



FARRAGUT MUNICIPAL PLANNING COMMISSION

AGENDA

May 18, 2023

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. Approval of agenda**
- 2. Approval of minutes – April 20, 2023**
- 3. Discussion and public hearing on a variance from the requirement to construct a pedestrian facility along Dixon Road in association with a resubdivision of Lot 2R and Lot 1, Parcels 104.06 and 104.07, Tax Map 151 of the Tucker Montgomery Subdivision, 516 Dixon Road, Zoned R-1, 7.99 Acres (Batson, Himes, Norvell & Poe, Applicant)**
- 4. Discussion and public hearing on a site plan for a façade modification and lighting update associated with the Farragut Center at 11414 Kingston Pike, Zoned C-1 (DaVinci Design and Contracting, Applicant)**
- 5. Discussion and public hearing on a site plan for the Knoxville Tennessee Temple, 13001 Kingston Pike, Zoned C-1, 5.26 Acres (Moody Nolan, Applicant)**
- 6. Discussion and public hearing on amendments to the Future Land Use Map in the Comprehensive Land Use Plan Update, December 2012, related to a portion of Parcel 069, Tax Map 142, currently designated as Medium Density Residential, to change this to Very Low Density Residential and Low Density Residential, and Parcels 070 and 072, Tax Map 142, currently designated as Medium Density Residential, to change this to Open Space Cluster Residential**
- 7. Discussion on a request to amend the Farragut Future Land Use Map for 11500 Kingston Pike, from Mixed Use Town Center and Medium Density Residential to Commercial and Low Density Residential, 64.34 Acres (Hy-Vee, Inc., Applicant)**
- 8. Discussion on a request to amend the Farragut Zoning Map for 11500 Kingston Pike, from C-1, O-1, B-1, R-1 to PCD and R-4, 64.34 Acres (Hy-Vee, Inc., 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 on request for approval of a proposed 160-foot-tall macro cellular tower to be situated in the northeast corner of the West End Center at 156 West End Avenue, Zoned C-1 (Vogue Towers Partners VII., LLC., Applicant)

10. Approval of utilities

11. 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;
3. Speakers shall come to the podium and identify themselves by name and street address;
4. Public comment shall be limited to five (5) minutes per individual. Time for public comment may be amended at the discretion of the Chairman. Time is not transferable to other speakers;
5. Speakers should strive to avoid redundancy; each speaker should have their own original viewpoint;
6. Comments shall address issues, not individuals or personalities;
7. Comments may support or oppose issues or measures, but the motives of those with differing views shall not be questioned or attacked;
8. Personal attacks and malicious comments shall not be tolerated;
9. An applicant, and/or their representative(s), for an item on the regular agenda shall be afforded the time necessary to present their request and respond to questions. The five (5) minute limitation shall not apply. However, the Chairman may ask an applicant to stay on point in order to facilitate the efficiency of the meeting.

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



**MINUTES
FARRAGUT MUNICIPAL PLANNING COMMISSION**

April 20, 2023

MEMBERS PRESENT

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

MEMBERS ABSENT

Staff Representatives: Mark Shipley, Community Development Director
David Smoak, Town Administrator
Tom Hale, Town Attorney

1. Approval of agenda

Staff recommended approval of the agenda subject to Agenda Item #6 being removed due to the lack of revised plans.

A motion was made by Vice Mayor Povlin to follow the staff's recommendation. The motion was seconded by Commissioner Myers and was approved unanimously.

2. Approval of minutes – March 16, 2023

Staff recommended approval of the minutes as submitted.

A motion was made by Vice Mayor Povlin to follow the staff's recommendation. The motion was seconded by Mayor Williams and was approved unanimously.

3. Approval of FY 2024-2029 Capital Investment Plan (CIP)

Town Administrator, David Smoak, presented the CIP and recommended approval.

After a short discussion, a motion was made by Commissioner St. Clair to recommend approval of the CIP to the Board of Mayor and Aldermen. The motion was seconded by Vice Mayor Povlin and was approved unanimously.

4. Discussion and public hearing on a site plan for building elevations associated with a gym platform addition at First Baptist Church, 11704 Kingston Pike, Zoned R-3 and R-1-S-A (Forrest Daniell & Associates, PC, Applicant)

Staff reviewed this item and, given the small nature of the project, recommended approval subject to the following conditions:

1. Please provide a minimum 5 foot wide (inside of curb to inside of curb landscaped island between the parking space and sidewalk adjacent to the proposed addition.
2. Please provide details for the parapet to show how it will screen the new HVAC units.

The project architect, Jeff Jordan, answered some questions and reviewed the specifics of the project. A lengthy discussion ensued. Some citizens spoke regarding their concerns over the existing access to Kingston Pike that was the original Belleaire Drive. It was noted that this access was to have been a temporary condition when the current Belleaire Drive was reconstructed to the east and platted almost 15 years ago. The Commission was asked to postpone action on this and any future site plans until the church prepared a plan and timeline for getting rid of the old Belleaire Drive access. Tom Hale spoke on this matter as well as Taylor Forrester, the attorney representing the church.

Motions were made and rescinded by both Mayor Williams and Commissioner Pinchok. After additional discussion, a motion was made by Commissioner Greene to follow the staff's recommendation given the minor nature of the project. The motion was seconded by Commissioner Russ and passed by a vote of 5 to 4, with Mayor Williams, Chairman Holladay, Vice Mayor Povlin, and Commissioner Pinchok voting against the motion.

5. Discussion and public hearing on a site plan for a third retail building for the Little Turkey Creek Commons, Phase III, 12500 Kingston Pike, 11.84 Acres, Zoned C-1 (Smee Busby Architects, Applicant)

Staff reviewed this item and recommended approval subject to the following conditions:

1. Please submit an erosion control letter of credit for \$4,000.
2. Please submit a drainage permit fee payment for \$313.
3. A cleaner scan of Sheet L1 should be added. There are some elements that are not clear.
4. Please ensure that the HVAC units will be screened so they are not visible from adjacent properties or rights of ways. This needs to be shown more clearly on the plans.
5. Please include a detail for handicap parking signage that is compliant with existing State of Tennessee law.

Robert Marlino spoke as the project architect. A motion was made by Vice Mayor Povlin to follow the staff's recommendation. The motion was seconded by Commissioner St. Clair and was approved unanimously.

6. Discussion and public hearing on a site plan modification for Tommy's Boat Storage and Retail, 11470 Outlet Drive, 10.86 Acres, Zoned OD-RE/E (Urban Engineering, Applicant)

Removed from the agenda as part of Agenda Item 1.

7. Discussion and public hearing on a request to amend the Farragut Zoning Map for 630 Everett Road, 2.3 Acres, from R-2, General Single-Family Residential, to R-1, Rural Single-Family Residential (Michael Reina, Applicant)

Staff reviewed this item and recommended approval of Resolution PC-23-06 which recommends approval of Ordinance 23-05.

FMPC Minutes

April 20, 2023

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Michael Reina spoke as the applicant. A motion was made by Commissioner Myers to follow the staff's recommendation. Motion was seconded by Commissioner St. Clair and was approved unanimously.

- 8. Discussion and public hearing on amendment options to the Future Land Use Map in the Comprehensive Land Use Plan Update, December 2012, related to a portion of Parcel 069, Tax Map 142, currently designated as Medium Density Residential, and Parcels 070 and 072, Tax Map 142, currently designated as Medium Density Residential**

For discussion purposes only.

- 9. Approval of utilities**

None.

- 10. Citizen forum**

None.

The meeting adjourned at 9:49 p.m.

Scott Russ, Secretary

MEETING DATE: May 18, 2023

AGENDA ITEM #3

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

SUBJECT: Discussion and public hearing on a variance from the requirement to construct a pedestrian facility along Dixon Road in association with a resubdivision of Lot 2R and Lot 1, Parcels 104.06 and 104.07, Tax Map 151 of the Tucker Montgomery Subdivision, 516 Dixon Road, Zoned R-1, 7.99 Acres (Batson, Himes, Norvell & Poe, Applicant)

Recommended for postponement due to a lack of revised plat information.

MEETING DATE: May 18, 2023

AGENDA ITEM #4

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a site plan for a façade modification and lighting update associated with the Farragut Center at 11414 Kingston Pike, Zoned C-1 (DaVinci Design and Contracting, Applicant)

Recommended for postponement due to a lack of revised plan information.

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a site plan for the Knoxville Tennessee Temple, 13001 Kingston Pike, Zoned C-1, 5.26 Acres (Moody Nolan, Applicant)

INTRODUCTION AND BACKGROUND: This item involves a request for approval of a site plan for a regional event temple for the Church of Jesus Christ of Latter-Day Saints on a parcel west of Christ Covenant Presbyterian Church and east of the relatively new Fast Pace Urgent Care facility. The property is 5.26 acres and is zoned General Commercial. The property fronts along both Kingston Pike and Fleenor Road.

DISCUSSION: The project will include an access tied into the access at Fast Pace Urgent Care that was stubbed into this project when the Fast Pace Urgent Care was constructed. The applicant is also proposing access to the east that would be roughly 307 feet from the Urgent Care facility access. Since Kingston Pike is classified as a Major Arterial Street, the minimum distance between accesses is 400 feet. Thus, the requested access on the east portion of the property will require a variance of 93 feet from the distance between driveways requirement in the Driveways and Other Access Ways Ordinance.

During discussion at the staff/developer meeting on May 2, a staff comment on the original site plan was to provide access to the property to the east. It was noted during the staff/developer meeting that the applicant does not wish to provide for such an access. However, from staff's perspective this should be considered as part of the site plan discussion since the property to the east, if developed, would otherwise have an access that also would be within 400 feet of the access proposed on the eastern portion of the event temple property.

Some other items discussed during the staff/developer meeting included making sure that the walking trails along both Kingston Pike and Fleenor Road extend to the property lines, the proposed building's height, and external lighting proposed to illuminate the building. As proposed, the building would be 122 feet in height from grade to the top of the finial. Occupiable portions of the building will not exceed 35 feet in height. The Zoning Ordinance exempts certain structures from the height provisions, including church steeples and spires. The applicant is also proposing to up light the building with lights mounted on the roof behind parapets. The lights will be directed only to the building face in different locations and shields will be included to eliminate glare created from light distributed from the sides.

RECOMMENDATION: Included in the packet is the revised site plan, the applicant's responses to initial staff comments, the applicant's request for the distance between access points variance, and the traffic impact study. Staff will make a recommendation at the meeting. The Town Engineer will be providing comments, if any, regarding the traffic impact study.

REQUESTED VARIANCE
1. VARIANCE REQUESTED TO ALLOW DRIVEWAY ENTRANCE WITHIN 400' OF EXISTING ADJACENT DRIVEWAY

PERMIT SET

KNOXVILLE TENNESSEE TEMPLE

Need construction type noted,
need height and area calculations.

Seals are not signed and dated as
required by the State of Tennessee.

PREPARED FOR:
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
13001 KINGSTON PIKE
KNOXVILLE, TN 37934

SHEET INDEX

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SHEET 98	98-15	SITE ACCESS DIAGRAM
SHEET 99	99-15	SITE ACCESS DIAGRAM
SHEET 100	100-15	SITE ACCESS DIAGRAM

OWNER/DEVELOPER

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
50 EAST NORTH TEMPLE ST., 10TH FLOOR
SALT LAKE CITY, UT 84150-0010
(801)353-4038

DESIGNER

LOSE DESIGN
LANDSCAPE ARCHITECTURE/ARCHITECTURE/CIVIL
ENGINEERING/PLANNING
9724 KINGSTON PIKE, SUITE 1404
KNOXVILLE, TN 37922
PHONE: 865-409-1424
CONTACT: MARC BOND

PROJECT DIRECTORY

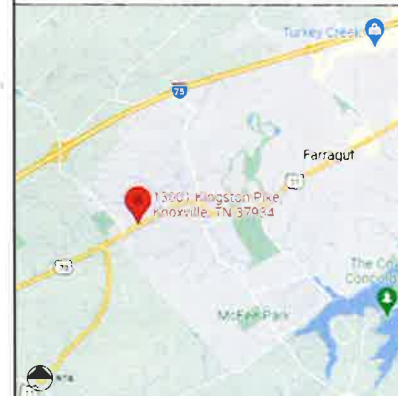
ARCHITECTURE:
MOODY NOLAN
300 SPRUCE STREET SUITE 300
COLUMBUS, OH 43215
PHONE: (614) 461-4664
FAX: (614) 280-8881

STRUCTURAL ENGINEERING:
S&M, INC.
48 BROOKFIELD OAKS DR, SUITE F
GREENVILLE, SC 29607
PHONE: 864-297-9944

ELECTRICAL ENGINEERING:
PARSONS ENGINEERING, INC
4751 TROUSDALE DR, SUITE 202
NASHVILLE, TN 37220-1441
PHONE: 615-396-9396
FAX: 615-385-0647

SITE SURVEY:
MCGILL ASSOCIATES
3321 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921
PHONE: 865-540-3801

LOCATION MAP



SITE DATA

SITE ADDRESS: 13001 KINGSTON PIKE
FARRAGUT, TN 37934
COUNTY: KNOX COUNTY
TAX MAP / PARCEL ID: 151 068
ZONING: C-1
SITE ACREAGE: 5.26 ACRES
DISTURBED AREA: 4.67 ACRES

LOSE DESIGN
SPACES FOR LIFE
3724 KINGSTON PIKE, SUITE 100
KNOXVILLE, TN 37934
PHONE: 865-409-1424
FAX: 865-409-1424

Knoxville Tennessee Temple
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS

306 SPRUCE STREET
SUITE 300
COLUMBUS, OH 43215
PHONE: (614) 461-4664
FAX: (614) 280-8881

COVER SHEET

DATE: 04/17/2020
DRAWN BY: [Signature]
CHECKED BY: [Signature]
2020
C0.00
SHEET 1 OF 100
PROJECT: KNOXVILLE TENNESSEE TEMPLE



- EXISTING IMMEDIATE FOREST TO BE REMOVED
- EXISTING FOREST TO REMAIN
- EXISTING REMNANT TO BE REMOVED
- EXISTING CHANNEL TO BE REMOVED
- STREAM BUFFER ZONE
- EXISTING APPROXIMATE TREE CANOPY

— — TPF — —
XXXXXXXXXXXXXXXXXXXX
— — — — —
— — — — —

ALL PHOTO SECTION ENDING (TPF)
SAW CUT
SIT TRACKS
— — — — —

EXISTING TREE LEGEND

[illegible]

TREE REPLACEMENT PROVISION

SIZE OF TREE PROPOSED FOR REMOVAL	NUMBER OF NEW TREES REQUIRED
10" - 12" DBH	2
16" - 20" DBH	3 FOR HARDWOOD TREE REMOVAL, 1.5 FOR AN EVERGREEN TREE REMOVAL
24" DBH	4 FOR HARDWOOD TREE REMOVAL, 2 FOR AN EVERGREEN TREE

TREE REPLACEMENT

SIZE OF TREE PROPOSED FOR REMOVAL	NUMBER OF TREES PROPOSED FOR REMOVAL	NUMBER OF NEW TREES REQUIRED
10" DBH	9 HARDWOOD TREES	18 TREES
14" DBH	3 HARDWOOD TREES	6 TREES
20" DBH	10 HARDWOOD TREES & 1 PYRAMIDAL TREE	42 TREES

QUANTITY OF REMOVAL

MATERIAL	AREA (SQ. FT.)
THREE SIX INCHES THICK CANOPY	50,536
SIXTEEN INCHES FIVE FEET THICK CANOPY	771,648
GRAVEL	8,825
GRASS	8,825

QUANTITY OF PRESERVATION	
MATERIAL	AREA (SQ. FT.)
THREE SIX INCHES THICK CANOPY	11,181
SIXTEEN INCHES FIVE FEET THICK CANOPY	22,362

DEMOLITION NOTES

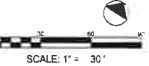
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EXISTING UTILITIES

1. UNDERGROUND UTILITIES HAVE NOT BEEN VIEWED BY THE OWNER. LOSS DESIGN OR THEIR REPRESENTATIVES BEFORE YOU BEGIN CALLS IF IT HAVE EXISTING UTILITIES MARKED
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT FROM THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UNDERGROUND UTILITIES TO REMAIN.
3. LOSS DESIGN ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THE BASE SURVEY INFORMATION PROVIDED BY OTHERS.



