please ensure that the boxwoods closest to the ice machine are spaced far enough away to lessen potential conflicts as the shrubs mature.
- 4) The bicycle parking detail does not match the layout sheet dimensions for this facility. Please ensure that they are consistent.
- 5) If the parking spaces shown are more than is needed, please revise to the lower parking option, and increase landscaped area.
- 6) Please date the engineer seals on the plan sheets and sign, seal, and date the architectural exterior elevations.

The applicant spoke on behalf of their request. A question was raised concerning whether any changes were being proposed to the outdoor site lighting. Commissioners wanted to add as a

7th comment to be addressed “a verification that the existing lighting is in compliance with the Town’s requirements should the applicant desire to replace fixtures.”

With this additional comment included, a motion was made by Vice Mayor Povlin to follow staffs’ recommendation. Motion was seconded by Mayor Williams and was approved unanimously.

7. Discussion and public hearing on approval of a site plan associated with a remodel of and expansion to the Casey’s Convenience Store, 13061 Kingston Pike, 1.27 Acres, Zoned C-1 (CESO, Applicant)

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

- 1) The addition is proposed to match the existing building material and roofline. At this location, the addition is much larger, and the building has a flat roof. A question here is whether some vertical articulation could be applied to add more interest along the roofline. The east elevation also has a blank wall appearance that may need some architectural detailing. The proposed building colors will be shown by the applicant on a color board that will be provided at the meeting.
- 2) The bald cypress should not be within the parking lot island. Staff would recommend a different species in that location due to root intrusion. All new shade trees will need to be specified as a minimum 2 inches in caliper at planting.
- 3) The bicycle parking detail does not match the layout sheet dimensions for this facility. Please ensure that they are consistent.
- 4) If the parking spaces shown are more than is needed, please revise to the lower parking option, and increase landscaped area. Some landscaping will be needed around the building (perhaps east side of addition) to meet the required square footage of landscaped area between the building and parking lot. Please identify these landscaped areas and include the calculation in the revised plan set. Parking lot islands do not count toward fulfilling the required amount of landscaping between the building and parking lot.
- 5) Please date the engineer seals on the plan sheets and sign, seal, and date the architectural exterior elevations.
- 6) A lighting plan sheet was included with this location. Please verify if there are any proposed changes to the exterior lighting and, if so, please provide a lighting plan to satisfy the requirements of the Town’s Outdoor Site Lighting provisions in the Zoning Ordinance.
- 7) Please provide calculated fire flow using Appendix B & C of the IFC.

During a brief discussion, Commissioners were okay with the material and roofline of the proposed addition since it would match the existing building. Landscaping would be added to the east side of the building and would help to break up the blank wall appearance while also bringing the landscaping into compliance in terms of the square footage required between the building and parking lot. A motion was made by Vice Mayor Povlin to approve the site plan subject to the remaining staff comments being addressed. Motion was seconded by Commissioner Myers and was approved unanimously.

8. Approval of utilities

None.

FMPC Minutes

June 16, 2022

Page 4

9. Citizen forum

None.

The meeting adjourned at 8:08 p.m.

Scott Russ, Secretary

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Darryl Smith, Town Engineer

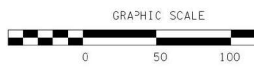
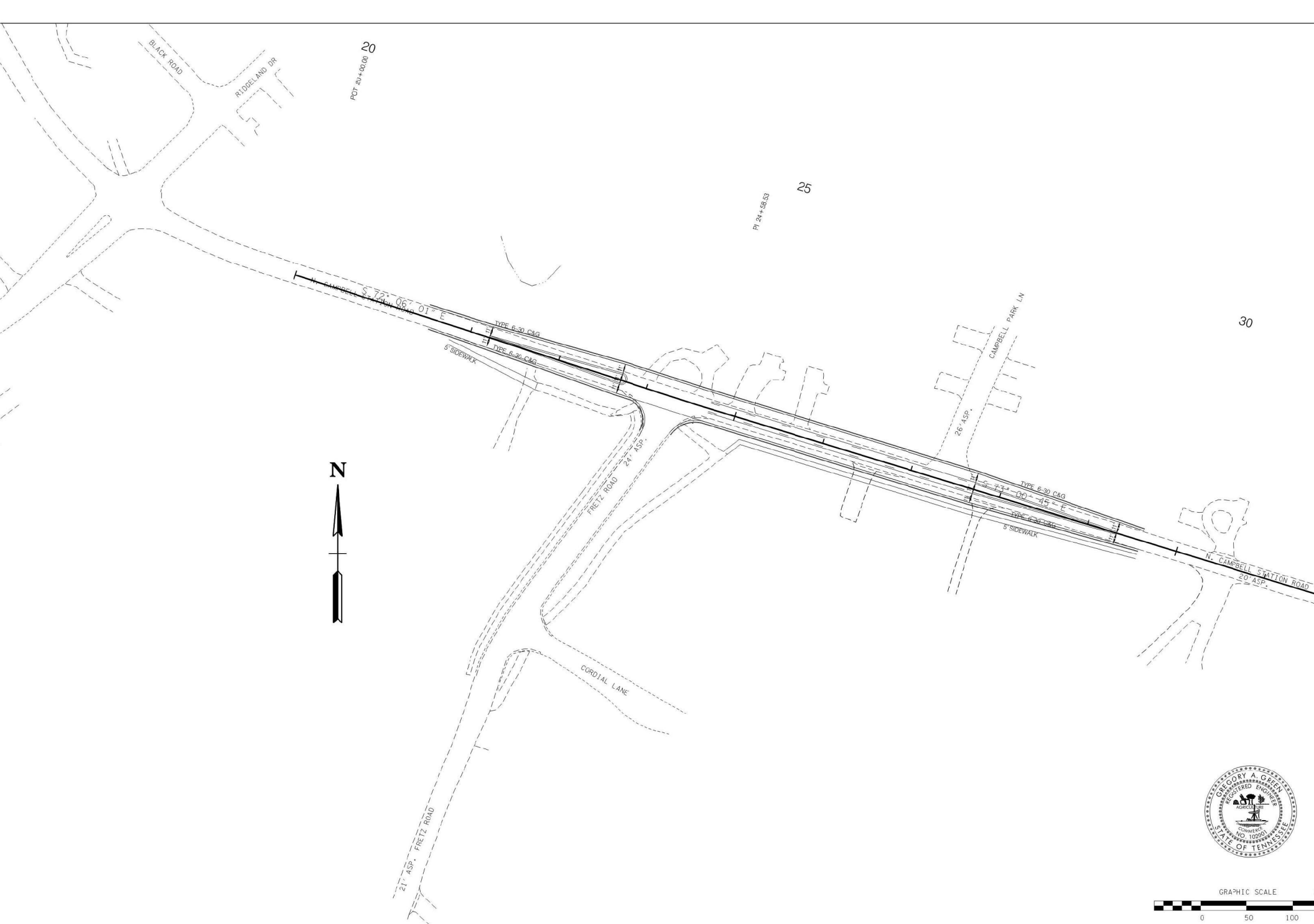
SUBJECT: Discussion and public hearing on proposed improvements to the Fretz Road and N. Campbell Station Road intersection (Knox County Engineering and Public Works, Applicant)

INTRODUCTION AND BACKGROUND: Knox County Engineering and Public Works will present preliminary plans for construction of improvements to N. Campbell Station Road at Fretz Road, including a northbound left turn lane.

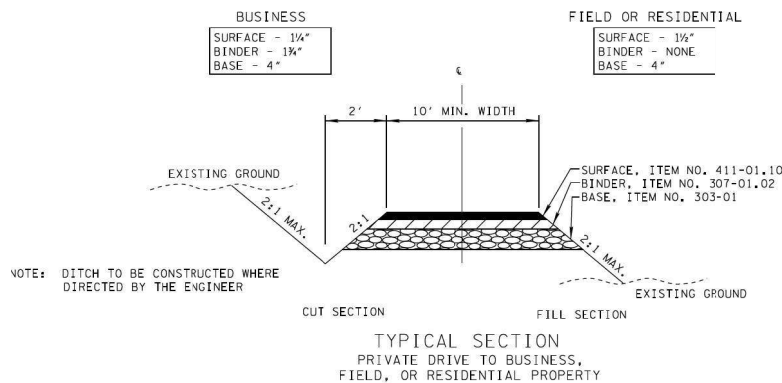
DISCUSSION: FMPC may recall a few years ago when Knox County Planning Commission required the developers of Brandywine at Turkey Creek Subdivision to make improvements to Fretz Road from Campbell Station Road to their entrance (Woodhollow Lane). Further residential development on Fretz Road (along with development planned in the near future) has now increased traffic enough to warrant a northbound left turn lane on Campbell Station Road. The project will include three 11' lanes with curb & gutter, with sidewalk along the southwestern side of N. Campbell Station Road.

While this portion of Campbell Station Road is within Farragut's jurisdiction, the developed property is within Knox County's jurisdiction. Knox County is entering into an agreement with the developers to finalize the plans, obtain right of way and easements, and oversee project construction. Costs are to be borne by the developers, with Knox County's oversight as lead agency. There will be no costs to the Town of Farragut.

RECOMMENDATION: Approval of preliminary plans for intersection improvements at Campbell Station Road at Fretz Road, as presented.

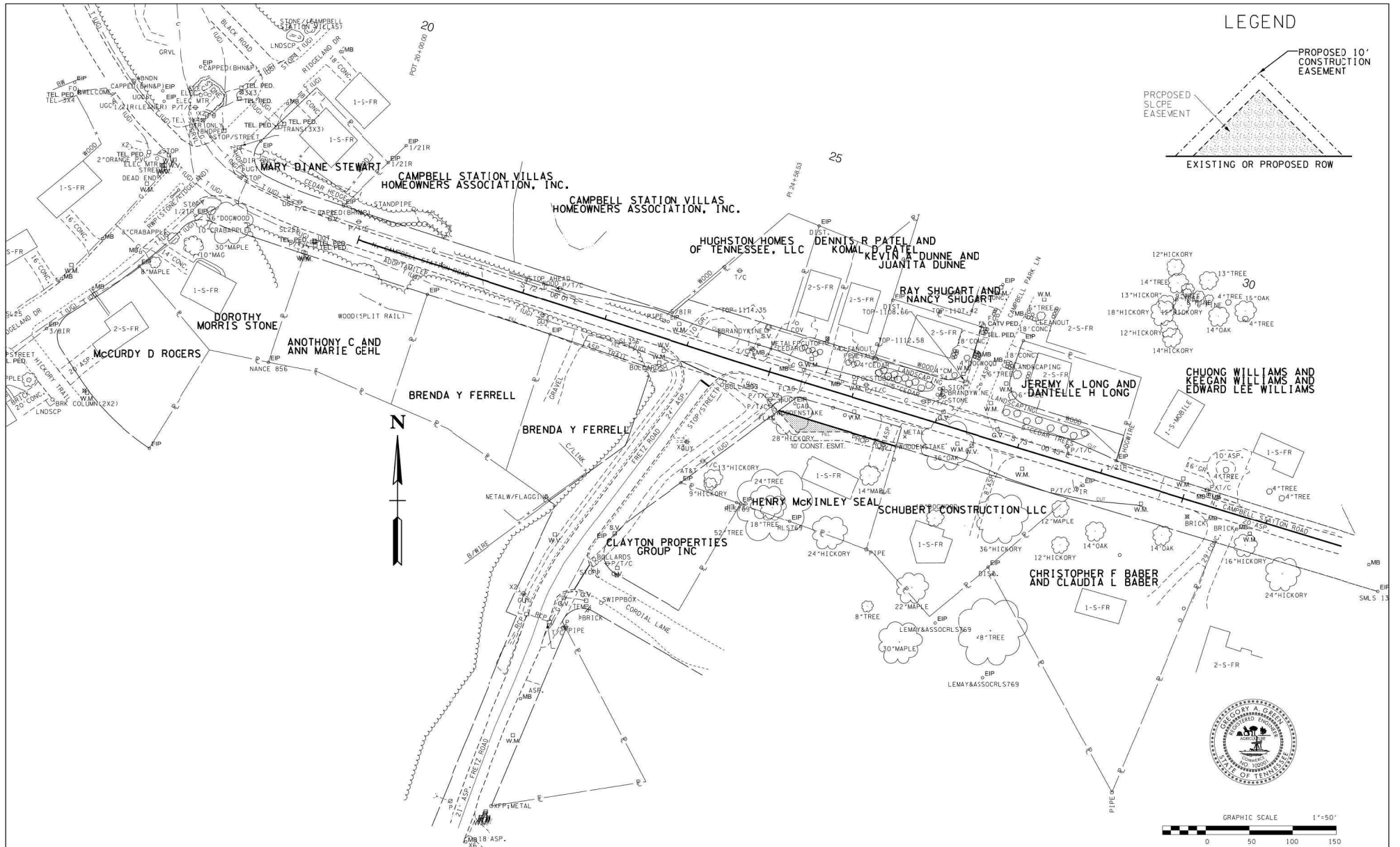


				ROBERT G. CAMPBELL & ASSOC., L.P. CONSULTING ENGINEERS KNOXVILLE, TENNESSEE	INTERSECTION IMPROVEMENTS AT N CAMPBELL STATION ROAD AND FRETZ ROAD	PROPOSED LAYOUT	DESIGNED BY	CHECKED BY	SCALE	SHEET NO. OF
		GG					RGC	1" = 50'		
DESCRIPTION REVISIONS		BY					CKD.	DRAWN BY	DATE	
							GG	FEB., 2022	20275	

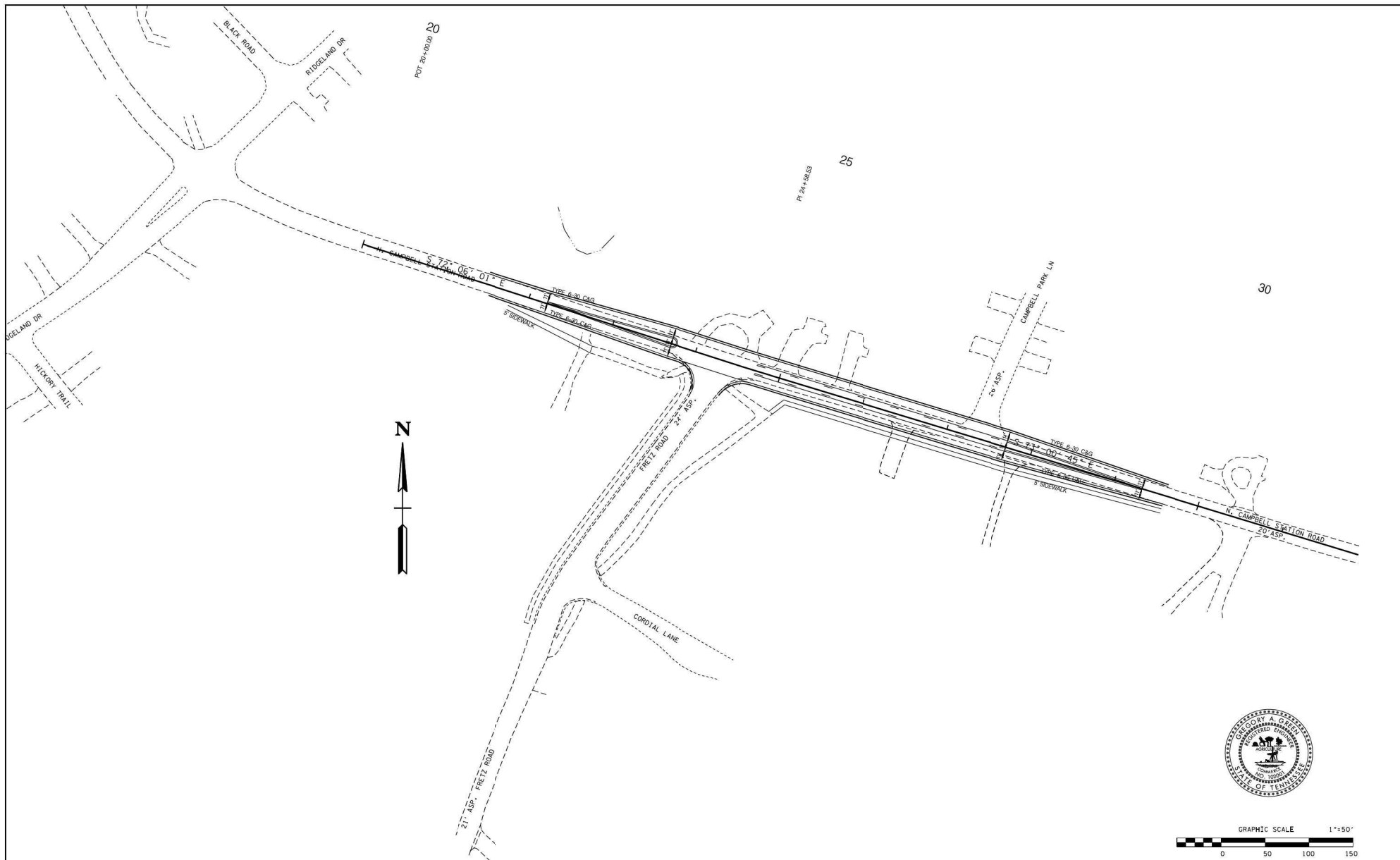


PROPOSED PAVEMENT SCHEDULE		
① BITUMINOUS SURFACING (ROADWAY) @ 1.25" THICK (APPROX. 132.5 lbs/Sq Yd) 411-02-10 ATC MIX (PG70-22) GRADING D		⑥ BITUMINOUS MATERIAL TACK COAT (T.C.) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 gal / Sq Yd)
② BITUMINOUS BINDER (ROADWAY) @ 2" THICK (APPROX. 226 lbs/Sq Yd) 307-02-08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	④ MINERAL AGGREGATE BASE - 8" DEPTH (ROADWAY) AND FULL DEPTH SHOULDERFS 303-01 MINERAL AGGREGATE, TYPE "A" BASE GRADING "D"	⑦ BITUMINOUS MATERIAL PRIME COAT (P.C.) 403-02 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (0.02 gal / Sq Yd)
③ BITUMINOUS BASE (ROADWAY) @ 4" THICK (APPROX. 460 lbs/Sq Yd) 307-02-01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A		⑧ COLD PLANING BITUMINOUS PAVEMENT 415-01.03 COLD PLANING BITUMINOUS PAVEMENT
	⑤ TYPE 6-30 COMBINED CURE & GUTTER (D=7") 702-03 CONCRETE COMBINED CURB & GUTTER	





						ROBERT G. CAMPBELL & ASSOC., L.P. CONSULTING ENGINEERS KNOXVILLE, TENNESSEE	INTERSECTION IMPROVEMENTS AT N CAMPBELL STATION ROAD AND FRETZ ROAD	PRESENT LAYOUT	DESIGNED BY	CHECKED BY	SCALE	SHEET NO. 4
		GG	RGC	1" = 50'								
NO.	DATE	DESCRIPTION	BY	CHKD.								
REVISIONS												
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					FEB., 2022							
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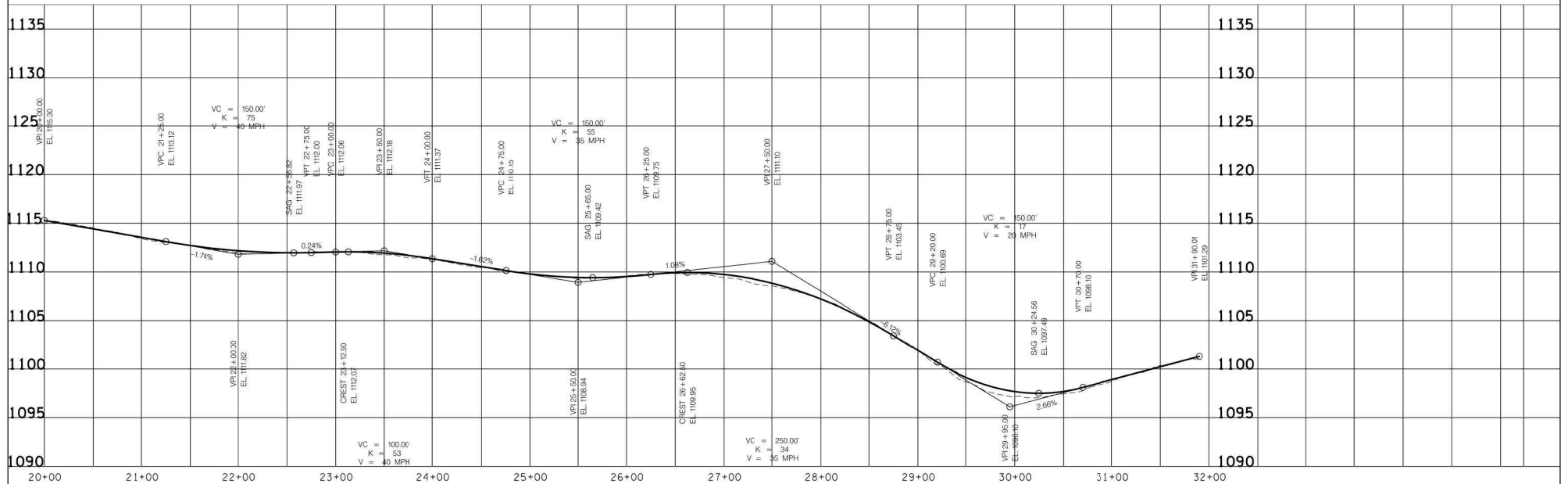


ROBERT G. CAMPBELL & ASSOC., L.P.
CONSULTING ENGINEERS
KNOXVILLE, TENNESSEE

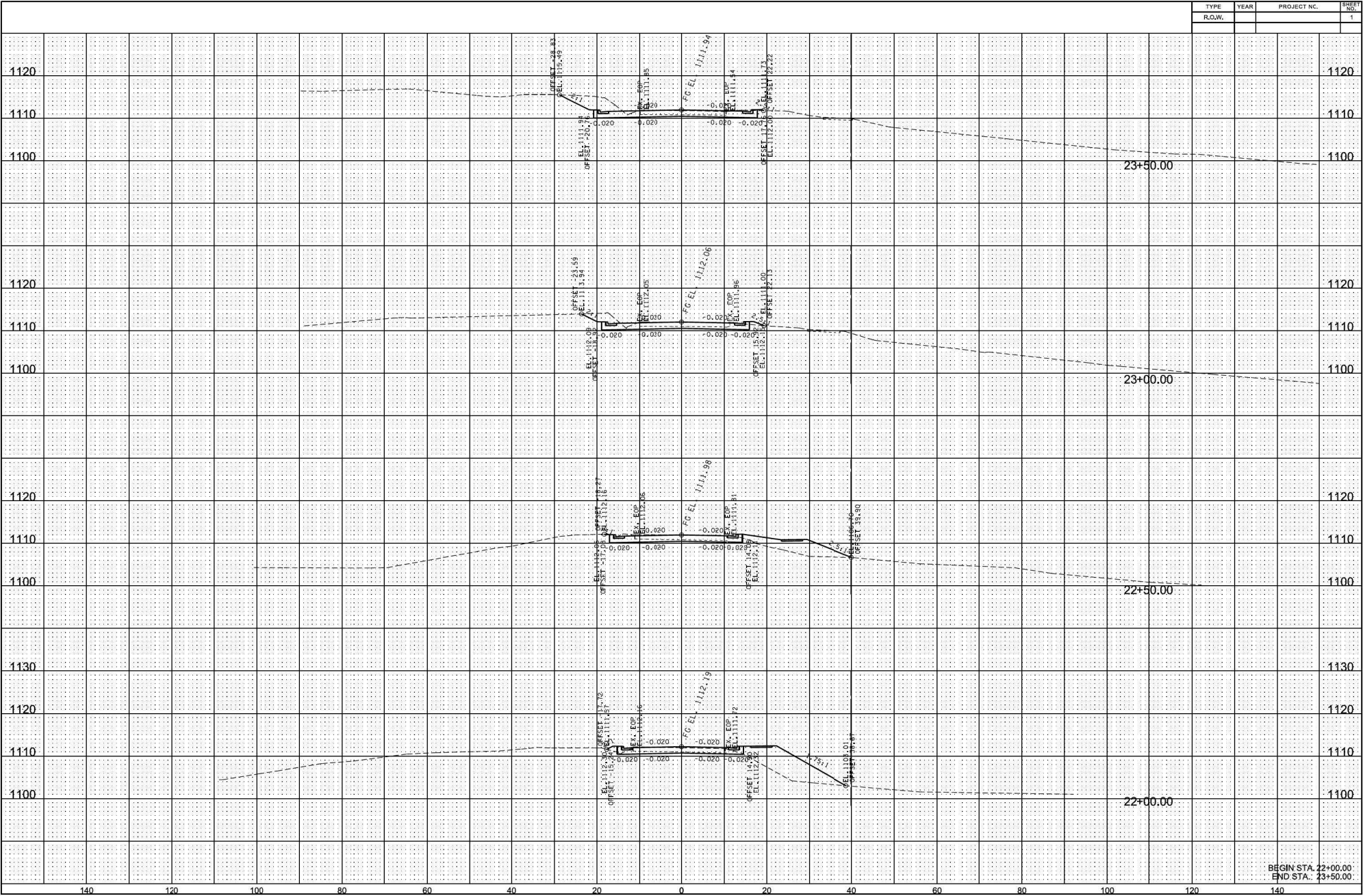
**INTERSECTION IMPROVEMENTS AT
N CAMPBELL STATION ROAD AND FRETZ ROAD**

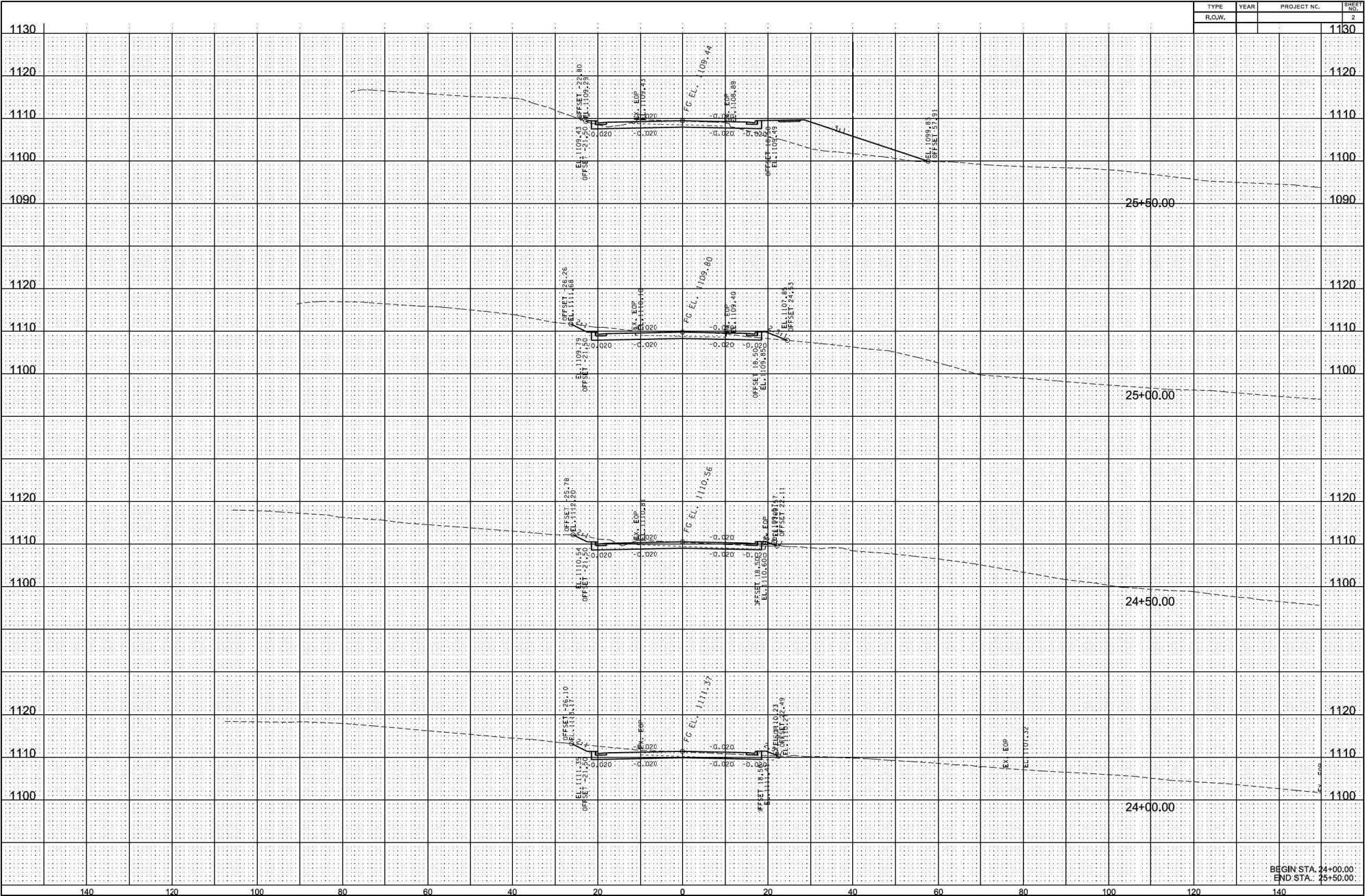
PROPOSED LAYOUT

DESIGNED BY GG	CHECKED BY RGC	SCALE 1" = 50'	SHEET NO. 4A
DRAWN BY GG	DATE FEB., 2022	FILE NO. 20275	OF SHEETS



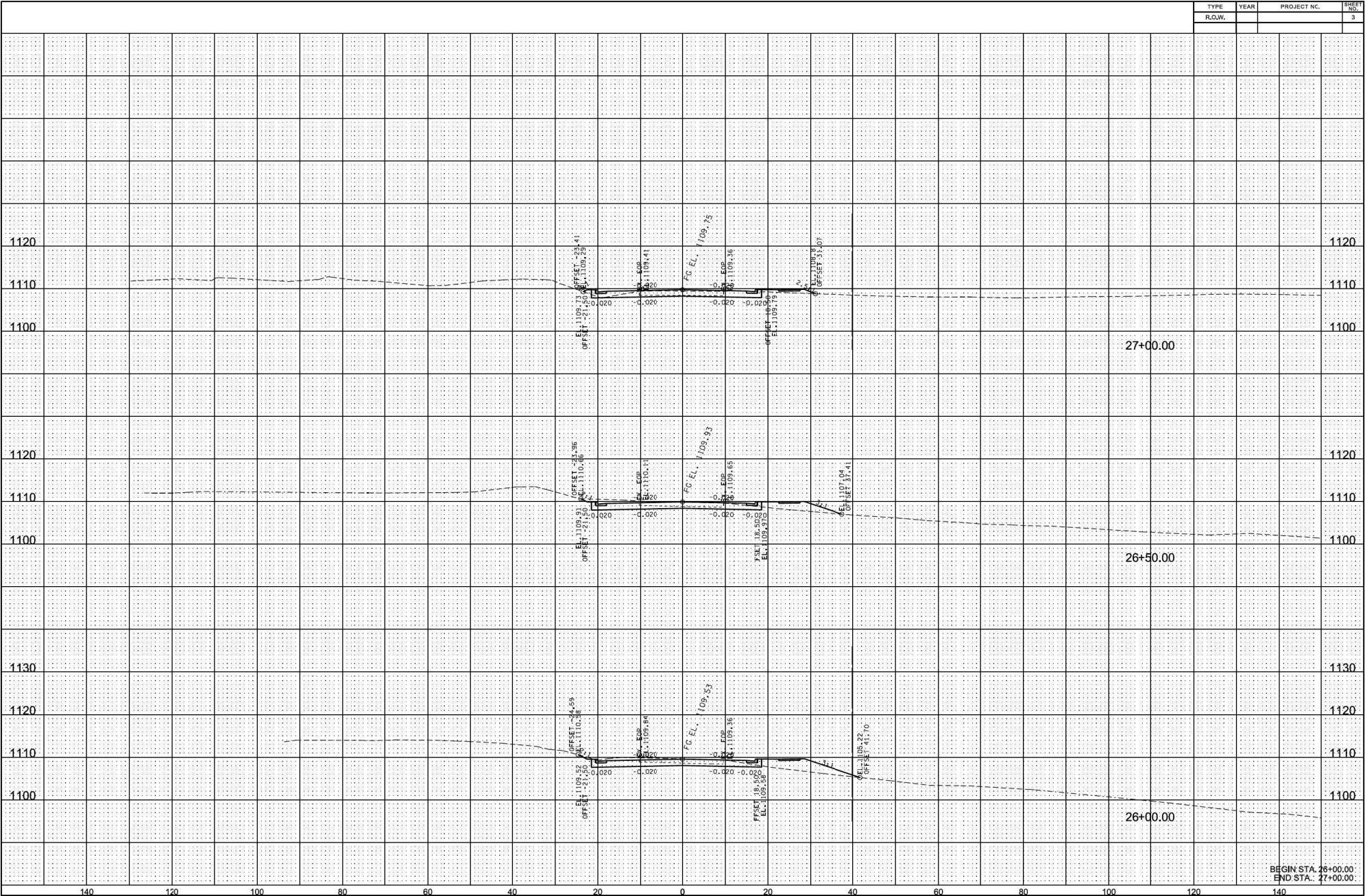
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.			2

BEGIN STA. 24+00.00
END STA. 25+50.00



		TYPE	YEAR	PROJECT NO.	SHEET NO.
		R.O.W.			4
1110					1110
1100					1100
1090					1090
1120					1120
1110					1110
1100					1100
1120					1120
1110					1110
1100					1100
1120					1120
1110					1110
1100					1100
1120					1120
1110					1110
1100					1100
BEGIN STA.: 27+50.00 END STA.: 29+00.00					

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.			5

29+50.00

BEGIN STA.: 29+50.00
END STA.: 29+50.00

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

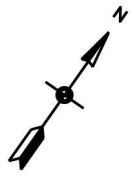
SUBJECT: Discussion and public hearing on a site utility plan involving a rebuild, upgrade, and partial relocation associated with the LCUB overhead transmission line along Turkey Creek Road from Virtue Road to a future substation along Concord Road (LCUB, Applicant)

INTRODUCTION AND BACKGROUND: This agenda item involves a request for approval of a transmission line upgrade for LCUB for a section extending from Virtue Road to Concord Road along Turkey Creek Road. The purpose of the upgrade is to improve reliability, adaptability, and resiliency of electrical service critical to service the rapid growth of this general area.