Know what's **below**.
Call before you dig.



SCALE: 1" = 30'

LOSE
DESIGN
SPACES FOR LIFE

[illegible]

Knoxville Tennessee Temple
1801 KNOXSTOWN Pk. E. KNOXVILLE, TN 37916

THE CHURCH OF JESUS CH
OF LATTER-DAY SAINTS



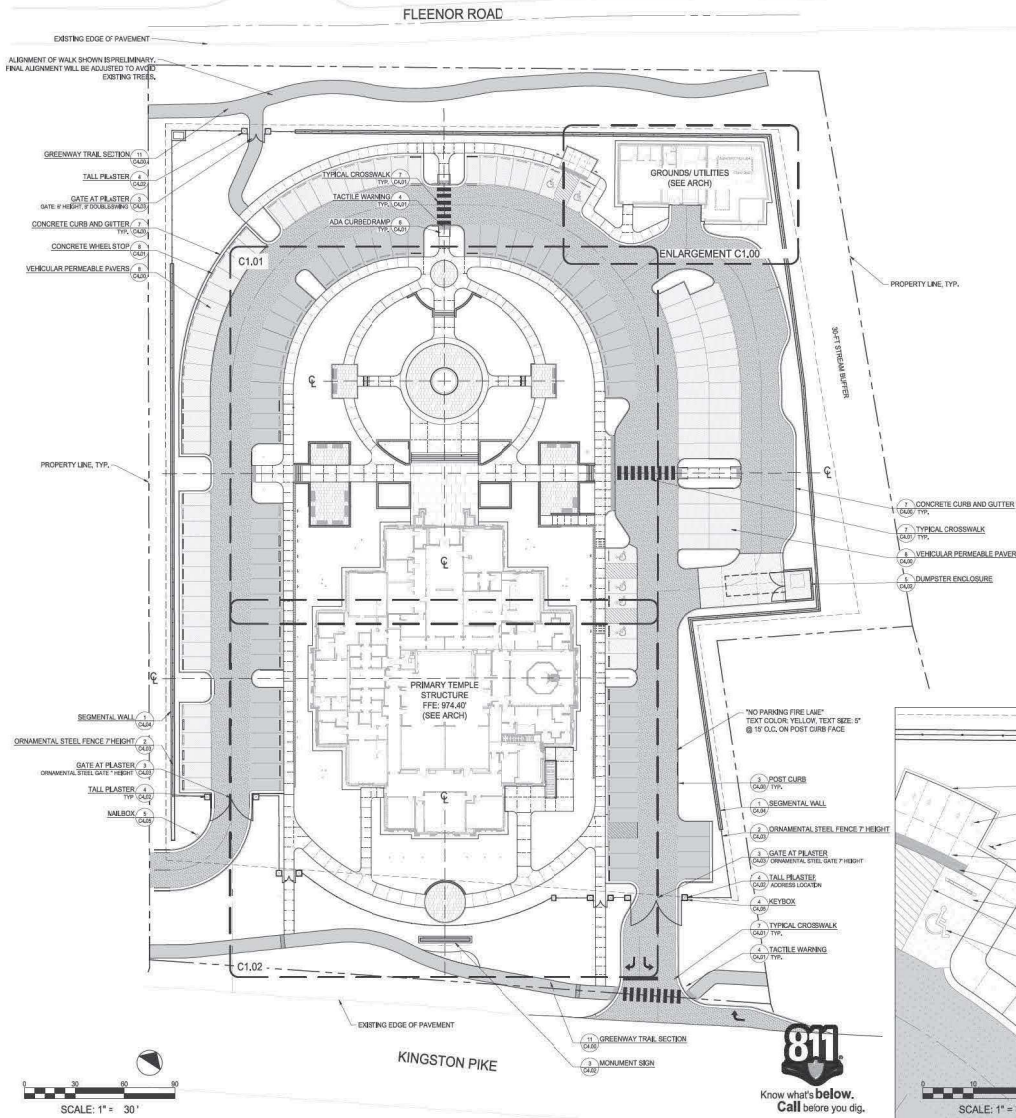
SUITE 300
COLUMBUS OHIO 43215
PHONE (614) 461-4664

DEMOLITION AND TREE PRESERVATION



CO.10

5-4227 K-14 90
CONSTRUCTIVE DOCS

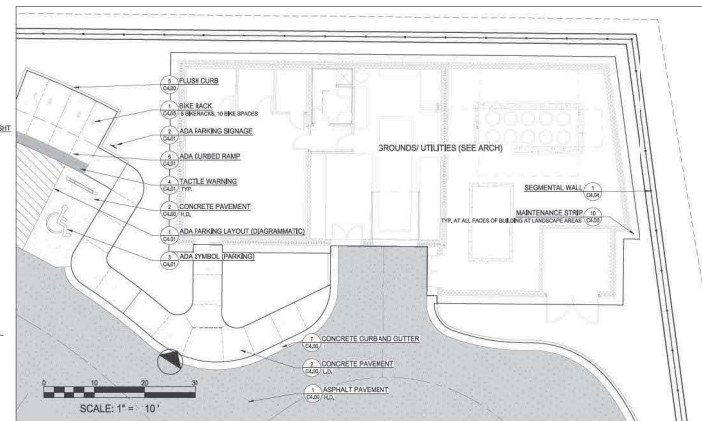


LOT COVERAGE			
EXISTING CONDITIONS			
DESCRIPTION	AREA (± SQ FT)	AREA (ACRE)	PERCENTAGE OF LOT
LOT	21799	5	100%
PROPOSED			
DESCRIPTION	AREA (± SQ FT)	AREA (ACRE)	PERCENTAGE OF LOT
PROPOSED PERMEABLE SURFACE	12052	0.25	5%
PROPOSED IMPERMEABLE SURFACE	114443	2.61	52%
TOTAL PROPOSED SURFACE	126495	2.86	58%

PARKING REQUIREMENTS		
PARKING	REQUIRED PARKING SPACES	NUMBER OF PROPOSED PARKING SPACES
VEHICLE	157 SPACES REQUIRED 15 SPACES FOR 30' OF DRIVE FLOOR AREA OF ALTERNATE PROPOSED UNDER FLOOR AREA OF EXISTING DRIVE	157
ADA	8 SPACES 8 SPACES FOR 16' X 20' VEHICLE PARKING SPACES	8
IBC	10 SPACES 10 SPACES FOR 16' X 20' VEHICLE PARKING SPACES 10 SPACES FOR 16' X 20' VEHICLE PARKING SPACES	10

- LAYOUT NOTES:**
- SEE SHEET C0.01 FOR GENERAL NOTES.
 - INSTALL JOINTS WHERE SHOWN TO ALIGN TO WALLS, BUILDINGS, RACE, ETC. EVENLY SPACE BETWEEN CONCRETE PAVEMENT AND VERTICAL ELEMENTS (WALL, CURB, ETC.). ALL JOINTS TO BE STRAIGHT AND TRUE.
 - LAYOUT ALL CURVES SMOOTHLY WITH NO ABRUPT CHANGES AT TANGENT POINTS.
 - ALL CURBS ARE DIMENSIONED TO THE FACE OF CURB.
 - CONTRACTOR TO TAKE ALL PRECAUTIONS TO PROTECT AND AVOID SITE UTILITIES. ALL UTILITIES ARE NOT SHOWN ON DRAWING. VERIFY LOCATIONS AND CONSIDER SUCH WHEN ESTIMATING.
 - ALL PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
 - ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC, UNLESS OTHERWISE NOTED.
 - ALL CONSTRUCTION AND MATERIALS SHALL COMPLY WITH DOT'S STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.
 - ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
 - CONTRACTOR TO SOO ALL OBTAINED AREAS WITH PERC BLEND.

- LAYOUT LEGEND:**
- ASPHALT (LIGHT-DUTY) (SEE DETAIL 1 / C4.00)
 - ASPHALT (HEAVY-DUTY) (SEE DETAIL 1 / C4.00)
 - CONCRETE (LIGHT-DUTY) (SEE DETAIL 2 / C4.00)
 - CONCRETE (HEAVY-DUTY) (SEE DETAIL 2 / C4.00)
 - CONCRETE PAVEMENT (PEDESTRIAN) (SEE DETAIL 3 / C4.00)
 - PERMEABLE PAVEMENT (VEHICULAR) (SEE DETAIL 3 / C4.00)
 - SEGMENTAL WALL (SEE DETAIL 1 / C4.00)
 - FREESTANDING WALL (SEE DETAIL 5 / C4.00)
 - RAISED PLANTER WALL (SEE DETAIL 6 / C4.00)
 - ORNAMENTAL FENCE (SEE DETAIL 2 / C4.00)
 - PAVEMENT JOINT (SEE DETAIL 2 / C4.00)
 - LED BOLLARD LIGHT (SEE DETAIL 3 / C4.00)
 - LED PEDESTRIAN LIGHT (1) (SEE DETAIL 1 / C4.00)
 - LED PEDESTRIAN LIGHT (2) (SEE DETAIL 3 / C4.00)
 - BUILDING UPLIGHT (SEE ARCH)
 - LED UPLIGHT FOR MONUMENT SIGNAGE (SEE DETAIL 2 / C4.00)
 - BENCH (WITHOUT BACK) (SEE DETAIL 3 / C4.00)
 - BENCH (WITH BACK) (SEE DETAIL 3 / C4.00)
 - BENCH (CURVED) (SEE DETAIL 3 / C4.00)
 - TRASH RECEPTACLE (SEE DETAIL 3 / C4.00)
 - FLAGPOLE WITH LIGHTING (SEE DETAIL 3 / C4.00)



LOSE DESIGN
SPACES FOR LIFE. LD # 2006

#	DATE	CHANGE DESCRIPTION
1	04/17/2023	ISSUED FOR PERMITS
2	04/17/2023	ISSUED FOR PERMITS
3	04/17/2023	ISSUED FOR PERMITS
4	04/17/2023	ISSUED FOR PERMITS
5	04/17/2023	ISSUED FOR PERMITS
6	04/17/2023	ISSUED FOR PERMITS
7	04/17/2023	ISSUED FOR PERMITS
8	04/17/2023	ISSUED FOR PERMITS
9	04/17/2023	ISSUED FOR PERMITS
10	04/17/2023	ISSUED FOR PERMITS

Knoxville Tennessee Temple
1301 KINGSTON PIKE, KNOXVILLE, TN 37917

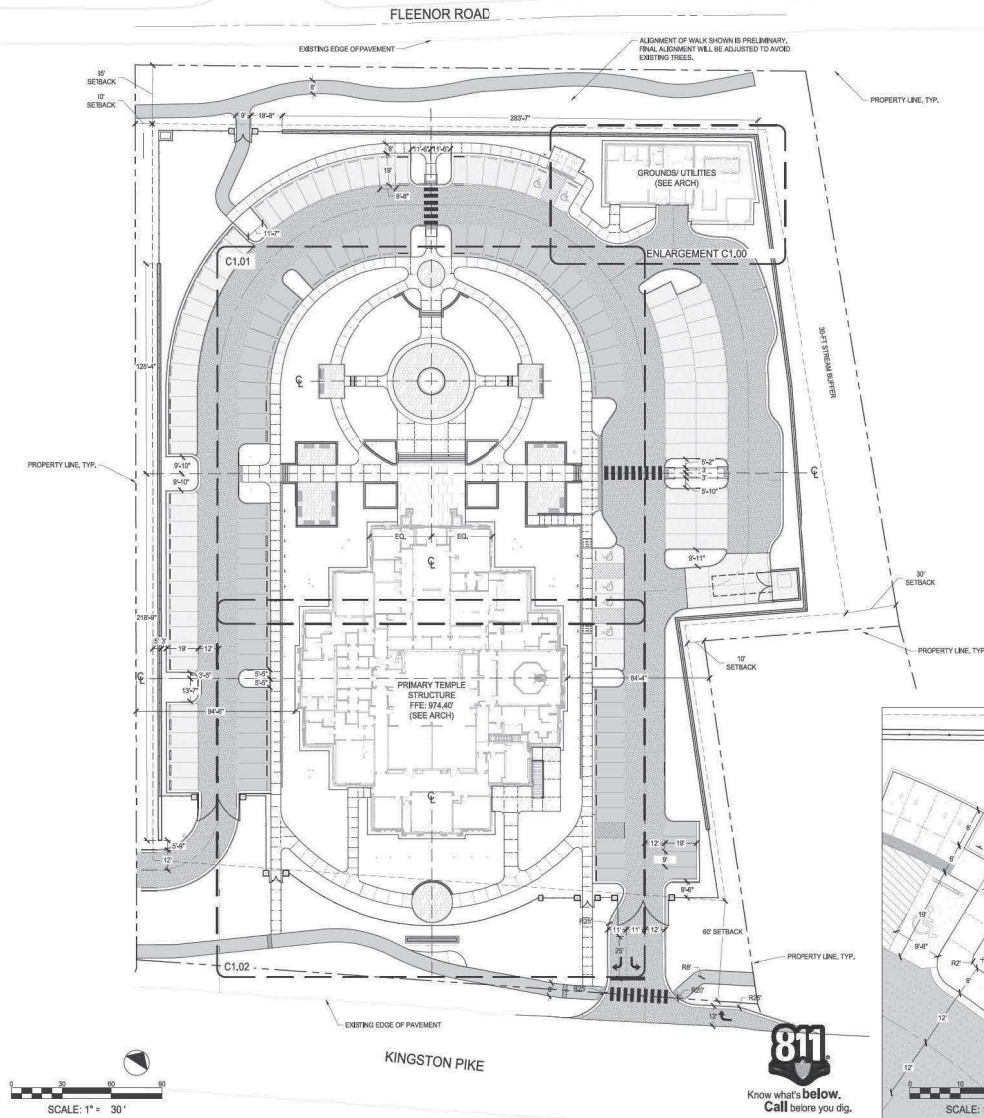
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS

MOODY-NOLAN
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: (614) 461-4664
FAX: (614) 260-8881

DRAWING TITLE:

SITE MATERIALS

	04/17/2023
	CHECKED BY: 22195
C1.00-1	
SHEET 8 of 88 CONSTRUCTION DOCUMENTS	

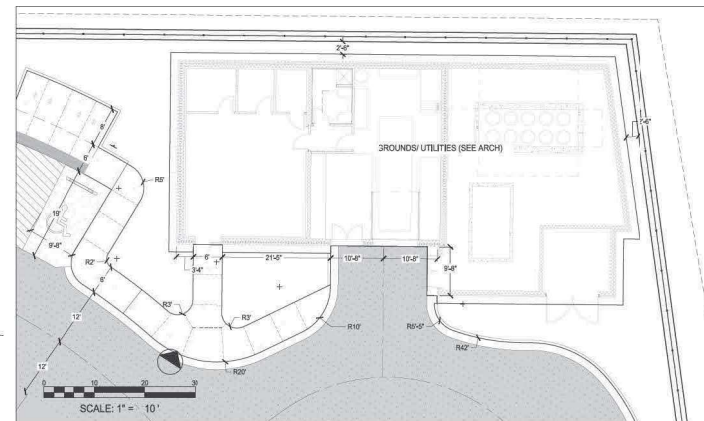


LAYOUT NOTES:

- SEE SHEET C1.01 FOR GENERAL NOTES.
- INSTALL JOINTS WHERE SHOWN TO ALIGN TO WALLS, BUILDINGS, RACE, ETC. EVENLY SPACE BETWEEN ELEMENTS AS SHOWN. PROVIDE EXPANSION JOINTS BETWEEN CONCRETE PAVEMENT AND VERTICAL ELEMENTS (WALL, CURB, ETC.). ALL JOINTS TO BE STRAIGHT AND TRUE. LAYOUT ALL CURVES SMOOTHLY WITH NO ABRUPT CHANGES AT TANGENT POINTS.
- ALL CURBS ARE DIMENSIONED TO THE FACE OF CURB.
- CONTRACTOR TO TAKE ALL PRECAUTIONS TO PROTECT AND AVOID SITE UTILITIES. ALL UTILITIES ARE NOT SHOWN ON DRAWING. VERIFY LOCATIONS AND CONSIDER SUCH WHEN ESTIMATING.
- ALL PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
- ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC, UNLESS OTHERWISE NOTED.
- ALL CONSTRUCTION AND MATERIALS SHALL COMPLY WITH TDOT'S STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION, LATEST EDITION.
- ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
- CONTRACTOR TO SOO ALL DISTURBED AREAS WITH PERCUE BLEND.

LAYOUT LEGEND:

- ASPHALT (LIGHT-DUTY) (SEE DETAIL 1 / C1.00)
- ASPHALT (HEAVY-DUTY) (SEE DETAIL 1 / C1.00)
- CONCRETE (LIGHT-DUTY) (SEE DETAIL 2 / C1.00)
- CONCRETE (HEAVY-DUTY) (SEE DETAIL 2 / C1.00)
- CONCRETE PAVEMENT (PEDESTRIAN) (SEE DETAIL 3 / C1.00)
- GRANITE PAVEMENT (PEDESTRIAN) (SEE DETAIL 3 / C1.00)
- PERMEABLE PAVEMENT (VEHICULAR) (SEE DETAIL 3 / C1.00)
- SEGMENTAL WALL (SEE DETAIL 1 / C1.00)
- FREESTANDING WALL (SEE DETAIL 5 / C1.00)
- RAISED PLANTER WALL (SEE DETAIL 6 / C1.00)
- ORNAMENTAL FENCE (SEE DETAIL 2 / C1.00)
- PAVEMENT JOINT (SEE DETAIL 2 / C1.00)
- LED BOLLARD LIGHT (SEE DETAIL 3 / C1.00)
- LED PEDESTRIAN LIGHT (1) (SEE DETAIL 1 / C1.00)
- LED PEDESTRIAN LIGHT (2) (SEE DETAIL 1 / C1.00)
- BUILDING UPLIGHT (SEE ARCH)
- LED UPLIGHT FOR MONUMENT SIGNAGE (SEE DETAIL 2 / C1.00)
- BENCH (WITHOUT BACK) (SEE DETAIL 3 / C1.00)
- BENCH (WITH BACK) (SEE DETAIL 3 / C1.00)
- BENCH (CURVED) (SEE DETAIL 3 / C1.00)
- TRASH RECEPTACLE (SEE DETAIL 2 / C1.00)
- FLAGPOLE WITH LIGHTING (SEE DETAIL 3 / C1.00)



LOSE DESIGN
SPACES FOR LIFE.

9724 KINGSTON PIKE
SUITE 1424
KNOXVILLE, TN 37917
(865) 409-1424
www.lose.design

#	DATE	CHANGE DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

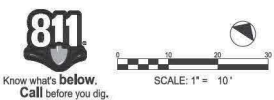
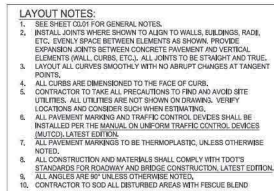
Knoxville Tennessee Temple
1301 KINGSTON PIKE, KNOXVILLE, TN 37904

THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS

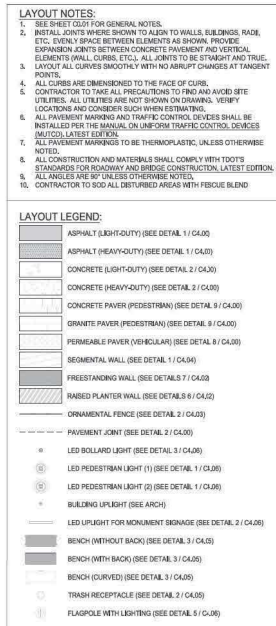
MOODY-NOLAN
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: (614) 461-4664
FAX: (614) 260-8881

DRAWING TITLE:
SITE LAYOUT

	04/17/2023
	DESIGNED BY: GE
	CHECKED BY: BB
	22195
	C1.00-2
	SHEET 15 OF 15 CONSTRUCTION DOCUMENTS



LOSE DESIGN SPACES FOR LIFE		9724 KINGSTON PIKE SUITE 104 KNOXVILLE, TN 37917 (605) 405-1424 www.lose.design LO # 0208	
#	DATE	CHANGE DESCRIPTION	
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13	11/17/23	C1.01-1	
14	11/17/23	C1.01-1	
15	11/17/23	C1.01-1	
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17	11/17/23	C1.01-1	
18	11/17/23	C1.01-1	
19	11/17/23	C1.01-1	
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60	11/17/23	C1.01-1	
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86	11/17/23		



SCALE: 1" = 10'

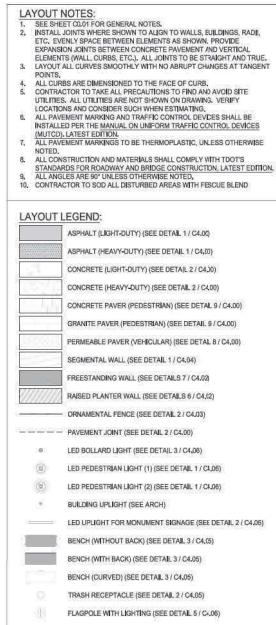
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10	11/1/11	10

Knoxville Tennessee Temple
13001 KINGSTON PIKE, KNOXVILLE, TN 37934

THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS

DRAWING TITLE:

SITE LAYOUT



#	DATE	CHANGE DESCRIPTION
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3	11/1/00	3
4	11/1/00	4
5	11/1/00	5
6	11/1/00	6
7	11/1/00	7
8	11/1/00	8
9	11/1/00	9
10	11/1/00	10

Knoxville Tennessee Temple
13001 KINGSTON AVE. KNOXVILLE, TN 37904

THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS

300 SPRUCE STREET

SUITE 300

COLUMBUS, OHIO 43215

Abstract

PHONE: (614) 461-4664

FAX: (614) 280-8881

OLAN 1104(014/2000-000)

MATERIALS

MATERIALS

[illegible]

04/17/2023

DRAWN BY: GE CHECKED BY: OB

22405

22190

4/17/03

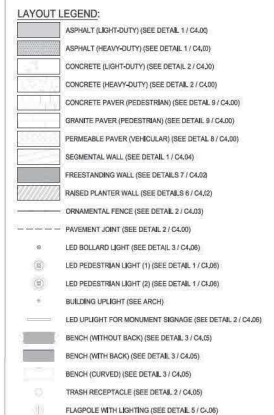
C1 02-1

61.02-1

ARCHI

SHEET 13 of 56

CONSTRUCTION DOCUMENTS



#	DATE	CHANGE DESCRIPTION
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4	11/1/11	11/1/11
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9	11/1/11	11/1/11
10	11/1/11	11/1/11

THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS

FIXTURE SCHEDULE SITE				PROJECT: WARRIOR JESUS CHURCH		
CLIENT: JESUS CHURCH OF LATTER-DAY SAINTS						
ALL F	ARCHITECTURAL	SCM	STANDARD PAINTED COLOR AS SELECTED BY THE ARCHITECT			
WALLS	WALL MOUNT AT CORNER OF WALL AND COLOR	CFBA	CUSTOM PAINT AS SELECTED BY THE ARCHITECT			
CEILING	CUSTOM PAINTED COLOR AS SELECTED BY THE ARCHITECT	DBA	STANDARD PAINTED COLOR AS SELECTED BY THE ARCHITECT			
LIGHT FIXTURE GENERAL NOTES						
1. REFER TO ARCHITECTURAL FLOOR PLANS FOR LOCATION OF LIGHT FIXTURES. DIMENSIONS INDICATED ARE FOR THE FIXTURES ONLY. THE ARCHITECT AND ELECTRICAL ENGINEER SHALL BE RESPONSIBLE FOR THE LOCATION OF THE LIGHT FIXTURES.						
2. REFER TO ARCHITECTURAL ELEVATIONS FOR MOUNTING HEIGHTS AND LOCATION OF LIGHT FIXTURES. BRINGS ALL DIMENSIONS TO THE ATTENTION OF THE ARCHITECT AND ELECTRICAL ENGINEER PRIOR TO RELEASE.						
3. REFER TO THE SPECIFICATIONS FOR OTHER LIGHT FIXTURES, FINISHES, WALLS, AND LIGHT FIXTURES. BRINGS ALL DIMENSIONS TO THE ATTENTION OF THE ARCHITECT AND ELECTRICAL ENGINEER PRIOR TO RELEASE.						
4. CONSIDER AVAILABLE MOUNTING DEPTHS OF ALL LIGHT FIXTURES AND COMPARE WITH DEPTHS SHOWN ON SHOP DRAWINGS. BRINGS ALL DIMENSIONS TO THE ATTENTION OF THE ARCHITECT AND ELECTRICAL ENGINEER PRIOR TO RELEASE.						
5. REFER TO LIGHTING PLAN FOR ALL LINEAR FIXTURE LENGTHS. THE CATALOG NUMBER IS BASED ON THE FIXTURE SPECIFIED AND MAY NOT REFLECT THE QUANTITY OR OVERALL LENGTH OF LINEAR FIXTURES REQUIRED. CONTRACTOR TO NOTE THAT VARIOUS FIXTURE LENGTHS MAY BE REQUIRED TO ACHIEVE THE OVERALL RUN LENGTH OF THE FIXTURES.						
6. REFER TO LIGHTING PLAN FOR ALL UNDERCABINET FIXTURE LENGTHS. THE CATALOG NUMBER IS BASED ON THE FIXTURE SPECIFIED AND MAY NOT REFLECT THE QUANTITY OR OVERALL LENGTH OF THE UNDERCABINET FIXTURES REQUIRED. CONTRACTOR TO NOTE THAT VARIOUS FIXTURE LENGTHS MAY BE REQUIRED TO ACHIEVE THE OVERALL RUN LENGTH OF THE FIXTURES. COORDINATE FIXTURE LAYOUT WITH MILLWORK SHOP DRAWINGS PRIOR TO LIGHTING.						
7. WHEN A CONSTRUCTION EXISTING LIGHTING IS SPECIFIED, NUMBER AND THE DESCRIPTION, REFER TO THE ELECTRICAL ENGINEER AND/OR LIGHTING DESIGNER.						
8. PRIOR APPROVALS ARE REQUIRED BEFORE BIDDING THE PROJECT AND SHALL BE SUBMITTED TO THE ELECTRICAL ENGINEER'S OFFICE AT LEAST ON FIVE WORKING DAYS BEFORE THE BID PRIOR APPROVALS RECEIVED AFTER THIS TIME PERIOD SHALL BE REJECTED.						
9. REFER TO SPECIFICATIONS 20.000, 20.100, 20.200, 20.300, 20.400, 20.500, 20.600, 20.700, 20.800, 20.900.						
10. VISUAL ENGINEERING CONDUCTED WITHOUT THE DESIGNER'S SIGNATURE. ENGINEER'S SIGNATURE AND DESIGNER'S SIGNATURE SHALL NOT BE REQUIRED. REQUIRED BY APPROVED.						
TYPE	DESCRIPTION	WATT	CATALOG NUMBER	VOLTS	TOTAL WATTS	LAMP
ODP1	LED OUTDOOR PERIMETER LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP2	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP3	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP4	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP5	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP6	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP7	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP8	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP9	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W
ODP10	LED OUTDOOR LIGHT FOR ROOF TO BE USED FOR THE SITE	100W	100W-100W-100W-100W	120V	100W	100W



TYPE ODP5



TYPE OFLx



TYPE OP3



TYPE OCV1 / OLF2



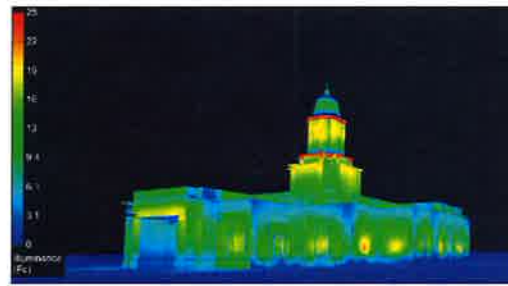
TYPE OB1



BARN DOORS TO SHIELD LIGHT ON ROOF LIGHT FIXTURES TO ONLY SHINE ON TEMPLE WALLS



ROOF LIGHTS TO BE BELOW PARAPET WALL SO THEY ARE NOT VISIBLE



BUILDING LIGHT 100% RENDERING



BUILDING LIGHT 100% - BLACK AND WHITE RENDERING



FRONT VIEW RENDERING



BUILDING DIMMED 50% 11PM - 5AM RENDERING



BUILDING LIGHT 50% - BLACK AND WHITE RENDERING



REAR VIEW RENDERING

#	DATE	CHANGE DESCRIPTION

CLIENT: Knoxville Tennessee Temple
 THE CHURCH OF JESUS CH OF LATTER-DAY SAINTS

300 SPRUCE STREET
 SUITE 300
 COLUMBUS, OHIO 43215

PHONE: (614) 461-4664
 FAX: (614) 280-8661

SITE PHOTOMETRIC SCHEDULES

06-05-2023

22542

ES100

SHEET 10 OF 10
 SCHEMATIC DESIGN



05-05-2023

DRAWN BY: DO CHECKED BY: JO

22542

EL130

SHEET 16 of 55
SCHEMATIC DESIGN



04/17/2023	
DRAWN BY: GE	CHECKED BY: DB
22195	
C4.04	
SHEET 36 of 55	
CONSTRUCTION DOCUMENTS	



2 BACK FACADE - KINGSTON PIKE
12" x 9-0"



1 FRONT FACADE
12" x 9-0"

#	DATE	CHANGE DESCRIPTION

CLIENT
LOGO IF
AVAILABLE

Knoxville Tennessee Temple
HIGH ANGLE VIEW FROM KINGSTON PIKE
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS