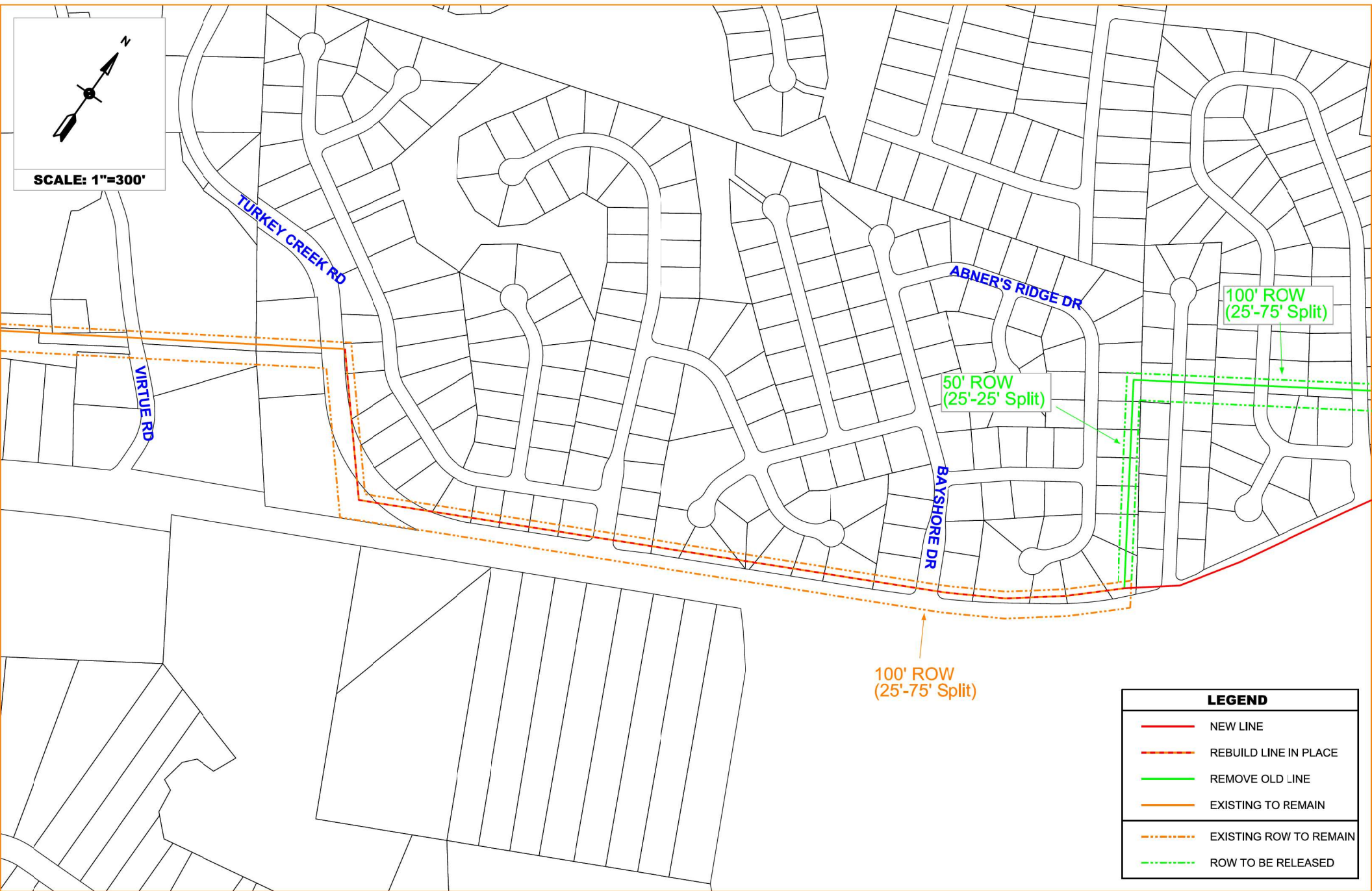
DISCUSSION: The project involves the replacement of several poles along the affected section. In some cases, the replacement poles will be more than twice the height of the poles being replaced. This additional height and the improved pole materials are necessary to accomplish the objectives of the project and provide the needed separation between upgraded lines. As shown on the project overview included in the packet, some existing overhead utility lines that are situated within existing subdivisions (Brixworth, Sailview, and Lake Haven) will be abandoned and the associated structures removed. This would be a substantial benefit to those affected residents.

A question for the Planning Commission is whether there is a preference in terms of the type of poles that should be used for those being replaced. To the west of the project along Boyd Station Road and McFee Road the transmission line poles have a gray galvanized finish. To the east of Virtue Road and in this project the poles that are proposed to remain have a brown weathered finish. Since the inlet between Virtue Road and Turkey Creek Road provides a large break in pole placement, the brown weathered finish poles may be the best option since they would be consistent with the poles that are to remain along this project.

RECOMMENDATION: A representative from LCUB will be at the meeting to review the project. Staff will be recommending approval subject to addressing the applicable conditions associated with a right of way permit issued through the Town's engineering department.



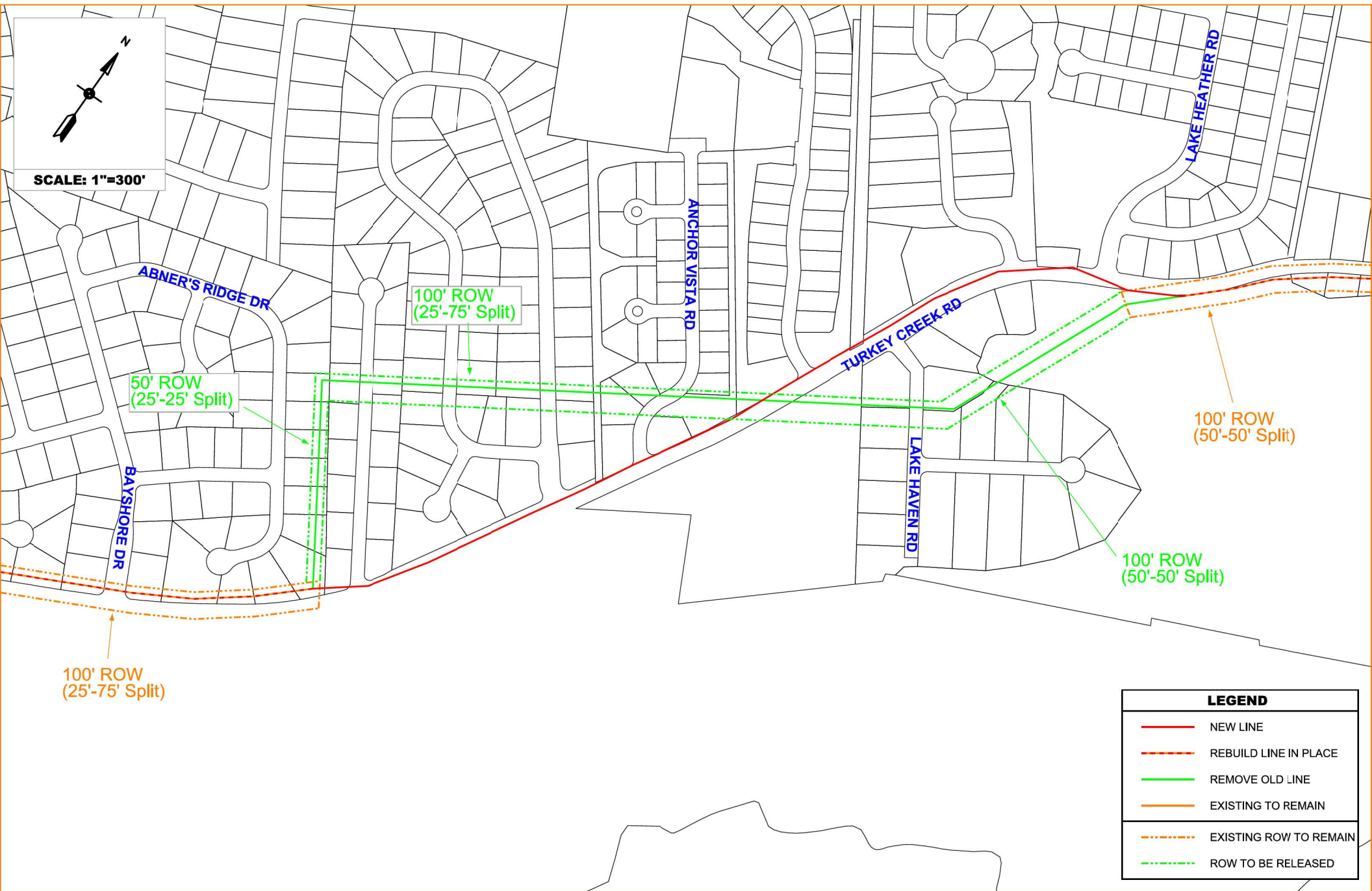
SCALE: 1"=300'



LEGEND	
	NEW LINE
	REBUILD LINE IN PLACE
	REMOVE OLD LINE
	EXISTING TO REMAIN
	EXISTING ROW TO REMAIN
	ROW TO BE RELEASED

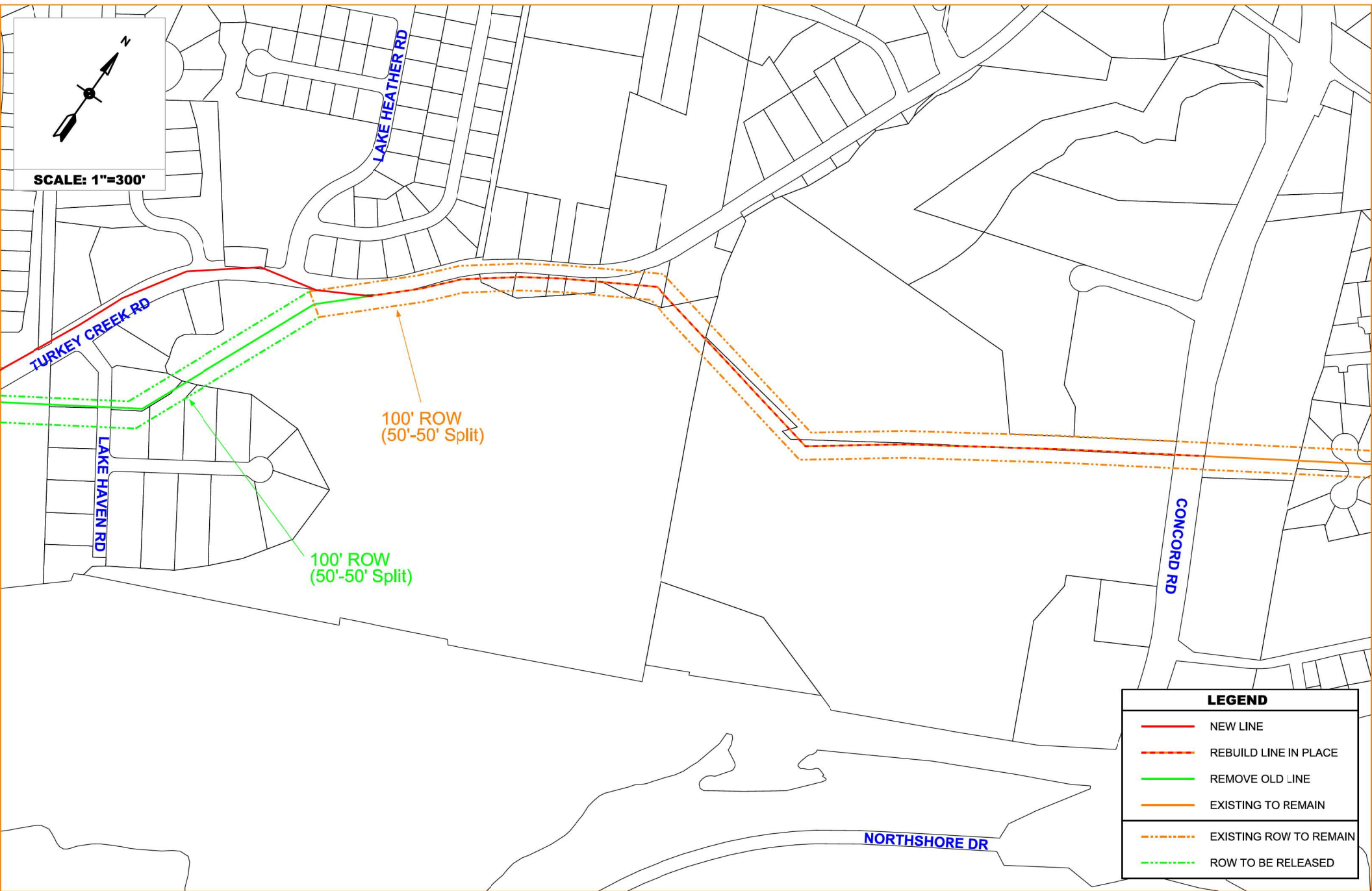


SCALE: 1"=300'



LEGEND

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- REBUILD LINE IN PLACE
- REMOVE OLD LINE
- EXISTING TO REMAIN
- EXISTING ROW TO REMAIN
- ROW TO BE RELEASED

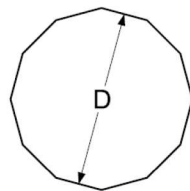


Pole Specifications for LCUB McFee to Concord Transmission Rebuild

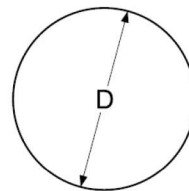
Overview:

All of the new transmission line poles for this project will be made of either steel or ductile iron. Poles will have either a round or faceted cross section, and this will be left to the discretion of the manufacturer. However, these new poles will likely have 12 sided cross sections based on past orders of poles of similar height and strength. Poles will have either a galvanized (gray), weathered (reddish brown), or a corrosion resistant, painted or color coated finish. The determination of the finish on the poles purchased will be determined by a combination of pricing, availability, and the Town's input. There are a small number of transmission line poles within the project area that will not be replaced. These include a galvanized steel pole on the West end of the project and a number of weathered finish poles starting at Structure 32.

Example Cross Sections and Estimated Diameters:



12-Sided



Round

Estimated Ground Level Diameters				
	Class			
	H1	H3	H5	H8
80'	17.52"	-	-	-
85'	18.11"	21.42"	25.23"	25.37"
90'	17.42"	22.22"	-	-

Examples of New Poles:

Galvanized Finish



Watt Rd near I-75

Weathered Finish



Kingston Pike near Watt Rd

Painted or Color Coated



Concord Road

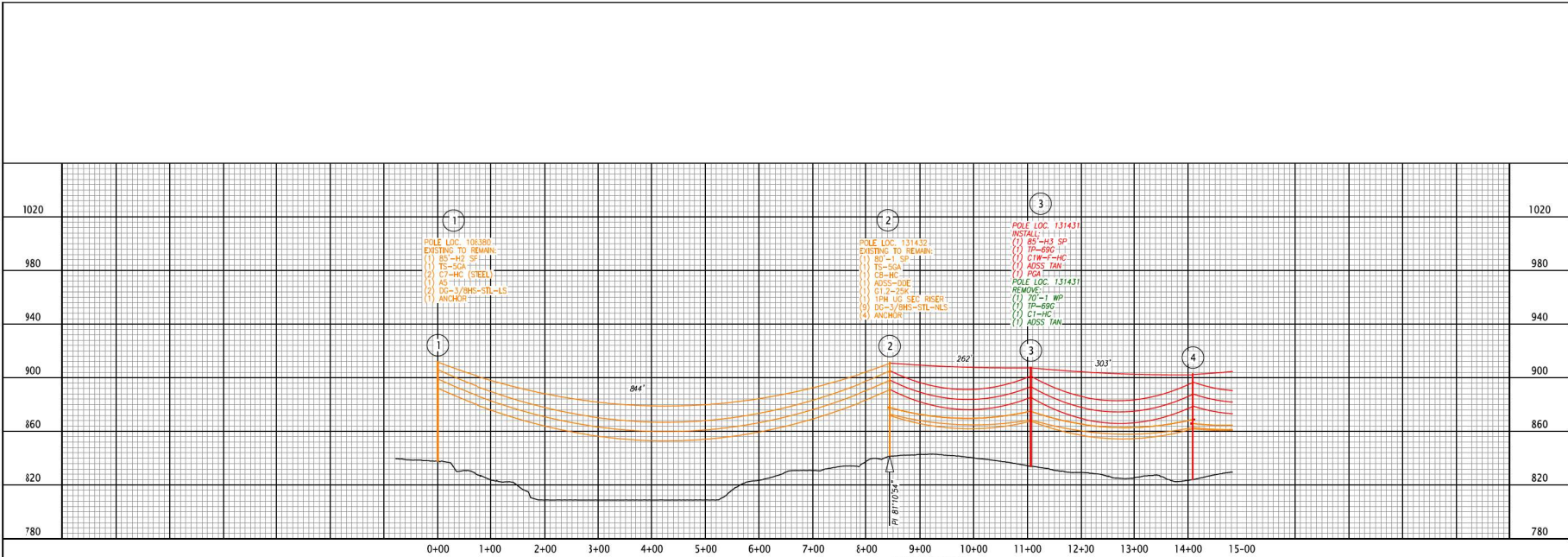
Examples of Poles and Structures Being Replaced/Removed:

Wood Poles



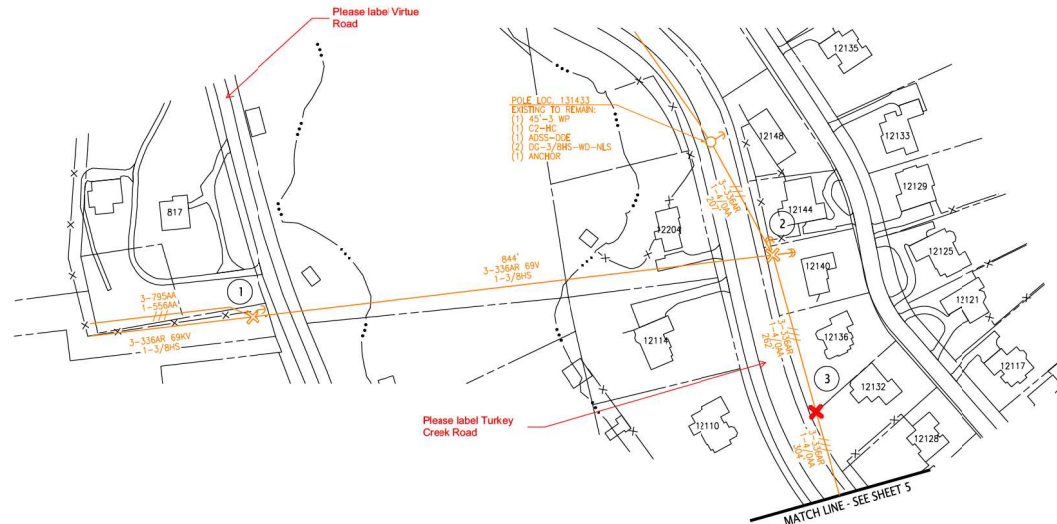
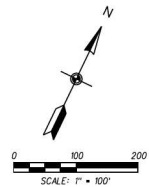
Steel Frames





NOTES:
1. REF. SHEET 2 FOR GENERAL NOTES AND LEGEND.

PROFILE NOTES:
1. 1-3/8"YS STEEL OHGW SHOWN AT 0' INITIAL SAG. DESIGN TENSION WITH 1/2" ICE, 4# WIND, 0'F + 0.3K, NESC HEAVY LOADING ZONE (H.L.Z.).
2. 1-795 KCMIL AAC ARBUTUS PER PHASE (69KV) SHOWN AT 212'F. FINAL SAG. DESIGN TENSION WITH 1/2" ICE, 4# WIND, 0'F + 0.3K, NESC H.L.Z.
3. 1-795 KCMIL AAC ARBUTUS PER PHASE (13KV) SHOWN AT 167'F. FINAL SAG. DESIGN TENSION WITH 1/4" ICE, 4# WIND, 15' + 0.2K, NESC MEDIUM LOADING ZONE (M.L.Z.).
4. 1-336 KCMIL AAC TULIP 13KV NEUTRAL SHOWN AT 120'F. FINAL SAG. DESIGN TENSION WITH 1/4" ICE, 4# WIND, 15' + 0.2K, NESC M.L.Z.



Final plan set will have to be signed and sealed.

Please include images of what the different replacement poles will look like in comparison with existing poles. On the images please call out materials and pole diameters.
Please include a cover sheet with a detailed summary of the scope of work, a listing of the sheets within the submittal, a location map, where lines are being abandoned, and a legend for all symbols used on the plans.

Please specifically address what is proposed for the utility easements that are being abandoned. Will the existing easements be sufficient for the upgraded system? Are any new easements needed. If so, they will have to be platted.

The location map should show the existing transmission line easement that is being used for the upgrade and the area where the line is being removed.

Many of the replacement poles are taller than existing poles. Again, it would be helpful to show visuals of what is existing vs. what is proposed.

Please notify affected residents and coordinate traffic control with the Town's Engineering Department.



10330 HARDEN VALLEY ROAD
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FAX: 865.690.6448
www.fulghummacindoe.com

FMA PROJECT
#311.097

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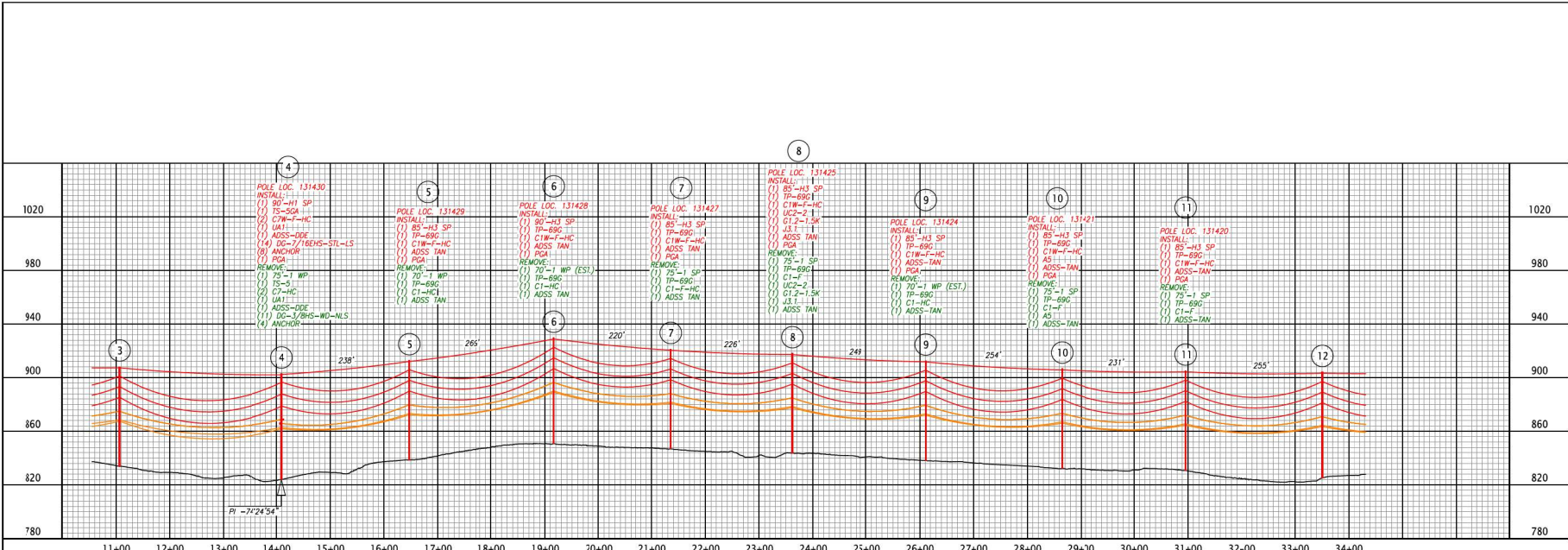
REV. NO.	DATE	REV. BY.	DESCRIPTION
A	03/23/2022	HAD	ISSUED FOR REVIEW

MCREE-LOVELL
TRANSMISSION LINE

**TURKEY CREEK ROAD
KNOX COUNTY, TN 37934**

**ELECTRICAL PLAN
AND PROFILE**

Designed By:	H. DUNCAN	Date:	03/23/2022
Drawn By:	S. MENARD	Scale:	
Approved By:	J. WALDEN		
Page Number:	Page 4 of 10	Job Order #:	



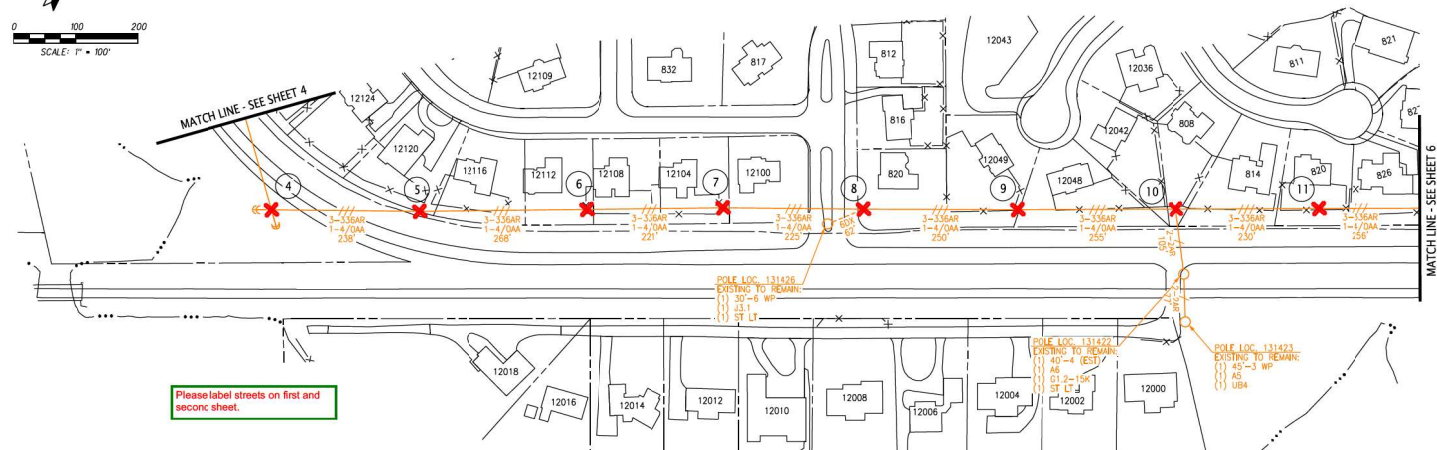
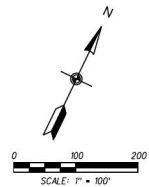
NOTES:

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Please label streets.

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4. 1-3/8" KCMIL A.C. "TULIP" 13KV NEUTRAL SHOWN AT 120°F. FINAL SAG. DESIGN TENSION WITH 1/4" ICE, 4# WIND, 15°F + 0.2K, NESC M.L.Z.



Please label streets on first and second sheet.