WOODWORK, INC.
300 SPRUCE STREET
SUITE 200
COLUMBUS, OHIO 43215
PHONE: (614) 481-4864
FAX: (614) 280-8881

3D VIEWS

4-17-2023

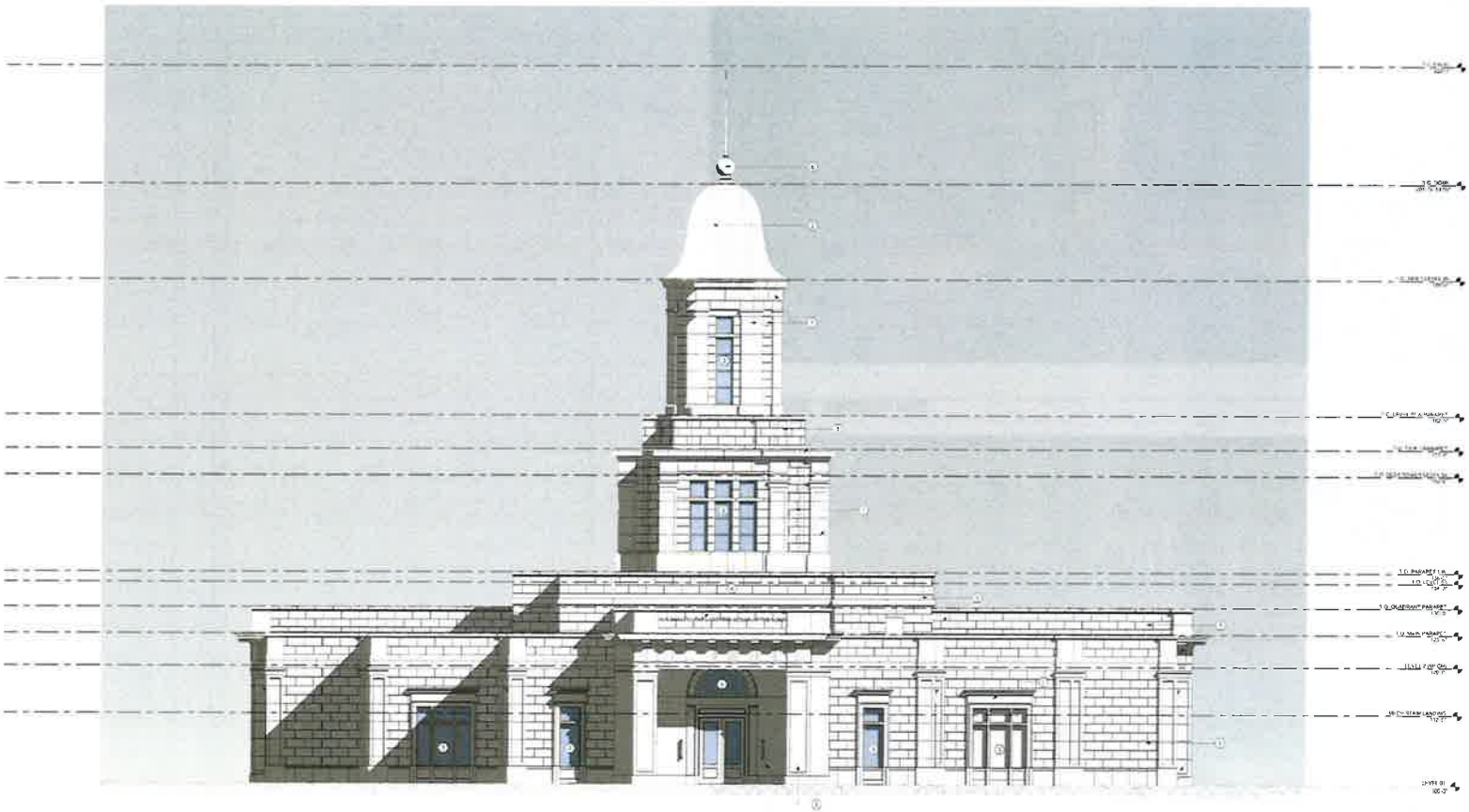
PROGRESS
DRAWING
NOT FOR
CONSTRUCTION

22195

A300
SHEET 1 OF 56
CONSTRUCTION DOCUMENT

KEYNOTE LEGEND

- 1. GRANITE STONE CLADDING SEE DETAILS FOR THICKNESS AND JOINT
- 2. METAL ROOF SHINGLES - DIMOND SHAPED & KNUCKLED ON RIDGES
- 3. INSULATION STUDDED WITH 1" INSULATING QUADRA UNITS WITH 1" FIBER REINFORCED GYPSUM BOARD - SEE ARCHIT. ELEVATIONS FOR DETAILS
- 4. METAL ROOF WITH MECHANICAL FASTENERS
- 5. ALUMINUM VINYL SIDING
- 6. ALUMINUM VINYL SIDING AND GUTTERING



#	DATE	CHANGE DESCRIPTION

CLIENT LOGO IF AVAILABLE

Knoxville Tennessee Temple
1841 EASTON PARK KNOXVILLE TN 37921

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS



300 SPRUCE STREET
SUITE 200
COLUMBUS, OHIO 43215

PHONE: (614) 481-4868
FAX: (614) 280-8861

EXTERIOR ELEVATION - FRONT ELEVATION (ENTRY)

4-17-2023

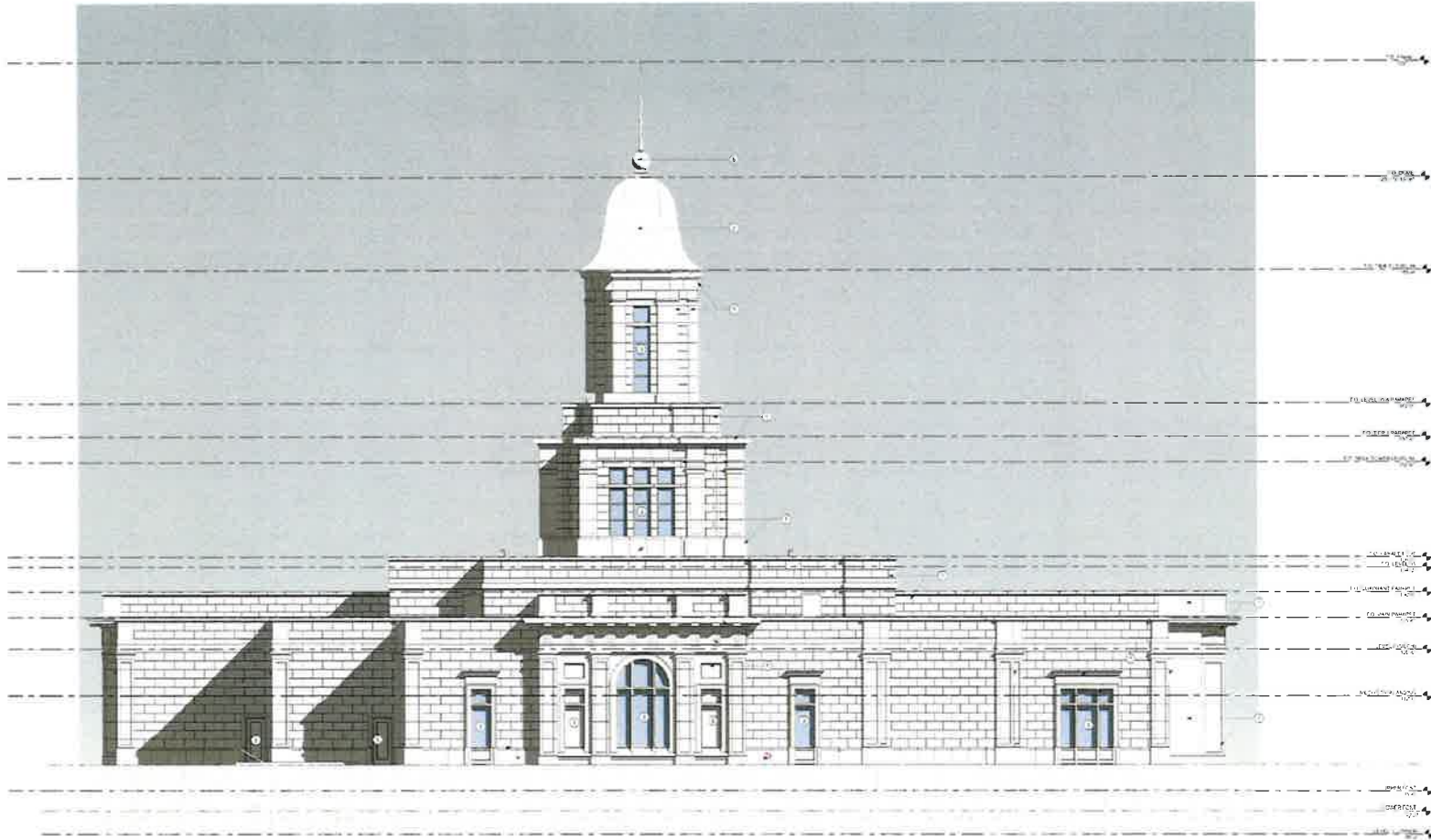
PROGRESS DRAWING NOT FOR CONSTRUCTION

22155

A310

Sheet 1 of 15
CONSTRUCTION DOCUMENT

1 ELEVATION EXTERIOR ELEVATION - FRONT ELEVATION (ENTRY)
1/8" = 1'-0" REF: 1-A101A



1 ELEVATION EXTERIOR ELEVATION - SIDE ELEVATION (BAPTISTRY)
1/8" = 1'-0"
REF: 1.1, 1.100C

GENERAL NOTES - EXTERIOR ELEVATION

1. X

KEYNOTE LEGEND

- 1. CONCRETE FLOOR SLABING SEE DETAIL FOR THICKNESS AND JOINTS
- 2. METAL ROOF BRIMS (2) - SHIMMED DOWN TO REST ON ROOF JOINTS
- 3. ALUMINUM WINDOW WITH INSULATED GLAZING UNITS (IGU) 1/4" AND 1/2" TYPICAL SEE DETAIL FOR JOINTS
- 4. METAL TEXT WITH MECHANICAL FASTENERS
- 5. ALUMINUM WINDOW COUPLER
- 6. ALUMINUM WINDOW COUPLER AND CHIMNEY

DATE CHANGE DESCRIPTION

CLIENT LOGO IF AVAILABLE
Knoxville Tennessee Temple
TEMP AMBASSADOR AND MINISTERIAL OFFICE
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS

MOON/MULLEN
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: (614) 481-1854
FAX: (614) 290-8581

EXTERIOR ELEVATION - SIDE ELEVATION (BAPTISTRY)

4-17-2022

DESIGNED BY: JLM
DRAWN BY: JLM

PROGRESS
DRAWING
NOT FOR
CONSTRUCTION

22195

A311

DATE: 4-17-2022
CONSTRUCTION DOCUMENT

1. ZIRCON STONE GLAZING SHE DETAILS FOR THICKNESS, INSULATION
2. REFLECTIVITY, EMISSION, GLAZING SHAPE & INSULATING AGENTS
3. ALUMINUM GLAZING WITH INSULATING GLAZING UNITS WITH THERMO-TRAP GLASS SHE GLAZING, EMISSIONS FOR DETAIL
4. METAL SHEET WITH GLAZING, INSULATION
5. ALUMINUM SHEET GLAZING
6. ALUMINUM SHEET GLAZING AND INSULATING AGENTS



CLIENT
LOGO IF
AVAILABLE

Knoxville Tennessee Temple
1801 N. W. 10TH AVE. KNOXVILLE, TN 37911

**THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS**

MOODY-NOLAN
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE (614) 461-4664
FAX (614) 280-8881

EXTERIOR ELEVATION - REAR ELEVATION (SEALING)

5-5-2023
 Drafted By: Author
 22195
A312
 5/5/23
 CONSTRUCTION DOCUMENT

KEYNOTE LEGEND

1. GRAVEL STONE CLADDING (SEE DETAILS FOR THICKNESS AND JOINTS)
2. METAL ROOF SHINGLES - SHINGLED SHAPES OF INTERLOCKING SIDES
3. ALUMINUM RIDGE W/ 1" RAIL PROTECTING CLADDING JOINTS WITH 1" RAIL
4. METAL ROOF FLASHING - SEE WINDOW ELEVATIONS FOR DETAILS
5. METAL ROOF WITH BEADIMPROVEMENT FASTENERS
6. ALUMINUM ENTRY DOOR
7. ALUMINUM ENTRY DOOR WITH GLASS PANEL

DATE	CHANGE DESCRIPTION
------	--------------------

CLIENT LOGO IF AVAILABLE
Knoxville Tennessee Temple
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS

300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: (614) 481-4664
FAX: (614) 260-8881

EXTERIOR ELEVATION - SIDE ELEVATION (BRIDAL)

4-17-2022

Drawn by: Author: CROCHER

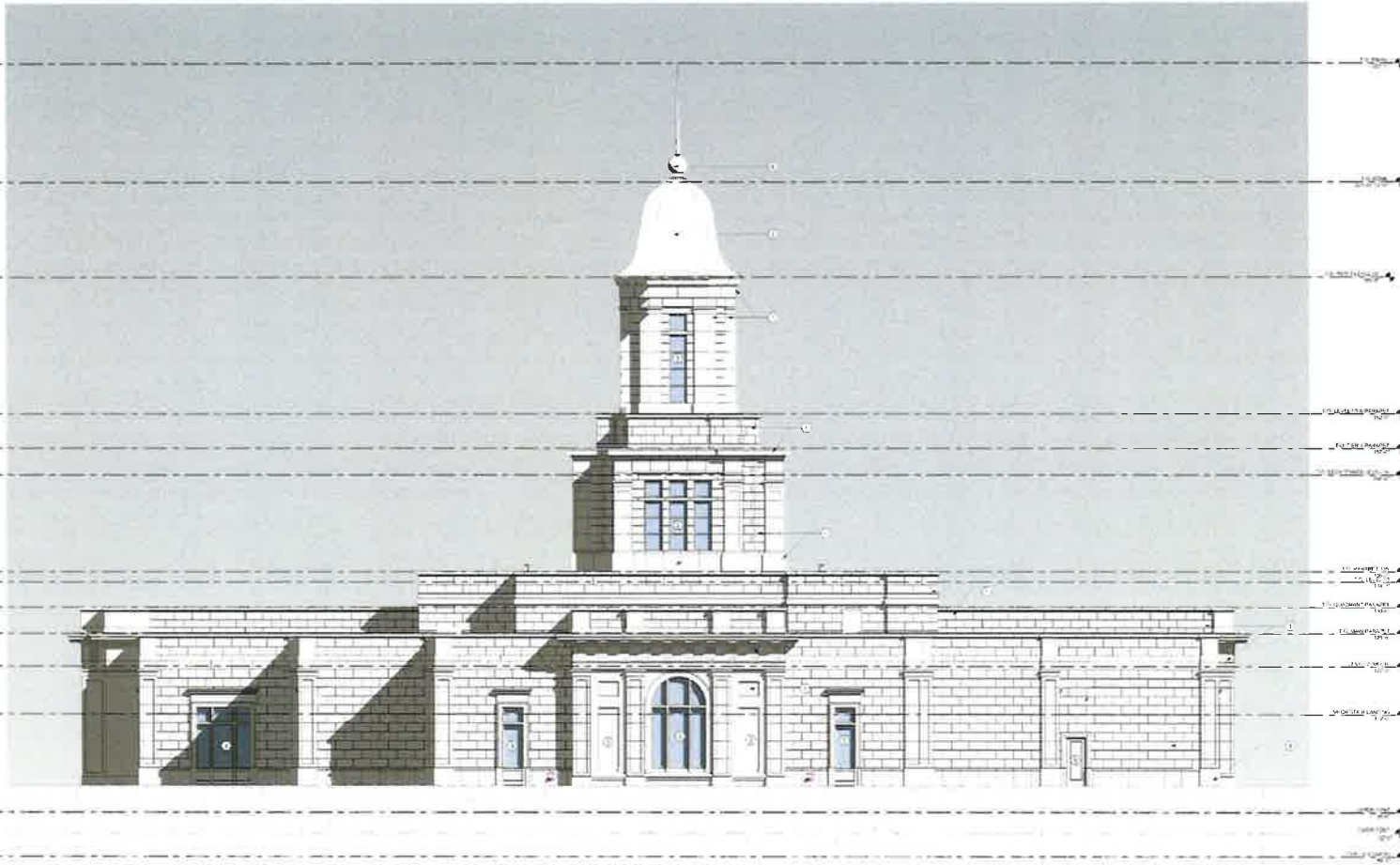
PROGRESS
DRAWING
NOT FOR
CONSTRUCTION

22195

A313

MOON DESIGN
CONSTRUCTION PROGRAM

1 ELEVATION EXTERIOR ELEVATION - SIDE ELEVATION (BRIDAL)
1/8" = 1'-0"
REF: 1 / A101A



May 8, 2023

Mark Shipley
Community Development Director
11408 Municipal Center Dr.
Farragut, TN 37934

Re: Staff Comments on the Site Plan for the Knoxville Tennessee Temple, Parcel 068,
Tax Map 151, 13001 Kingston Pike

Dear Mr. Shipley,

Thank you for your comments regarding the Knoxville Tennessee Temple Site Plan submittal. Included in this resubmittal are the revised Site Plan, traffic impact study, architectural checklist, and variance request letter addressing the agreed upon comments of the Planning and Engineering Departments and the updated engineering calculations. Additionally, each comment agreed upon is addressed below in **bold**.

- 1) Provide the width of all islands
The site series has all the terminal and internal islands measure from back of curb to back of curb and meet minimum width.
- 2) Separate sign permit application will be required (see MGO for applications).
Acknowledged, a separate sign permit application will be submitted.
- 3) Must extend trails to property lines.
The greenway trails are now shown to the property lines.
- 4) Please include owner or towing company number
A phone number will be provided on the ADA signs.
- 5) Signature must break circumference of seal.
Seal now breaks circumference.
- 6) Measurements between driveways should be "edge to edge" not "center to center"
The measurements are now "edge to edge" as directed.
- 7) Suggest moving manholes, cleanouts, etc. outside of travel lanes.
Due to the site constraints, we have shown the cleanouts in the travel lanes. We will continue to finalize this design through FUD's review.