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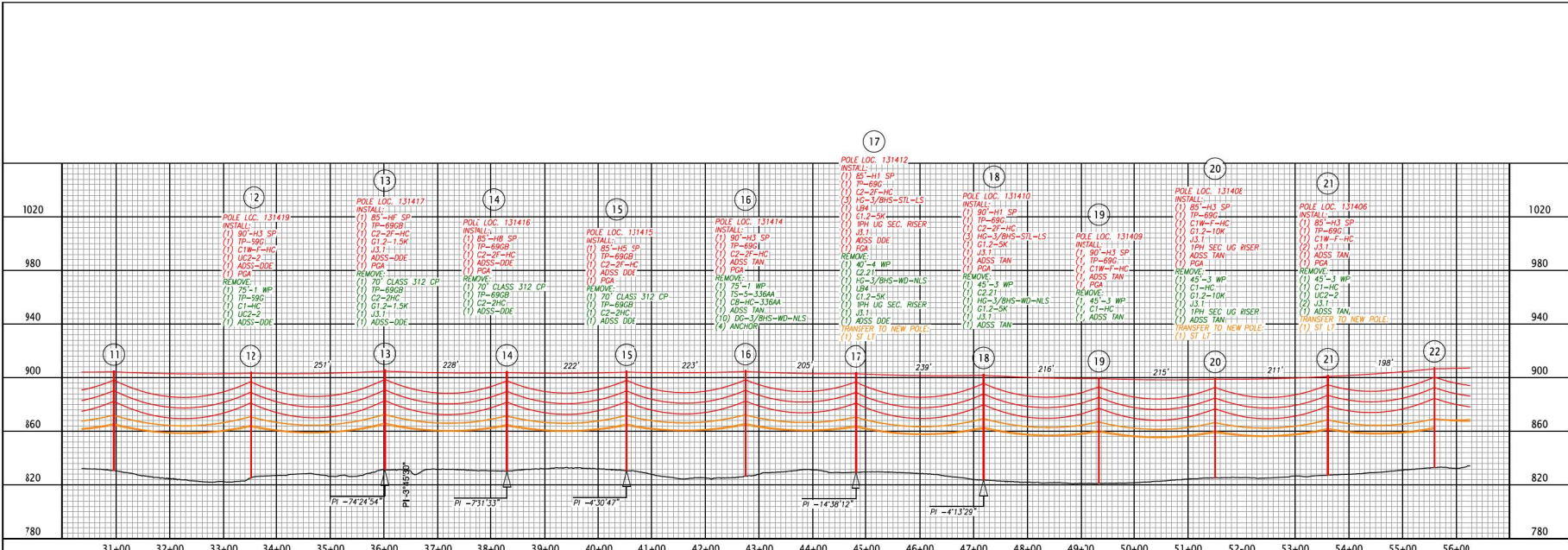
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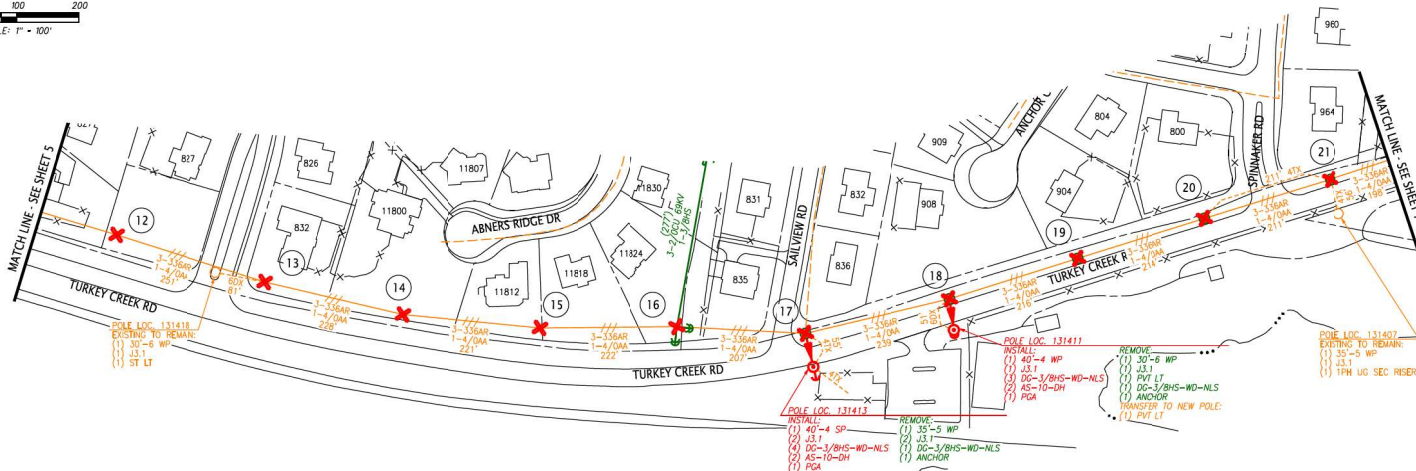
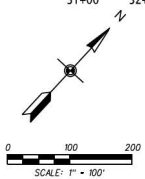


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- 1-795 KCMIL AAC ALUMINUM PER PHASE (13W) SHOWN AT 1677'. FINAL SAG. DESIGN TENSION WITH 1/4" ICE, 4# WIND, 15' + 0.2% NESC MEDIUM LOADING ZONE (M.L.Z.).
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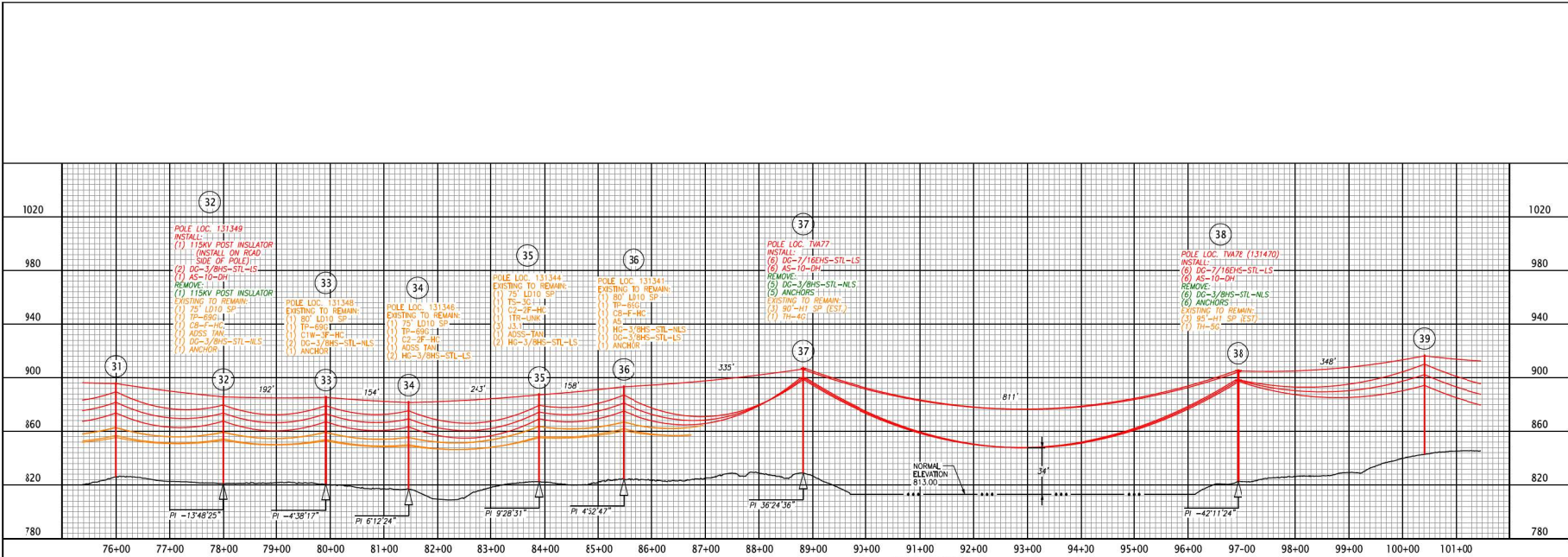
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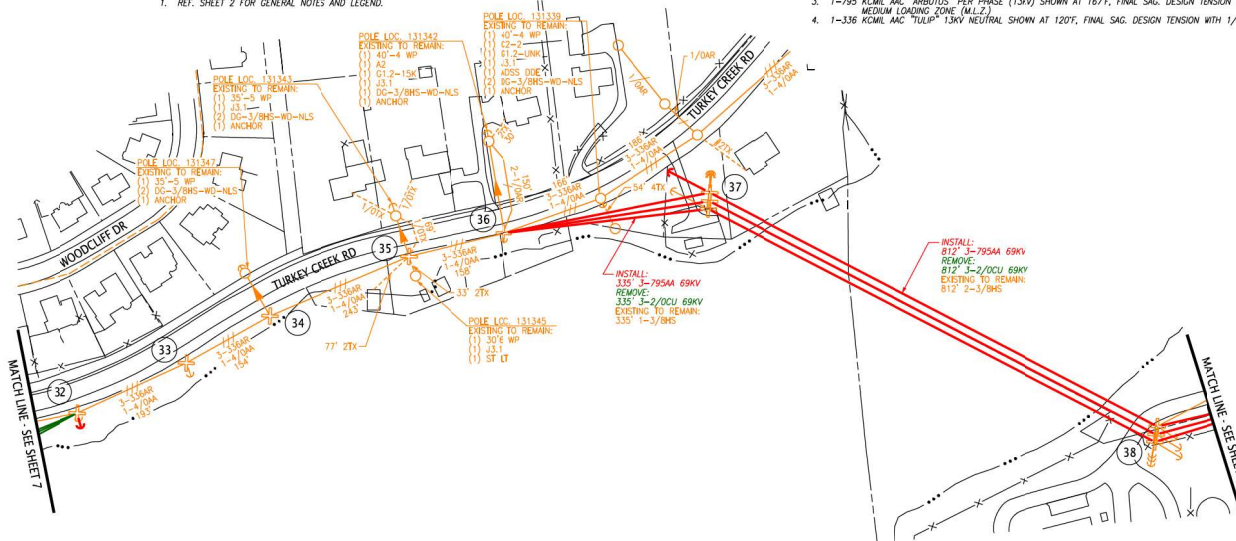
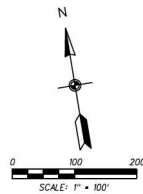


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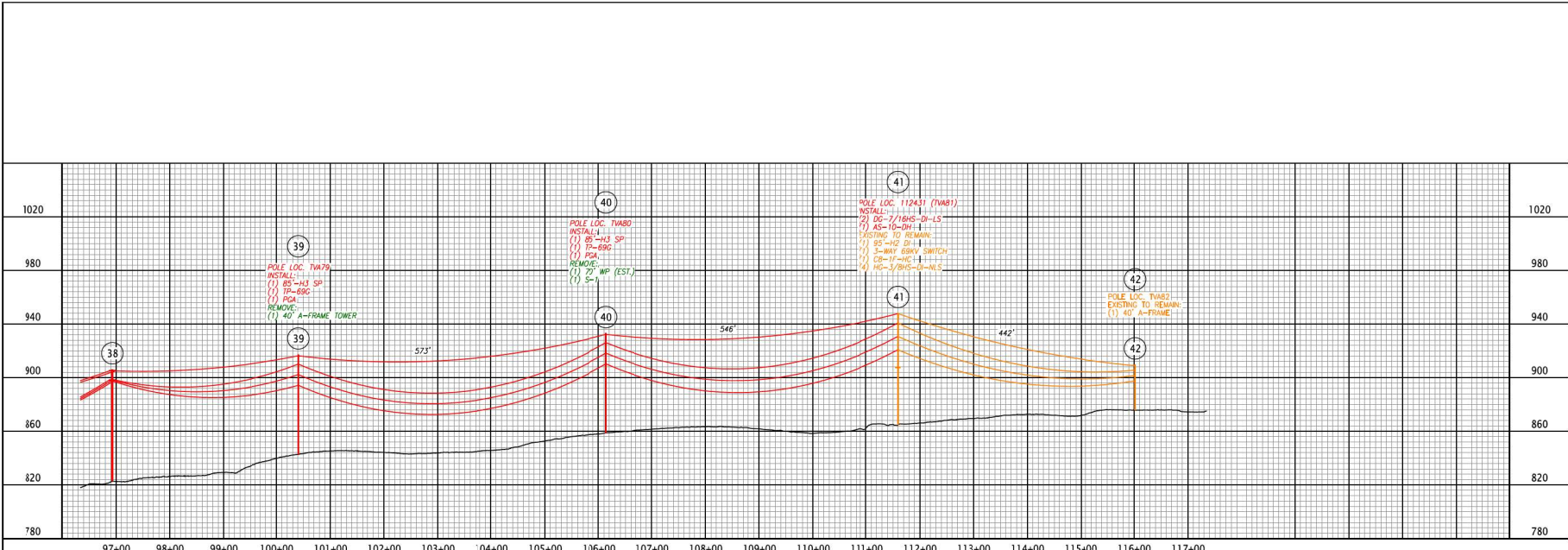
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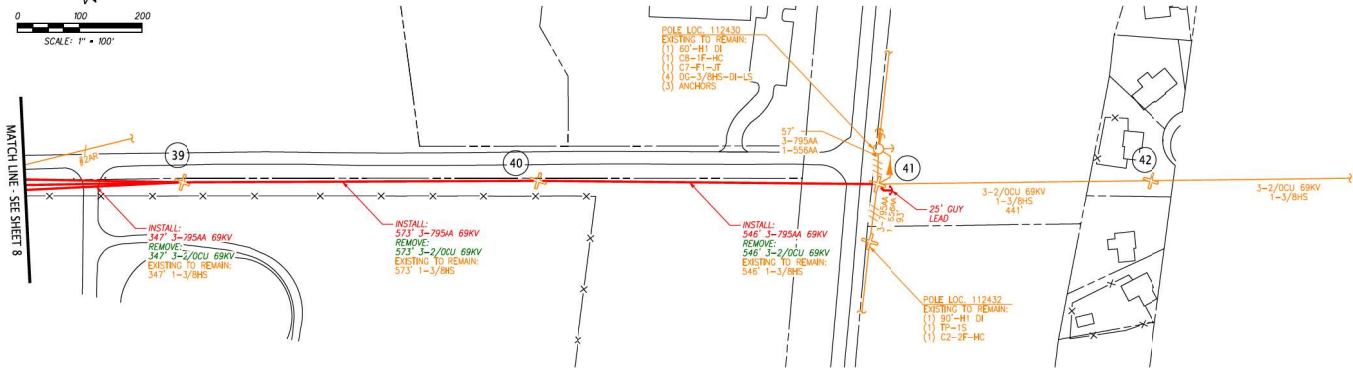
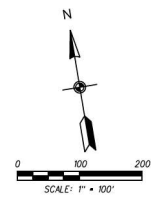
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REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Review a request for a recommendation of approval to the Board of Mayor and Aldermen for a variance of 163 feet from the distance between driveways and 96 feet from the distance between driveways and intersections requirements for collector streets, as provided for in the Driveways and Other Access Ways Ordinance, for a proposed boat launch ramp access onto the south side of Turkey Creek Road at 11409 Turkey Creek Road (William Schweitzer, Applicant)

INTRODUCTION AND BACKGROUND: The property located at 11409 Turkey Creek Road extends to both sides of the road with access to the lake on the south side of Turkey Creek Road. The applicant is requesting approval for a boat launch ramp access off Turkey Creek Road.

DISCUSSION: As proposed, the access would be offset from the access to the dwelling unit on the north side of Turkey Creek Road due to topographic issues on the south side of Turkey Creek Road. The proposed access would be roughly 104 feet from Lindsey Lane. On the Town's Major Road Plan, Turkey Creek Road is classified as a major collector. For this road classification, the minimum distance between driveways and between driveways and intersections is 200 feet per the Driveways and Other Access Ways Ordinance. The applicant's requested access would require a variance from each of these requirements.

RECOMMENDATION: As part of the review of this access request, the Town's engineering staff performed a sight distance analysis and determined that the sight distance was over 770 feet looking east and over 1,086 feet looking west. Each of these distances would easily comply with sight distance requirements for design speed associated with Turkey Creek Road. The requested access would also have very limited use and only serve one property owner for purposes of lake access only. Consequently, staff would be in support of the requested variances and the Planning Commission recommending to the Board of Mayor and Aldermen approval of the applicant's request. Staff would note that the applicant will still be responsible for obtaining the appropriate right of way permit for the access should the request ultimately be approved by the Board of Mayor and Aldermen.

BUILD KNOX CONSTRUCTION

310 Simmons Rd Suite E
Knoxville TN 37922
TN License 73291

6-14-2022

Subject property: 11409 Turkey Creek Rd Knoxville TN 37934

To whom it may concern;

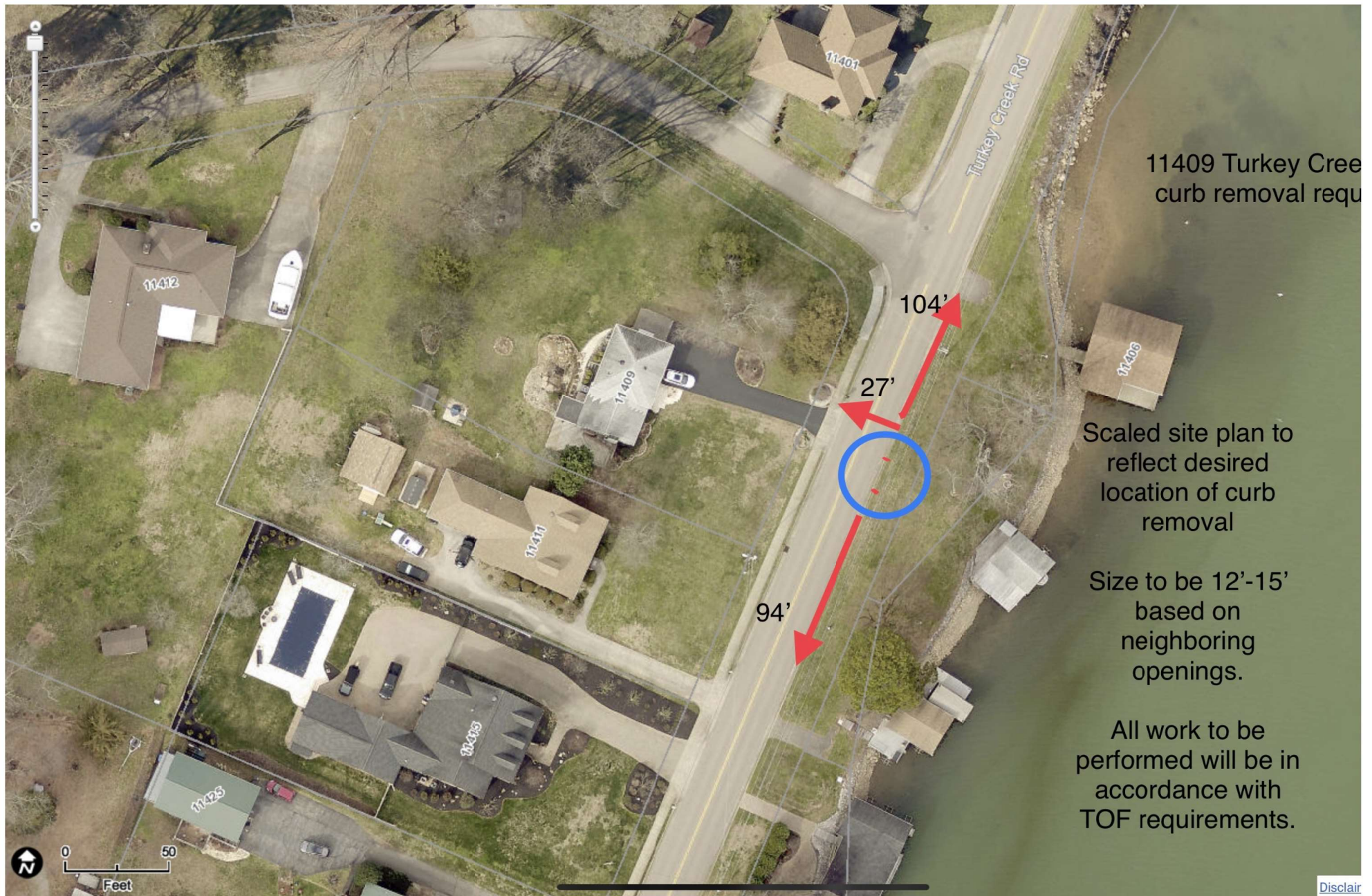
This is a request to cut the curb on the lake side of the subject property. We request an opening between 12' and 15' if possible. This is in keeping with the neighboring properties. This opening will fully comply with an requirements set forth by the Town of Farragut.

We submit this request primarily for safety reasons. During peak travel times of the day Turkey Creek Rd can be very busy making it difficult to cross the street to access the dock or lake. When bringing items from the house to the dock it increases the risk of accident when having to the cross the street. An opening would allow for a vehicle to park on the lake side of this property and safely unload as the neighboring properties are able to do when accessing their docks.

Thank you for your consideration on this matter.



William B Schweitzer Build Knox LLC TN license 73291



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on approval of a final plat for Phase 2 of the Meadows on McFee Subdivision, Parcels 019 and 014.04, Tax Map 162, 26.44 Acres, 48 Lots, Zoned R-1/OSR (Homestead Land Holdings, Applicant)

INTRODUCTION AND BACKGROUND: Due to incomplete field items, this was removed from last month's Planning Commission agenda. The applicant has been working to complete the field items and is now requesting approval of their final plat. The Phase 2 plat would finish out the Meadows on McFee Subdivision and includes 48 lots on 26.44 acres.

DISCUSSION: As discussed during the staff/developer meeting on July 5, the applicant mentioned that the only significant field item that was not complete was a short section (roughly 30 feet) of walking trail that would stub into the property to the north. This section has substantial drainage, and the project engineer is working on a plan to address this issue if approved by the Town Engineer. The applicant indicated that they may request that this remaining section be covered by a letter of credit and completed when the surface course is completed for this phase.

RECOMMENDATION: Included in the packet is the revised final plat. Staff will be inspecting the site to verify that required field items are complete or, where authorized, covered with a letter of credit.



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on approval of a final plat for Phase 1 of the Grove at Boyd Station Subdivision, Parcel 50, Tax Map 162, 6.87 Acres, 25 Lots, Zoned R-1/OSMR (Ryan Lynch, Applicant)

INTRODUCTION AND BACKGROUND: On May 20, 2021, the preliminary plat for the Grove at Boyd Station Subdivision was approved by the Planning Commission. A grading permit for the western half of the development was issued on July 28, 2021. Since that time the developer has been working on completing improvements shown on the approved preliminary plat. They are now requesting approval for the first phase of this subdivision which would include 25 lots on 6.87 acres. Specifically, this phase extends a public street (Iron Plow Drive) off the east side of the roundabout at McFee Road across from McFee Park. Also included in this phase is a cul-de-sac (Sweatleaf Lane) and walking trail sections to McFee Road and to the Cottages at Pryse Farms Subdivision.

RECOMMENDATION: Included in the packet is the revised final plat. Staff will be inspecting the site to verify that required field items are complete or, where authorized, covered with a letter of credit. Staff will also review the revised final plat to ensure that initial comments have been addressed.

TOTAL NUMBER OF LOTS: 25
TOTAL AREA OF LOTS: 6.87 ACRES

LINE LEGEND	SYMBOL LEGEND
CHAIN LINK FENCE	IRON ROD (ELEVATION)
POWER/TELE. POLE	IRON ROD SET

Certificate of Approval for Street Name

This is to certify that the subdivision shown here has been reviewed for compliance with the Knox County Uniform Street Naming & Addressing System Ordinance, and the road names are hereby approved for recording.

Date/ Knox County Addressing Division:

CERTIFICATION OF COMMON AREAS DEDICATION

As owner, in recording this plat I have designated certain areas of land shown hereon as common areas intended for use by the homeowners within **BOULE AT BOYD STATION PHASE 1** for recreation and related activities. The above described areas are not dedicated for use by the general public, but are dedicated to the common use of the homeowners within the named subdivision.

"Declaration of Covenants and Restrictions," applicable to the above named subdivision, is hereby incorporated and made a part of this plat.

Date/ Owner:

Certificate of Approval for Recording

I hereby certify that the subdivision plat shown here has been found to comply with the subdivision requirements for Farragut, Tennessee, with the exception of such variances, if any, as are noted in the notes of this plat. The plat is hereby approved for recording in the office of the county register of deeds.

Date/ Secretary, Planning Commission:

Certificate of Approval of Sewer System

I hereby certify that it has been certified to us that the sewer system outlined or indicated on the final subdivision plat entitled **BOULE AT BOYD STATION PHASE 1** have been installed in accordance with current local and state government requirements.

DATE: Name Title and Agency of Authorized Approving Agent

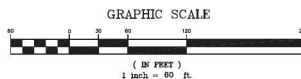
CERTIFICATION OF BONDING FOR REQUIRED IMPROVEMENTS

I certify that a security bond in the amount of \$_____ has been posted with the Planning Commission to assure the completion of streets, sidewalks, utilities, and other required improvements.

Date: Town Engineer

License No.:

CURVE #	BEARING	CHORD	RADIUS	LENGTH
C182	N88°40'41"W	26.11'	270.51'	26.12'
C183	S00°32'51"W	11.70'	175.00'	11.71'
C184	S11°27'16"W	54.70'	175.00'	54.92'
C185	N42°42'51"W	58.07'	45.00'	60.53'
C186	N83°44'48"W	21.72'	225.00'	21.73'
C187	S74°42'37"E	11.72'	275.00'	11.72'
C188	S81°13'19"E	50.72'	275.00'	50.79'
C189	S80°00'04"E	51.03'	225.00'	51.14'
C190	N77°14'05"W	35.93'	275.00'	35.95'
C191	S44°40'28"E	47.43'	75.00'	48.26'
C192	N52°53'13"W	17.75'	50.00'	17.84'
C193	N19°50'47"W	40.12'	50.00'	41.28'
C194	N29°34'46"E	42.17'	50.00'	43.53'
C195	N78°27'37"E	42.17'	50.00'	43.53'
C196	S48°03'59"E	44.62'	50.00'	46.25'
C197	S09°59'18"E	28.60'	50.00'	29.00'
C198	N07°48'14"W	47.43'	75.00'	48.26'
C203	S29°02'16"E	55.74'	175.00'	55.98'
C204	S08°02'16"E	47.72'	175.00'	47.87'
C205	N40°35'26"W	32.40'	25.00'	35.25'
C206	S84°26'14"W	113.30'	225.00'	114.53'
C207	S81°54'45"W	62.18'	225.00'	62.38'
C208	S25°42'34"W	23.67'	25.00'	24.66'
C209	N88°09'10"W	49.58'	275.00'	49.65'
C210	S81°43'27"W	66.56'	275.00'	66.72'
C211	S67°49'22"W	66.56'	275.00'	66.72'
C212	S37°25'16"W	33.11'	275.00'	33.13'



GPS SURVEY NOTE:
ALL BOUNDARY MONUMENTS AND SURVEY CONTROL WAS PERFORMED USING GPS RECEIVER: TOPCON Hiper SR NETWORK ROVER, DUAL FREQUENCY WAS USED (L1/L2). GPS SURVEY PERFORMED WAS NETWORK ADJUSTED REAL TIME KINEMATICS BASED ON TDOT GNSS NETWORK NAD83(NRIS0207) VERTICAL DATUM IS NAVD83. GEODROID. PRECISION OF THE GPS WORK RPA: 4 CM PLUS 50 PARTS PER MILLION (BASED ON THE DIRECT DISTANCE BETWEEN THE TWO CORNERS BEING TESTED). DISTANCES HAVE NOT BEEN REDUCED TO GND.

DRAWN BY:	REVISIONS
PK	1
CHECKED BY: R. LYNCH	2
APPROVED BY: R.S.L.	3
SCALE: 1"=60'	4
DATE: 04/17/2021	5
	6

TOTAL BUILDING AREA
0.75 X 132.16 = 99.12 AC
99.12 AC X 0.25 = 24.78 AC
24.78 AC / 285 = 0.087 AC
= 3787.4 SF/DU

TOTAL LOT COVERAGE
0.75 X 132.16 = 99.12 AC
99.12 AC X 0.35 = 34.69 AC
34.68 AC / 285 = 0.1217 AC
= 5302.4 SF/DU

LOCATION MAP NO SCALE

GENERAL NOTES

- IRON PINS SET AT ALL CORNERS. BY THIS SURVEY, UNLESS OTHERWISE NOTED, ALL NEW PROPERTY MONUMENTS ARE 1/2" X 18" REBAR IRON PINS WITH PLASTIC CAP STAMPED "LYNCH 2447".
- CLT TAX MAP 162 PARCELS: 009.01, 050, 050.01, 054.01.
- DEED REFERENCES - 009.01-20030205-0068778, 050-20030205-0068778, 050.01-20030205-0068774, 054.01-20030205-0068775.
- THIS PROPERTY IS ZONED: F-1 (F-1) (C-1) ZONING ARE AS FOLLOWS:
FRONT YARD: 25 FEET
BUILDING SETBACKS FOR (F-1, C-1) ZONING ARE AS FOLLOWS:
FRONT: 25 FEET
SIDE YARD: (MINIMUM OF 20 FEET BETWEEN BUILDINGS) 10 FEET UNLESS SHOWN OTHERWISE.
REAR: 25 FEET
PERIPHERY (PROPERTY LINE) 50 FEET
ATTACHED UNIT SETBACKS ARE PER TOP ZONING ORDINANCE.
- THIS PROPERTY DOES NOT LIE WITHIN A 100/500 YEAR FLOOD ZONE PER FIRM FLOOD INSURANCE RATE MAP NUMBER: 47093C0356F.
- NORTH NOTATION: NAD83(2011).
- RELEASE OF CUB (TVA) POWERLINE EASEMENT TRAVERSING THIS PROPERTY IS REQUIRED IN DEED 200302050068778 AND 200302050068779.
- SOUTHERN RAILROAD REAL ESTATE MAP DATED 1947, DRAWING NUMBER: 047-060.
- ALL WALKING TRAILS SHALL HAVE A 25' EASEMENT IN FAVOR OF THE TOWN OF FARRAGUT AND ARE RESERVED FOR PUBLIC USE. UPON COMPLETION OF CONSTRUCTION OF WALKING TRAILS, THE TOWN OF FARRAGUT SHALL ACCEPT MAINTENANCE AND LIABILITY OF USE OF SAID EASEMENTS.
- A 15' UTILITY EASEMENT EXISTS, 7.5' EITHER SIDE OF WATER AND SEWER LINES AS INSTALLED.
- REFERENCE TO TDOT R.O.M. MAP FOR MOORE ROAD LAST REVISED 03-18-2005 KNOX COUNTY PROJ 47956-3019-54 TD PROJ. SP-M-6700(39).

Certificate of Approval of Water System

I hereby certify that it has been certified to us that the water system outlined or indicated on the final subdivision plat entitled **BOULE AT BOYD STATION PHASE 1** have been installed in accordance with current local and state government requirements.

DATE: Name Title and Agency of Authorized Approving Agent

Certificate of Electric, Gas and Telephone Availability

This is to certify that every lot within this subdivision has available to it a source for the service identified by signature(s) below which service source is adequate to accommodate the reasonable needs of such lot as to such service with such subdivision.

DATE: Name Title and Agency of Authorized Approving Agent
DATE: Name Title and Agency of Authorized Approving Agent
DATE: Name Title and Agency of Authorized Approving Agent

Certification of Class and Accuracy of Survey

I HEREBY CERTIFY THAT THIS IS A CATEGORY "IV" SURVEY IN ACCORDANCE WITH THE TENNESSEE STANDARDS OF PRACTICE. CERTIFICATE OF SURVEY: 07/08/2022

RYAN S. LYNCH
Registered Surveyor
No. 2447



SURVEY FOR:

FINAL PLAT OF:

LYNCH SURVEYS LLC
SUBDIVISIONS | AS-BUILTS | SITE DESIGN
4405 COSTER RD. KNOXVILLE, TENN. 37912
865-584-2630 FAX: 865-584-2801 WWW.LYNCHSURVEY.COM



HOMESTEAD LAND HOLDINGS, LLC
122 Perimeter Park Drive
Knoxville, Tennessee 37922
Phone 865-966-8700

GROVE AT BOYD STATION - PHASE 1, Unit 1
CLT: 162 009.01, 162 050, 162 050.01, 162 054.01
Town of Farragut, Tennessee
District 6, Knox County, Tennessee

SHEET NO:
1 OF 1
PROJECT NO.
4400

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on approval of an updated concept master plan for an amendment to the Town Center at Biddle Farms PCD to include 47 townhome units in an area identified on the original concept master plan as “future development.” (Budd Cullom, Applicant)

INTRODUCTION AND BACKGROUND: As part of a rezoning to the Planned Commercial Development District (PCD) a Development Plan is required which consists of a survey, a written narrative, and a concept master plan. Once a property is rezoned, future modifications are categorized into “minor” vs. “major.” When the property associated with the Town Center at Biddle Farms was rezoned to PCD, a couple of areas were designated as “future development.”

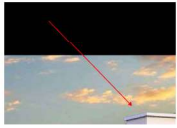
At the May 19, 2022, Planning Commission meeting, the developer presented, for discussion purposes, the concept of building townhome units in one of the areas that was originally shown as “future development” on the concept master plan included with the rezoning request. This use was favorably received by the Planning Commission. Since this would involve new construction and increased density in comparison to the original rezoning, this would be classified as a “major modification” and subject to review and approval by both the Planning Commission and the Board of Mayor and Aldermen.

RECOMMENDATION: Included in the packet are responses to initial staff comments and the revised narrative and concept master plan associated with the townhome addition to the Town Center at Biddle Farms rezoning. Also included is an updated traffic study report that addresses the trip generation from the proposed townhome addition to this overall project.

Please note that, if this modification is recommended for approval and ultimately approved by the Board of Mayor and Aldermen, a preliminary plat followed by a final plat will be required and presented to the Planning Commission for approval. Amending the rezoning request is the first step in this process.

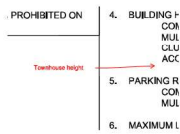
Farragut Townhouses Concept Plan Revision to Biddle Farms PCD Initial Staff Comments.pdf Markup Summary

Arrow (1)



Subject: Arrow
Page Label: 32
Author: mshipley
Date: 6/27/2022 9:23:35 AM
Status:
Color: ■
Layer:
Space:

Callout (3)



Subject: Callout
Page Label: 10
Author: mshipley
Date: 6/23/2022 4:37:41 PM
Status:
Color: ■
Layer:
Space:

Townhouse height

Height has been added to sheet CP-1



Subject: Callout
Page Label: 32
Author: mshipley
Date: 6/27/2022 9:23:25 AM
Status:
Color: ■
Layer:
Space:

These columns may not be used in this scale.

The iconic element is still under design review so we have eliminated this page and will submit for review and approval once the design has been finalized.

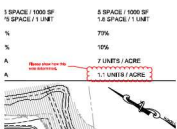


Subject: Callout
Page Label: 35
Author: bhose
Date: 6/28/2022 10:10:44 AM
Status:
Color: ■
Layer:
Space:

Additional ROW added to provide turn-around. Refer to sheet PPA-1

The configuration of this public road area could be problematic. There is no turn-around area apart from going on the private drive elements. It is also going to be difficult to separate the public maintained areas/sections from the private. It should really be a more standard/traditional cul-de-sac, t-configuration with adequate turn-around areas, or a loop. The rear access drives would then access the internal public road in the same manner as other rear entry alley type developments in town.

Cloud+ (4)



Subject: Cloud+
Page Label: 10
Author: mshipley
Date: 6/23/2022 4:36:54 PM
Status:
Color: ■
Layer:
Space:

Please show how this was determined.

Density is calculated considering the total PCD development.

WIRKAWIT MUNICIPAL LAUREL - TREE FRUIT
OLE, AQUATIC BUFFER, AND STORMWATER
DRAINAGE. REGIONAL MULTIFAMILY DEVELOPMENT IS PR
IE DEVELOPMENT TRACTS 1 AND 2

Please label these on the plan.

Subject: Cloud+
Page Label: 10
Author: mshipley
Date: 6/23/2022 4:41:02 PM
Status:
Color: ■
Layer:
Space:

Please label these on the plan.

Tracts 1 & 2 have been labeled on the plans.
Refer to sheet CP-1



Subject: Cloud+
Page Label: 4
Author: mshipley
Date: 6/23/2022 4:59:50 PM
Status:
Color: ■
Layer:
Space:

Please modify to reflect the latest retail building elevations.

This sheet has been revised to reflect the approved retail building elevations.

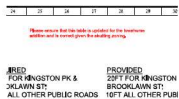


Subject: Cloud+
Page Label: 38
Author: mshipley
Date: 6/27/2022 9:56:29 AM
Status:
Color: ■
Layer:
Space:

Has this been included in and updated for the official traffic impact study?

This sheet has been revised to reflect the TIS letter amendment submitted to the Town on 06-20-22.

Text Box (12)



Subject: Text Box
Page Label: 10
Author: mshipley
Date: 6/23/2022 4:40:01 PM
Status:
Color: ■
Layer:
Space:

Please ensure that this table is updated for the townhome addition and is correct given the abutting zoning.

Table has been updated and adjacent zoning is shown on the plans. Refer to sheet CP-1

For the final LOMR, please ensure the buildings meet the Town's freeboard requirements of 4 feet above the BFE.

Subject: Text Box
Page Label: 10
Author: mshipley
Date: 6/23/2022 4:42:23 PM
Status:
Color: ■
Layer:
Space:

Per the final LOMR, please ensure the buildings meet the Town's freeboard requirement of 4 feet above the BFE.

Per CLOMR approval last week, we are showing a minimum of 2' above the BFE.

Refer to sheet CP-1

Please consider updating the images to the latest elevations and to include some of the townhome elevations.

Consistent with the elevation of a building, the elevation of the building's roofline should be shown. The elevation of the building's roofline should be shown. The elevation of the building's roofline should be shown.

Subject: Text Box
Page Label: 21
Author: mshipley
Date: 6/23/2022 4:47:59 PM
Status:
Color: ■
Layer:
Space:

Please consider updating the images to the latest elevations and to include some of the townhome elevations.

This sheet has been revised to add the Townhome elevation.

This sheet has been revised to include the addition of the Townhomes.

This sheet has been revised to include the addition of the Townhomes.

Refer to plan sheets PPA-1 and XS.

This sheet has been revised to include the addition of the Townhomes.

This sheet has been revised to include the addition of the Townhomes.

Yes. See the detail added to the Concept Plan for detailed info. Sheet CP-1.

Please verify that with the townhome addition there is still at least 10% open space in this PCD project.

THE
RECEP
FAMILY

Subject: Text Box
Page Label: 34
Author: mshipley
Date: 6/27/2022 9:25:44 AM
Status:
Color: 
Layer:
Space:

Please verify that with the townhome addition there is still at least 10% open space in this PCD project.
Yes, there is 10% open space as noted on the Concept Plan.

Please verify that these cross sections to be consistent with the stamped approved site plan set and to include the townhome street cross sections.



Subject: Text Box
Page Label: 36
Author: mshipley
Date: 6/27/2022 9:54:30 AM
Status:
Color: 
Layer:
Space:

Please update these cross sections to be consistent with the stamped approved site plan set and to include the townhome street cross sections.
Refer to plan sheets PPA-1 and XS.

Can you please provide color renderings of the latest building elevations.

Subject: Text Box
Page Label: 24
Author: mshipley
Date: 6/29/2022 11:52:25 AM
Status:
Color: 
Layer:
Space:

Can you please provide color renderings of the latest building elevations.
A color rendering of the Townhomes has been added to the resubmittal package.



BIDDLE FARMS
FARRAGUT TOWN CENTER



6312 Kingston Pike, Suite C
Knoxville, TN 37919 (865)588-5171

PCD Rezoning and Land Use Map Amendment Package
Townhome Addition - June 2022



Table of Contents

- 1) PCD Objectives
- 2) Rezoning Exhibit
- 3) Survey Exhibits
- 4) Conceptual Site Plan
- 5) Conceptual Grading Plan
- 6) Conceptual Utility Plan
- 7) Conceptual Landscape Plans
- 8) Conceptual Tree Preservation & Env. Sensitive Area Maps
- 9) Public Gathering, Hardscape, and Paving Elements
- 10) Architectural Design Statement
- 11) Architectural Design Elements
- 12) Preliminary Townhome Elevations and Sample Unit Footprints
- 13) Conceptual Signage Vision
- 14) Common Space and Pedestrian Access Exhibit
- 15) Town Right of Way Dedication Exhibit & Cross Sections
- 16) Hydrology Study Summary and Recommendations
- 17) Traffic Study Summary and Recommendations
- 18) Construction Schedule and Phasing Exhibits

The materials presented in this package outline the conceptual design intent for the project as of June 2022, and will be further developed in the design phase of the project.





PCD PLANNING OBJECTIVES

Introduction:

The concept site plan is the product of the merger of:

- The Town of Farragut's desire and vision to create a "downtown" for the community in which a village scale could be complimented with a mixed-use blend of commercial, office, residential, and public place components; with
- Private development goals of advancing high quality and distinctive retail/commercial and multi-family residential for the community of Farragut.

Into a single master planned development on the site known as Biddle Farms.

The existing site is occupied by a tired retail strip, a collection of independent out parcels, an extensive flood plain, storm water retention for the Kroger retail development west of the site, and a natural all-season creek that flows north to south through the long axis of the site.

This fusion of public and private objectives is guided by a vision document and design guidelines created by the Town of Farragut. Those guidelines seek a development pattern that promotes a pedestrian friendly setting where outdoor browsing and dining, special events, and street activities can animate the

Site Evaluation:

The site possesses challenges and opportunities. Key elements of which are, the flood plain and the creek, that both govern net site usability. Out parcels separately owned must be honored within the overall property boundary and access for their continued use protected.

The existing retail complex is seen as outdated and is not considered worthy of protection.

Much of the site was built in compliance with FEMA regulations and marginally meet the federal guidelines that standard imposes. Farragut imposes a greater standard which negatively affects all the existing structures and infrastructure.

As part of a master planning effort, the hydrology of the area must be evaluated and the storm water management governing retention, storage, outflow, and water quality must be applied to moderate flooding that occasions the site and improve impacts on neighboring sites downstream from the subject parcel.

The development vision, while it considers the entirety of the Biddle Farm, will focus on a select portion of the site assigned to the development vision. This section will largely overlay the existing impervious surfaces

development in a 24/7 setting, and where residents within the Town Center can enjoy the "downtown" as an added quality of life amenity.

By contrast to the pedestrian experience, parking lots are directed to be largely shielded from public view along the internal street. Street parking by exception using angled or parallel spaces along internal and some external streets are intended to serve as both calm traffic and convenient access to commercial venues.

The primary frontage on Kingston Pike seeks a "main street" intersection aligned with the existing signal in serving the high school to the north. Brooklawn Street shall define the westerly border, Concord Road the easterly border, and Campbell Station Road the southern border.

Within limits of environmental restrictions all four street shall seek interconnectivity through the site so to allow both vehicular and pedestrian movement to access the "town center" from any direction and discharge accordingly.

A limited number of older structures that were part of the Biddle farm may be viewed as of historic value and were to be considered in the planning. of the prior retail occupancies and extend southerly along Brooklawn Street. Much of the remaining lands will be held in reserve for "open space" and storm water detention. This open space could prove of value as a public place suitable for informal events, open air activities, and leisure enjoyment.

The creek with its wooded shoulders, offers an ideal opportunity to have a lineal park reaching through the site offering pedestrian, bicycle, and accessible movement as a natural outdoor promenade for area residents to enjoy.

An existing retention pond in service to Kroger should be consolidated into a master storm water management system allowing for a more compact allocation of lands to complete the Town Center composition.

A roundabout on Brooklawn Street offers some traffic calming along that "cut through" drive. The integration of residential occupancy in any mixed-use setting should seek roads with moderated speeds and traffic lanes that encourage more cautious movement.



BIDDLE FARMS

FARRAGUT TOWN CENTER

A Special Observation:

Within the time of the master planning and staff coordination of the proposed development the impact of the Corona Virus emerged and forever has changed much of the lifestyle and value system all seek to enjoy. The impact of this crisis may stay with all of us for a long time, impacting the ideals of group gatherings, and social activities for the foreseeable future. Planning has and will continue to seek an optimistic view that a measure of the “old normal” will return, where sidewalk dining, and events of community interest (art festivals, car shows, community concerts, etc.) will again be allowed and invited. The plan however also seeks to consider the necessary dependency upon retail and service access without leaving the car. This standard has now become a public health consideration. Measures to address this “new normal” should also consider the best way to protect the pedestrian experience while not imposing hardships on either consumers or the service/store entities that cater to their needs.

The Design Response:

Through the design process virtual images were generated to offer texture to the two-dimensional planning proposals as they unfolded. These images sought to offer assurances on scale, pedestrian comfort, landscape applications that deviate from rigid interpretation of the design guidelines, parking, signage, and exterior character and finish. Great care was taken in seeking proportions sufficient for comfort but not too expansive they “institutionalize” the streetscape or setting.

The integration of residential occupancies into a unified campus offers challenges and benefits. While retail is an amenity when convenient enough to walk to it, it can be an intrusive neighbor when noise, trash and service demands are considered.

Vertical mixed use was thus strongly resisted in favor of a horizontal plan where commercial users, and their vehicles would not overlap the private and more sanctified accommodations of the residents who would choose to line in the Town Center. Pedestrian connectivity is promoted with a “village square” that both commercial and residential share. Pedestrian promenades down “main street” and around the square connect access from all four street edges and insure by treatment the internal street system appears like a pedestrian area you can drive through rather than a vehicular area you can walk by.

Objectionable views of service areas are managed to a minimum. Residential buildings facing the public streets of the development shield exposure to the parking fields of the residents and offer residents a secure parking domain free of non-residential demand.

Brooklawn Street is changed from a three-way street with suicide center lane, to a two-lane street with diagonal parking. This softens the street face for residences, calms through traffic, and offers more landscaping opportunity than with just a planted parkway between sidewalk and curb.

The commercial portions of the complex seek a one- and two-story statured heights allowing for store ceilings as high as 18 to 20 feet within. False second floor facades animate the street elevations and offer both material and height variations that create an appearance of independent structures attached instead of the more typical retail ribbon façade in most shopping districts.

The apartment home structures seeking compact adjacency to the commercial are proposed at four stories with 9 and 10' ceiling heights. While taller their vertical proportions will not oversize that of the neighboring commercial structures. Dwellings will address the street with private porch like entries and with raised stoops and porches reflective of traditional designs.

The townhome addition will seek to compliment the apartment homes with multi-story units featuring expansive floor plans ranging from two to four stories. The units are grouped with four to six units per building and will offer two car garages.

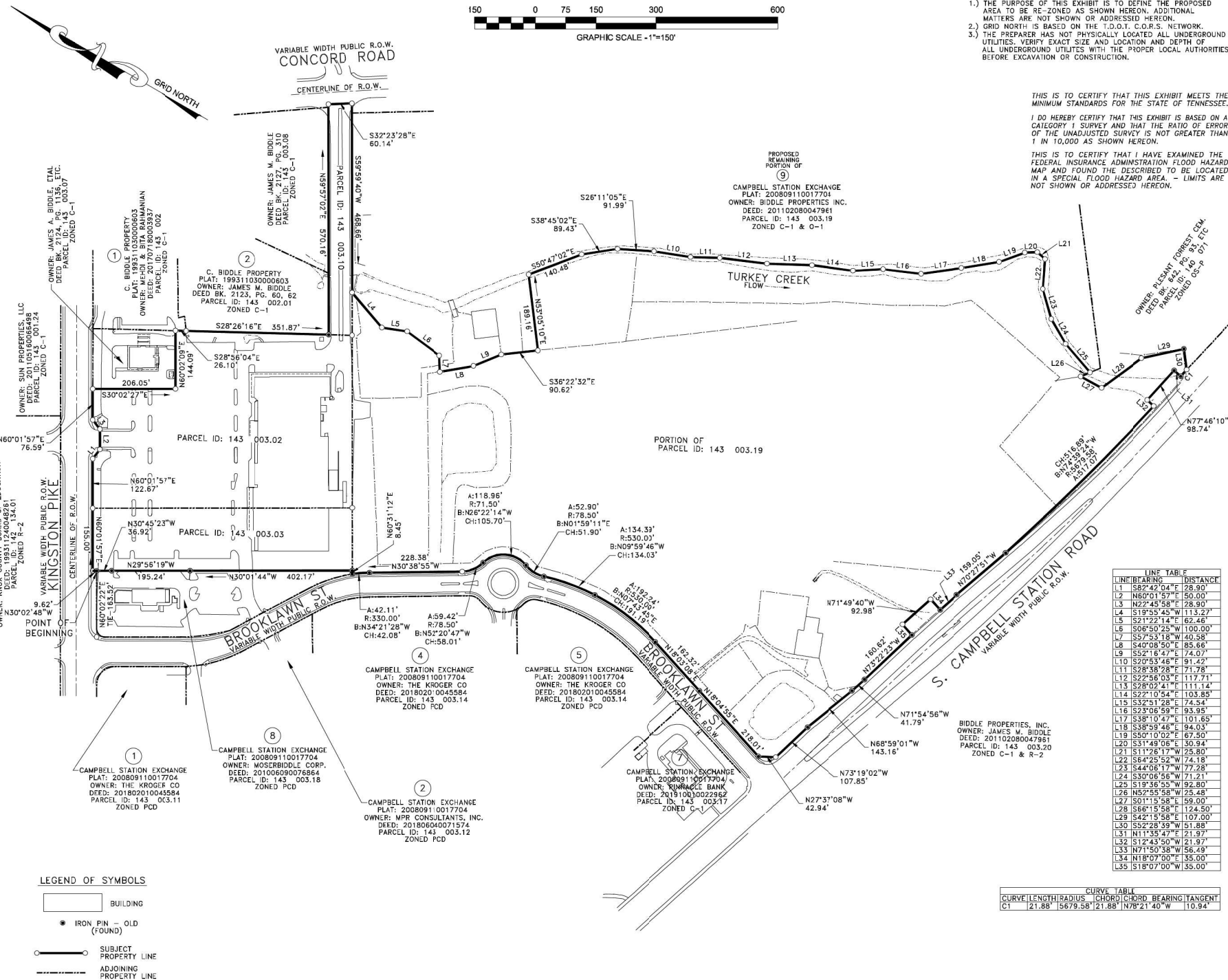
The overall appearance borrows from traditional proportions and materials while seeking a current appeal reflecting the taste and expectations of a New Town Center.

Summary:

The plan, the street images, the narrative are offerings that are intended to show objective. More work is needed to carry the vision instruments to fulfillment. Engineering, environmental, and regulatory standards will guide the next evolution of the Town Center. Some flexibility toward full compliance with all regulatory and constructability standards will be necessary. This plan intends to subscribe the goals it portrays even if changes are essentially demanded.

A community vision paints a picture that does not consider economic reason. A private development requires economic balance between vision and performance. Much of the images shown are untested in the market. The development team recognizes the risk associated with unproven solutions and accepts this risk depending upon the collaborative understanding from the Town of Farragut in the efforts that have preceded this submittal. Staff and applicant agree with balance both missions can be fulfilled.

It is the hope of the development team this submittal would be found sound and representative of both the community vision and the development opportunity, each of which need to succeed before future physical implementation can begin.



NOTES:
1.) THE PURPOSE OF THIS EXHIBIT IS TO DEFINE THE PROPOSED AREA TO BE RE-ZONED AS SHOWN HEREON. ADDITIONAL MATTERS ARE NOT SHOWN OR ADDRESSED HEREON.
2.) GRID NORTH IS BASED ON THE T.D.O.T. C.O.R.S. NETWORK.
3.) THE PREPARER HAS NOT PHYSICALLY LOCATED ALL UNDERGROUND UTILITIES. VERIFY EXACT SIZE AND LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES WITH THE PROPER LOCAL AUTHORITIES BEFORE EXCAVATION OR CONSTRUCTION.

THIS IS TO CERTIFY THAT THIS EXHIBIT MEETS THE MINIMUM STANDARDS FOR THE STATE OF TENNESSEE.
I DO HEREBY CERTIFY THAT THIS EXHIBIT IS BASED ON A CATEGORY 1 SURVEY AND THAT THE RATIO OF ERROR OF THE UNADJUSTED SURVEY IS NOT GREATER THAN 1 IN 10,000 AS SHOWN HEREON.

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE FEDERAL INSURANCE ADMINISTRATION FLOOD HAZARD MAP AND FOUND THE DESCRIBED TO BE LOCATED IN A SPECIAL FLOOD HAZARD AREA. - LIMITS ARE NOT SHOWN OR ADDRESSED HEREON.



10215 Technology Drive, Suite 304
Knoxville, TN 37932
(865) 777-4160
www.site-incorporated.com

EXHIBIT

Proposed Re-Zoning Exhibit

Area To Be Re-Zoned

Kingston Pk, Campbell Station Rd., Brooklawn St., & Concord Rd.
Civil District No. 6 of Knox County, Tennessee
Town of Farragut

REVISIONS

NO.	DATE	COMMENTS
1	11/09/2020	REVISED PER TOP COMMENTS

ORIGINAL ISSUE: 09/11/2020

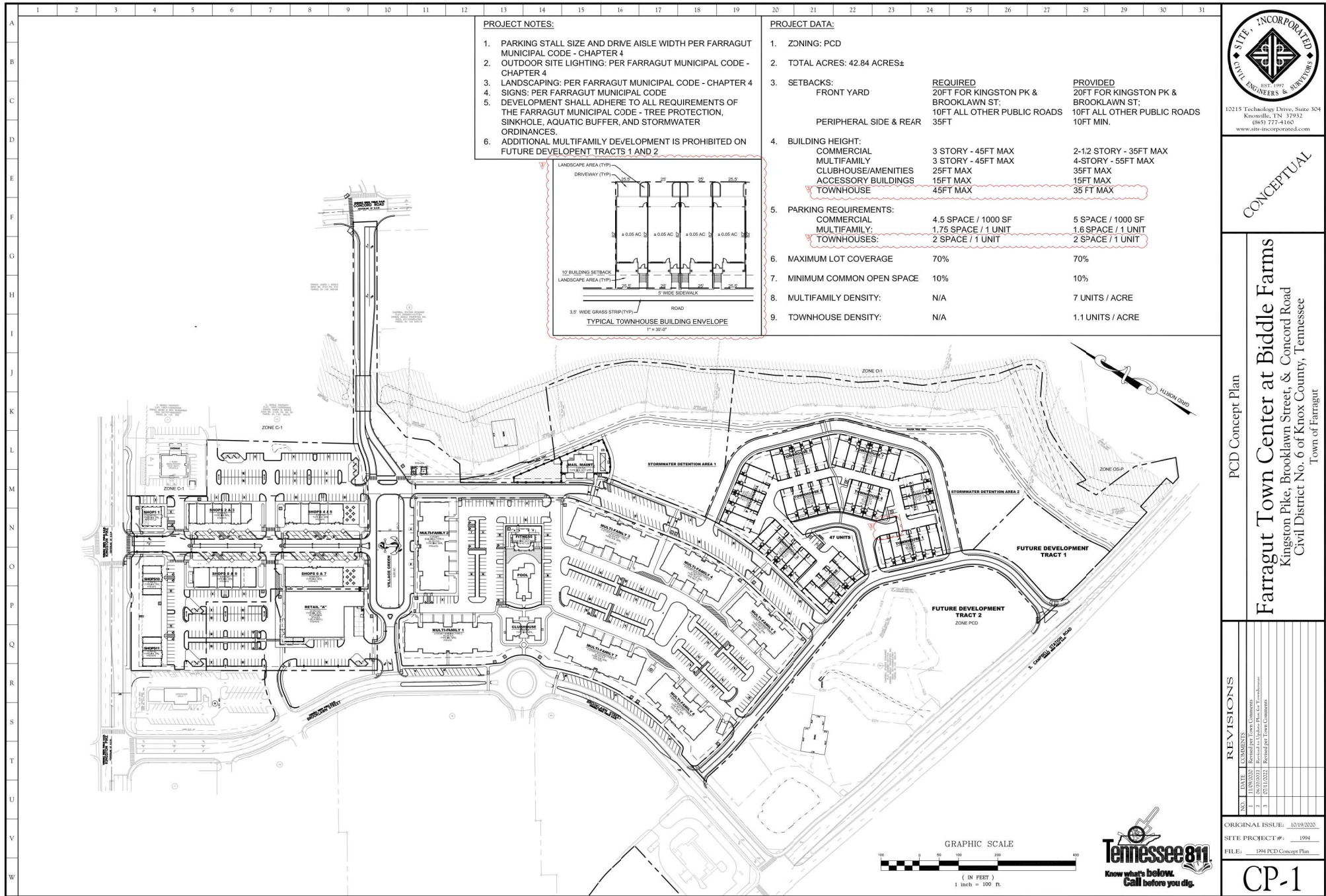
SITE PROJECT#: 1994

FILE: 190076RZ

RZ1.0

LINE	BEARING	DISTANCE
L1	S82°42'04"E	28.90'
L2	N60°01'57"E	50.00'
L3	N22°45'58"E	28.90'
L4	S19°55'45"W	113.22'
L5	S21°22'14"E	62.46'
L6	S06°50'25"W	100.00'
L7	S57°53'18"W	40.58'
L8	S40°09'50"E	85.66'
L9	S52°16'47"E	74.07'
L10	S20°53'46"E	91.42'
L11	S28°38'28"E	71.78'
L12	S22°56'03"E	117.71'
L13	S28°02'41"E	111.14'
L14	S22°10'54"E	103.85'
L15	S32°51'28"E	74.54'
L16	S23°06'59"E	93.95'
L17	S38°10'47"E	101.65'
L18	S58°59'46"E	94.03'
L19	S50°10'02"E	67.50'
L20	S31°49'06"E	30.94'
L21	S11°26'17"W	25.80'
L22	S84°25'52"W	74.18'
L23	S44°06'17"W	77.28'
L24	S30°06'56"W	71.21'
L25	S19°36'55"W	92.80'
L26	N52°55'58"W	25.48'
L27	S01°15'58"E	59.00'
L28	S66°15'58"E	124.50'
L29	S42°15'58"E	107.00'
L30	S52°28'59"W	51.88'
L31	N11°35'47"E	21.97'
L32	S12°43'50"W	21.97'
L33	N71°50'38"W	56.49'
L34	N18°07'00"E	35.00'
L35	S18°07'00"W	35.00'

CURVE	LENGTH	RADIUS	CHORD	CHORD BEARING	TANGENT
C1	21.88'	5679.58'	21.88'	N78°21'40"W	10.94'



CONCEPTUAL

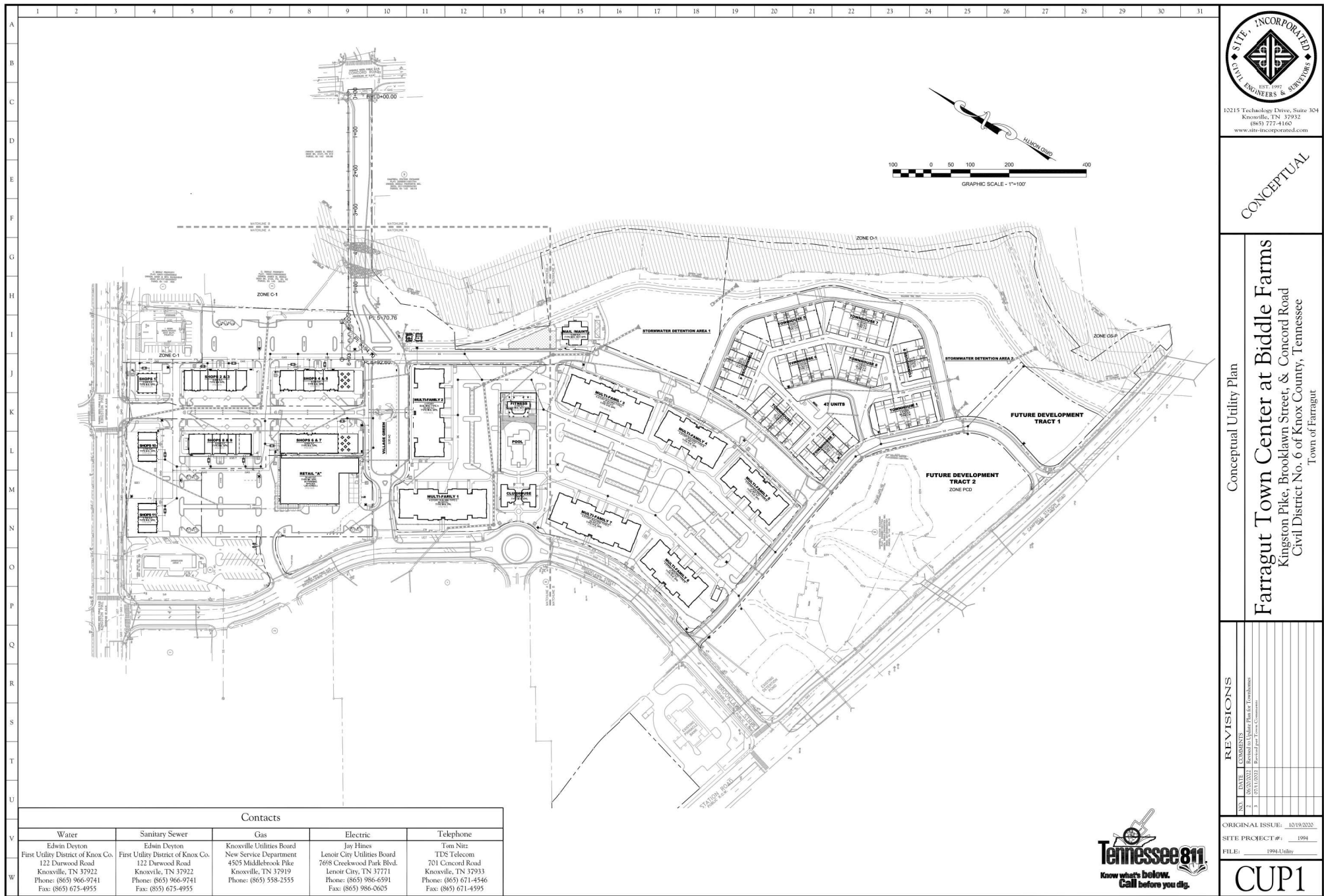
PCD Concept Plan

Farragut Town Center at Biddle Farms
Kingston Pike, Brooklawn Street, & Concord Road
Civil District No. 6 of Knox County, Tennessee
Town of Farragut

REVISIONS	
NO.	DATE
1	10/19/2020
2	06/20/2021
3	07/11/2022
4	07/11/2022
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29	07/11/2022
30	07/11/2022
31	07/11/2022

ORIGINAL ISSUE: 10/19/2020
SITE PROJECT #: 1994
FILE: 1994 PCD Concept Plan

CP-1





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CONCEPTUAL

Conceptual Utility Plan

Farragut Town Center at Biddle Farms

Kingston Pike, Brooklawn Street, & Concord Road
Civil District No. 6 of Knox County, Tennessee
Town of Farragut

REVISIONS	
NO.	DATE
1	10/19/2020
2	10/19/2020
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4	10/19/2020
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29	10/19/2020
30	10/19/2020
31	10/19/2020

ORIGINAL ISSUE: 10/19/2020
SITE PROJECT#: 1994
FILE: 1994.Utility

CUP1

Contacts				
Water	Sanitary Sewer	Gas	Electric	Telephone
Edwin Deyton First Utility District of Knox Co. 122 Durwood Road Knoxville, TN 37922 Phone: (865) 966-9741 Fax: (865) 675-4955	Edwin Deyton First Utility District of Knox Co. 122 Durwood Road Knoxville, TN 37922 Phone: (865) 966-9741 Fax: (865) 675-4955	Knoxville Utilities Board New Service Department 4505 Middlebrook Pike Knoxville, TN 37919 Phone: (865) 558-2555	Jay Hines Lenoir City Utilities Board 7695 Creekwood Park Blvd. Lenoir City, TN 37771 Phone: (865) 986-6591 Fax: (865) 986-0605	Tom Nitz TDS Telecom 701 Concord Road Knoxville, TN 37933 Phone: (865) 671-4546 Fax: (865) 671-4595



LANDSCAPE NOTES:

- ALL DISTURBED AREAS NOT TO BE PAVED OR BUILT UPON ARE TO RECEIVE A MINIMUM OF 4" OF TOPSOIL.
- ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND DISEASE.
- ALL PLANT MATERIAL SHALL BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED IN THE PLANT LIST.
- ALL TREES SHALL HAVE A STRAIGHT TRUNK AND FULL HEAD MEET ALL REQUIREMENTS SPECIFIED.
- ALL MATERIALS ARE SUBJECT TO THE APPROVAL OF THE OWNER BEFORE, DURING, AND AFTER INSTALLATION.
- ALL TREES MUST BE GUED OR STAKED AS SHOWN IN THE DETAILS.
- ALL PLANTING AREAS SHALL BE COMPLETELY MULCHED AS SPECIFIED.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. LOCATIONS OF EXISTING BURIED UTILITY LINES SHOWN ON THE PLANS ARE BASED UPON BEST AVAILABLE INFORMATION AND ARE TO BE CONSIDERED APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS OF UTILITY LINES AND ADJACENT TO THE WORK AREA TO PROTECT OF ALL UTILITY LINES DURING THE CONSTRUCTION PERIOD TO REPAIR ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY SCHEDULE AND PROTECTION BETWEEN DELIVERY AND PLANTING PER SPECIFICATIONS TO MAINTAIN HEALTHY PLANT CONDITIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY MAINTAINING INCLUDING BUT NOT LIMITED TO: WATERING, SPRINKLING, MULCHING, FERTILIZING, ETC.) ALL OF THE PLANT MATERIALS AND LAWN UNTIL FINAL ACCEPTANCE OF WORK.
- ANY PLANT MATERIAL WHICH IS DISEASED, DISTRESSED, DEAD, OR REJECTED PRIOR TO TOTAL ACCEPTANCE OF THE WORK SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
- THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF 12 MONTHS AFTER SUBSTANTIAL COMPLETION AND ACCEPTANCE OF WORK. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS DURING THE NORMAL PLANTING SEASON.
- AFTER BEING GUD TO THE NURSERY SOURCE, ALL TREES IN LEAF SHALL BE ACCLIMATED FOR TWO (2) YEARS UNDER A MIST SYSTEM PRIOR TO INSTALLATION.
- STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
- WHERE SHOWN ON THE PLANS AND DETAILS, PLANTING BEDS ARE TO BE COMPLETELY COVERED WITH A HARDWOOD BARK MULCH FROM A LOCAL SOURCE HARVESTED IN A SUSTAINABLE MANNER TO A MINIMUM DEPTH OF THREE INCHES.
- REFER TO PROJECT SPECIFICATIONS FOR INFORMATION NEEDED FOR IMPLEMENTATION OF PLANTING PLANS.
- WEED MAT IS REQUIRED IN MULCHED LANDSCAPED BEDS AS SPECIFIED.
- ALL PLANT MATERIAL QUANTITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN.
- THIS PLAN IS TO BE IMPLEMENTED COOPERATIVELY WITH SWPPP PLAN, AS NEEDED, TO MAXIMIZE THE EFFECTIVENESS OF THE SWPPP PLAN FOR THIS SITE.
- THE CONTRACTOR IS ENCOURAGED TO COMPLETE TEMPORARY OR PERMANENT SEEDING OR SOODING IN STAGES FOR SOIL STABILIZATION AS AREAS ARE COMPLETED AFTER GRADING.
- THIS PLAN DOES NOT PRESENT ANY TEMPORARY STABILIZATION REQUIRED AS PART OF SWPPP PLAN.
- THE CONTRACTOR SHALL MEET ALL OF THE REQUIREMENTS OF THE TOWN OF FARRAGUT LANDSCAPING ORDINANCE REGARDING THIS PROJECT.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ANY AND ALL REQUIRED SUBMITTALS TO THE TOWN OF FARRAGUT.
- THIS LANDSCAPE PLAN REFLECTS AND IS CONSISTENT WITH THE REMAINING PLAN SHEETS ASSOCIATED WITH THIS PROJECT.
- HVAC UNITS WILL BE LOCATED ON TOP OF BUILDING AND WILL BE SCREENED PER TOWN OF FARRAGUT REQUIREMENTS.
- BASED ON AVAILABLE INFORMATION, PROPOSED PLANT MATERIALS WILL NOT INTERFERE WITH ANY EXISTING OR PROPOSED UTILITIES.
- THE SUBJECT PROPERTY IS ZONED PCD.
- THERE ARE NO SLOPES STEEPER THAN 3:1 ON THIS SITE.