8) 2.5:1 slopes are maximum, and only with matting/other stabilization.

Detail updated to callout maximum slope of 2.5:1.

9) This should tie to existing greenway/mid-block crossing located just east of this property line.

Based on discussion at the staff developer meeting, the greenway stub has been shifted closer to Fleenor Road while staying on the property and out of the stream buffer.

10) Please provide dimensional width of all terminal and interior islands and ensure that they meet minimum width for their full length (5' terminals and 7.5 for internals)

The site series has all the terminal and internal islands measured from back of curb to back of curb and meet minimum width.

11) Non regulatory signage will be a separate review and approval.

Acknowledged, a separate sign application will be submitted for review and approval.

12) Depending on what happens with the property to the east, this could become an access for that property to avoid an additional curb cut on Kingston Pike and meet the distance requirements between driveways.

A vehicular access stub to the adjacent property is not contextually appropriate and will not be provided. The client modified the proposed plan to provide vehicular access from a shared easement with the existing emergency clinic to the west at the direction of the Town of Farragut Staff. In addition, greenways have been provided along both road frontages to provide for pedestrian connectivity in a response to the intent of Farragut Zoning Ordinance Appendix A – Chapter 3 – Section XII – Section G.

13) Site landscape plan will need to be submitted separately for review and approval by the Visual Resources Review Board. See MGO landscape plan application.

Acknowledged, the site landscape plan will be submitted to the VRRB for review and approval.

14) Farragut Architectural Design Standards checklist, building color renderings (all elevations) and, materials lists/samples required.

These items have been included in the resubmittal.

15) Since this project will require a subdivision plat, please show the right of way (post plat) of 50 feet from the centerline of Kingston Pike.

The site does not require a “subdivision”. The Church has purchased a legal lot of record. They do not need a subdivision for development.

16) Will need elevations for each geographic side of the building along with a diagram verifying compliance with height allowance provided for in the Zoning Ordinance.

Elevations have been added to the resubmittal set as directed. A312 lists the distances for compliance.

17) Proposed access will require a variance from the distance between driveways requirement in the Driveways and Other Access Ways Ordinance

A variance request letter has been included in the resubmittal.

18) Please include a summary of how much parking (regular, handicap, bicycle) is required and how much is provided. Overages in excess of 10% of the amount required must be in permeable pavers and listed out in the table for verification of compliance.

A table has been added to sheet C100-1 titled “Parking Requirements” showing this information.

19) Setbacks for all improvements must be based on the right of way post plat approval. A plat will be required for access and walking trail easements. The frontages along Kingston Pike and Fleenor Road must reflect the required rights of ways from which improvements are to be measured.

The Church can execute an Easement Deed to provide public access to the greenways.

20) All sheets must be properly signed and sealed.

Sheets have been signed and sealed as directed.

21) Please ensure that the lighting plan sheets clearly address all of the following:

- i. a.A scaled lighting layout of the site showing and labeling the locations and types of lights proposed in different locations.

The scaled lighting plan with labels, locations and types of lights are on sheet SL2.01.

- ii. b.A light fixture table that corresponds to the site lighting sheet and that includes the type and number of fixtures proposed in different locations.

SL3.01 has the type of lights fixtures proposed in relation to SL2.01.

SL2.01 numbers the fixtures proposed.

- iii. c.A diagram showing the overall height and fixture orientation of pole mounted lights. If old poles are to be reused with new fixtures, the lighting plan shall certify that the old poles will meet the EPA ratings required to support the new fixtures.

SL3.01 includes details of the proposed light fixtures that include heights and orientation.

- iv. d.A diagram showing the overall height and fixture orientation of wall mounted lights.

Lights have been located and detailed in the sealed lighting plans.

- v. e.Specification sheets for all proposed outdoor light fixtures. Such sheets shall specifically address the corresponding performance standards provided for in this ordinance (Outdoor Site Lighting in Chapter 4 of the Zoning Ordinance).

Specification sheet has been included in the lighting plans as directed.

- vi. f.A photometric plot which illustrates the footcandle readings for areas illuminated by string lights and along all property lines and rights-of-way to demonstrate compliance with this ordinance

See SL1.01.

22) Please number sheets 1 of ..., 2 of ...

The sheet of sheet numbering has been added to all sheets.

23) All sheets to show property lines and label them.

Acknowledged, all sheets showing property lines have them labeled.

24) All lighting sheets should be together.

All of the sheets are grouped together, SL1.01, SL2.01 and SL3.01.

25) Please ensure flag and flagpole comply with the following and show on the plans: (10)Flag. Two flags shall be permitted on one freestanding flagpole per 400 feet of property frontage on a public street. Such flags shall not individually exceed 25 square feet in size and 25 feet in mounted height. Flag poles shall meet the setback requirements for principal buildings in the corresponding zoning district.

The flag detail has been revised to show 25-foot mounted height.

26) FUD will have to sign off on the water and sewer plans as part of the final site plan set.

Acknowledged, utility plans will be submitted to FUD for review and approval.

27) Where are telephone and cable lines?

Conduit for cable and telephone lines has been shown on ES101 and C5.00.

28) General note: Use minimum 18" diameter pipe. If the full collapse of a particular pipe would cause runoff to cross a property or right of way line, or other type of flooding damage (to building, items in parking lots, etc.) that pipe must be Class III RCP.

Storm pipes in the parking area have been updated to 18" as discussed in the staff developer meeting.

29) Need traffic impact study.

The traffic impact study has been included in this resubmittal.

30) Please stub into this property for cross access

A vehicular access stub to the adjacent property is not contextually appropriate and will not be provided. The client modified the proposed plan to provide vehicular access from a shared easement with the existing emergency clinic to the west at the direction of the Town of Farragut Staff. In addition, greenways have been provided along both road frontages to provide for pedestrian connectivity in a response to the intent of Farragut Zoning Ordinance Appendix A – Chapter 3 – Section XII – Section G.

31) All lighting related sheets must be signed and sealed by an electrical engineer.

Updated lighting sheets have been signed and sealed by an electrical engineer.

32) Please verify compliance with lot coverage. No more than 70% can be covered in a non-vegetative surface.

There is a table on C100-1 titled "Lot Coverage" showing this information.

33) Please submit copy of NOC.

A copy of the NOC will be submitted to the town when approved by TDEC.

34) Please submit TDOT permit for entrance and working on state ROW.

Town approved plans will be submitted to TDOT for review. TDOT's approved permit will then be submitted to the Town.

35) Drainage Fee is based upon area of impervious surface, at \$0.03 per square foot. What is this area?

The proposed impervious area is 127,065 square feet.

36) Area of disturbance appears to be approximately 5.0 acres. Please submit Erosion Control letter of credit for \$46,000

Disturbed area is 4.67 acres and has listed on the cover sheet C0.00. Please provide the updated amount for the Erosion Control letter of credit.

37) Drainage calculations appear to be good, with no issues noted.
Acknowledged.

Thank you again for your assistance. Please call me if you have any questions.

Sincerely,



Clayton Barron, PE
Civil Engineer

May 8, 2023

Farragut Municipal Planning Commission
C/O Mark Shipley, Community Development Director
11408 Municipal Center Dr.
Farragut, TN 37934

Knoxville Tennessee Temple – Variance Request

The Knoxville Tennessee Temple Site Plan was submitted for Planning Commission review on April 17th, 2023. The project site has two existing driveways, and the proposed plan reduces the number to a single driveway access to Kingston Pike. To maximize the distance from the existing emergency clinic driveway and based on discussion with the Town of Farragut, Lose Design delineated the Kingston Pike driveway entrance on the eastern side of the property. A diagram showing existing and proposed driveway spacing has been included in the site plan submittal. Greenway connections are proposed on both the north and south frontages of the site property to promote pedestrian connectivity.

The project site road frontage along Kingston Pike is 372 feet long. This frontage length makes it impossible to propose a driveway location that meets the requested 400-foot edge-to-edge driveway spacing. The Town of Farragut has also requested left and right turn lanes leaving the site, which has further reduced the available spacing between driveways. In an effort to provide access to the project site and at the direction of the Town staff, the following variance is requested:

1. Reduce the minimum 400-foot edge-to-edge driveway spacing to 220 feet.
The proposed driveway will be 307 feet from the emergency clinic driveway to the west, and 220 feet from the vacant lot driveway to the east.

Sincerely,



Clayton Barron, PE
Civil Engineer

Knoxville Special Use Site

Due Diligence Study

Prepared for:

The Church of Jesus Christ of Latter-day Saints

December 2022

UT22-2405

FEHR  PEERS

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Executive Summary

This study provides a summary of the potential transportation-related impacts from the proposed special use site located on Kingston Pike between Watts Road and Hobbs Road in Farragut, TN. This study analyzes the traffic operations and impacts for background and plus project conditions for the years 2021 and 2045 at the intersections listed in **Table 1**.

The plus project analysis includes project trips generated from the proposed development. The proposed project includes one site access on Kingston Pike. **Table 1** shows the analysis results for all scenarios. Detailed descriptions of the intersection operations can be found in the subsequent chapters. The findings of this study indicate that all study intersection perform at acceptable levels of service under all conditions, except of the intersection at Kingston Pike & Hobbs Road. Fehr & Peers recommends monitoring the intersection of Kingston Pike & Hobbs Road in the future and signalizing the intersection when warranted.

Table 1: AM and PM Peak Hour Level of Service Summary

Intersection			2021 Background	2021 + Project	2045 Background	2045 + Project
ID	Location	Period	LOS / Delay (in seconds)	LOS / Delay (in seconds)	LOS / Delay (in seconds)	LOS / Delay (in seconds)
1	Lee Highway/Business Access & Kingston Pike	AM	B / 16	B / 16	B / 18	B / 18
		PM	C / 21	C / 21	D / 40	D / 40
2	Watt Road & Kingston Pike ⁵	AM	C / 32	C / 32	C / 25	C / 26
		PM	C / 33	C / 33	D / 37	D / 39
3	Hobbs Road & Kingston Pike	AM	C / 16 (SBLT)	C / 17 (SBLT)	C / 25 (SBLT)	D / 26 (SBLT)
		PM	F / 107 (SBLT)	F / 118 (SBLT)	F / >120 (SBLT)	F / >120 (SBLT)
101	Kingston Pike & Access 1	AM	--	B / 11 (SB)	--	B / 12 (SB)
		PM	--	C / 19 (SB)	--	D / 33 (SB)

1. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.

2. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, L=Left-turn, T=Through, R=Right-turn.

4. LOS highlighted in **bold** indicate a deficient LOS.

5. 2045 conditions assume intersection configuration changes based on completed construction.

Source: Fehr & Peers.

Fehr & Peers performed this study for due diligence purposes only; if a traffic impact study needs to be submitted to the city, additional analysis may be required to meet city and state requirements. Fehr & Peers recommends working with the city and state to produce a traffic impact study that meets city and state requirements. Items that should be discussed with the city are requirements for the study, access locations, level of service analysis methodology, amount of growth expected, and any other concerns.



Introduction

This study provides a summary of the potential transportation-related impacts from the proposed special use site located on Kingston Pike between Watts Road and Hobbs Road in Farragut, TN. See **Figure 1** for a project location map.

This study analyzes the traffic operations and impacts for background and plus project conditions for 2021 and 2045 at key intersections described in the Scope section. This study is an update to the previous due diligence study performed in 2021, so the existing conditions in this report are for conditions in the original study in 2021. Fehr & Peers selected 2045 as the future year to stay consistent with the regional plan in the area that has 2045 as the horizon year. The plus project analysis includes project trips generated from the proposed project. Fehr & Peers recommended mitigation actions (roadway geometry changes or operational improvements), if needed, for each evaluation period. Fehr & Peers performed this study for due diligence purposes; if a traffic impact study needs to be submitted to the city, additional analysis may be required to meet city and state requirements. Items that should be discussed with the city include requirements for the study, access locations, level of service analysis methodology, amount of growth expected, and any concerns they may have.

Scope

This study analyzes the traffic impacts of intersections near the proposed project site. Impacts are specifically addressed at the following study intersections and proposed site accesses:

- 1) Kingston Pike / Lee Highway – Signal
- 2) Kingston Pike / Watts Road – Signal
- 3) Kingston Pike / Hobbs Road – Northbound / Southbound Stop Control
- 1) Kingston Pike / Access – Southbound Stop Control

Figure 1 shows the study intersections and project accesses analyzed in this study.



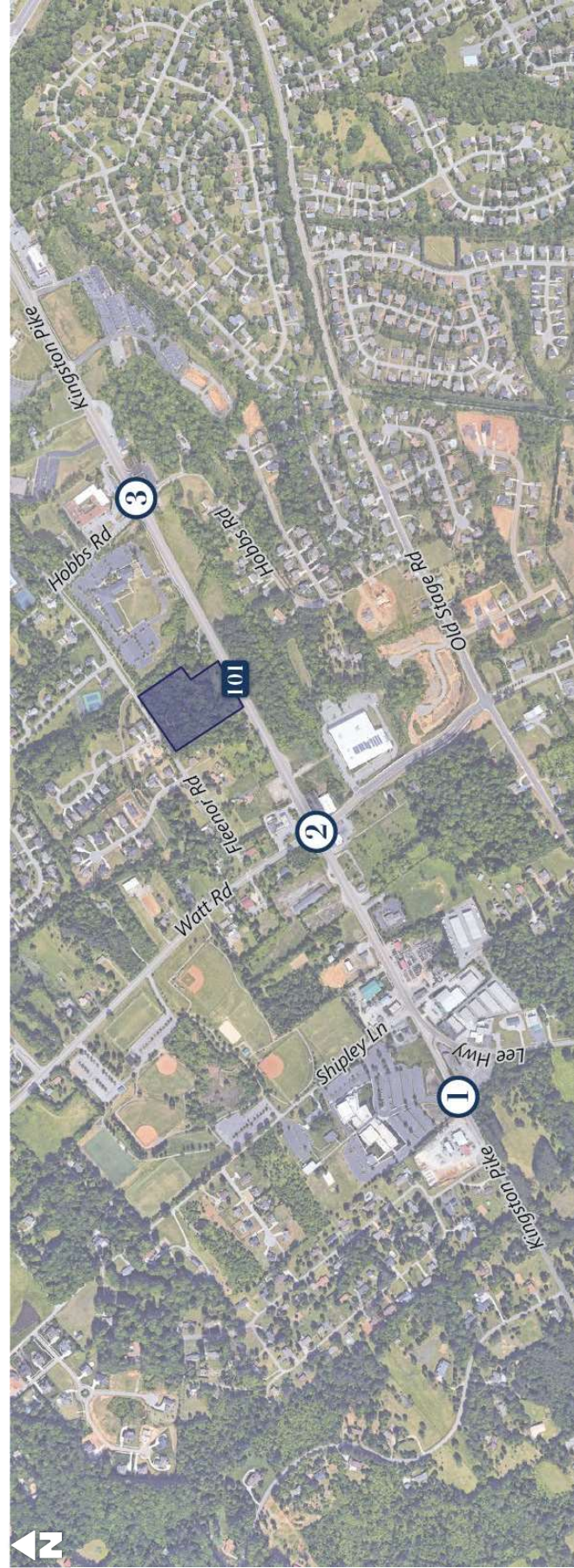


Figure 1
Project Location

Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Typically, LOS D or better is considered acceptable for urban areas. **Table 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 6) methodology was used in this study to remain consistent with “state of the practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, the LOS is provided for the average delay per vehicle on the worst-performing movement. Synchro was used in this study for signalized and unsignalized intersections.

Table 2: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10	< 10
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10 to 20	> 10 to 15
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20 to 35	> 15 to 25
D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	> 35 to 55	> 25 to 35
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	> 55 to 80	> 35 to 50
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	> 80	> 50

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual 6th Edition*.