SITE AND LANDSCAPE DATA

TOTAL SITE AREA	1,307,117 SF (30.81 ACRES)	
TOTAL IMPERVIOUS AREA	684,815 SF	
TOTAL LOT COVERAGE	52.38%	
LANDSCAPING REQUIREMENTS	REQUIRED	PROVIDED
SHADE TREE PLANTING REQUIREMENTS		
1 SHADE TREE/2500 SF IMPERVIOUS AREA (746,449 SF)	274	274
25% SHADE TREES PLANTED IN FRONT YARD	69	69
LANDSCAPING BETWEEN BUILDING AND PARKING LOT		
2.5 X LINEAR FEET OF BUILDING 2.5 x (SEE PLAN FOR EACH BUILDING)	SEE L1.1 & L1.2	SEE L1.1 & L1.2
25% OF AREA TO CONTAIN LIVE MATERIAL OTHER THAN GRASS	SEE L1.1 & L1.2	SEE L1.1 & L1.2
LANDSCAPING FOR STORMWATER DETENTION BASIN		
1 TREE PER 20 LF AROUND TOP OF PROPOSED BASIN 1 (742 LF)	37	37 TREES
1 TREE PER 20 LF AROUND TOP OF PROPOSED BASIN 2 (868 LF)	43	43 TREES
LANDSCAPING FOR BUFFER STRIP		
NO BUFFER STRIPS REQUIRED		
TREE PRESERVATION		
NUMBER OF REPLACEMENT TREES REQUIRED	124	
NUMBER OF CREDIT TREES PROVIDED	86	
TOTAL NUMBER OF REPLACEMENT TREES	38	

PLANT MATERIAL SCHEDULE

SYMBOL	QTY.	TYPE	SIZE, SPACING, & USE NOTES
	341	SHADE TREE	2" CAL. 12' HEIGHT 6" SPREAD SPACED AS SHOWN IN PLAN SHADE TREE & DETENTION BASIN
	35	UNDERSTORY TREE	2" CAL. 12' HEIGHT 6" SPREAD SPACED AS SHOWN IN PLAN DETENTION BASIN
		SHRUB/GRASS/COVER/GRASS	LANDSCAPING BETWEEN BUILDINGS AND PARKING LOTS
		EXISTING TREES TO REMAIN (REFER TO TREE PRESERVATION PLANS)	
*CALIPER FOR PROPOSED TREES SHALL BE MEASURED AT A POINT 4" ABOVE THE GROUND			

PERMANENT GRASSING SCHEDULE:

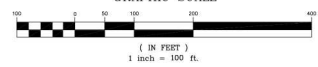
GRASS SEED SHALL BE AS FOLLOWS:	
FEB-NOV.....	TALL FESCUE BLEND ANNUAL RYE
NOV.....	TALL FESCUE BLEND ANNUAL RYE
LIME.....	150 LB/1000 SF
FERTILIZER.....	10/10/10 20 LB/1000 SF
PHOSPHORUS.....	20% SUPERPHOSPHATE 60-60-60 LBS/ACRE
MULCH.....	STRAW (CHIMPED) EROSION CONTROL NET OR MULCH BINDER ON SLOPES
MIN SEED.....	MIN. MAX.
PURITY.....	95% 85% 0.1%
TALL FESCUE.....	95% 85% 0.1%
ANNUAL RYE.....	95% 85% 0.1%

PLANTING SHALL BE COMPLETE ON ALL AREAS NOT RECEIVE FIRMING OR BE BUILT UPON WITHIN 14 WORKING DAYS OF COMPLETION OF GRADING. AREAS STEEPER THAN 3:1 V/H SHALL BE PLANTED NOT LATER THAN 7 DAYS AFTER COMPLETION OF GRADING.

ALL LIME & FERTILIZER AMOUNTS SHOWN IN THE PHOSPHORUS SECTOR ABOVE ARE MINIMUM AND SHALL BE VERIFIED AFTER SOIL ANALYSIS IS COMPLETED.

CLT MAP: 143
PARCELS: 3.02, 3.03, 3.10,
& PORTION OF 3.19
ZONE: PCD

GRAPHIC SCALE



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CONCEPTUAL

Conceptual Landscape Plan - Overall

Farragut Town Center at Biddle Farms
Kingston Pk, Brooklyn St, Campbell Station Rd & Concord Rd
Civil District No. 6 of Knox County, Tennessee 37934
Town of Farragut

REVISIONS

NO.	DATE	COMMENTS
1	05/11/2021	ISSUED FOR PERMIT REVIEW

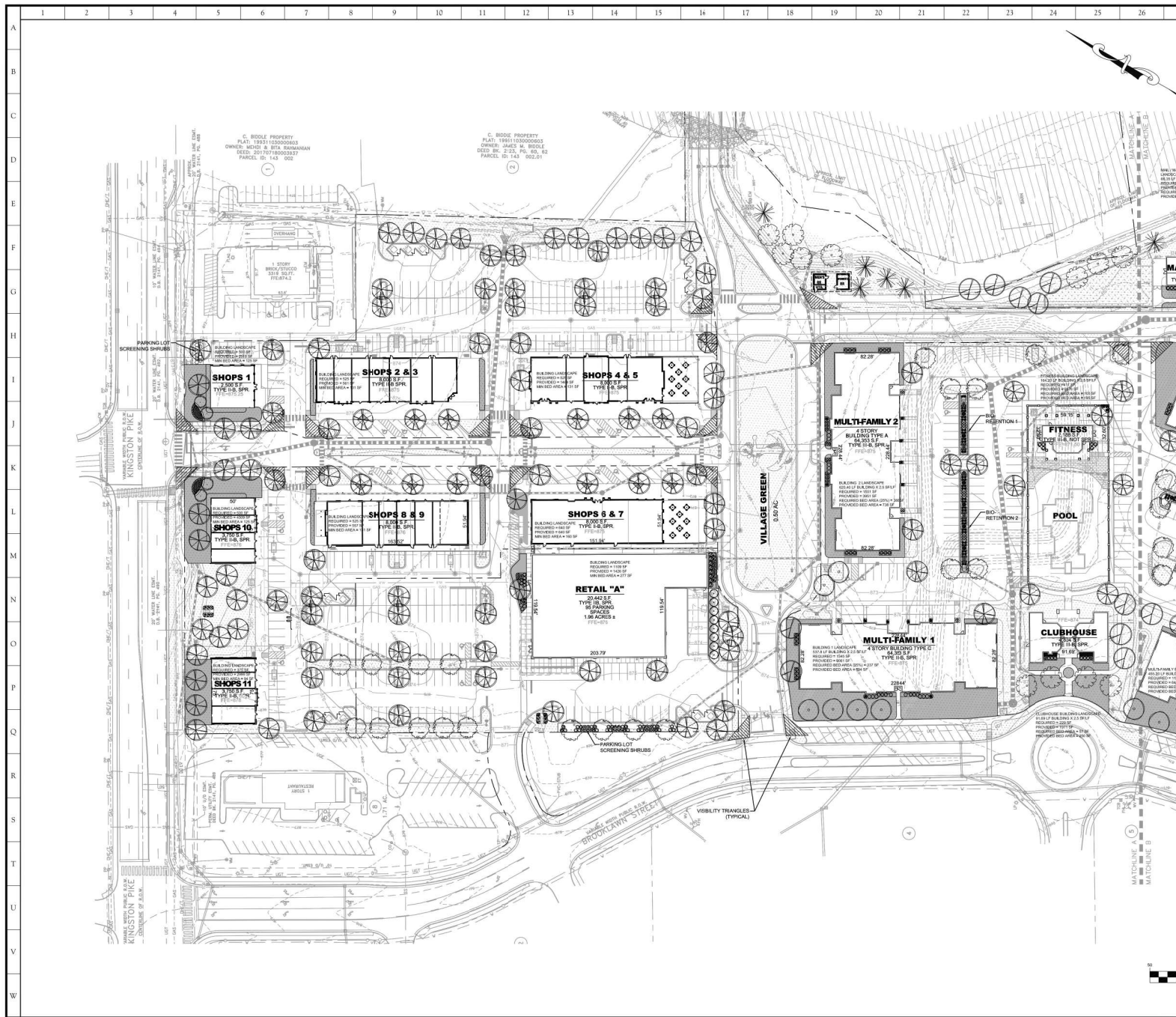
ORIGINAL ISSUE: 10/18/2020

SITE PROJECT #: 1994

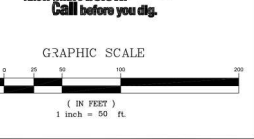
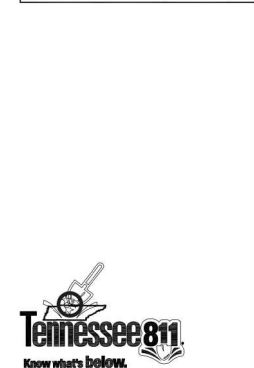
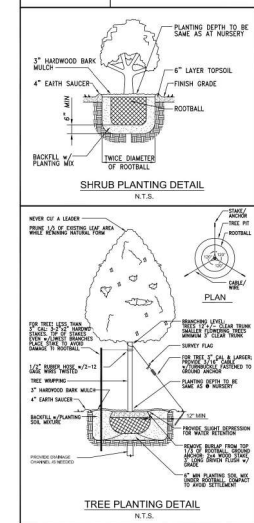
FILE: LandscapeTH

SHEET: ____ OF: ____

L1.0



PLANT LEGEND	
SYMBOL	TYPE
	SHADE TREE
	UNDERSTORY TREE
	LARGE SHRUB
	LANDSCAPE AREA BETWEEN BUILDING AND PARKING/VENUE ACCESSWAYS 25% OF THIS AREA WILL BE LANDSCAPED WITH PLANT MATERIAL OTHER THAN GRASS
	GRASS
	EXISTING TREES TO REMAIN (REFER TO TREE PRESERVATION PLANS)



CONCEPTUAL

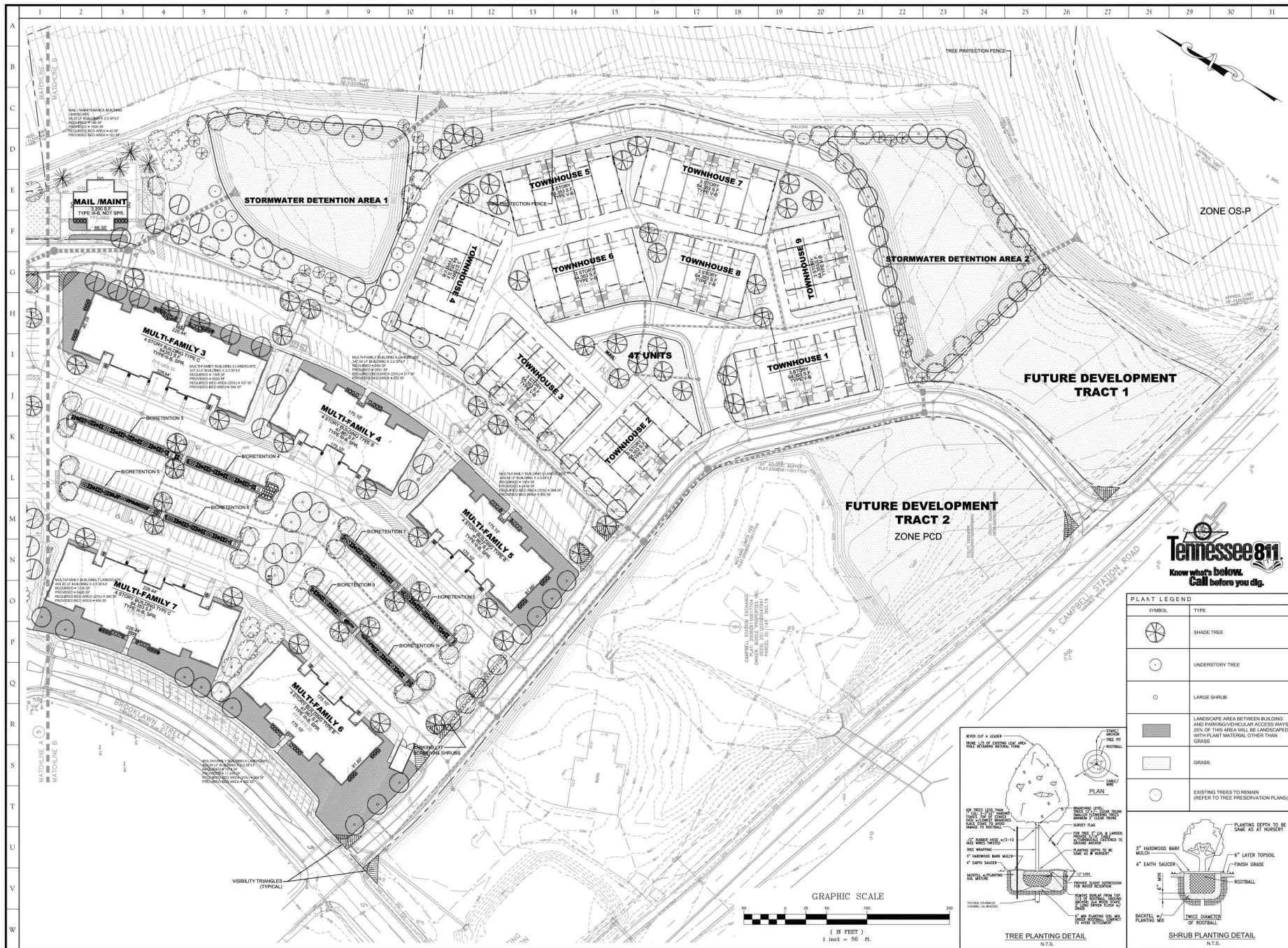
Conceptual Landscape Plan - North

Farragut Town Center at Biddle Farms
Kingston Pk, Brooklawn St, Campbell Station Rd & Concord Rd
Civil District No. 6 of Knox County, Tennessee 37934
Town of Farragut

NO.	DATE	COMMENTS
1	06/01/2021	Revised to Update Plan to Tennessee
2		
3		
4		
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ORIGINAL ISSUE: 10/18/2020
SITE PROJECT#: 1994
FILE: LandscapeTH
SHEET: ____ OF: ____

L1.1





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CONCEPTUAL

Conceptual Landscape Plan - South

Farragut Town Center at Biddle Farms

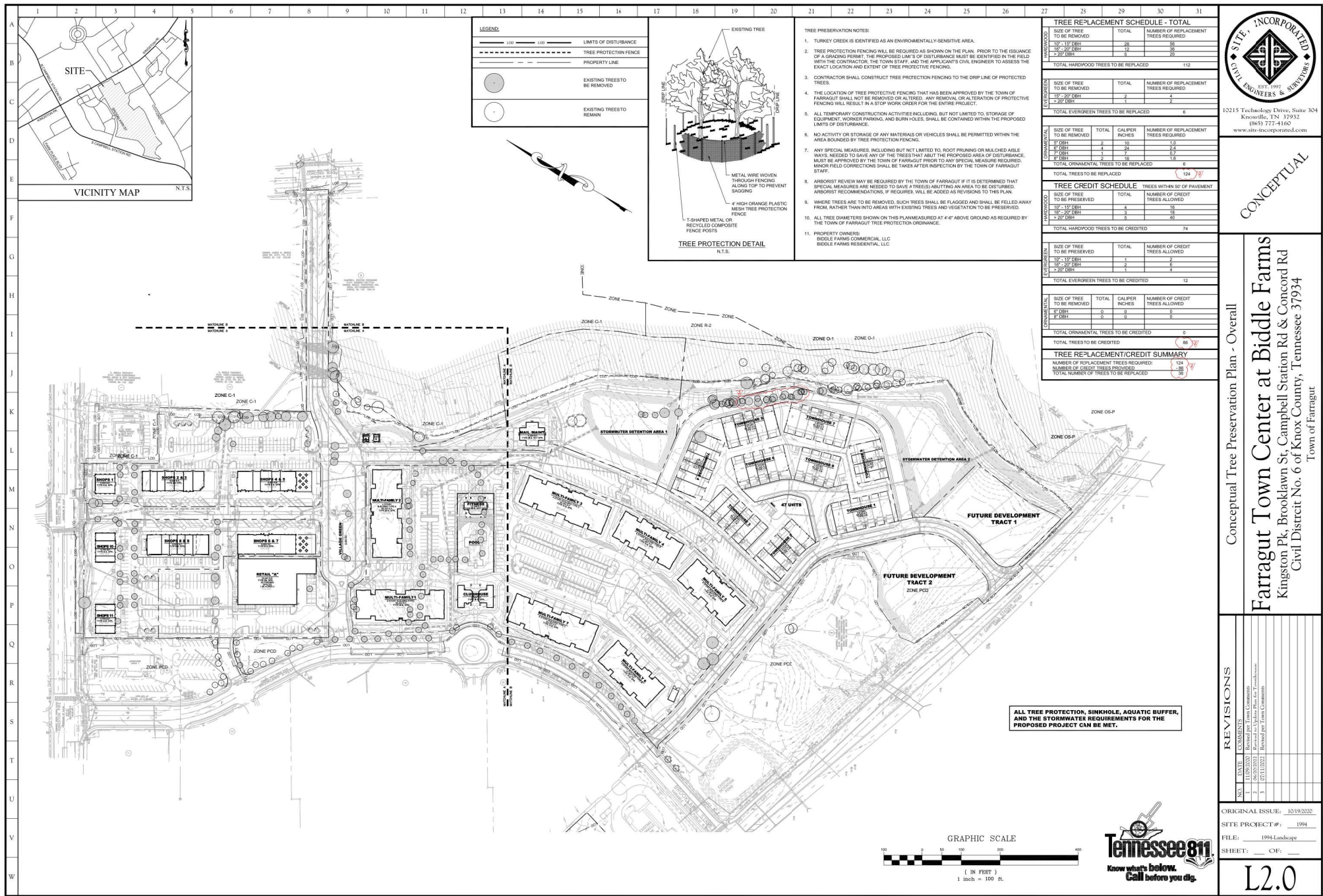
Kingston Pk, Brooklawn St, Campbell Station Rd & Concord Rd
Civil District No. 6 of Knox County, Tennessee 37934
Town of Farragut

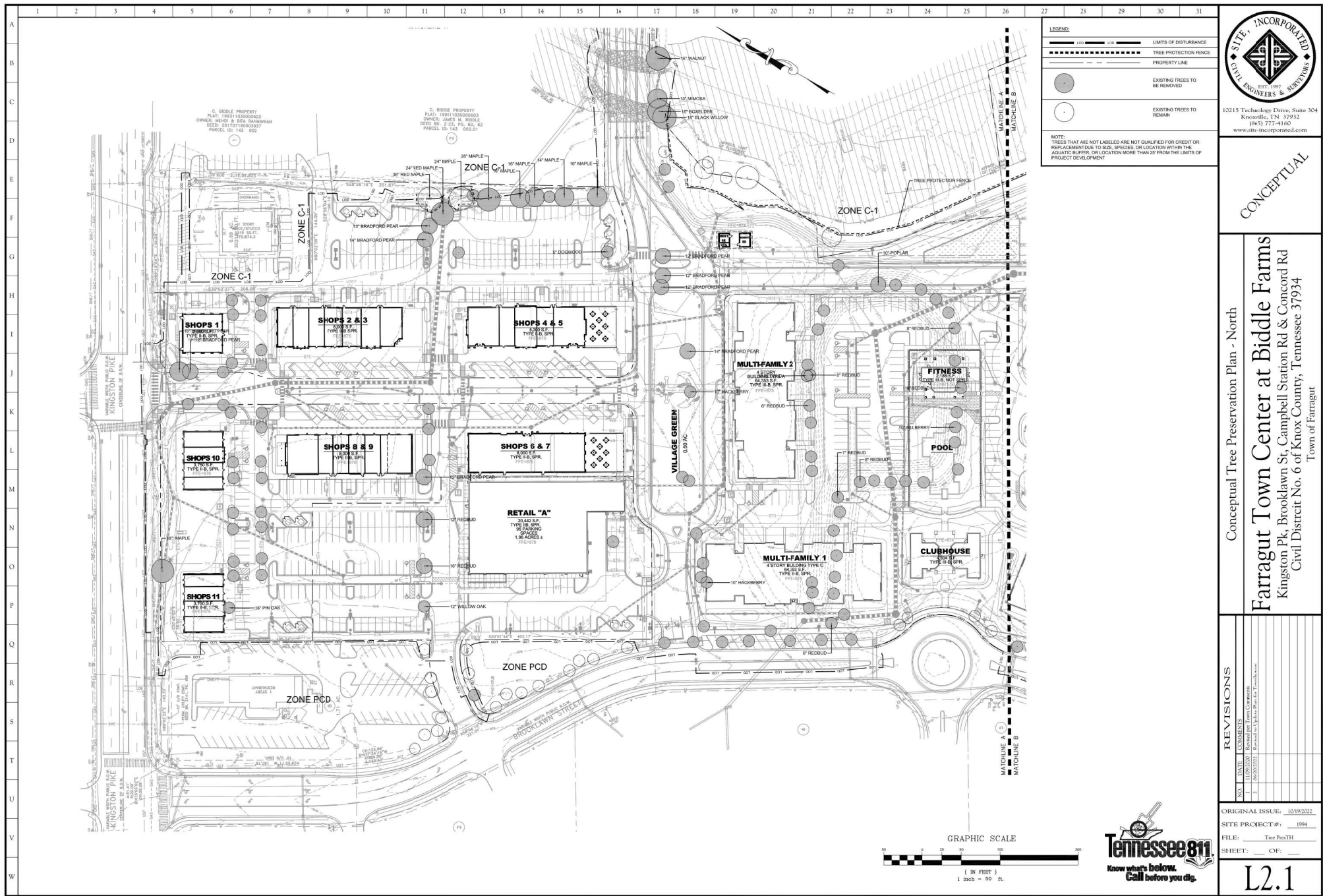
REVISIONS

NO.	DATE	COMMENTS
1	05/11/2021	ISSUED FOR PERMIT REVIEW

ORIGINAL ISSUE: 10/18/2020
SITE PROJECT #: 1904
FILE: LandscapeTH
SHEET: ____ OF: ____

L1.2





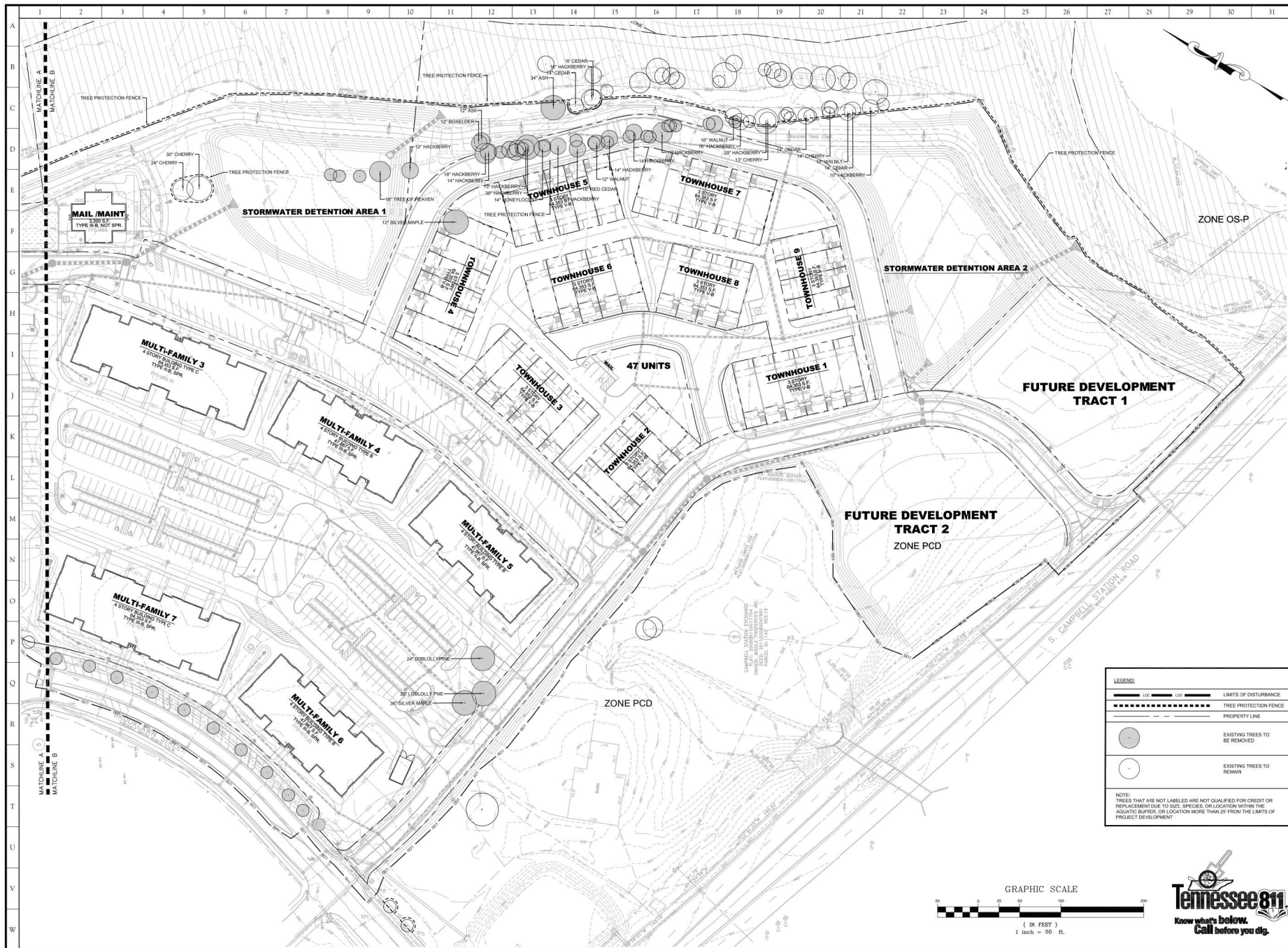
CONCEPTUAL

Conceptual Tree Preservation Plan - North
Farragut Town Center at Biddle Farms
Kingston Plk, Brooklawn St, Campbell Station Rd & Concord Rd
Civil District No. 6 of Knox County, Tennessee 37934
Town of Farragut

REVISIONS	
NO.	DATE / COMMENTS
1	10/19/2022 / ORIGINAL ISSUE
2	10/19/2022 / SITE PROJECT # 1994
3	10/19/2022 / FILE: Tree PresTH
4	10/19/2022 / SHEET: 05 OF 05

ORIGINAL ISSUE: 10/19/2022
SITE PROJECT #: 1994
FILE: Tree PresTH
SHEET: 05 OF 05
L2.1







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CONCEPTUAL

Conceptual Tree Preservation Plan- South

Farragut Town Center at Biddle Farms

Kingston Pk, Brooklawn St, Campbell Station Rd & Concord Rd
Civil District No. 6 of Knox County, Tennessee 37934

Town of Farragut

REVISIONS	
NO.	DATE / COMMENTS
1	10/19/2020 Original Issue
2	06/25/2021 Revised per Town Comments
3	07/11/2021 Revised per Town Comments

ORIGINAL ISSUE: 10/19/2020

SITE PROJECT #: 1994

FILE: 1994-Landscape

SHEET: ____ OF: ____



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L2.2

BIDDLE FARMS
FARRAGUT TOWN CENTER

Public Gathering Spaces, Hardscape, and Paving Elements

One of the most important objectives of the proposed Town Center design is to incorporate vibrant and inviting public gathering spaces that seamlessly connect the retail and multi-family portions of the project and provide the citizens of the Town of Farragut with gathering space for public events that take advantage of the available amenities that the project offers. The seamless connection is achieved through the following elements:

- The removal of walking barriers by treating the streets without vertical curbs such that the entirety of the expanse is near level and fluid when entirely assigned to pedestrian access.
- The treatment of the driving surfaces in the village center with pavers to promote the impression of a walking surface you could drive on rather than a driving surface you could walk on.
- Pressing landscape to the edges to frame the village square instead of populating this public place bringing sidewalks closer to the building faces to isolate a central area within that pedestrian boundary that could be outdoor “flex space”.

Additionally, hardscape design is a natural extension of the storefront and provides connectivity between different buildings, parking areas and pedestrian paths. Diverse scoring patterns, colored concrete, and stamping enrich the sidewalk and enhance the sense of place. Combined with landscape areas, tree wells, benches, planters, pedestrian level lighting and other site amenities, a well-designed hardscape encourages a more relaxed and friendly Town Center experience.





Architectural Design Statement

The overall objective of the Development Team has been to create an inviting mixed-use community that blends commercial and multiple residential occupancies into a walkable environment that emulates the key principles of Traditional Neighborhood Planning and Design while honoring the image and identity of the Town of Farragut as advanced in their development guidelines.

To affect this outcome the land planning effort and architectural imaging sought to promote the following key distinctions that comprise Traditional Neighborhood Design while offering an expression of style and finish consistent with the qualities that hallmark Farragut.:

- Create a Town Center that offers a site arrangement that capitalizes on the natural assets within the site, the access arrangements currently serving the site, and the existing commercial and historic occupancies of the site to be preserved.
- Seek an expanded focus on pedestrian friendly design and pedestrian interconnectivity with all buildings within the town center, both residential and commercial, able to move seamlessly on a network of walkways, trails and promenades interfacing with priority over the vehicular demands generated by the service activities and public events that will coexist within the development.
- Place buildings to the street to create intimate relationships with the public way between indoor and outdoor environments.
- To the extent possible, shield from the public way from large or expansive parking areas such that the street experience features finished and landscaped fades that create a pedestrian environment with priority over the vehicular environment.
- Fashion a street scape that invites leisure activities such as outdoor display, dining, and occasional event venues that celebrate community through healthy interaction by both business and residential constituents.
- Express the structures with a modeling of massing, material and detail that avoids long straight walls and unarticulated facades while concurrently promoting expanded “eyes on the street” (windows viewing the public way) to enhance a sense of interest, personal scale and a measure of perceived public safety.
- Use rich materials consistent with quality expressions of architecture, and workmanship associated with durable performance.

- Landscape with a view to maturity with trees and shrubbery that improve the overall quality of appearance and outdoor comfort over time.
- Visually manage service areas and infrastructure to minimize negative impact on neighboring uses
- Screen rooftop mounted equipment utilizing building elements to shield from public view.
- Develop well-engineered responses to storm water management, flood plain capacities, and environmental features worthy of protection and enrichment.
- Create a “living place” that attracts residents and merchants seeking a synergistic environment that offers 24/7 occupancy.
- Promote opportunities through design and site arrangement for managed and spontaneous public events through the creation of a “sense of space” within the town center. along its public river walk, and at outdoor open space suitable for unstructured park-like relaxation.

It is the hope both the plan and the character studies advanced provide both inspiration and responsive direction to the future of the Town of Farragut.



BIDDLE FARMS
FARRAGUT TOWN CENTER

Architectural Elements

Central to the creation of a walkable mixed-use setting are features of **scale, safety, convenience, and character**. Each of these important standards has been used to advance concepts to the stage they are offered today.

The traditional site design standards guiding the current town center plan offer direction, but the market itself also offers important criteria that will activate their acceptance and maintain their continuing value for a project well-conceived and executed.

Consumer preference is undergoing major changes. The changes are found in everything from housing, work, school entertainment and shopping are hard to ignore. The Virus along with a preexisting trend toward internet dependency on everything we do has impacted what the future resident, business tenant, and surrounding community will expect from such an undertaking.

Please then explore briefly the key elements identified and how they have been incorporated into the planning for this important development:

Scale:

Farragut is a TOWN, and proud of its status as such. It is not an urban settlement. Within “towns” you would expect to find everything proportioned closer to the scale of an individual than that of a larger population. To that end every element of the plan must consider how to moderate the overall size of the concept such that in all areas offer a physical relationship that is comfortable and selectively even intimate. Affording the individual both personal space as well as promoting congregate place are the blended objectives.

This is best accomplished by integrating detail and rhythms that promote the experience of living, working, or shopping even when portions of the overall complex are nearly devoid of others, so as not to feel “overwhelming”. Concurrently the scale should allow community gatherings of fellowship to feel secure and personal. The tools in this arsenal reside in the character of the street scape, and the cadence of features that link all parts together.

- The frequency of spacing trees along the public promenades.
- The comforting width of walkways that invite shared use.
- The heights of streetlights adorned with season banners the add day and night value to the street scape.

- The stature of doorways, windows, and canopies offering incremental shade and relief along the main street.
- The invitation to enjoy either the inside or outside parts of a vender's offering.
- The use of appropriately scaled signs directed at the individual rather than the highway.
- The richness of materials employed that show detail and craftsmanship.
- The feature accents of street furniture,
- plus others....

...all combine to establish scale that when occupied offers a warm and comforting reaction and promotes a continuing invitation to explore the range of venues and passages offered for inspection.





BIDDLE FARMS

FARRAGUT TOWN CENTER

Safety:

Scale is a natural companion to “perceived” safety. When coupled with the planning principles of *Crime Prevention Through Environmental Design* (CPTED) the physical place that is created advances the perception of safety to a functional level of improved safety.

- The use of “Eyes on the street” is a phrase often used to promote the frequency of windows facing public and private areas as a form of courteous intimidation to those who would do harm.
- The avoidance of easily accessed blind or obscure service areas that can harbor mischief.
- The use of lighting the softly distributes light instead of introducing glaring light the obscures areas around it.
- The management of shrubs and landscape kept low and arranged to avoid creating hiding areas.
- The organization of the plan in ways that make wayfinding intuitive.
- The structuring of street crossing that declare with feature pavement “the pedestrian has priority”.

...all contribute to the sense of place that feels and functions with personal safety as a priority



Convenience:

Convenience is not measured in distance; it is measured in time! The human reaction to the question of “How far is it from here?” is to respond with a time reference such as, “About 20 minutes away”. Time can be an obstacle unless the experience of time is filled with interest along the way.

The integration of mixed use in a 24/7 setting makes daily activities feel convenient. Even if just walking the dog, the setting allows the effort to engage with views and points of interest that make the activity fulfilling the time index feels less of a compromise.

Convenience can also be a competitor to the mission of a well-ordered environment. Today everything from class work and vocation, to shopping and worship can be done with a click of a button from a comfortable chair at home. This tendency to hibernate is contrary to building community. When the experience of place can activate “mobility” over “time efficiency” and the activities of our daily routine are enriched because they can occur both time efficiently and within a pleasing setting, then the best form of convenience has resulted. When personal mobility becomes an alternate to driving or Ubering, society becomes healthier and more engaged with the place they live, work, and shop and the people they share that place with.

Character:

When considering what makes one place more inviting and interesting than another, the distinction derived from its appearance can often be the measure of difference. More than just the look of structures, it is the full assemblage of all parts of the created environment that create the signature of something special.