Existing 2021 Background Conditions

Purpose

The existing conditions analysis examines the pertinent intersections and roadways during the peak travel periods of the day under traffic and geometric conditions during 2021. Through this analysis, Fehr & Peers can identify existing traffic operational deficiencies and recommend potential mitigation measures.

Traffic Volumes

A data collection firm collected AM and PM traffic counts for a weekday in July 2021, and Fehr & Peers processed the data to establish a baseline of existing conditions and operations for the area. The AM and PM peak hours analyzed in this study are from 7:15 AM to 8:15 AM and from 4:45 PM to 5:45 PM, respectively. **Figure 2** shows existing background AM and PM weekday peak hour volumes. The traffic counts are shown in **Appendix A**. The day traffic counts were collected, the intersection of Kingston Pike & Watts Road was under construction and traffic patterns could be different after the construction project was completed (originally planned for May 2022).

Level of Service Analysis

Fehr & Peers used HCM 6 methodology to analyze the study intersections. We requested signal timing plans for the two signalized intersections in the study; however, we only received this information for Kingston Pike & Watts Road and used the analysis software to estimate and optimize signal timing on Kingston Pike & Lee Highway to best meet the existing conditions. As previously mentioned, the intersection of Kingston Pike & Watts Road was under construction, potentially altering the traffic patterns in the area. One of the changes during the day of traffic counts was the reduction of one eastbound receiving lane, and our analysis reflects this condition in the analysis. **Table 3** reports the results of the LOS analysis (see **Appendix B** for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed special use site.

The results of this analysis indicate that all study intersections operate within acceptable levels of delay during the peak hours, except for Kingston Pike & Hobbs Road during the PM peak hour. This intersection operates at deficient levels of service because the southbound vehicles turning left conflict with high volumes eastbound and westbound.



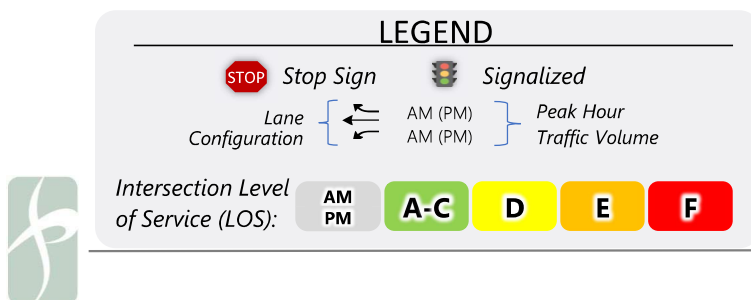
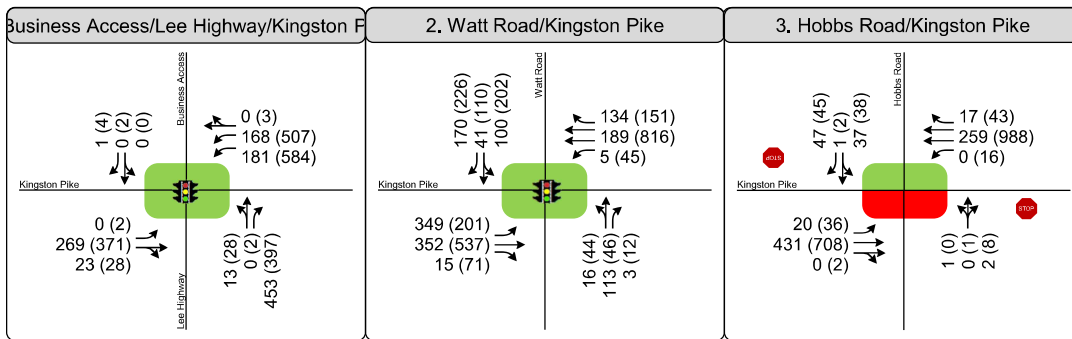


Figure 2
Existing Conditions

Table 3: Existing 2021 Background Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Lee Highway/Business Access & Kingston Pike	AM	Signal	-	-	-	16	B
		PM		-	-	-	21	C
2	Watt Road & Kingston Pike	AM	Signal	-	-	-	32	C
		PM		-	-	-	33	C
3	Hobbs Road & Kingston Pike	AM	NB/SB Stop	SBL	16	C	-	-
		PM		SBL	107	F	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, L=Left-turn, R=Right-turn.
4. LOS highlighted in **bold** indicate a deficient LOS.
Source: Fehr & Peers.

Mitigation Measures

Although the intersection at Kingston Pike & Hobbs Road fails under existing conditions, Fehr & Peers does not recommend any mitigation because the volumes on Hobbs Road are low and may not warrant a signal. Fehr & Peers performed a planning-level signal warrant analysis on only the peak hour warrants. This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. TDOT should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization. The PM peak hour signal warrant can be found in **Appendix C**. The peak hour warrant analysis did not indicate that this intersection warrants a signal. However, we recommend monitoring of the intersection of Kingston Pike & Hobbs Road and evaluating the full set of warrants and signalizing when warranted. If the city wants to mitigate the delay for the worst movement at the intersection, the city could consider restricting left turn movements from Hobbs Road at this intersection.



Project Conditions

Purpose

The project conditions analysis explains the type and intensity of the proposed development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the introduction.

Project Description

The proposed project is a special use site that will be located north of Kingston Pike between Watt Road and Hobbs Road in Farragut, TN. Although the site is in Farragut, the general metro area is Knoxville and will be called the Knoxville special use site. One driveway access along Kingston Pike is proposed for this site.

Access Management

The “Manual for Constructing Driveway Entrances on State Highways” from the Tennessee Department of Transportation (TDOT) has guidelines on the number of entrances to a property. From properties with a frontage between 200 feet and 400 feet, TDOT states that a second access location may be permitted if the need is demonstrated by a Traffic Impact Study. The frontage of the proposed site has a frontage of approximately 350 feet. Fehr & Peers will evaluate a single access in the plus project conditions.

Special Use Site

Trip Generation

Fehr & Peers estimated the trip generation for the special use site using traffic counts completed at eight other similar special-use sites:

- Bountiful, UT
- Draper, UT
- Oquirrh Mountain, UT
- Payson, UT
- Timpanogos, UT
- Gilbert, AZ
- Newport Beach, CA
- Redlands, CA

The traffic counts at each special use site were grouped by the hour to determine the trip generation of each site, and then the trip generation of all sites were averaged to obtain an average trip generation for



AM trips and a linear regression line for PM trips based on sites with similar characteristics. For this analysis, the number of trips expected to be generated by a special use site of these characteristics was based on the number of seats in the site. The proposed site in Knoxville will have 2 rooms with 40 seats and is expected to generate 70 trips and 86 trips during the weekday AM and PM peak hour, respectively. The project trip generation is shown in **Table 4**.

Table 4: Knoxville Special Use Site Trip Generation

Peak Hour	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting
Weekday AM	70	75%	25%	52	18
Weekday PM	86	51%	49%	44	42

Source: Fehr & Peers, 2022.

Trip Distribution and Assignment

Fehr & Peers assigned project traffic to the roadway network based on the location of church buildings to which members of the Church of Jesus Christ of Latter-day Saints (Church) attend Sunday services, proximity to major streets, roadway network, and high population densities. The location of these church buildings is primarily located at larger population centers and many of these building serve smaller congregations (branches). Given that many of these church buildings are farther from the site, Fehr & Peers determined that the majority of site attendees will use I-75/I-40 through Watts Road. Overall, Fehr & Peers distributed the project-generated trips to and from these directions in the corresponding percentages, also shown in **Figure 3**:

- 55% To/From North via Watts Road
- 40% To/From East via Kingston Pike
- 5% To/From South via Lee Highway

Fehr & Peers applied these trip distributions to distribute project-generated traffic to the study area intersections. **Figure 4** shows the resulting intersection project traffic volumes.





LEGEND

Project Site



Figure 3
Trip Distribution



Business Access/Lee Highway/Kingston Pike	2. Watt Road/Kingston Pike	3. Hobbs Road/Kingston Pike	101. Access 1/Kingston Pike

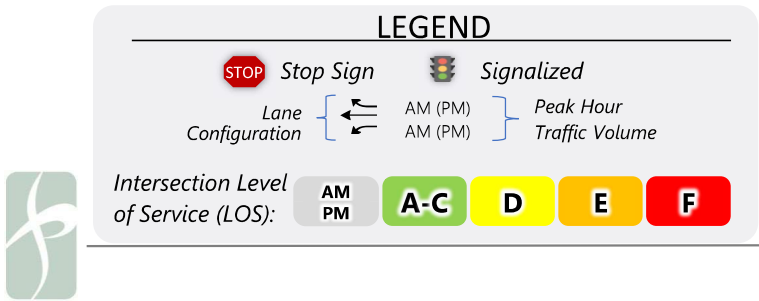


Figure 4
Project Trips

Existing 2021 plus Project Conditions

Purpose

The purpose of the existing 2021 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network. To analyze this impact, Fehr & Peers combined the peak hour background traffic volumes with volumes generated by the proposed special use site at its peak hour. We compared the analysis results to the results of the background traffic volumes to determine the impact of the proposed project.

Traffic Volumes

Fehr & Peers added project-generated traffic (**Figure 4**) to the background 2021 volumes (**Figure 2**) to yield “existing 2021 plus project” weekday peak hour volumes as shown in **Figure 5**.

Level of Service Analysis

As in existing conditions, Fehr & Peers used HCM 6 methodology to analyze signalized and unsignalized intersections, respectively. **Table 5** reports the results of this analysis (see **Appendix B** for the detailed LOS report).

As in existing conditions, the results of this analysis indicate that all study intersections will operate within acceptable levels of delay under plus project conditions during the peak hours, except for Kingston Pike / Hobbs Road during the PM peak hour.

As mentioned in the project conditions, TDOT may permit a second access location to the site if a need is demonstrated in a Traffic Impact Study. Fehr & Peers evaluated a single access and found that from a traffic perspective, a single access can accommodate the estimated traffic generate by the site and continue to operate at acceptable levels of service (LOS D or better).



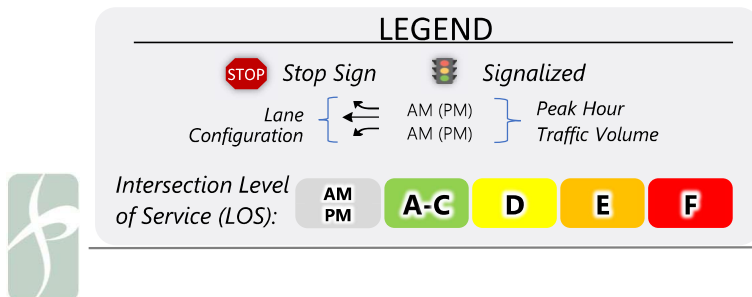
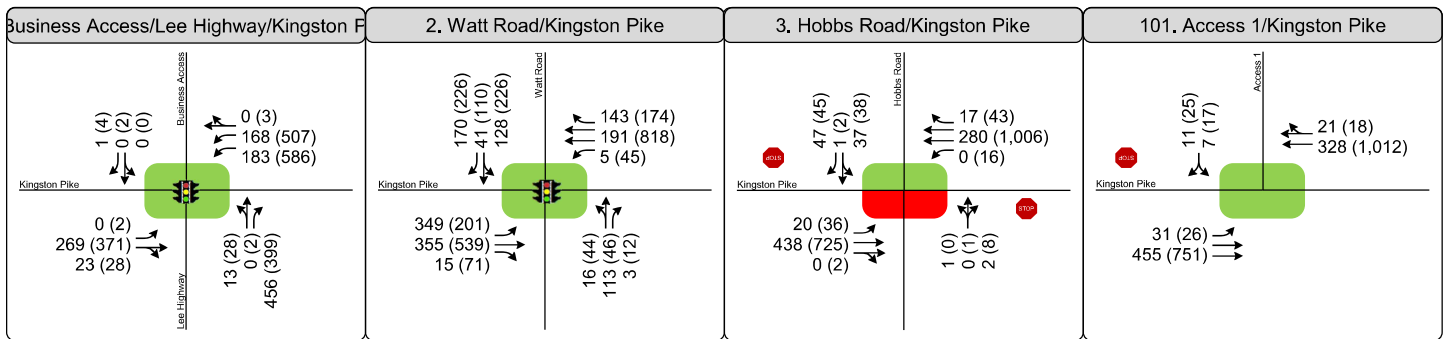


Figure 5
Existing Plus Project Conditions

Table 5: 2021 Plus Project Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Lee Highway/Business Access & Kingston Pike	AM	Signal	-	-	-	16	B
		PM		-	-	-	21	C
2	Watt Road & Kingston Pike	AM	Signal	-	-	-	32	C
		PM		-	-	-	33	C
3	Hobbs Road & Kingston Pike	AM	NB/SB Stop	SBL	17	C	-	-
		PM		SBL	118	F	-	-
101	Kingston Pike & Access	AM	SB Stop	SB	11	B	-	-
		PM		SB	19	C	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, L=Left-turn, R=Right-turn.
 4. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

Mitigation Measures

As in existing conditions, Fehr & Peers does not recommend any mitigation measures under existing plus project conditions. Fehr & Peers performed a planning-level signal warrant analysis on only the peak hour warrants. This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. TDOT should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization. The PM peak hour signal warrant can be found in **Appendix C**. The peak hour warrant analysis did not indicate that this intersection warrants a signal. However, we recommend performing a full signal warrant analysis at Kingston Pike & Hobbs Road after opening day to see if a signal at this intersection is warranted.



Future 2045 Background Conditions

Purpose

The purpose of the future background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected traffic volumes. The Mobility Plan 2025 plan developed by the Knoxville Regional Transportation Planning Organization (TPO) has 2045 as the horizon year, and to stay consistent, Fehr & Peers performed the future conditions analysis for the same horizon year. This analysis provides a baseline condition for the year 2045 to determine future project impacts.

Traffic Volumes

Fehr & Peers projected 2045 volumes using a 2% linear annual growth rate for all intersections calculated from Annual Average Daily Traffic available in the TDOT website. We used station 6: Kingston Pike on Loudon County near Knox County Lane. **Figure 6** shows the projected 2045 background weekday peak hour traffic volumes.



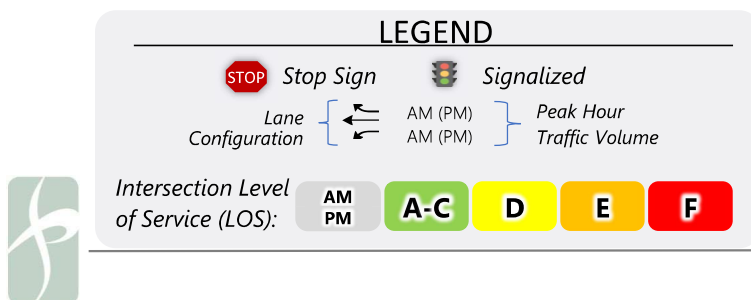
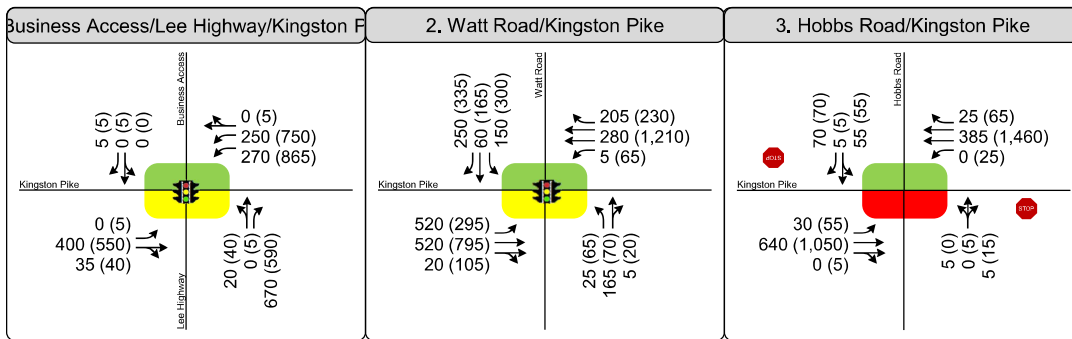


Figure 6
2045 Background Conditions

Level of Service Analysis

As in existing conditions, Fehr & Peers used HCM 6 methodology to analyze signalized and unsignalized intersections, respectively. **Table 6** reports the results of this analysis (see **Appendix B** for the detailed LOS report). As previously mentioned, the intersection at Kingston Pike / Watts Road was under construction when traffic counts were collected. Besides applying the growth rates to the counts, no additional adjustments were made to the volumes to account for the new intersection configuration. This analysis shows all study intersections operate within acceptable levels of delays under 2045 background project conditions except for intersection of Hobbs Road & Kingston Pike during the PM peak hour.