Measured uniformness has value in building a cohesive feel to a settlement of many parts and functions.

- The treatment of the walking surfaces,
- The range and appeal of exterior materials,
- The selection of landscape species and their orderly application and maintenance,
- The timeless execution of facades and focal points,
- The invitation of patina as an expression of maturity;

...can all be unifying parts of what individually might be seen as an assortment of separate functions and features.

A theme need not be expressed in a style, **but rather in an experience** that serves the overall objective. The Town Center thus must offer a holistic experience unified with elements of sight, sound, textures and potentially even fragrances, while still allowing variety of expression within that range of consistent quality, that combined keep all the parts feeling as members of a unified family of thought.

BIDDLE FARMS
FARRAGUT TOWN CENTER

The Application:

The mixed-use nature of the Town Center is evidenced by the fusion of residential and business uses into one cohesive composition. In true town fashion these are not competitive but complementary interests. Both rely on each other to optimize the experience that can only be fashioned with the merger of these important parts.

Scale: The public face of each sector shares a common pattern of materials and forms. Both have been enveloped with brick, siding, and window/door treatments of preferred quality as a testament to durable and traditional flavors.

The exterior faces have been fashioned with varying applications of these materials so to generate a measure of variety without appearing as random or disconnected parts.

The scale of the mains street seeks a human scale with statured two-story or appearance thereof facades offering both vertical and horizontal modeling, while avoiding the conventional lineal alignment often found in commercial centers.

The scale of the residential structures, while higher by floor count, is rusticated with bolder forms at the lower levels, slowly stepping back to lighter forms as the building elevation rises to the roof level. The scale is also moderated by the horizontal animation of the plans and the treatment of exterior materials on the façade to emulate attached narrower independent facades, avoiding one monolithic building statement.

Safety: The arrangement of all structures is such that none have a “backside”. All buildings are surrounded by publicly exposed facades (*with exception of one small and secured service lane between grocery and other retail elements*). Each façade is companioned by a pedestrian network that abuts parking and invites ready access to front and rear approaches, and selectively to area gardens between structures that connect all sides with walkable interconnectivity.

In the commercial sector, along the main street, parking is brought to the curb for quick access, while in most areas the bulk of the parking field is fragmented into smaller separate zones and held away from the “public street” frontage

The intimate context of the main streets and the public square offer clear oversight from stores fronts and residential windows. The larger parking fields offer shielded box lighting to insure nighttime legibility for patrons after dark.

In the residential sector, the buildings compose a collar around an internal parking domain set aside exclusively for residents, awarding them a safe relationship between vehicle and dwelling door.

Concurrently the outward face of this collar orients to the public thoroughfares with a public entry duplicating invitation for guest. Here again windows, doors, and walkways surround buildings and advance “eyes of the street” as a prevention to unwanted activity.

Resident parking is lighted similar to the commercial parking fields, while street lighting along the public road perimeter mirrors the scale and treatment of the main streets in the commercial zones.

Convenience: Both the commercial and residential areas merge around the town square, the central hub of all development interaction. From this hub, ready access to home, shopping, park areas, and external routing are easily and quickly affected.

Within the residential sector, residential amenities are centrally located within reach if not line of site from dwellings that surround this lifestyle feature.

The convenience internally is matched by the convenience directed to adjacent features equally important to the Town Center, such as shopping across Brooklawn Blvd, education across Kingston Pike, town government offices to the west, and professional services along the frontages of the external public roads. For many within, an unusually large number of daily destinations are within a few minute walk or bike ride.





BIDDLE FARMS

FARRAGUT TOWN CENTER

Character: Today's market seeks expressions that offer reflections of the past, housed in settings appropriate to current lifestyle and technologies. Achieving both a classical sense of form with traditional materials and applications, while expressing the "NOW" demands of our current wants requires a balance of elements that offer both collective distinction and harmonious interplay.

The combination of all the elements that speak to our physical senses; sight, smell, touch, sound, and even taste, are the palate that has guided the design representations. More will come into focus as the design is refined through the continuing advancement of this proposal and through the life of its successful operations.

This proposal seeks to establish a feel and identity that would hallmark Farragut as a representation of its self-image and a center piece of its community's leisure lifestyle.

The proposal has evolved since the design process began, in recognition of this changing condition and the permanence it has already vested in the lives of all residents. Continuing lessons remain ahead and the need for flexibility should never be forgotten. **Static pictures are not as vital as moving pictures.** The presentation offers a point of beginning but not the final outcome. That will continuously model as we move together in the future.

The Townhome Addition

The maturing of post war baby boomers has delivered to the housing market a surge in "lifestyle housing" demand focused on the move-down market for the plus age 55 consumer. Concurrently, upper-ly mobile, post babu boomers have sought quality housing in compact lifestyle settings where ownership includes easy access to all the amenities of mixed-use developments.

In most instances these consumers represent "move-down" households that seek all the unit features of today's best single-family plans with the compactness of walkable settings

In service to this demand, the family of townhouse designs offered consider key planning features to accommodate the consumer. The features are premier in nature. A brief listing of key design conditions includes the following:

- Oversized two car garages
- Elevator eligible design for dwellings of two or more levels
- Full size master bedrooms and dressing suites
- Generous living, dining, and kitchen accommodations
- Traditional character with premium materials consistent with PUD design character

- Statured ceilings an all areas
- Outdoor elevated living and dining opportunities
- Generous storage
- Bonus space for home office, hobby, or additional sleeping accommodation

The units are grouped in clusters of four to six dwellings, with all adjoining units varying from their neighboring plans and appearances.

All parking and service functions are hidden from the public way.

All units are interconnected with a sidewalk system that extends to the community amenities and shopping/entertainment venues.

The front of units will orient toward public streets, feature ponds, or river walk park

Summary:

It is unlikely the lessons learned from the Corona virus will ever go away. Magnified home deliveries, quick pick up and Uber/Lift accommodations, de-congested public places, touch free appointments, work at home preference are all here for the long term. Accommodation for this new paradigm must also be considered as many seek the efficiencies in time they afford.





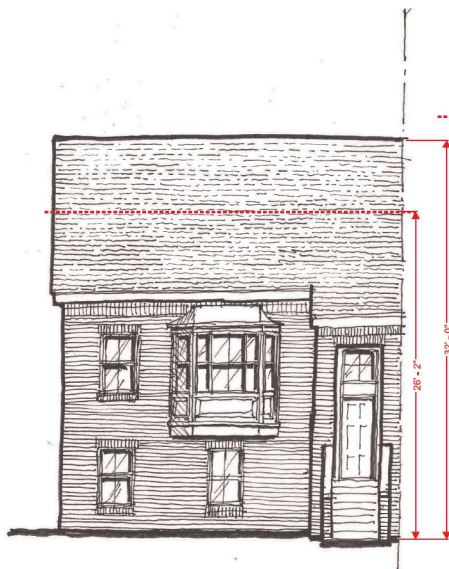
BIDDLE FARMS
FARRAGUT TOWN CENTER



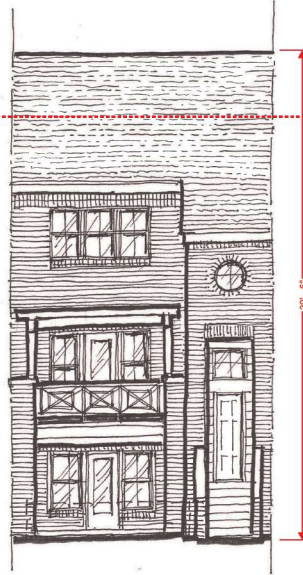
FARRAGUT TOWNHOMES - 3D VIEW



BIDDLE FARMS
FARRAGUT TOWN CENTER



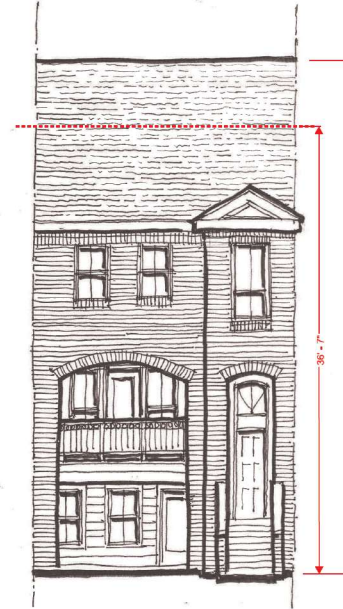
FRONT ELEVATION
TWO STORY
END CAP UNIT



FRONT ELEVATION
THREE STORY
UNROOFED FRONT TERRACE



FRONT ELEVATION
THREE STORY
ROOFED FRONT TERRACE



FRONT ELEVATION
THREE STORY
EXPANDED THIRD LEVEL PLAN



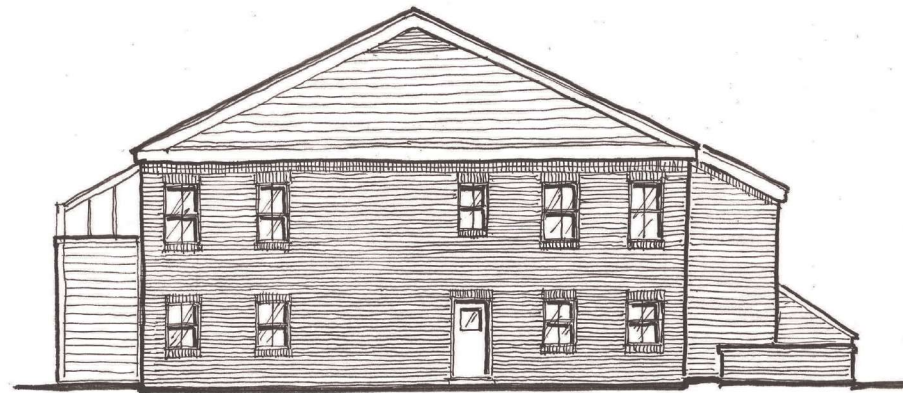
REAR ELEVATION
THREE STORY
TYPICAL



PRELIMINARY ELEVATION VINGNETTES | FARRAGUT TOWNHOUSES



BIDDLE FARMS
FARRAGUT TOWN CENTER

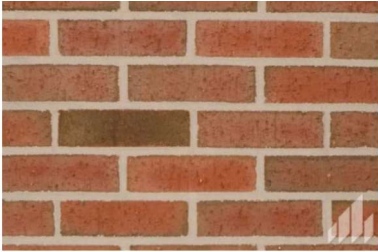


SIDE ELEVATION TWO STORY
END CAP UNIT



PRELIMINARY SIDE ELEVATION | FARRAGUT TOWNHOUSES

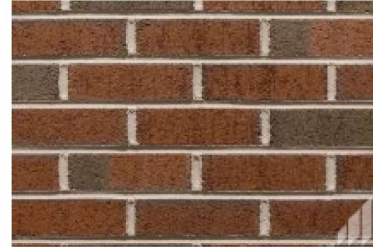
Proposed Brick Materials



FULL RANGE WIRECUT 6024

Manufactured in our Moncure, NC Plant*

Clay brick is the superior building material for residential and commercial projects. Stronger and more sustainable than other building materials, its beauty and value is unmatched. Choose from classic red bricks to warm earth tones and unique pastels.

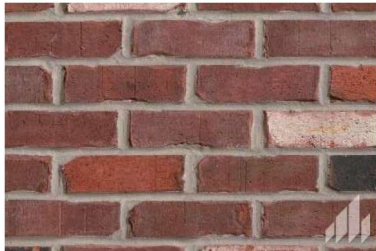


FULL RANGE WIRECUT 6035

Manufactured in our Moncure, NC Plant*

Clay brick is the superior building material for residential and commercial projects. Stronger and more sustainable than other building materials, its beauty and value is unmatched. Choose from classic red bricks to warm earth tones and unique pastels.

Alternate Proposed Materials



OLD LOUISVILLE TUDOR

Manufactured in our Spring City, TN Plant*

Old Louisville Tudor is a classic brick created through a sea of red color tones. Highlighted with a combination of selective, yet bold white tones; the tudored edge finish completes the look.



DOMINO (RESIDENTIAL)

Manufactured in our Terre Haute, IN Plant*

Clay brick is the superior building material for residential and commercial projects. Stronger and more sustainable than other building materials, its beauty and value is unmatched. Choose from classic red bricks to warm earth tones and unique pastels.



RALEIGH COURT

Manufactured in our Roanoke-VA Plant*

Clay brick is the superior building material for residential and commercial projects. Stronger and more sustainable than other building materials, its beauty and value is unmatched. Choose from classic red bricks to warm earth tones and unique pastels.



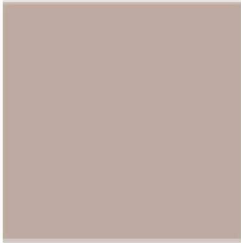
WINTERHAVEN

Manufactured in our Rome, GA Plant*

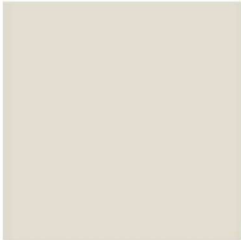
Clay brick is the superior building material for residential and commercial projects. Stronger and more sustainable than other building materials, its beauty and value is unmatched. *PLEASE READ COLOR DISCLAIMER ON SAMPLE SHEET.*

Proposed Siding/Roofing Materials

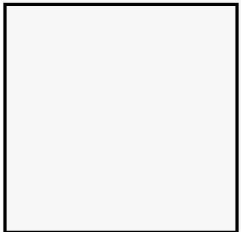
Hardie Board Panel & Hardie Board and Batten



SW9083 DUSTED TRUFFLE



SW1015 SKYLINE STEEL



SW7646 FIRST STAR

Proposed Roofing Materials



**Tamko Heritage Weathered Wood
Shingles**

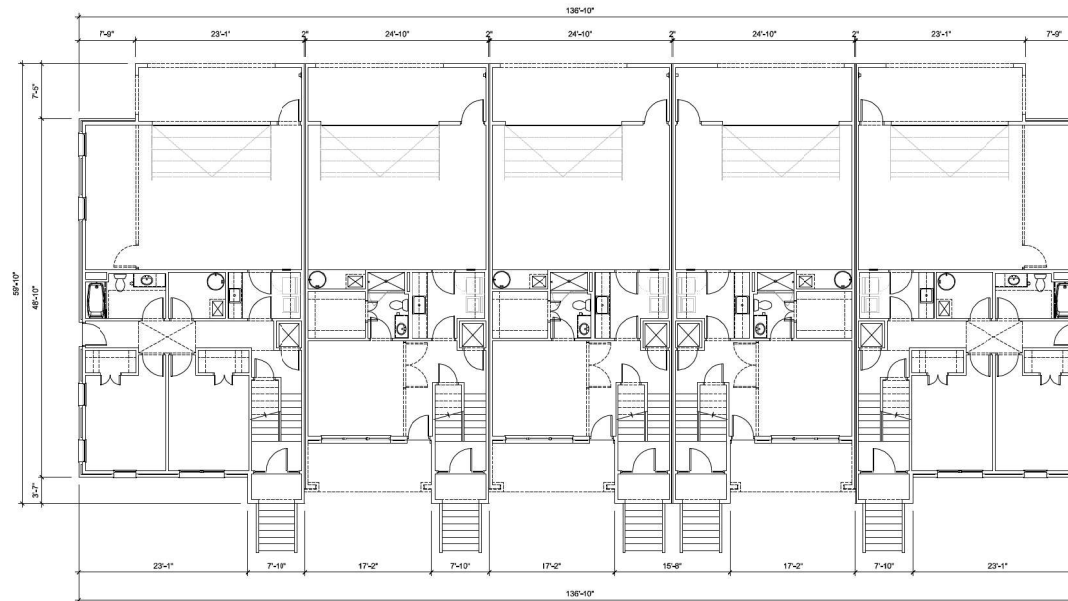


Metal Roofing

All Windows Frames/Mullions: White



BIDDLE FARMS
FARRAGUT TOWN CENTER



BUILDING TYPE 'A' - GROUND FLOOR
SCALE 1/8" = 1'-0"

07/27/2021 10:33:14 AM

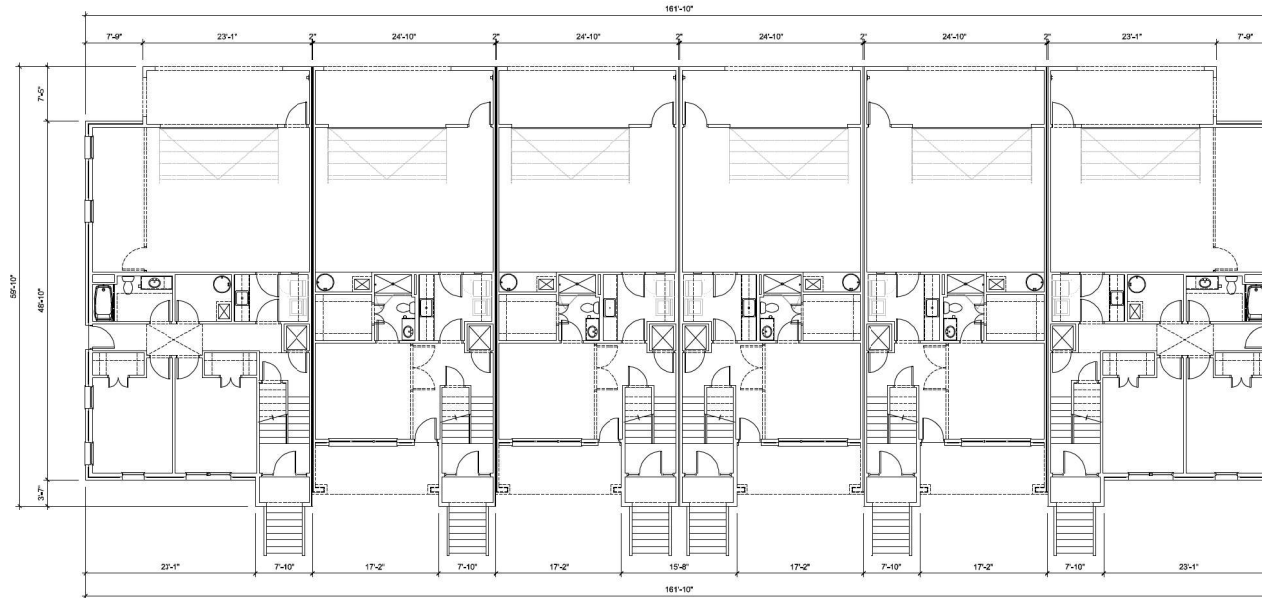
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BUILDING TYPE A - GROUND FLOOR PLAN | FARRAGUT TOWNHOUSES



BIDDLE FARMS
FARRAGUT TOWN CENTER



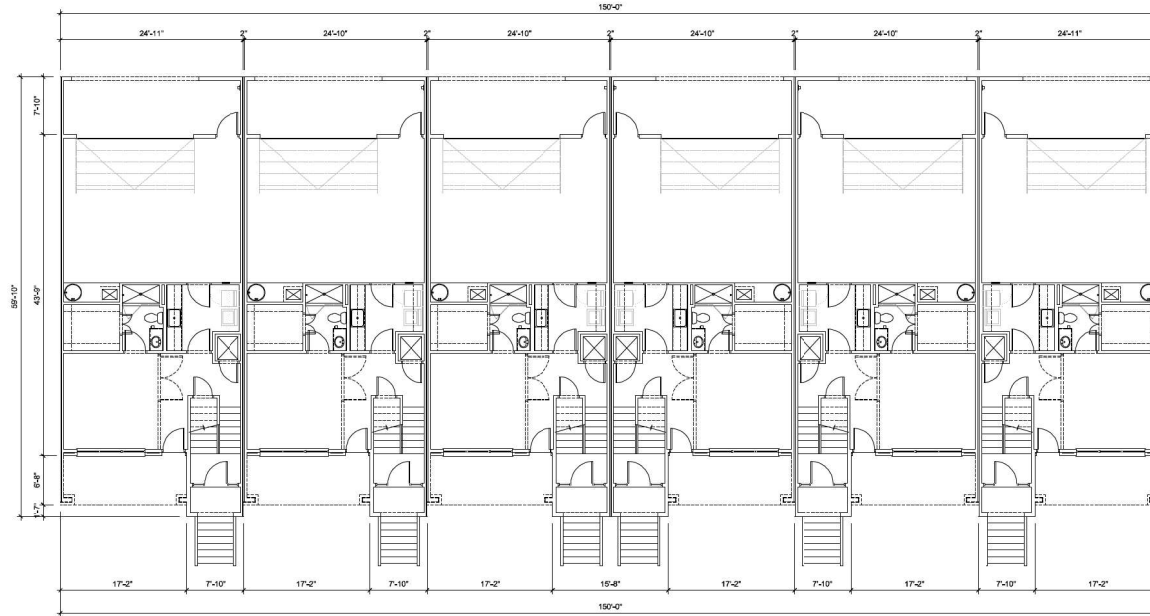
BUILDING TYPE 'B' - GROUND FLOOR
SCALE 1/8" = 1'-0"



BUILDING TYPE B - GROUND FLOOR PLAN FARRAGUT TOWNHOUSES



BIDDLE FARMS
FARRAGUT TOWN CENTER



BUILDING TYPE 'C' - GROUND FLOOR
SCALE 1/8" = 1'-0"

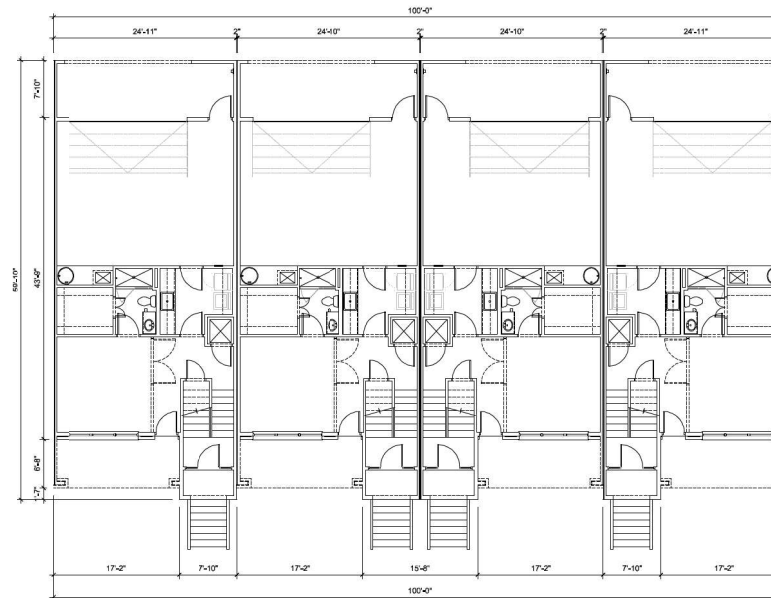


BUILDING TYPE C - GROUND FLOOR

FARRAGUT TOWNHOUSES



BIDDLE FARMS
FARRAGUT TOWN CENTER



BUILDING TYPE 'D' - GROUND FLOOR
SCALE 1/8" = 1'-0"

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BUILDING TYPE D - GROUND FLOOR

FARRAGUT TOWNHOUSES



BIDDLE FARMS FARRAGUT TOWN CENTER

Conceptual Signage Vision

The overall objective of the proposed Town Center's conceptual signage vision is provide a consistent, effective, and unified approach to assist the citizens of the Town of Farragut convenient identification of the tenants of the project, and allows the tenants ample opportunities to promote their brands and assist in navigation to their store locations.

All Signage shall meet the Farragut Municipal Code signage requirements.

Several types of signage proposed for the project include:

- **Multi-Tenant Monument Signage** - The priority of this signage is frontage identification for the users that would otherwise be lined up in a lineal row all facing the street in the manner of the prior retail development. In the aggregate the proposition does not increase the global allocation of signage found in more conventional solutions. Rather it repositions it to add orientation, invitation, and retail activity to the Main Street, which is the focus of the "town center" concept.
- **Ground Monument Gateway Signage** - The ground monument signage similarly replaces a host of individual signs had the site been platted to allow for each building and tenant to have their own "fee simple" parcel. Their positioning along the secondary roads is in return replacing signage for many internal users organized in another development pattern than a town center model.
- **Primary Building Signage** – This signage is proposed to present a consistent approach regarding signage size and presentation while allowing retailers the opportunity to present their brand with little or no compromise. Both wall signage and under canopy blade signage are proposed.
- **Wayfinding & Accent Signage** – This signage, often cast at corners or suspended from cross arms of light standards that support multiple suspended signage shingles in a series with arrows pointing in the direction of each institution are

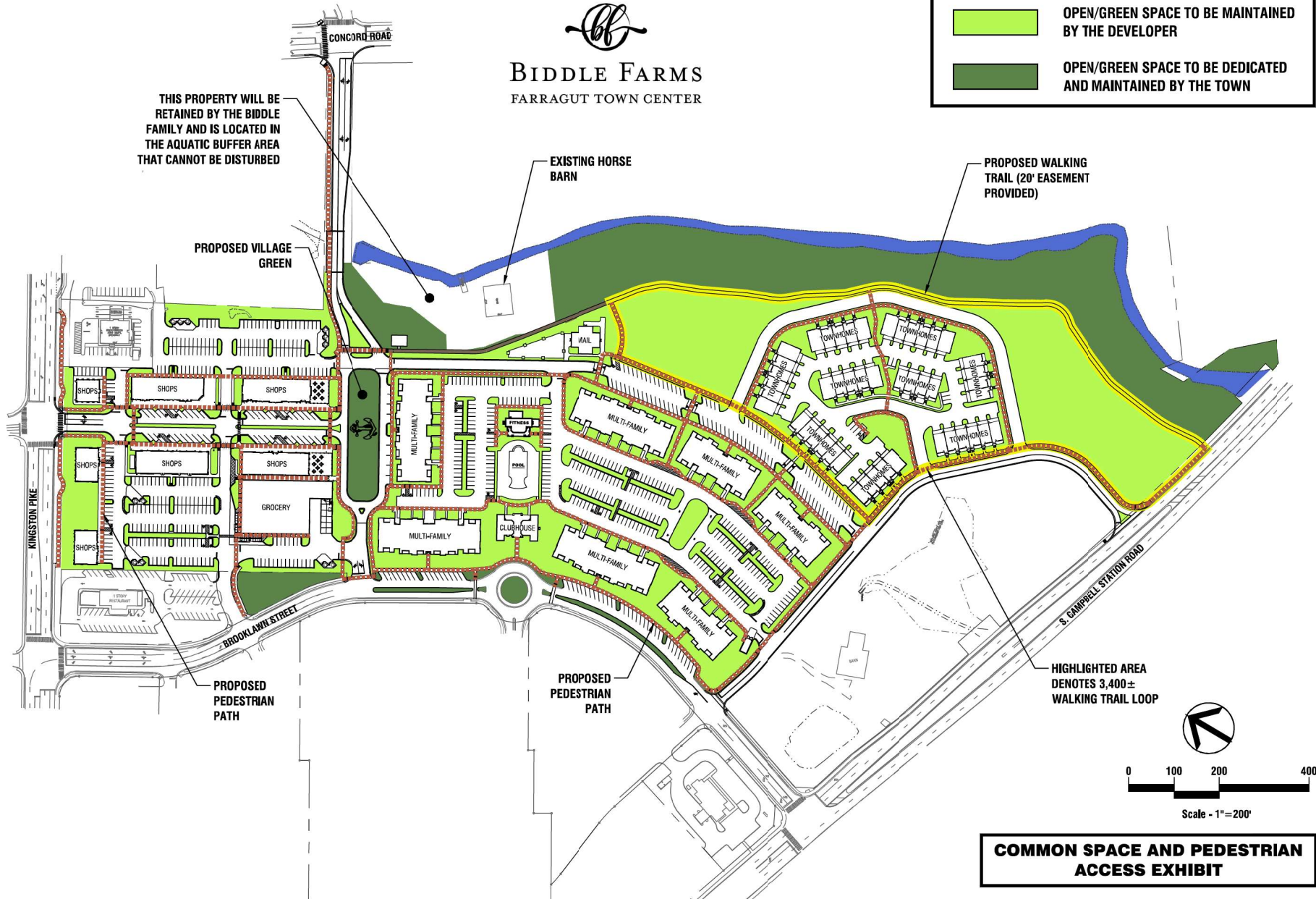


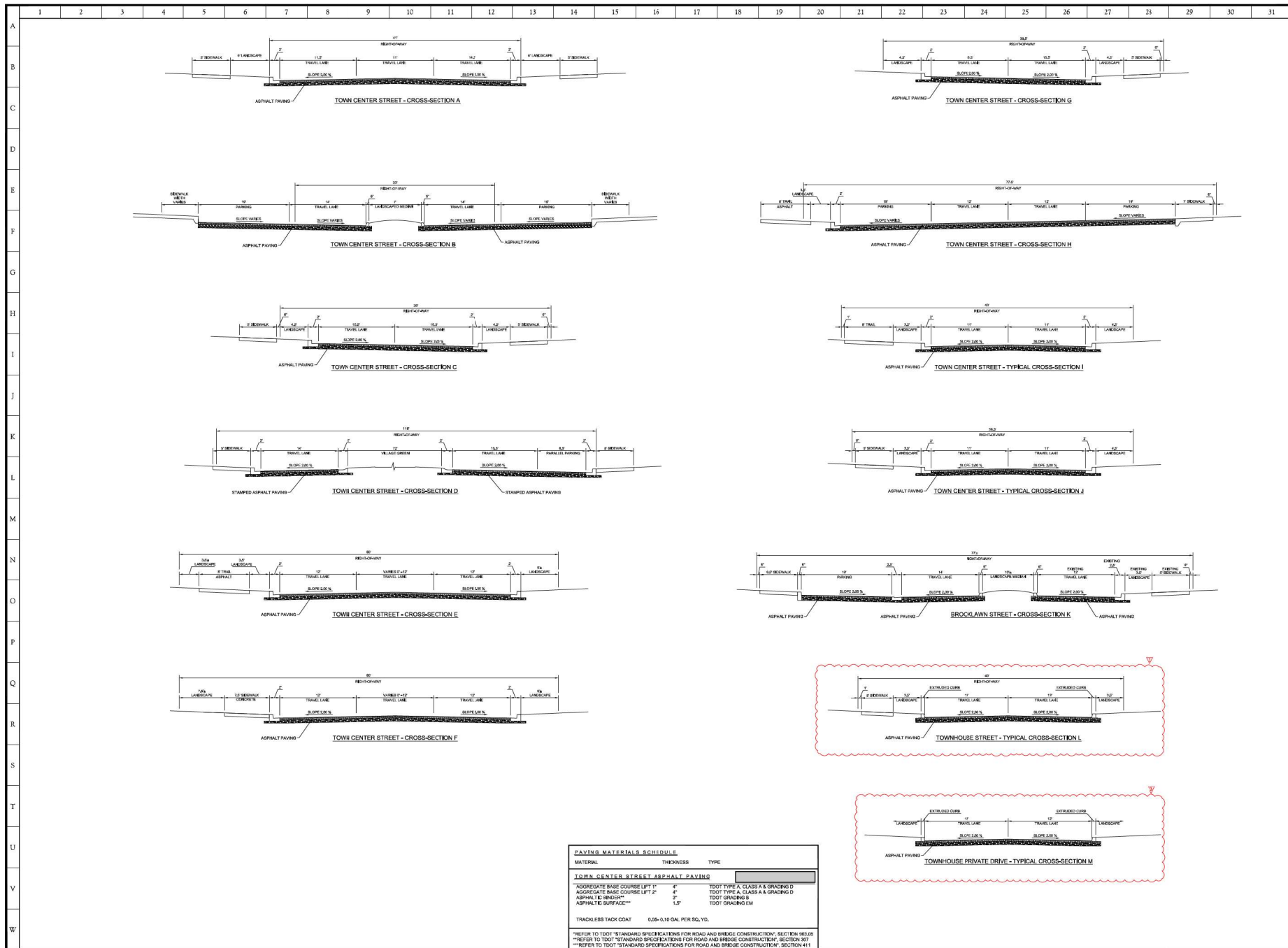


BIDDLE FARMS

FARRAGUT TOWN CENTER

-  OPEN/GREEN SPACE TO BE MAINTAINED BY THE DEVELOPER
-  OPEN/GREEN SPACE TO BE DEDICATED AND MAINTAINED BY THE TOWN







10215 Technology Drive, Suite 304
 Knoxville, TN 37932
 (865) 777-4160
 www.site-incorporated.com

CONCEPTUAL

Proposed Town Center Street Cross Sections

Farragut Town Center at Biddle Farms

Kingston Pike, Brocklawn Street, & Concord Road
 Civil District No. 6 of Knox County, Tennessee
 Town of Farragut

REVISIONS

NO.	DATE	COMMENTS
1	10/19/2020	Initial Design
2	04/20/2021	Revised per Town Comments
3	07/11/2022	Revised per Town Comments

ORIGINAL ISSUE: 10/19/2020

SITE PROJECT # : 1994

FILE: 199405

XS



BIDDLE FARMS

FARRAGUT TOWN CENTER

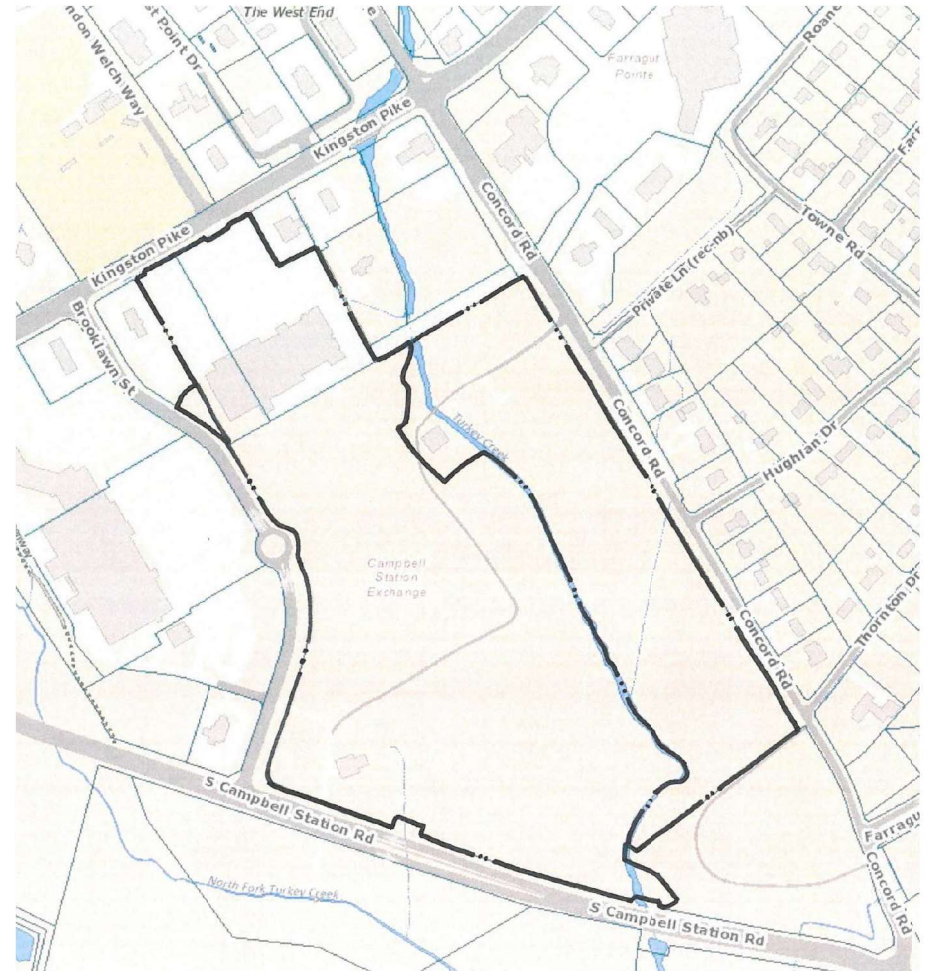
Hydraulic & Hydrology Study Summary and Recommendations

Hydraulic and hydrology models were requested and received from FEMA for both Turkey Creek and North Fork Turkey Creek. The results of both models match the effective results as shown in the Flood Insurance Study (FIS) number 47093CV001B. Both models were updated with new ground data as gathered by our project surveyor. The Base Flood Elevation (BFE) results for both Turkey Creek and North Turkey Creek models were verified to become the Existing Conditions Model (ECM).