Table 6: Future 2045 Background Conditions Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Lee Highway/Business Access & Kingston Pike	AM	Signal	-	-	-	18	B
		PM		-	-	-	40	D
2	Watt Road & Kingston Pike	AM	Signal	-	-	-	25	C
		PM		-	-	-	37	D
3	Hobbs Road & Kingston Pike	AM	NB/SB Stop	SBLT	25	C	-	-
		PM		SBLT	>120	F	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.

2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, L=Left-turn, R=Right-turn.

4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.

Mitigation Measures

As in previous conditions, Fehr & Peers does not recommend any mitigation measures under future background conditions. Fehr & Peers performed a planning-level signal warrant analysis on only the peak hour warrants. This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. TDOT should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization. The PM peak hour signal warrant can be found in **Appendix C**. The peak hour warrant analysis did not indicate that this



intersection warrants a signal. We recommend performing a full signal warrant analysis at Kingston Pike & Hobbs Road in the future to determine whether a signal can and should be placed at this location.



Future 2045 plus Project Conditions

Purpose

The purpose of the future 2045 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2045. To analyze this impact, Fehr & Peers combined the future background traffic volumes with volumes generated by the proposed special use site. We compared the analysis results to the results of the future background traffic volumes to determine the impact of the proposed project.

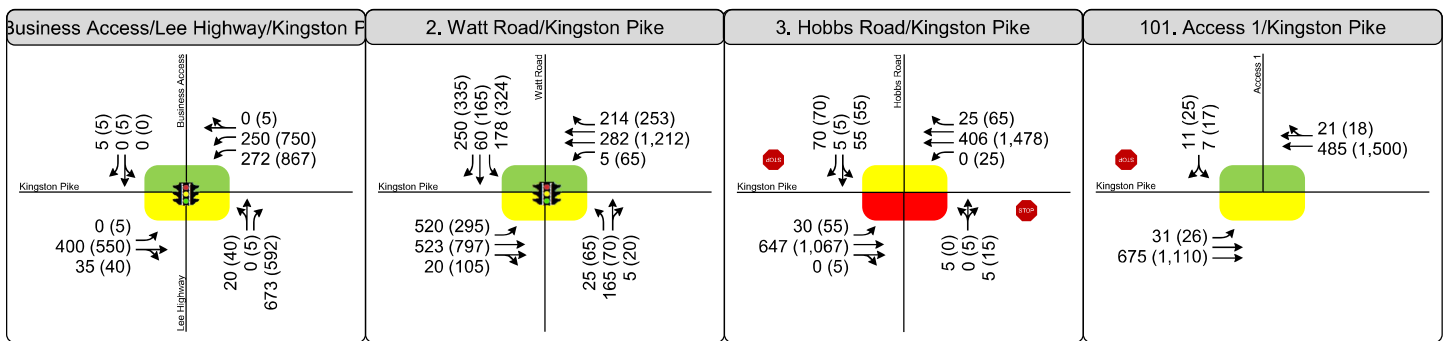
Traffic Volumes

Fehr & Peers added the project-generated traffic (**Figure 3**) to the future 2045 background volumes (**Figure 6**) to yield “future 2045 plus project” weekday AM and PM peak hour traffic volumes at the study intersections, as shown in **Figure 7**.

Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the future 2045 plus project weekday peak hours LOS. **Table 7** reports the results of this analysis (see **Appendix B** for the detailed LOS report). This analysis shows all study intersections operate within acceptable levels of delays under 2045 plus project conditions except for intersection Hobbs Road and Kingston Pike during the PM peak hour. As mentioned in the existing plus project conditions, Fehr & Peers evaluated a single access and found that from a traffic perspective, a single access can accommodate the estimated traffic generate by the site in the future and continue to operate at acceptable levels of service (LOS D or better).





LEGEND



Stop Sign



Signalized

Lane Configuration



AM (PM)
AM (PM)

Peak Hour
Traffic Volume

Intersection Level
of Service (LOS):

AM
PM

A-C

D

E

F

Figure 7

2045 Plus Project Conditions

Table 7: Future 2045 Plus Project Conditions Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Lee Highway/Business Access & Kingston Pike	AM	Signal	-	-	-	18	B
		PM		-	-	-	40	D
2	Watt Road & Kingston Pike	AM	Signal	-	-	-	26	C
		PM		-	-	-	39	D
3	Hobbs Road & Kingston Pike	AM	NB/SB Stop	SBL/T	26	D	-	-
		PM		SBL/T	>120	F	-	-
4	Kingston Pike & Access 1	AM	SB Stop	SB	12	B	-	-
		PM		SB	33	D	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.

2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, L=Left-turn, R=Right-turn.

4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.

Mitigation Measures

As in previous conditions, Fehr & Peers does not recommend any mitigation measures under future background conditions. Fehr & Peers performed a planning-level signal warrant analysis on only the peak hour warrants. This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. TDOT should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization. The PM peak hour signal warrant can be found in **Appendix C**. The peak hour warrant analysis did not indicate that this intersection warrants a signal. We recommend performing a signal warrant analysis at Kingston Pike & Hobbs Road in the future to determine whether a signal can and should be placed at this location.



Conclusion

This study indicates that all study intersections operate within acceptable levels of delay during the peak hours under all conditions, except the intersection of Hobbs Road & Kingston Pike during PM peak hours. Fehr & Peers recommends continued monitoring of the intersection of Kingston Pike & Hobbs Road and signalization when warranted. The TDOT access management guidelines state that two access locations may be permitted if a need is demonstrated in a Traffic Impact Study. Fehr & Peers evaluated one access to the site and found that from a traffic perspective, it will operate at acceptable levels of service. However, an additional secondary access may be necessary for emergency and safety purposes.



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on amendments to the Future Land Use Map in the Comprehensive Land Use Plan Update, December 2012, related to a portion of Parcel 069, Tax Map 142, currently designated as Medium Density Residential, to change this to Very Low Density Residential and Low Density Residential, and Parcels 070 and 072, Tax Map 142, currently designated as Medium Density Residential, to change this to Open Space Cluster Residential

INTRODUCTION AND BACKGROUND: This item was discussed at last month's Planning Commission meeting. Please refer to the packet and staff report from last month for background information associated with this agenda item.

DISCUSSION: Based on feedback provided during the discussion in April, staff has prepared Resolution PC-23-07. This resolution would amend the Future Land Use Map for the area between Baldwin Park and Waverly Court, which is roughly 12.65 acres, from Medium Density Residential to Open Space Cluster Residential. This would provide for a land use designation that would potentially allow for a rezoning to Open Space Mixed Residential (OSMR) where the area could include a mix of attached and detached residential that may transition well with the existing developments that abut this area.

Resolution PC-23-07 would also amend a roughly 20-acre area north of Ingles and south of Baldwin Park from Medium Density Residential to a mixture of Very Low Density Residential in its northern portion and Low Density Residential in its southern portion. This would provide for a broader transition within this area that could accommodate some single-family detached consistent with Baldwin Park in the northern portion and potentially missing middle-type developments, such as townhomes or cottages, in the area to the west and south.

RECOMMENDATION: Staff recommends approval of Resolution PC-23-07.

RESOLUTION PC-23-07

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO APPROVE AN AMENDMENT TO THE FUTURE LAND USE MAP IN THE COMPREHENSIVE LAND USE PLAN UPDATE, DECEMBER 2012, TO AMEND A PORTION OF PARCEL 069, TAX MAP 142, NORTH OF THE INGLES, FROM MEDIUM DENSITY RESIDENTIAL TO VERY LOW DENSITY RESIDENTIAL AND LOW DENSITY RESIDENTIAL AND TO AMEND PARCELS 070 AND 072, TAX MAP 142, BETWEEN BALDWIN PARK AND WAVERLY COURT, FROM MEDIUM DENSITY RESIDENTIAL TO OPEN SPACE CLUSTER RESIDENTIAL

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

WHEREAS, the Farragut Municipal Planning Commission, after holding a public hearing as required by T.C.A. § 13-4-202(a), adopted the Comprehensive Land Use Plan Update (the “Plan”) on December 12, 2012; and

WHEREAS, The Farragut Municipal Planning Commission desires to amend the Plan by changing the future land use map related to a portion of Parcel 069, Tax Map 142, currently designated as Medium Density Residential, to Very Low Density Residential and Low Density Residential, and Parcels 070 and 072, Tax Map 142, currently designated as Medium Density Residential, to Open Space Cluster Residential;

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission hereby amends the Plan through approval of Resolution PC-23-07 as shown on Exhibit A.

ADOPTED this 18th day of May 2023.

Rita Holladay, Chairman

Scott Russ, Secretary



Future Land Use Map Amendment Resolution PC-23-07

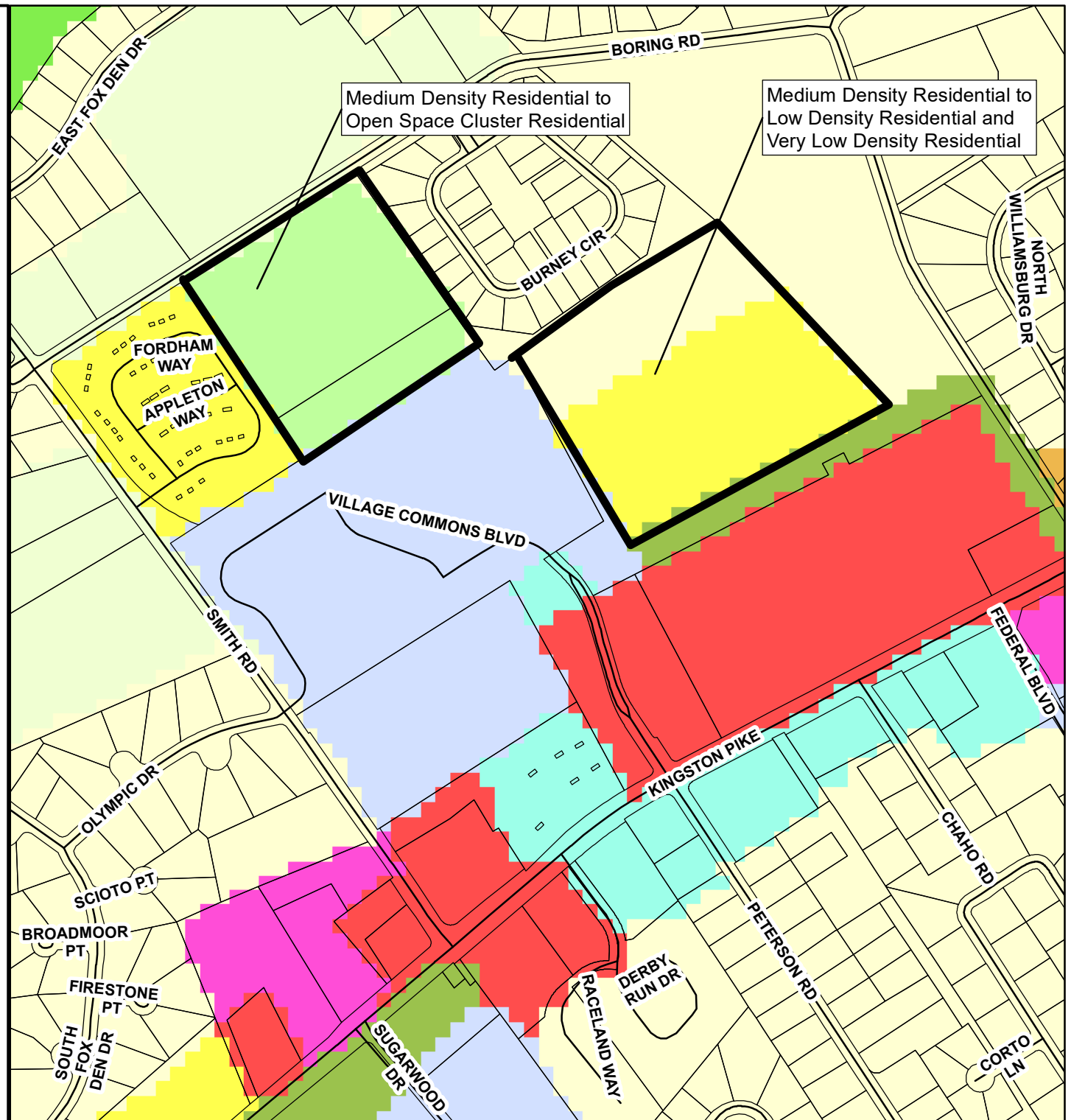
Exhibit A

Legend

-  Subject Area
-  Streets
-  Parcels
-  Civic/Institutional
-  Office/Light industrial
-  Commercial
-  Open Space
-  Parks and Rec
-  Open Space Cluster Residential
-  Rural Residential (> 1 Acre)
-  Very Low Density Residential (2-4 DUs /
-  Low Density Residential (3-6 DUs /
-  Med Density Residential (6-8 DUs / Acre)
-  Mixed Use Neighborhood (6-8 DUs /



1 in = 500 ft



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to amend the Farragut Future Land Use Map for 11500 Kingston Pike, from Mixed Use Town Center and Medium Density Residential to Commercial and Low Density Residential, 64.34 Acres (Hy-Vee, Inc., Applicant)

INTRODUCTION AND BACKGROUND: This agenda item is for workshop discussion purposes only and involves a request for an amendment to the Future Land Use Map (FLUM) for the property located at 11500 Kingston Pike. Currently, roughly two-thirds of this property is classified as Mixed-Use Town Center (MUTC). The remainder is Medium Density Residential, Open Space, and Low Density Residential.

The applicant's request would remove the MUTC land use classification from the property. A similar request was withdrawn by the applicant at the November 17, 2022 Planning Commission meeting. The applicant is now asking to revisit this for additional feedback from the Commission. The latest concept and envisioned phasing of the development of the property is included in the packet.

DISCUSSION: At the staff/developer meeting on May 2, it was noted that staff would not support any changes to the FLUM in the area currently shown as MUTC because the Town will be initiating, through a consultant, a public engagement process next month specific to the MUTC. A professional services agreement will be presented to the Board of Mayor and Aldermen on May 25 for approval of the consultant that has been selected to lead this engagement process. Thus, any changes to the FLUM in this portion of the Town would be premature at this time. The applicant is certainly encouraged to participate in this process, but the process should be fully completed before additional changes are made to the FLUM specific to the MUTC.



April 17, 2023

Mark Shipley
Community Development Director
Town of Farragut
11408 Municipal Center Drive
Farragut, TN 3934

RE: AN APPLICATION TO AMEND THE FUTURE LAND USE MAP AND REZONE 11500 KINGSTON PIKE FROM MIXED USE TOWN CENTER, MEDIUM DENSITY RESIDENTIAL, LOW DENSITY RESIDENTIAL AND OPEN SPACE TO PLANNED COMMERCIAL DEVELOPMENT DISTRICT AND R-4 GENERAL SINGLE FAMILY RESIDENTIAL

Dear Mr. Shipley,

We are pleased to file the enclosed application to amend the Future Land Use Map (FLUM) and rezone 11500 Kingston Pike per the application requirements indicated in Appendix A, Chapter 3, Section XXVI – Planned Commercial Development District (PCD), part D of the Farragut Municipal Code.

Background

We understand the Town of Farragut desires to develop a town center on the Ford property in order to provide a sense of arrival, identity, and a centralized, pedestrian friendly space for the community. The stated objectives of this district is to provide a sense of place, public spaces, open space, pedestrian connections and streets, and be consistent with the existing zoning and ordinances of the Town.