From this point, the ECM was used to create the Proposed Conditions Model (PCM). The PCM included the conceptual layout for the development called "Farragut Town Center at Biddle Farms" provided by SITE Inc.

Based upon the results of the hydrology study, not only can the proposed development be constructed, but along with the new bridge over Turkey Creek and other measures undertaken will also help alleviate some of the existing conditions.

FEMA approved the Conditional Letter of Map Revision on July 5, 2022.





Traffic Impact Study Summary and Recommendations

The study of the Biddle Farms, a proposed mixed commercial and residential development evaluated the projected traffic conditions. Background traffic was determined using a 3.5-percent annual compounded growth rate until the horizon year 2025. Traffic associated with the proposed project was then generated and distributed to the proposed site accesses. The proposed site may generate approximately 8,480 daily weekday trips. After the consideration of pass-by traffic and internal trips, approximately 6,730 new daily trips (Primary) may be generated for a typical weekday. Using the identified turning movements for the projected traffic conditions, unsignalized and signalized capacity and level of service analyses were conducted using the 2000 Highway Capacity Manual.

Current conditions for study intersections are LOS E or better. Intersections are operating with a minimum LOS C except for the Kingston Pike intersections with Campbell Station Road and Concord Road. The PM peak hour for the intersection of Kingston Pike at Campbell Station Road is a LOS E and operates over capacity with a V/C ratio of 1.08, thereby an operation that is unstable and experiencing saturated traffic flows resulting in significant congestion with adverse traffic queues. The Kingston Pike intersection with Concord Road is a LOS D during the peak hours with a capacity ratio exceeding 0.90 indicating traffic conditions becoming unstable.

From the analyses conducted, changes in intersection capacity and delays are minimal for the study intersections, and levels of service did not change significantly from the background traffic conditions. Analyses determined that the proposed site development did not result in any significant changes from the analyses conducted for the background traffic conditions which found that the Kingston Pike intersections with Campbell Station Road and Concord Road may experience a LOS F during the PM peak hour and an E during the AM peak hour, respectively; the site impact increase the average intersection delay less than 6 seconds for either intersection and the increase in the V/C ratio not more than 4-percent. The poor levels of service for the Kingston Pike intersections with Campbell Station Road and Concord Road would occur regardless of the proposed development.

The proposed site does not have a significant impact on the adjacent road network as traffic projections and intersection analyses found little impact resulting from the proposed development. This impact is minimized with the proposed signalized accesses available to the site thereby affectively distributing the trips generated by the mixed-use development. **The proposed development is a lower trip generator than the zoned property which could possibly develop an approximate 295,000 square feet of retail uses.** The comparison of the trip generation found the proposed site reduces the trip generation potential as compared to the possible development with the current zoning. **With the same pass-by rate of 20-percent applied to the trip generation of a 295,000 square foot center, the daily trips generated may be 3,300 fewer daily trips and 390 fewer PM peak hour trips with the proposed mixed commercial and residential**

development. An additional approximate 75 trips might be generated during the AM peak hour with the mixed-use commercial and residential site but is not significant as it is managed with numerous accesses to the adjacent street network.

RECOMMENDATIONS

The analyses conducted and the review of the traffic volumes identified the following recommendations:

Minimize landscaping, using low growing vegetation, and signing at the planned site accesses.

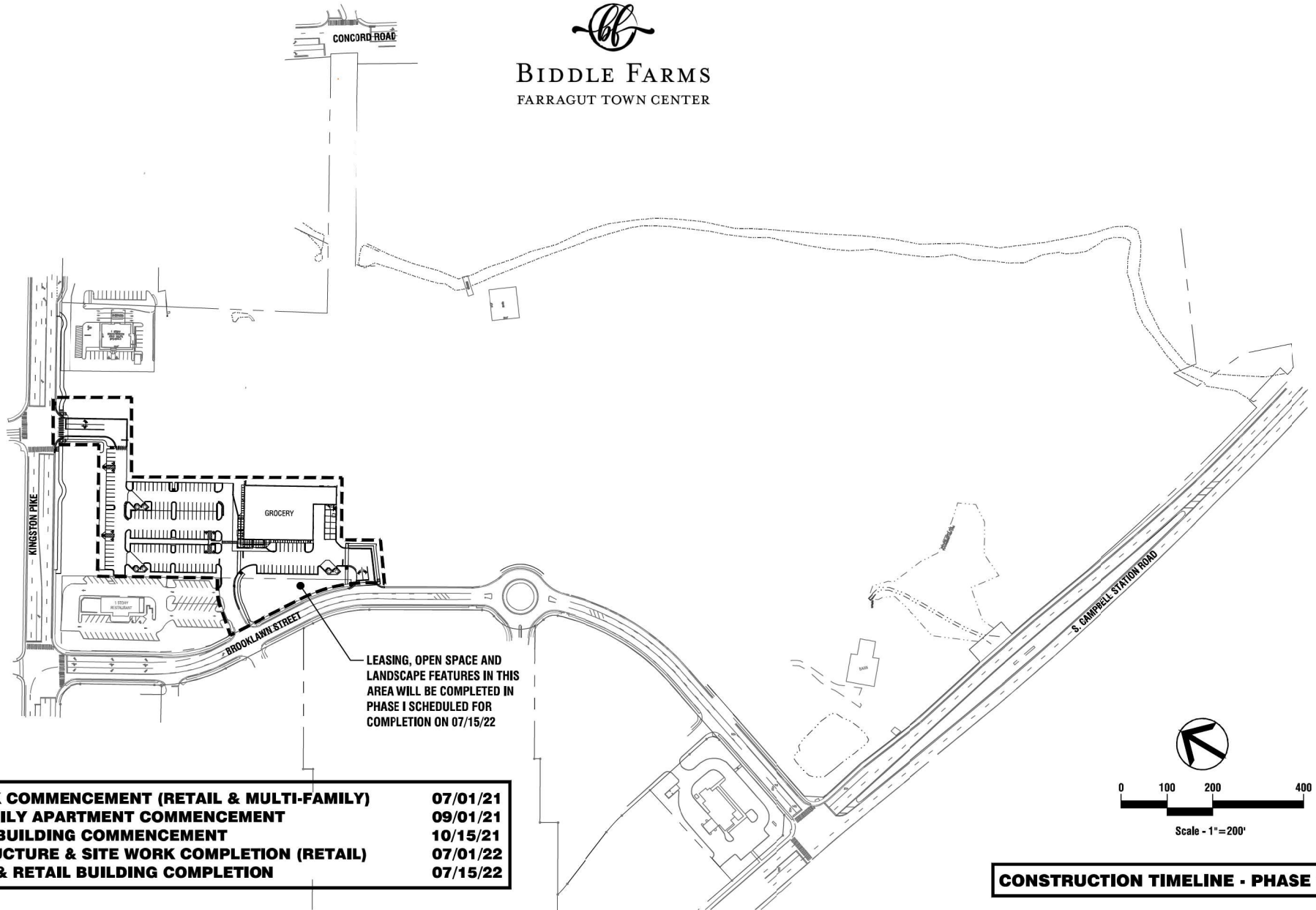
Intersection design should conform to the recommended standards and practices of the American Association of State Highway and Transportation Officials, the Institute of Transportation Engineers, Tennessee Department of Transportation (TDOT), and the Town of Farragut. The proposed site access for the site was found to operate at acceptable levels of service; however, the adjacent Kingston Pike intersections with Campbell Station Road and Concord Road may experience lower and unacceptable levels of service as the background traffic will have a significant impact on the intersections' capacities. Background left-turn volumes exceed 300vph for the northbound, southbound, and eastbound approaches of the Kingston Pike and Campbell Station Road intersection thereby requiring double left-turn lanes. Double left-turn lanes for the Kingston Pike and Campbell Station Road intersection would be very difficult with the current development of the intersection corners. The provision of these double left-turn lanes would require several design exceptions if they were to be considered by the Town of Farragut, minimizing any right-of-way required.

Mitigation of background traffic impacts for the of Kingston Pike intersection with Concord Road is an additional northbound right-turn lane. The mitigation of both Kingston Pike intersections with Campbell Station Road and Concord Road would return level of service and capacity back to that currently experienced for the 2020 traffic conditions. The development of the Biddle Farms property did not determine any required mitigation as its impacts were not significant and acceptable levels of service provided for the accesses to the site.

Per the TIS letter amendment dated 06-20-22, The addition of the proposed 48 townhomes would result in an expected 25 additional trips (entering and exiting) during the evening peak, and 19 additional trips (entering and exiting) during the morning peak. These trips would be distributed between four different access points to the development. We would expect the impact of these added trips to be negligible – with only a few trips at any turning movement location for a specific access point during the peak periods.



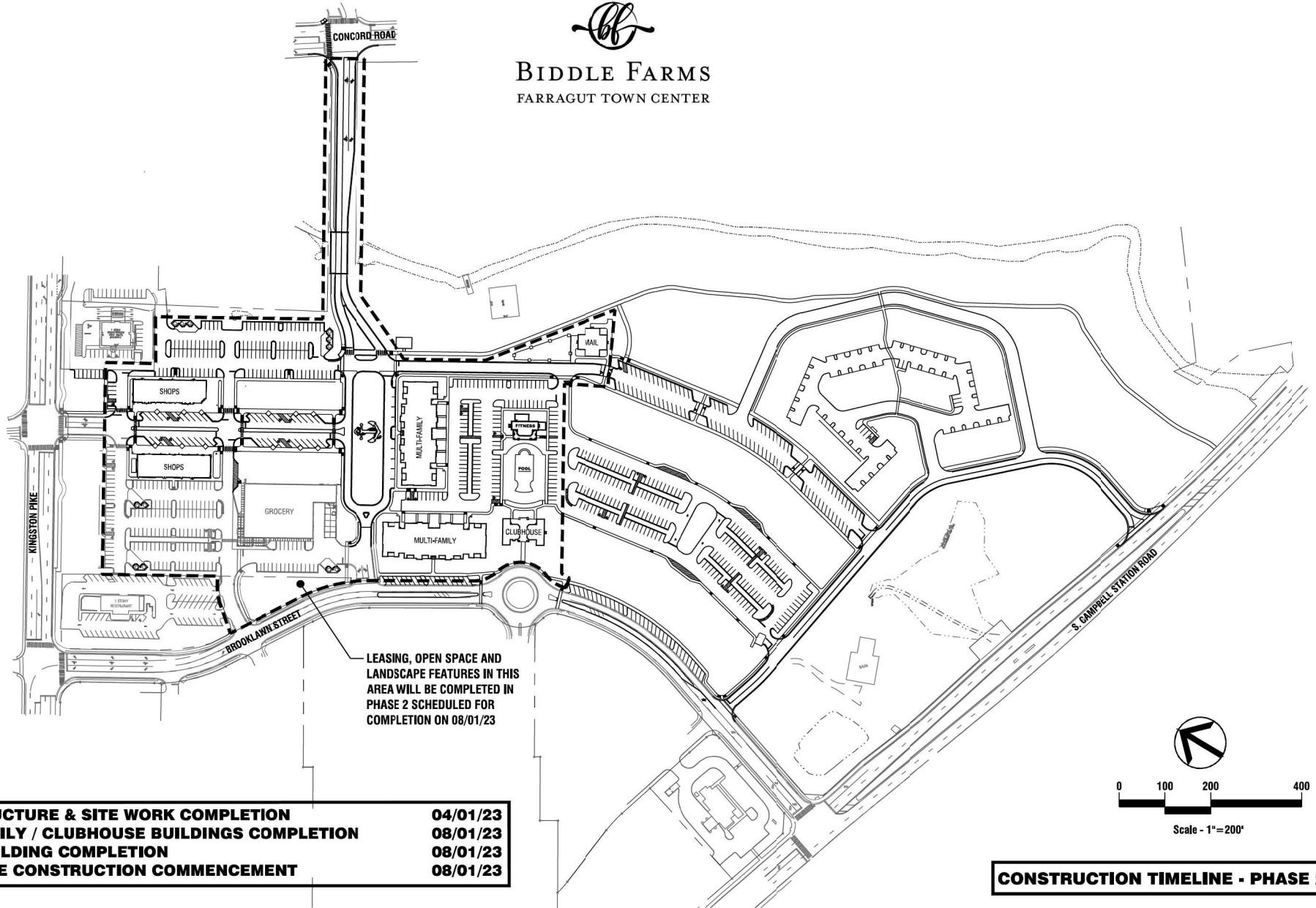
BIDDLE FARMS
FARRAGUT TOWN CENTER





BIDDLE FARMS

FARRAGUT TOWN CENTER



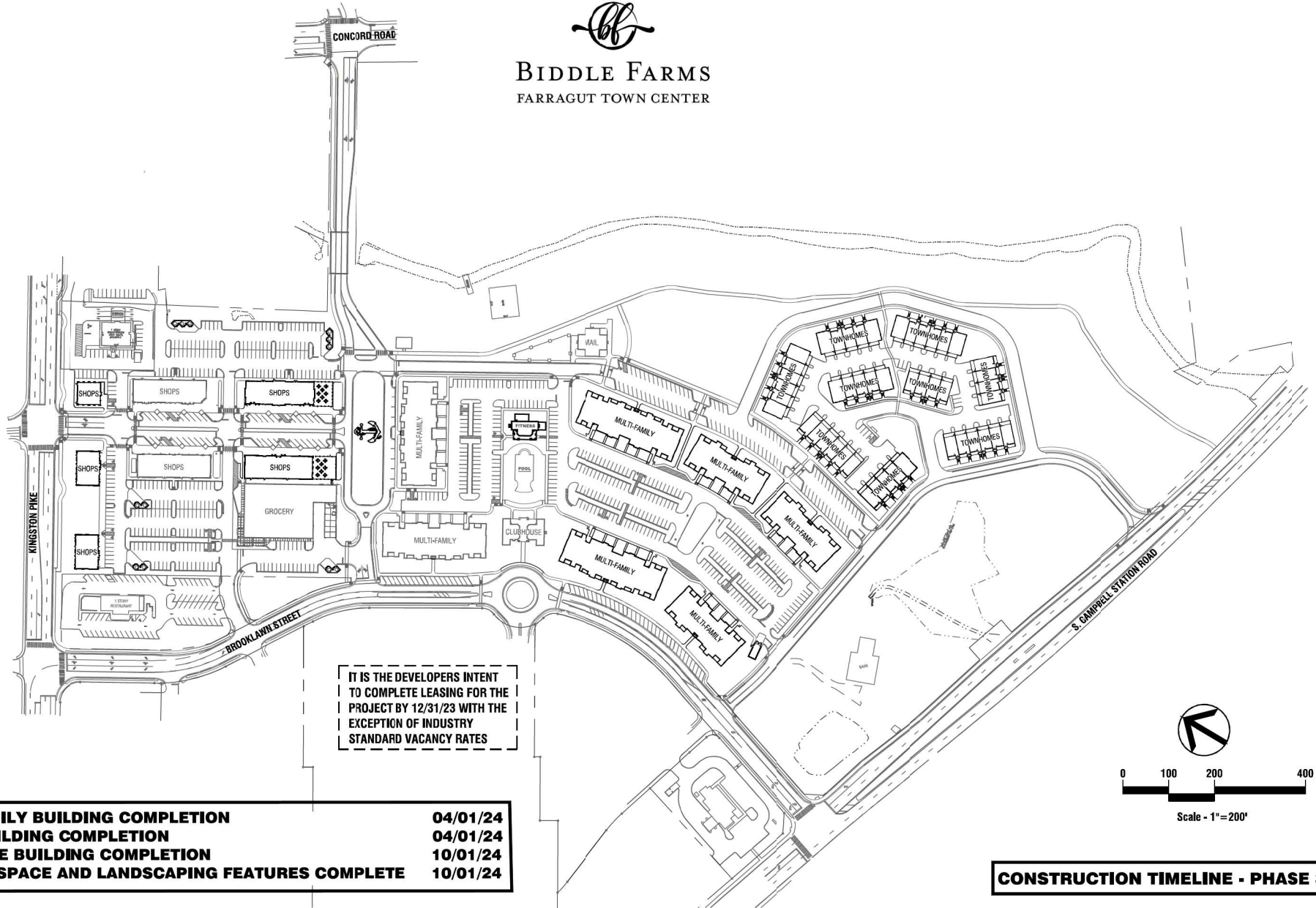
INFRASTRUCTURE & SITE WORK COMPLETION	04/01/23
MULTI-FAMILY / CLUBHOUSE BUILDINGS COMPLETION	08/01/23
RETAIL BUILDING COMPLETION	08/01/23
TOWNHOME CONSTRUCTION COMMENCEMENT	08/01/23

CONSTRUCTION TIMELINE - PHASE 2



BIDDLE FARMS

FARRAGUT TOWN CENTER



IT IS THE DEVELOPERS INTENT
TO COMPLETE LEASING FOR THE
PROJECT BY 12/31/23 WITH THE
EXCEPTION OF INDUSTRY
STANDARD VACANCY RATES

MULTI-FAMILY BUILDING COMPLETION	04/01/24
RETAIL BUILDING COMPLETION	04/01/24
TOWNHOME BUILDING COMPLETION	10/01/24
ALL OPEN SPACE AND LANDSCAPING FEATURES COMPLETE	10/01/24

CONSTRUCTION TIMELINE - PHASE 3



1100 Marion St., Suite 300
Knoxville, Tennessee 37921
tel: 865.963.4300
fax: 865.524-5311

June 20, 2022

Mr. Budd Cullom
CHM Development
6312 Kingston Pike, Suite C
Knoxville, TN 37919

RE: BIDDLE FARMS TOWNHOMES, TRAFFIC STUDY, FARRAGUT, TN.

Dear Mr. Cullom:

This letter report is a summary of the anticipated trip generation for the proposed development of 48 townhomes within the Biddle Farms development located in Farragut adjacent to Kingston Pike (US 11/70) and Campbell Station Road. **Figure 1** illustrates this location. The trip generation for this report was prepared applying the single family attached residential rates (LUC 215) published in the current 11th edition of **Trip Generation**, the recognized reference published by the Institute of Transportation Engineers (ITE).

The trip generation for the 48 townhomes is presented in **Table 1**.

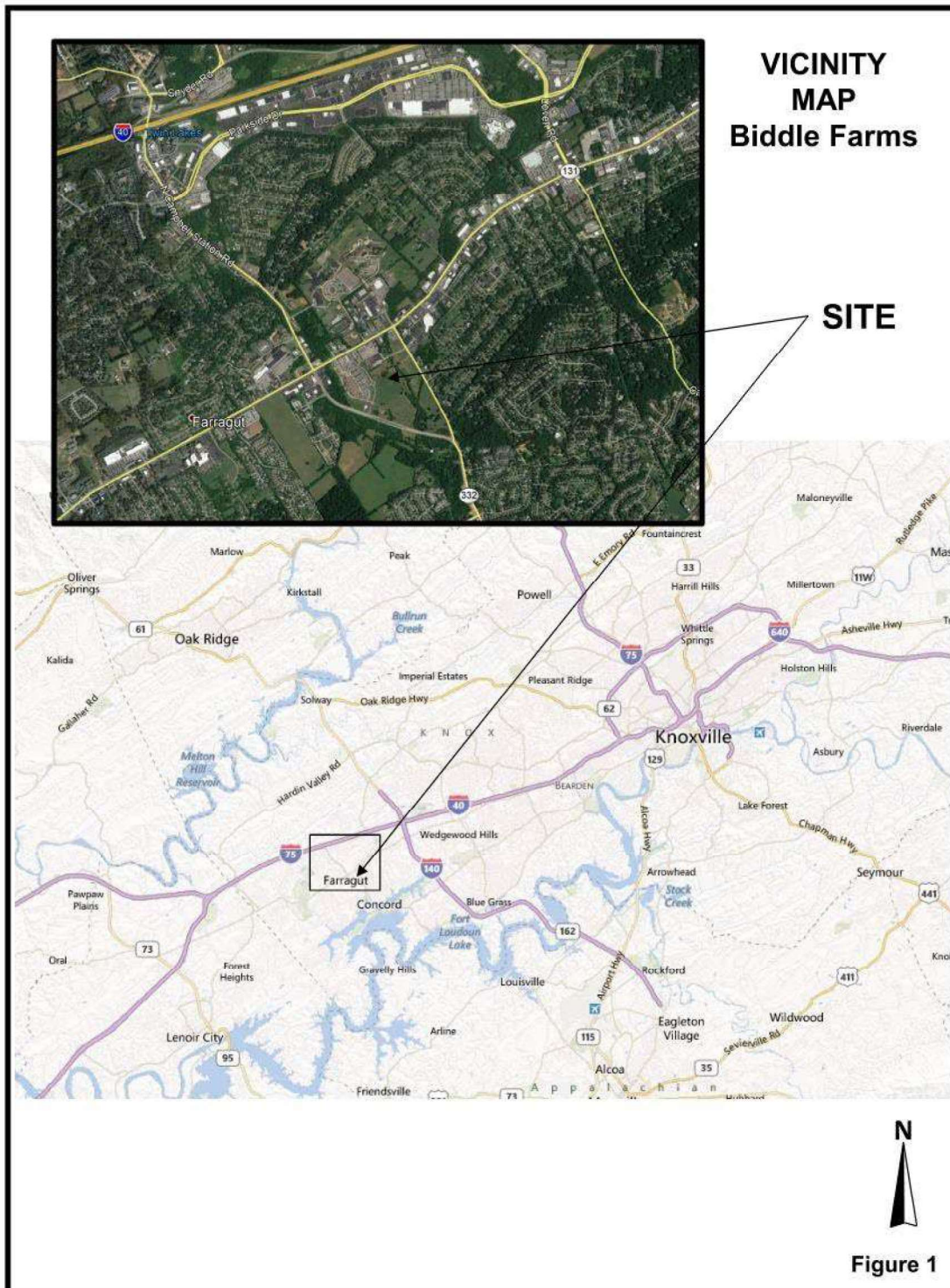
TABLE 1 BIDDLE FARMS TOWNHOME RESIDENTIAL

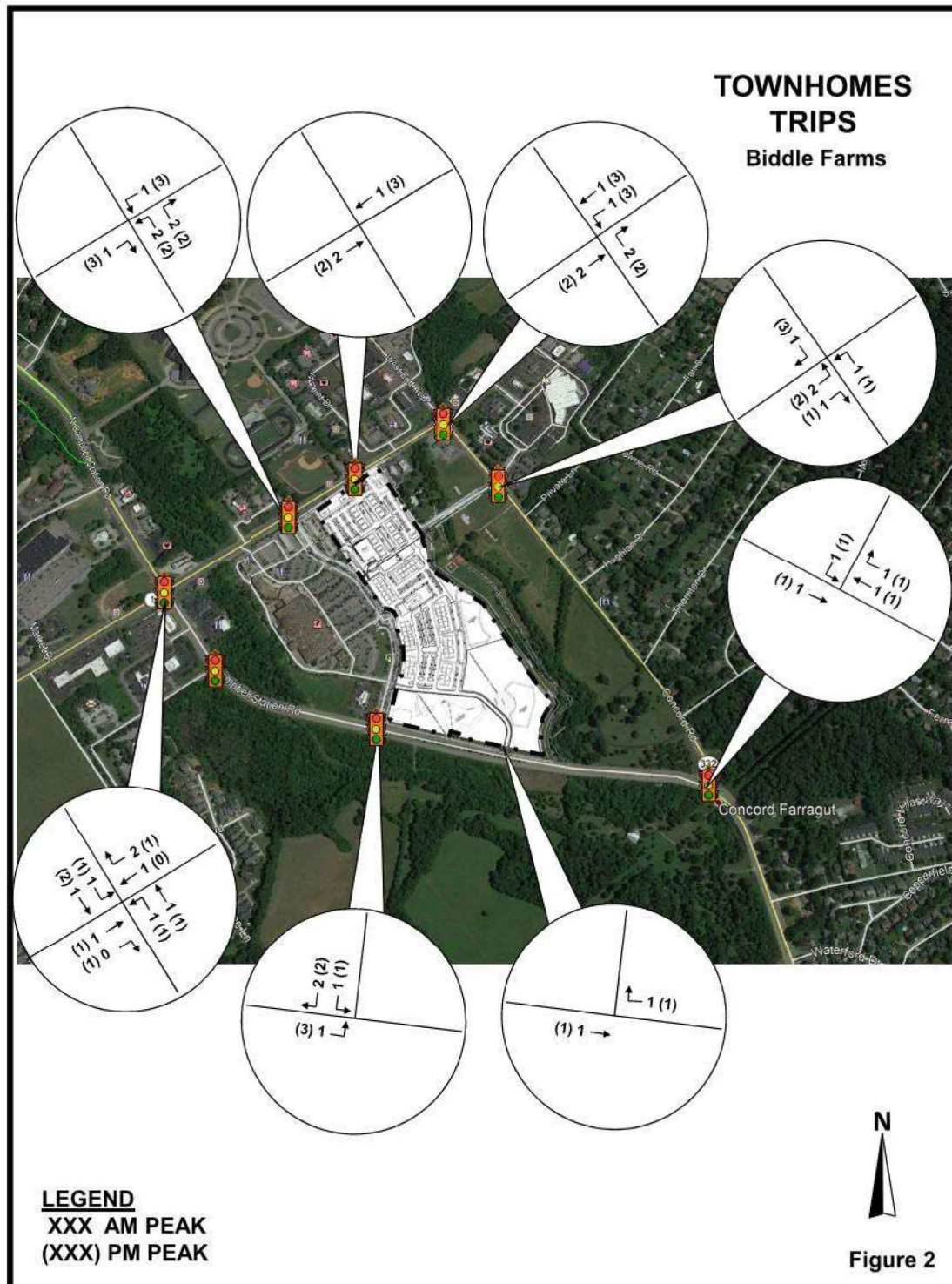
Land Use	Land-Use Code	Units	Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				Enter	Exit	Total	Enter	Exit	Total
SINGLE FAMILY (Attached)	215	48	383	6	13	19	14	11	25

Reference: Institute of Transportation Engineers TRIP GENERATION, 11th Edition

Figure 2 illustrates the townhome trip assignment based on the residential distribution assumed for the Biddle Farms residential component provided in the traffic impact study report prepared October 2020. This distribution and assignment assumed 10-percent of the generated trips would remain internal to the Biddle Farms development. From the trip generation and the assignment of the 48 townhomes, the associated traffic is nominal and its impact would not be significant.









Mr. Budd Cullom
CHM Development
June 20, 2022
Page 4

Should you have any questions, please call me.

Sincerely,
CDM Smith Inc.



John F. Gould, P.E.
Senior Transportation Engineer

Project No. 245285



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a final plat of Lot 2 of Biddle Farms Commercial and Part of Lot 9R1 of Campbell Station Exchange, 5.3 Acres, Zoned PCD (Budd Cullom, Applicant)

INTRODUCTION AND BACKGROUND: As different sections of the Town Center at Biddle Farms are completed, plats will be presented to the Planning Commission to establish easements, rights-of-ways, and other property lines. The purpose of the plat being presented at this time is to plat easements and right of way for one of the public street sections that provides access to the Aldi development that is largely complete.

RECOMMENDATION: Included in the packet are responses to initial staff comments and the revised final plat. Staff will be inspecting the site to verify that required field items are complete or, where authorized, covered with a letter of credit. Staff will also review the revised final plat to ensure that initial comments have been addressed.

Callout (6)

Ok

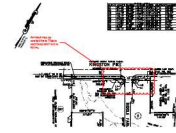
Cloud+ (2)



Subject: Cloud+
Page Label: 1
Author: bhose
Date: 6/27/2022 10:02:09 AM
Status:
Color: ■
Layer:
Space:

Does the extent of the platted ROW provide for the construction of the full public green and the roadway circulation around it? There should also be some notation of the future connections.

Added note concerning future connection of Anchor Green Drive with access to Concord Road, etc.



Subject: Cloud+
Page Label: 1
Author: mshipley
Date: 6/27/2022 3:06:14 PM
Status:
Color: ■
Layer:
Space:

An inset may be needed here. This is very busy and hard to follow.

Sheet size has been increased and scale decreased for clarity of smaller details.

Text Box (4)



Subject: Text Box
Page Label: 1
Author: mshipley
Date: 6/27/2022 2:49:55 PM
Status:
Color: ■
Layer:
Space:

Please include the certification for street approval to be signed by the Town Engineer. Maintenance and, potentially, completion letters of credit will be required.

Certification of Street Approval has been added.



Subject: Text Box
Page Label: 1
Author: Dsmith
Date: 6/27/2022 3:20:55 PM
Status:
Color: ■
Layer:
Space:

Please complete all items on Staff's punchlist, including stabilization of all areas of public ROW.

Staff's punchlist items per on-site meeting on 07/11/2022 will be completed before recording plat



Subject: Text Box
Page Label: 1
Author: Dsmith
Date: 6/27/2022 3:22:04 PM
Status:
Color: ■
Layer:
Space:

Drainage Fee is based upon area of impervious surface, and will be calculated as properties are developed.

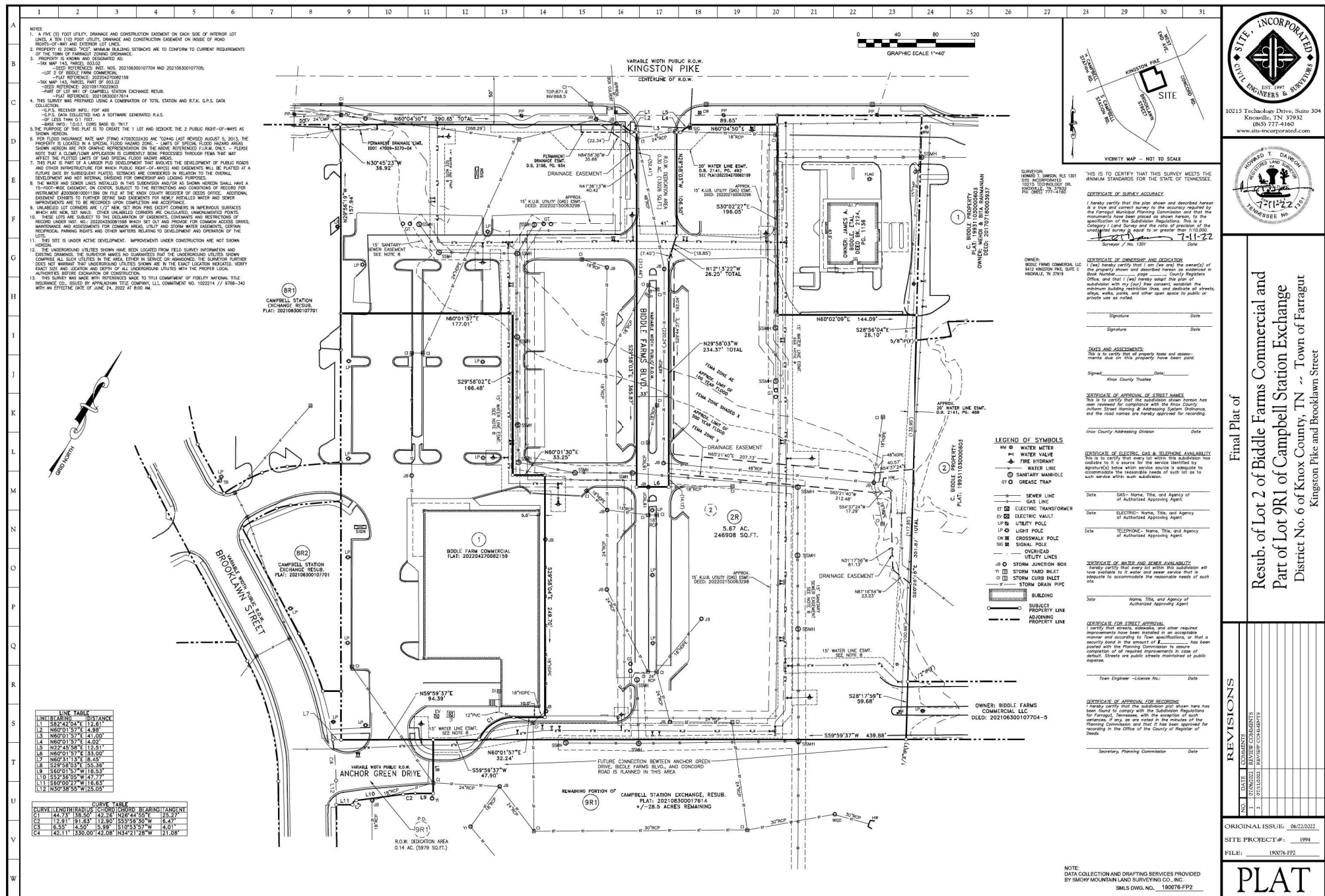
Disregarded per Lori Saal.



Subject: Text Box
Page Label: 1
Author: Dsmith
Date: 6/27/2022 3:23:57 PM
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Color: ■
Layer:
Space:

Will there be any portions of sidewalk within ROW? Is this to be covered by Completion LOC?

Yes, there is an approximately 150' portion of sidewalk on the south side of Anchor Green Drive near Brooklawn Street that will need to be covered by a Completion LOC.



0215 Technology Drive, Suite 304
Knoxville, TN 37932
(865) 777-4160
www.site-incorporated.com



Final Plat of
Resub. of Lot 2 of Biddle Farms Commercial and
Part of Lot 9R1 of Campbell Station Exchange
District No. 6 of Knox County, TN -- Town of Farragut
Kingston Pike and Brooklawn Street

REVISIONS
COMMENTS

NO.	DATE	Q
1	07/06/2021	R
2	07/11/2021	R

ORIGINAL ISSUE: 06/22/2022
 DATE PROJECT #:- 1994

FILE: 190076-FP2

PLAT

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to amend the Town's Outdoor Site Lighting provisions to restrict ballfield lights to public facilities on public property (Farragut Neighborhood Preservation Partnership, Applicant)

INTRODUCTION AND BACKGROUND: The Farragut Neighborhood Preservation Partnership (FNPP), which includes but is not limited to residents of the Glen Abbey, Derby Chase, Shiloh, Belleaire, and Farragut Crossing Subdivisions, have requested consideration of a text amendment to limit and/or restrict all outdoor field lighting to McFee Park and Bob Leonard Park. The field lighting at the Knox County Schools is exempt from the Town's requirements governing outdoor site lighting and this may also need to be clarified in any amendment language.

DISCUSSION: The Town's outdoor site lighting provisions are included in Chapter 4 of the Zoning Ordinance and were recently updated to organize the provisions and address newer technologies and lighting applications. The outdoor site lighting provisions are intended to govern private property where the Town would otherwise have no controls in place to address the intent of the outdoor site lighting provisions. The provisions do not generally apply to single-family and two-family dwellings and street lighting, unless it involves residential street lighting that are governed by the Subdivision Regulations.

Included in the packet is the letter from the FNPP that outlines the intent of their request. The FNPP will have representatives at the meeting to further discuss their objectives. Some items that were mentioned at the staff/developer meeting on July 5 included:

1. How the FNPP request would be applied to best address their objectives?
2. Whether certain terms, like "outdoor field lighting" and "recreational facilities", would need to be defined.
3. What controls would be in place where outdoor field lighting exists and may be expanded in the future?

The Town has had outdoor field lighting at Bob Leonard Park since 1989 and lighting at McFee Park since it opened in 2009. The request from FNPP would acknowledge and clarify this condition and prohibit where such lighting could be installed in other locations.

Farragut Neighborhood Preservation Partnership

Which includes but is not limited to residents of the Glen Abbey, Derby Chase, Shiloh Condominiums, Belleaire, and Farragut Crossing in Farragut TN 37934

06/15/2022

To: Mark Shipley: Community Development Director
Town of Farragut Municipal Planning Committee
Town of Farragut Board of Mayor and Alderman.

The accompanying application for a Text Amendment to the Town of Farragut Pole Lighting Ordinance. XIII. - Outdoor site lighting to limit and/or restrict ALL Outdoor Field Lighting to McFee Park and Bob Leonard Park in Farragut TN 37934.

The intent of this Text amendment includes, but is not limited to:

1. To protect Farragut neighborhoods from incompatible development.
2. To protect Farragut neighborhoods and residents from intrusive lighting that could be a public nuisance and safety issue.
3. To protect Farragut neighborhoods from becoming commercialized.
4. To prevent negative effects on residential properties, neighborhoods, and families.
5. To protect Farragut neighborhoods property values.
6. To protect Farragut neighborhoods and residents' quality of life.

Thank you,

Members of the Farragut Neighborhood Preservation Partnership

Jeanne Brykalski
Jenni Craddick
Cathy McKeown
Lori Lyell
Mary Ellen Branan
Don Mann

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a concept plan for the Virtue View Farm Subdivision, Parcels 33.03 and 33.04, Tax Map 152 033.03 and 152 033.04, 44.09 Acres, 13 Lots, Zoned R-1 (Steve Williams, Applicant)

INTRODUCTION AND BACKGROUND: This agenda item involves development of two tracts near the intersection of Virtue Road and Evans Road that were recently rezoned from Agricultural to Rural Residential. The applicant has requested that this be for discussion purposes only so that feedback could be provided on variance requests that have been included on their initial concept plan.

The concept plan shows the property being subdivided into 13 house lots ranging in size from 1.2 acres to almost 12 acres. The concept plan has been presented at two staff/developer meetings. At the initial staff/developer meeting, the applicant was asked to revisit some of the variances and re-submit a plan that was more consistent with variances that the Planning Commission has been presented with on other larger lot developments with a more rural character.

Those variances have included mainly street and right of way widths and an opportunity to have an unstructured drainage system that uses overland flow rather than curbing, catch basins, and storm sewers. As you will recall, both the Sassafras Meadows development off Dixon Road and the Ray Keeney development off Union Road included, to some extent, these variances. Staff would note, however, that in those developments there were fewer lots, and the lots were generally larger. Sassafras Meadows included four lots each greater than five acres and the Ray Keeney subdivision off Union Road includes six lots ranging in size from 1.85 acres to 6.43 acres.

DISCUSSION: Since Sassafras Meadows and the Keeney property were relatively recent developments with a desired rural character, staff will evaluate the applicant's variances in relation to those projects. The applicant has conveyed that they too desire a rural character so these two recent developments would help establish a baseline for evaluating the variances being requested at this time. The applicant's variances noted on their revised concept plan and staffs' comments (in italics) on each variance are as follows:

1. **No detention pond required.** *Given the proximity of the property to the lake, scale of the proposed subdivision, and size of the proposed lots, staff would support this variance.*
2. **Private 20-foot-wide road with no curbs. Grass swales/ditches instead of curb and gutter and storm sewer.** *Like the Sassafras Meadows and Keeney property subdivisions, staff is in support of grass swales in lieu of curb and gutter and storm sewer. For the lot sizes proposed, this provides for enhanced water quality. Staff is not in support of the request for this to be a private street. Private streets have not been permitted in subdivisions for several years. When they were permitted many years ago, the Town ended up being asked to take over streets that were originally private and were facing serious issues with maintenance that the HOA was not able to address. This cost*

the Town staff time and money. In addition to the private street prohibition in the Subdivision Regulations, the Farragut Zoning Ordinance also requires new lots to front for a minimum of 25 feet on a public street. So, in addition to a variance associated with the Subdivision Regulations, the requirement in the Zoning Ordinance for public street frontage would also have to be addressed and would involve the Board of Zoning Appeals and the parameters governing their consideration of variance requests. Staff would note that private streets also conflict with the Town's Comprehensive Land Use Plan (CLUP) and its objective to promote increased connectivity and a greater sense of community. A gated private street would be inconsistent with this objective. If gates are desired, those could be installed along the driveways of the house lots. Having the street as public would also benefit the future residents of this subdivision as they would not be responsible for the street's maintenance.

Like the Sassafras Meadows and Keeney subdivisions, staff would be open to a variance from the public street width to promote a more rural character and complement the natural drainage system. The Virtue View Subdivision includes more than twice the number of lots than Sassafras Meadows and the Keeney subdivision. In those developments the public street width was reduced from 26 to 20 feet which is also what the applicant is requesting for the Virtue View Subdivision. A question is whether, given the number of lots, a reduction to 20 feet is too much. Another important consideration is that the street will have to be constructed to a width and standard that can provide compliance with applicable fire code requirements.

3. **Gated entry with HOA responsibility for road, gated entry and landscaping in road entry.** *Please see staff comments from previous variance request.*
4. **Cul-de-sac with a length of 911 feet, exceeding the maximum 500 feet permitted.** *Given the number of lots proposed and the property's topography, staff would support this variance.*
5. **No vehicular connections to other roads or walking trails or sidewalk connections to any adjoining property.** *Given the number of proposed lots, staff would support not having a vehicular connection to the right of way stubbed into the property from the Grove at Boyd Station Subdivision. Staff would not support a variance from the requirement to provide walking trail and/or sidewalk connections to abutting properties. The proposed subdivision includes 13 lots. Smaller developments like Old Stage Farms off Old Stage Road included both sidewalk and walking trail connections. Two recent one-acre house lots on Boring Road also were required to construct a walking trail across their frontages in a relatively rural portion of the Town. Even the Sassafras Meadows and Keeney subdivisions provided for walking trail easements and the ability to construct such facilities in the future. As mentioned earlier, these were both developments with a desired rural character and with less than half the density of the Virtue View Subdivision. Still, trail and/or sidewalk provisions were required.*

Throughout its history the Town has been very proactive in its development of pedestrian and bicycle facilities and making the Town better connected by means other than the automobile. The Virtue View Subdivision, at a minimum, should provide a trail connection from the Grove at Boyd Station to the proposed cul-de-sac and provide for pedestrian facility easements along the abutting collector streets of Evans Road and Virtue Road. These are key connections and help implement the Town's adopted CLUP and Pedestrian and Bicycle Plan. The Town's walking trails and sidewalks are consistently referenced as making the Town a highly desirable place to live.

6. **Omit 10% open space.** *If the development is not required a detention basin and if water quality easements and protections for the aquatic buffer are platted, staff would be open to this variance given the number and size of the lots.*
7. **Lots 3-6, 8-9, and 11-13 exceed the maximum lot width to depth ratio.** *Though other elements of the lot layout would likely be affected by decisions made on other requested variances, staff has*

concerns about this variance because it is self-created in terms of the number of lots proposed. Lots 5-8 appear to be on steep areas and may need to be reduced by one lot to work better with the topography. This could potentially eliminate the need for this variance.

Staff would also note that, although not listed as a variance request, the subdivision is required to improve its collector street frontages along Evans Road and Virtue Road to the Town's Complete Streets cross section in the Pedestrian and Bicycle Plan. This will likely be another discussion item. The applicant's revised concept plan is included in the packet.

AS APPLIED IN SURVEY

NOTES:

- EXISTING CONTOURS BASED ON STATE LIDAR DATA.
- ACCESS TO LOTS 1-9 FROM INTERNAL ROAD SYSTEM ONLY. ACCESS TO LOT 11 FROM EVANS ROAD, ACCESS TO LOTS 12 & 13 FROM VIRTUE ROAD.
- LAKE FRONTAGE TO BE A PART OF LOT 13.
- THE PROPERTY OWNER(S) ARE RESPONSIBLE FOR MAINTAINING STORM WATER FACILITIES ON THIS PROPERTY. EASEMENTS TO BE PLATTED ALONG PRIVATE ROADS FOR ACCESS.
- THE OWNER IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF CONSTRUCTION SITE POLLUTION PREVENTION CONTROLS THROUGHOUT THE LIFE OF THE PROJECT.
- APPROXIMATE LOCATION OF EXISTING OVERHEAD POWER/TELEPHONE LINES NOT FIELD LOCATED.
- APPROXIMATE LOCATION OF EXISTING SANITARY SEWER NOT FIELD LOCATED.
- WATER PROVIDERS: FUD
- SEWER PROVIDERS: FUD

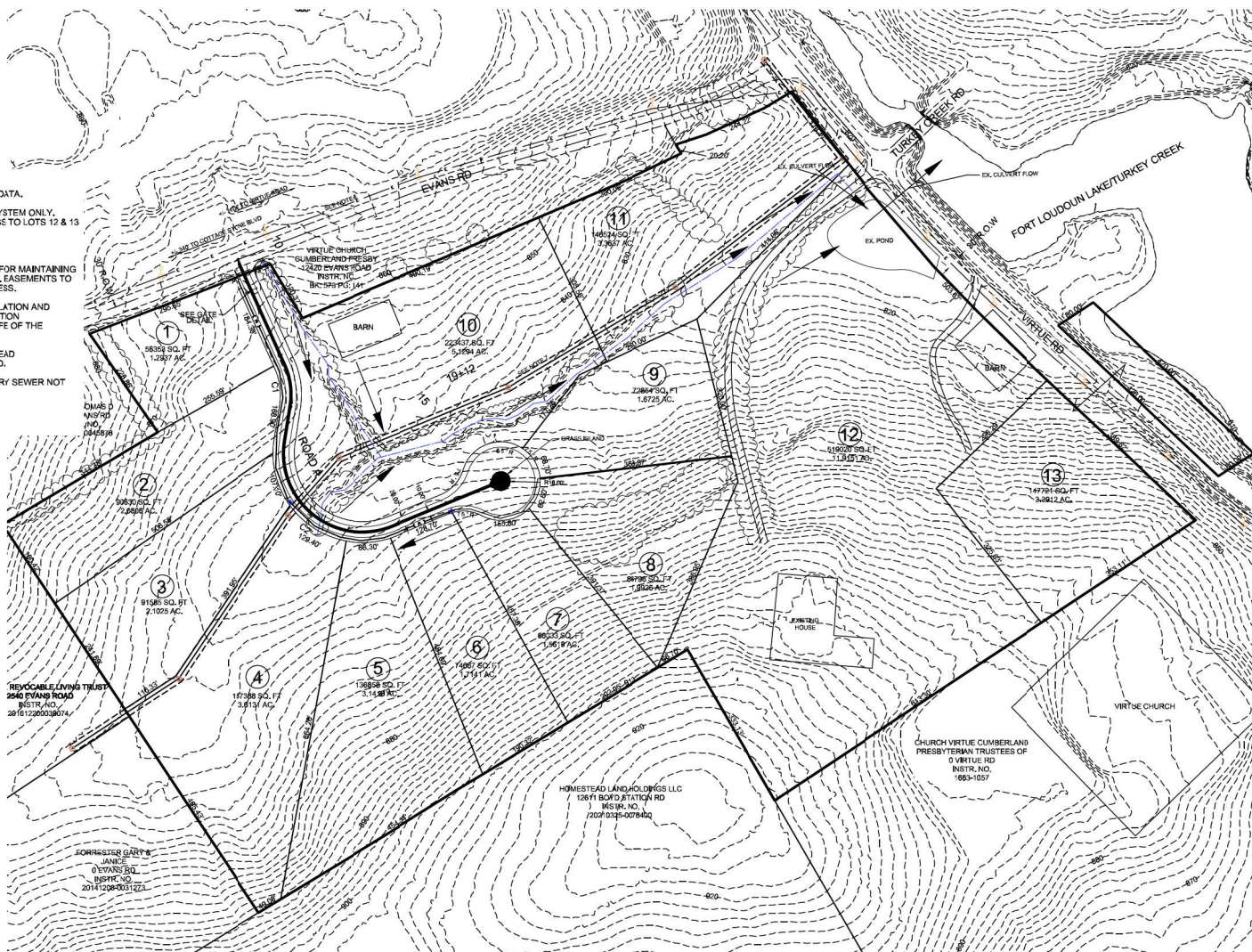
VARIANCES:

- NO DETENTION POND REQUIRED.
- PRIVATE 20' WIDE ROAD WITH NO CURBS. GRASS SWALES/DITCHES PROVIDE STORM WATER QUALITY. SITE DRAINS TO FORT LOUDOUN LAKE.
- GATED ENTRY WITH HOA RESPONSIBLE FOR ROAD, GATED ENTRY, LANDSCAPING IN ROAD ENTRY.
- CUL DE SAC ROAD AT +/- 911.68' MEASURED FROM CENTERLINE OF EVANS ROAD TO CUL OF CUL DE SAC.
- NO VEHICULAR CONNECTIONS TO TO OTHER ROADS OR WALKING TRAILS OR SIDEWALK CONNECTIONS TO ANY ADJOINING PROPERTY.
- OMIT 10% OPEN SPACE.
- LOTS 3-6, 8-9, & 11-13 EXCEED MAXIMUM LOT WIDTH TO DEPTH RATIO.

BOUNDARY SURVEY INFORMATION PROVIDED BY:

STANLEY E. HINDS (APRIL 6, 1990)
REVISED (JANUARY 9, 1990)
RICHARD S. LYNCH (APRIL 24, 2001)

TOTAL AREA: +/- 44.091 ACRES
TREE COVERAGE (ACRES): +/- 3.67
TREE COVERAGE (SQ. FT): +/- 159,865.20
TOTAL LOTS: 13
CLT MAP: 152
PARCELS: 33.03 & 33.04
DEED REFERENCE: BK: 1974 PG: 982 & BK: 2022 PG: 601
ZONING: R-1
35' FRONT SETBACK
15' MINIMUM, 40' COMBINED SIDE SETBACK
25' REAR SETBACK
DEVELOPER MAY HAVE MORE RESTRICTIVE SETBACKS

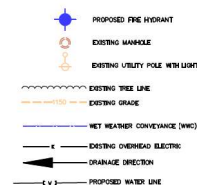


CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT	DEGREE OF CURVE	PC	PI	PT
C1	150.00'	86.06'	84.88'	N 7°35'58" W	32°52'21"	44.25'	38°11'50"	12+16.15	12+60.40	13+02.21
C2	150.00'	317.69'	261.56'	N 51°50'18" W	121°21'02"	267.03'	38°11'50"	13+69.02	16+36.04	16+86.71



LOCATION MAP
N.T.S

LEGEND



DEVELOPER:
STEVE AND VIRGINIA WILLIAMS
721 VIRTUE ROAD
KNOXVILLE, TENNESSEE 37934
(865) 719-4491

ENGINEER:
ROBERT G. CAMPBELL & ASSOCIATES, L.P.
7523 TAGGART LANE
KNOXVILLE, TN 37938
(865) 947-5996



NO.	DATE	BY	CHKD.
REVISIONS			

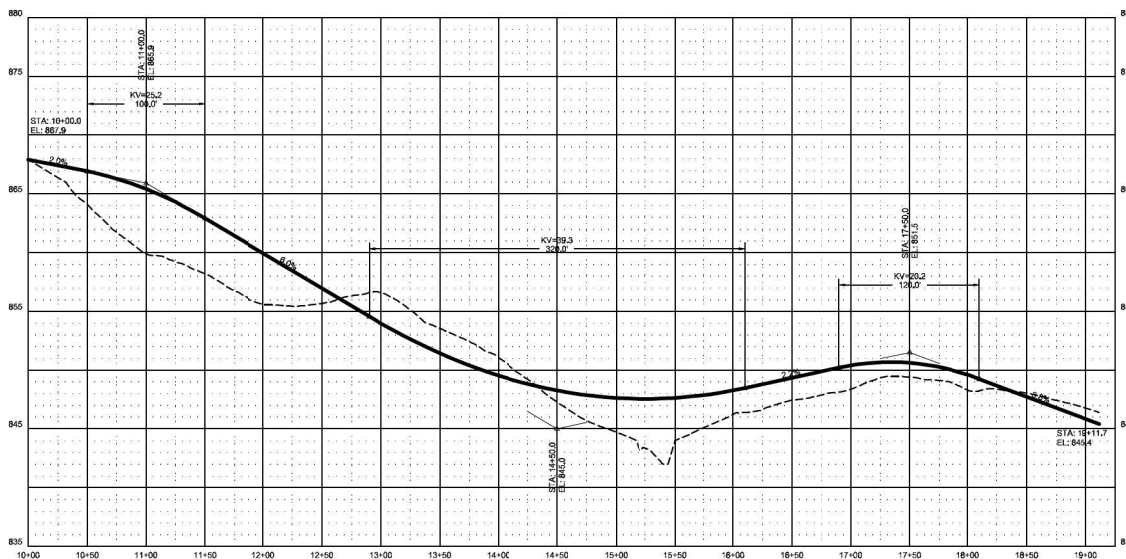


ROBERT G. CAMPBELL & ASSOC., L.P.
CONSULTING ENGINEERS
KNOXVILLE, TENNESSEE

CONCEPT PLAN FOR:
VIRTUE VIEW FARM

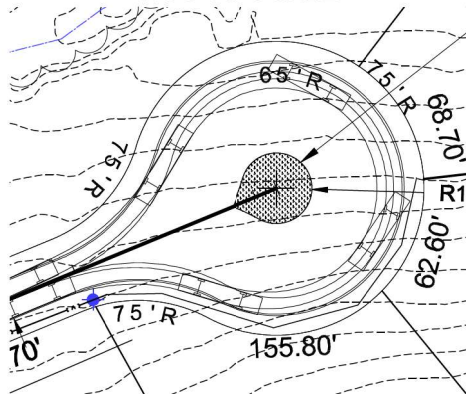
12444 EVANS ROAD
721 VIRTUE ROAD

DESIGNED BY	CHECKED BY	SCALE	SHEET
AJJ	RGC	1"=100'	NO. 1
DRAWN BY	DATE	FILE NO.	OF 3 SHEETS
AJJ	8/20/2022	2119	3

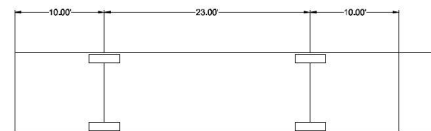


PROPOSED ROAD "A"

FIRE TRUCK TURNING
MOVEMENT DIAGRAM
NOT TO SCALE

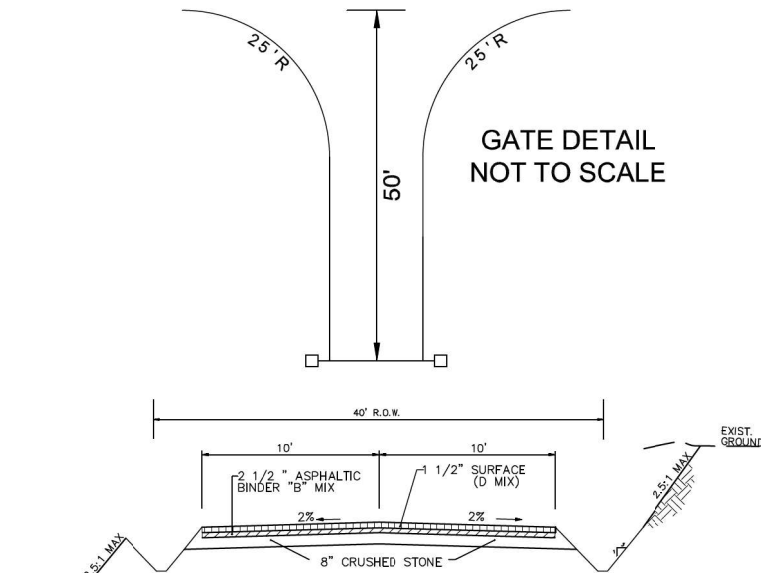


DESIGN FIRE TRUCK DETAIL



NOT TO SCALE

EVANS ROAD

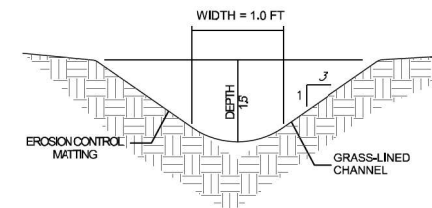


TYPICAL 2 LANE STREET - PRIVATE ROAD
NOT TO SCALE

BORROW MATERIALS TO BE USED FOR FILL SHALL BE TESTED FOR MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE CONTENT (STANDARD PROCTOR ASTM D698) PRIOR TO PLACEMENT OF FILL.

FILL SOILS SHALL BE COMPACTED IN LAYERS 8 INCHES OR LESS IN THICKNESS TO A MINIMUM OF 98 PERCENT STANDARD PROCTOR MAXIMUM DRY DENSITY AND WITHIN PLUS OR MINUS 3 PERCENT OPTIMUM MOISTURE CONTENT. NO LESS THAN SIX (6) DENSITY TESTS SHALL BE PERFORMED IN EVERY 10,000 SQUARE FEET OF AREA PER 8 INCH LIFT. (APPROX. 1 TEST PER EVERY 50 SQ. FT.)

* "D" MIX REQUIRED ON FINAL SURFACE WHERE GRADE IS 10% OR GREATER.



GRASS CHANNEL
TYPICAL DETAIL
NOT TO SCALE



NO.	DATE	DESCRIPTION	BY	CHKD.



ROBERT G. CAMPBELL & ASSOC., L.P.
CONSULTING ENGINEERS
KNOXVILLE, TENNESSEE

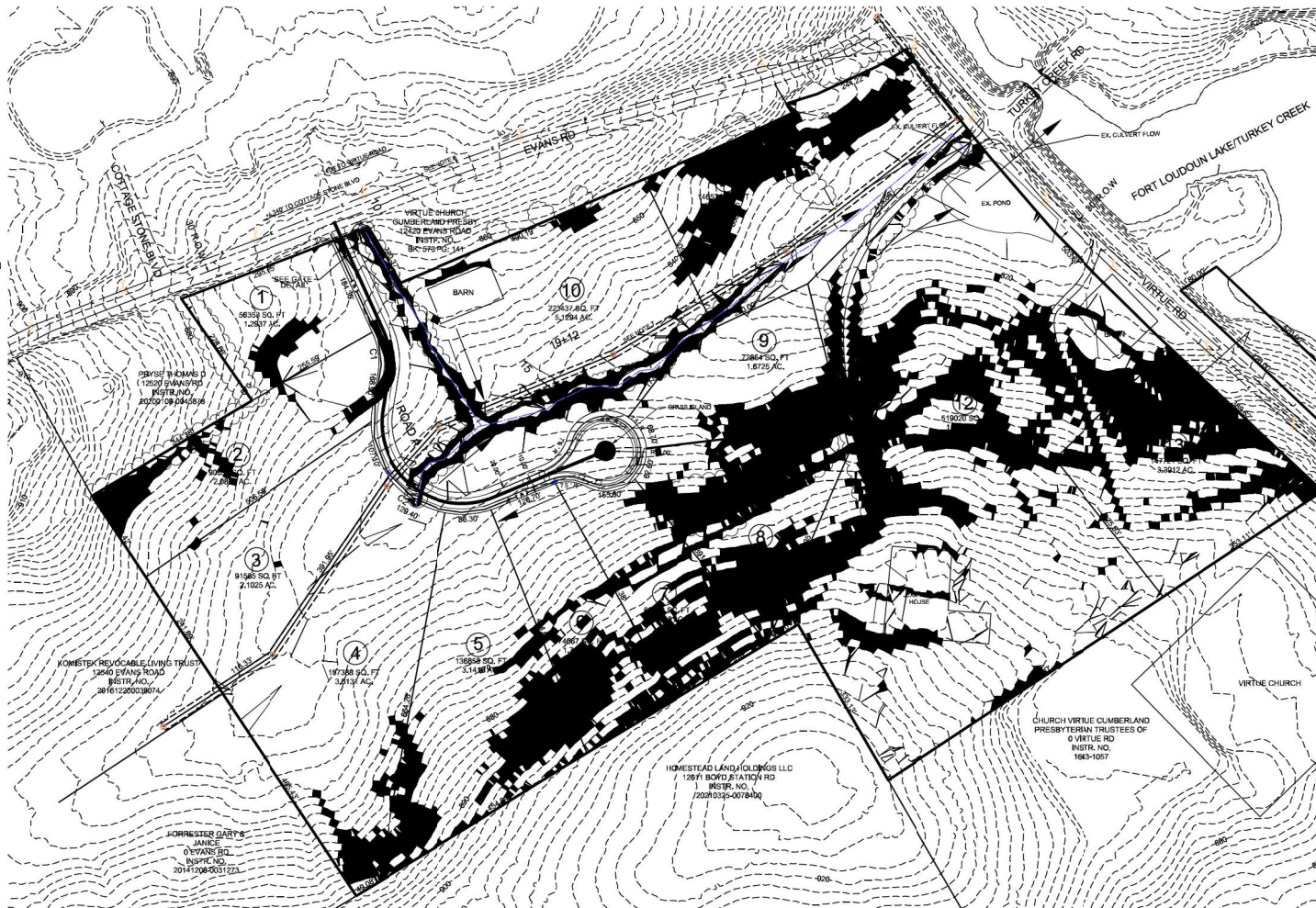
CONCEPT PLAN FOR:
VIRTUE VIEW FARM

ROAD PROFILE

DESIGNED BY AJJ	CHECKED BY RGC	SCALE 1"=50' H 1"=50' V	SHEET NO. 2
DRAWN BY AJJ	DATE 8/20/2022	FILE NO. 21129	OF 3 SHEETS

GRAPHIC CONFORMANCE TO TYPICAL

NOTE:
SHADED AREAS REPRESENT LOCATIONS ON
PROPERTY THAT EXCEED 15% SLOPE.



LOCATION MAP
N.T.S.

LEGEND

- PROPOSED FIRE HYDRANT
- EXISTING MANHOLE
- EXISTING UTILITY POLE WITH LIGHT
- EXISTING TREE LINE
- EXISTING GRADE
- NET WEATHER CONVEYANCE (NWC)
- EXISTING OVERHEAD ELECTRIC
- DRAINAGE DIRECTION
- PROPOSED WATER LINE

DEVELOPER:
STEVE AND VIRGINIA WILLIAMS
721 VIRTUE ROAD
KNOXVILLE, TENNESSEE 37922
(865) 719-4491

ENGINEER:
ROBERT G. CAMPBELL & ASSOCIATES, L.P.
7523 TAGGART LANE
KNOXVILLE, TN 37938
(865) 847-5996



NO.	DATE	BY	CHKD.	REVISIONS
1	04-24-22	SW	RG	ADD SEWER LINE
2	01-27-22	SW	RG	LOT LINES/FRONTAGES

	ROBERT G. CAMPBELL & ASSOC., L.P. CONSULTING ENGINEERS KNOXVILLE, TENNESSEE	CONCEPT PLAN OF: VIRTUE VIEW FARM	12444 EVANS ROAD 721 VIRTUE ROAD	DESIGNED BY AJJ CHECKED BY RG SCALE 1"=100' DATE 8/20/2022 FILE NO. 21129	SHEET NO. 3 OF 3 SHEETS
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MEETING DATE: July 21, 2022

AGENDA ITEM #13

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a concept plan for a preliminary exterior design review for a Panera Bread Restaurant, Parcel 129, Tax Map 142, west of Campbell Station Inn, Zoned C-1 (R2R Studio, LLC, Applicant)

POSTPONED AT THE REQUEST OF THE APPLICANT