In our previous application to amend the FLUM and rezone the Ford property, we attempted to accomplish our goals and meet the Town's objectives through a straight-forward rezoning. In the end, this approach did not provide the Town input or flexibility into how the property would develop over time. We withdrew our application when it was clear this approach was not going to be accepted.

We've had the opportunity to do further study and design development of a master plan concept and zoning designation that marry the two interests and gives Farragut input and ownership in the process.

Premise

Town Center Districts (TCD) take longer to develop and cost more than typical development projects, which makes these types of projects riskier for developers. To make them possible and offset the risk and financial burden to the developer, town center developments are typically public-private joint ventures, and normally require public financing, such as tax increment financing, or tax abatements. Town Center District development projects also need a stable traffic generating use to produce the economic drivers for further development of the smaller and more localized retail, commercial, and public uses that form the heart of the town center. (Source: Kramer, Anita. Retail Development, Fourth Edition, Urban Land Institute, 2008)

Hy-Vee has been a catalyst to several projects with zoning similar to a TCD. We were the first to develop and kick off development in Prairie Trail, a New Urbanist development with a town center in Ankeny, Iowa. We've built a store in a Planned Commercial District adjacent to a Town Center District in Manhattan, Kansas, and we've been the catalyst for building out a Transportation Oriented District in

Hy-Vee, Inc.

5820 Westown Parkway, West Des Moines, Iowa 50266
Phone: (515) 267-2800



Madison, Wisconsin. Despite having a "big box" footprint, we are experienced at blending our buildings and sites to be part of a coherent design aesthetic.

The Master Plan

The illustrative master plan exhibit in this application lays out the vision for a PCD with Hy-Vee anchoring a town center. The proposed plan has the following characteristics:

1. **Open Space:** 4.5 acres of land is proposed to be dedicated as public park space. In the first 3 phases of the project, 4 separate parks would be created. The park located at the southwest terminus of Park Place Street would serve as a community gathering space for outdoor concerts and festivals, as well as providing open green space for games, picnics, and family gatherings. A proposed center piece of this space is the repurposed Ford family barn, stripped down to its wood framed structure and moved from its current location to be a recreational pavilion. A smaller park at the southwest edge of the townhomes along Jamestowne Boulevard would be a smaller local playground for local children and adults. The park located at the intersection of Kingston Pike and Jamestowne Boulevard acts as space for an entrance feature and trailhead to the start of two bike trails coming from this development. The final park, located at the far southeastern tip of the PCD, would be left as unplanned green space, open to future programming.
2. **Sense of Place:** A PCD allows us to combine uses unlike traditional zoning can. At first, the proposed development will derive its sense of place from the buildings, roads, trails, sidewalks, and parking areas. We don't propose building a novel set of design guidelines for the project, but instead reference Appendix D of Farragut's municipal code. As the people, businesses, spaces, and trees take hold, the development will become Farragut's own unique place.
3. **Protection of Natural Resources:** There are two closed contour locations on this property. One located in the PCD would be protected and become part of the park system. The other lies in a gas pipeline easement in the R4 zoned area and can't be disturbed without permission from the gas company. Culturally, the property is a remnant of eastern Tennessee farmland. The plan proposes to save a sample of that heritage in the public parks and with the Ford barn.
4. **Land Use Practices:** The compact and urban nature of the master plan will require a wide range of practices and materials in order to manage stormwater. These items are more appropriately addressed at a more granular level at later stages in the planning process. We have made the initial calculations and determined the volumes that would be required to clean and detain stormwater. We've also made initial calculations for utilities that need to be installed in the first phase of the project to support future phases.
5. **Connectivity:** A traffic study is being updated for the Town's review. The master plan disperses traffic into the surrounding neighborhoods and streets to alleviate congestion and allow local residents a way in and out of their neighborhoods through a controlled intersection at Kingston Pike and Jamestowne Boulevard. As projects build out around this site, connections that further disperse traffic can be made. Low density development in Farragut makes walking from a home to a commercial space a challenge. Trail connections are still sparse and sidewalks along the shoulders of highways do not provide the security a pedestrian or bicyclist needs to feel safe using those spaces. This development, along with other recent projects in the area, would continue to change that dynamic. Proposed are 3,918 linear feet (3/4 mile) of bike trail, 9,745 linear feet (1.84 miles) of public sidewalks, 4 parks, 64 townhome lots, and 58 mixed use retail, office, and residential buildings with 439,700 SF of space, all within walking distance of each other.
6. **Compatibility & Consistency:** The proposed development is denser than the surrounding uses, which is consistent with the existing Comprehensive Land Use Plan and Town Center Overlay

Hy-Vee, Inc.

5820 Westown Parkway, West Des Moines, Iowa 50266
Phone: (515) 267-2800



District. The aesthetics and uses within the PCD are all consistent with the Town's plans and ordinances.

Site Summary

Total Site Area:	68.31 Acres
Planned Commercial District Area:	43.91 Acres
R-4 General SFR District:	24.40 Acres
Public ROW Dedication:	9.60 Acres
Public Park Dedication:	4.50 Acres
Mixed Use Retail, Office, & Residential:	439,700 Square Feet
Townhome Lots:	64 Lots
Residential Area:	24.40 Acres (146 units, maximum)

Project Phasing & Schedule

Start dates listed below are the earliest dates that construction could reasonably start, pending all necessary design and review time, entitlements, building permits, material costs and labor availability.

1. Phase 1: 2025 construction start. 18 month duration.
 - a. Dedicate public ROW and parks.
 - b. Mass grading of Phase 1 – 3 areas.
 - c. Extension of Jamestowne Boulevard into site.
 - d. Kingston Pike and Jamestowne Boulevard intersection improvements and signal.
 - e. Extension of Municipal Center Drive across site to connection point.
 - f. Connect Kohl's parking lot to Jamestowne Boulevard.
 - g. Stub in water, sanitary, and storm sewer infrastructure.
 - h. Construct bike trails and sidewalks in the Phase 1 area.
 - i. Construct Hy-Vee grocery store.
 - j. Construction Hy-Vee Fast & Fresh.
 - k. 16.7 Acres. 115,100 SF Retail Space.
 - l. Estimated cost: \$62,800,000.00
2. Phase 2: 2025 construction start. 12 month duration.
 - a. Construct bike trail along Kingston Pike.
 - b. Construct mixed use retail along Kingston Pike.
 - c. 2.6 Acres. 27,000 SF Retail & Office Space.
 - d. Estimated cost: \$11,100,000.00
3. Phase 3A: 2026 construction start. 20 year duration.
 - a. Plat individual lots in area 3A.
 - b. Extend underground utility infrastructure.
 - c. Extend Jamestowne Boulevard.
 - d. Extend Park Place Street into site.
 - e. Construct Main Street, alleys, public sidewalks, and parking lots.
 - f. Construct building pads.
 - g. Construct buildings as space gets leased.
 - h. 10.6 Acres, 198,400 SF Retail & Office, 99,200 SF Residential.
 - i. Estimated cost: \$134,200,000.00
4. Phase 3B: 2026 construction start. 6 year duration.

Hy-Vee, Inc.

5820 Westown Parkway, West Des Moines, Iowa 50266
Phone: (515) 267-2800

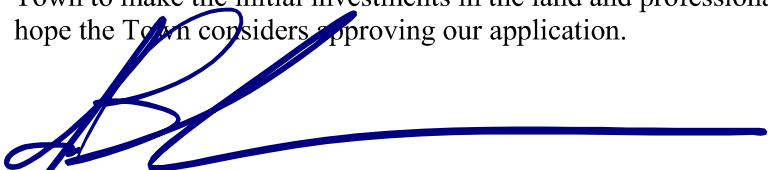


- a. Plat individual lots in area 3B.
 - b. Extend underground infrastructure.
 - c. Extend Jamestowne Boulevard.
 - d. Extend Main Street.
 - e. Construct secondary streets and alleys
 - f. Construct townhomes and driveways.
 - g. 11.5 Acres. 59 Townhome lots.
 - h. Estimated cost: \$36,700,000.00
5. Phase 3C: 2025 construction start. 10 month duration.
 - a. Construct underground infrastructure
 - b. Construct shelter
 - c. Construct sidewalks
 - d. 2.9 Acres.
 - e. Estimated cost: \$720,000.00
6. Phase 4: 2030 construction start. 10 year duration.
 - a. Design and plat street extensions and lots.
 - b. Extend underground utilities.
 - c. Construct public improvements.
 - d. Construct homes as lots are sold.
 - e. 24.4 Acres. 146 units, maximum density.
 - f. Estimated cost: \$62,300,000.00
7. Summary:
 - a. Total development cost: \$307,820,000.00 (Time value or carrying costs not factored)
 - b. Total estimated build out duration: 20 years.

Request for Approval

This application is an invitation to start work on building Farragut's vision together; a rare opportunity to plan and build a town center with a necessary anchor and revenue generator built in to the project, and we view this as a great opportunity to locate our store and services right where our customers live.

There is a tremendous amount of work to do to make this a reality. The proposed master plan is only a starting point. Approval of the amended FLUM and rezoning request is the support we need from the Town to make the initial investments in the land and professional services to get started. We sincerely hope the Town considers approving our application.



John Brehm, ASLA, LEED AP
Director, Site Planning

Cc: Phil Hoey, Hy-Vee, Inc.
Benjamin Mullins, FMS
Alan Grissom, Cannon & Cannon
File

Hy-Vee, Inc.

5820 Westown Parkway, West Des Moines, Iowa 50266
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Enclosures

1. Letter of Application
2. Traffic Letter
3. Master Plan Exhibit
4. Illustrations
5. PCD District Exhibit
6. R-4 General Single Family Residential District Exhibit
7. Phase 1 Exhibit
8. Phase 2 Exhibit
9. Phase 3A Exhibit
10. Phase 3B Exhibit
11. Phase 3C Exhibit
12. Phase 4 Exhibit
13. Topographic Survey
14. Preliminary Grading and Stormwater Exhibit

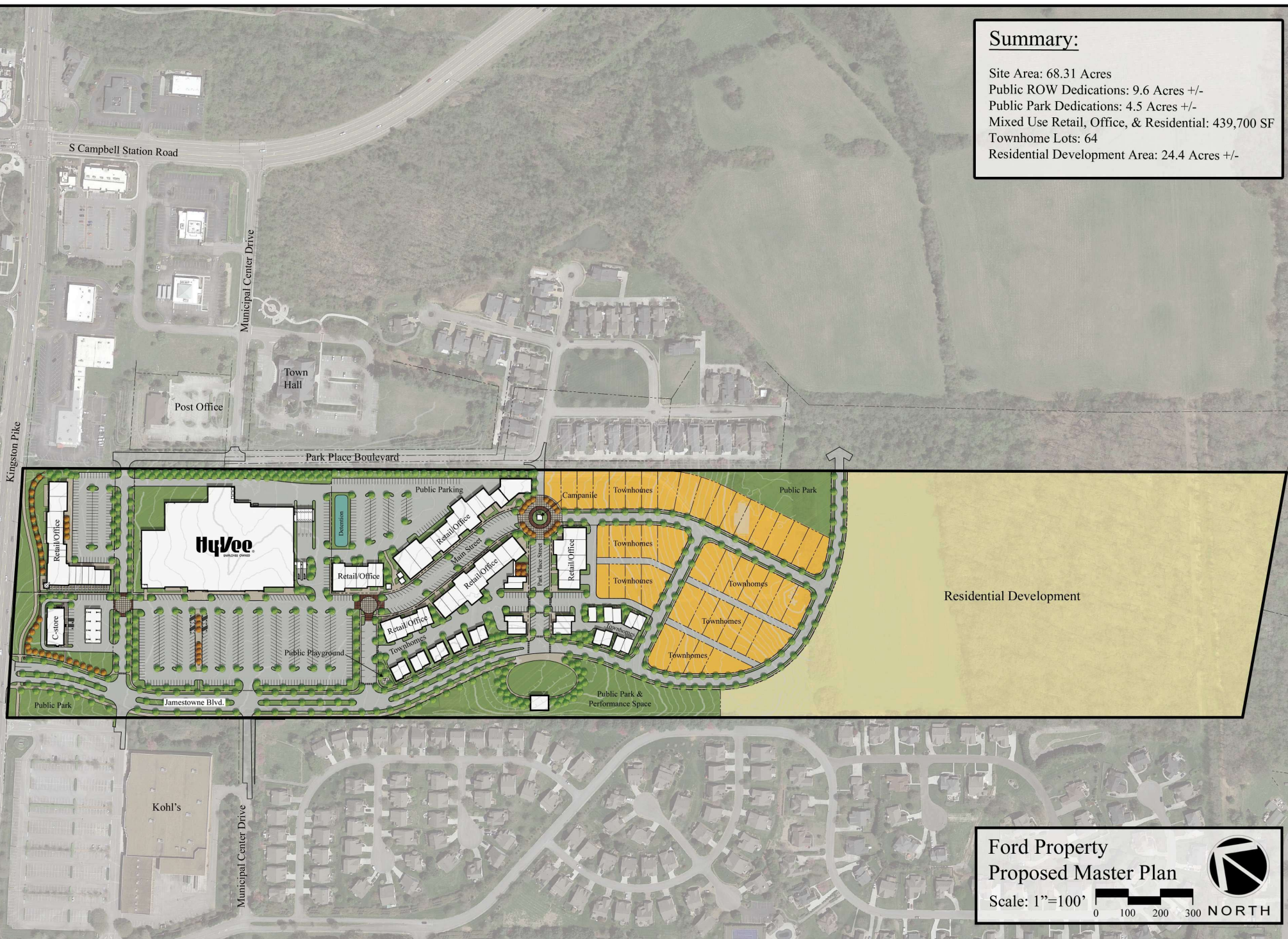
Hy-Vee, Inc.

5820 Westown Parkway, West Des Moines, Iowa 50266

Phone: (515) 267-2800

Summary:

Site Area: 68.31 Acres
Public ROW Dedications: 9.6 Acres +/-
Public Park Dedications: 4.5 Acres +/-
Mixed Use Retail, Office, & Residential: 439,700 SF
Townhome Lots: 64
Residential Development Area: 24.4 Acres +/-



Ford Property
Proposed Master Plan

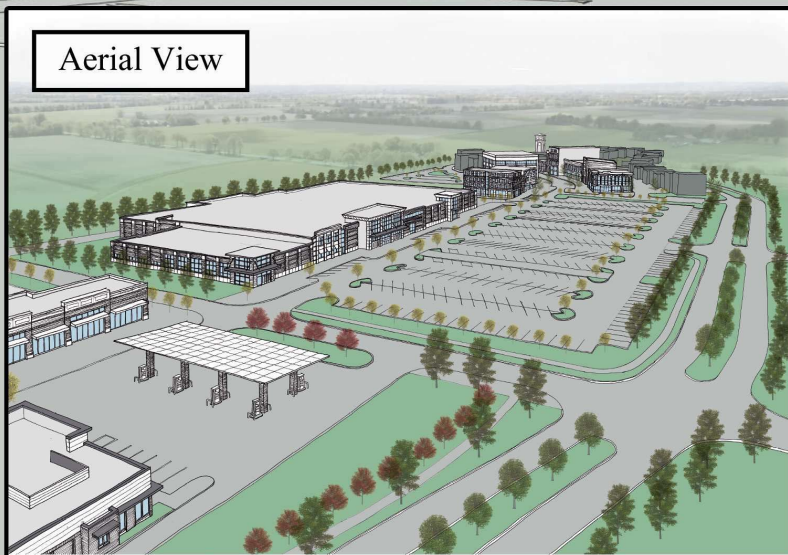
Scale: 1"=100'

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Ford Property
Concept Images



Aerial View



Street View



Master Plan

Planned Commercial
Development District:

Site Area: 43.91 Acres
Public ROW Dedications: 9.6 Acres +/-
Public Park Dedications: 4.5 Acres +/-
Mixed Use Retail, Office, & Residential: 439,700 SF
Townhome Lots: 64

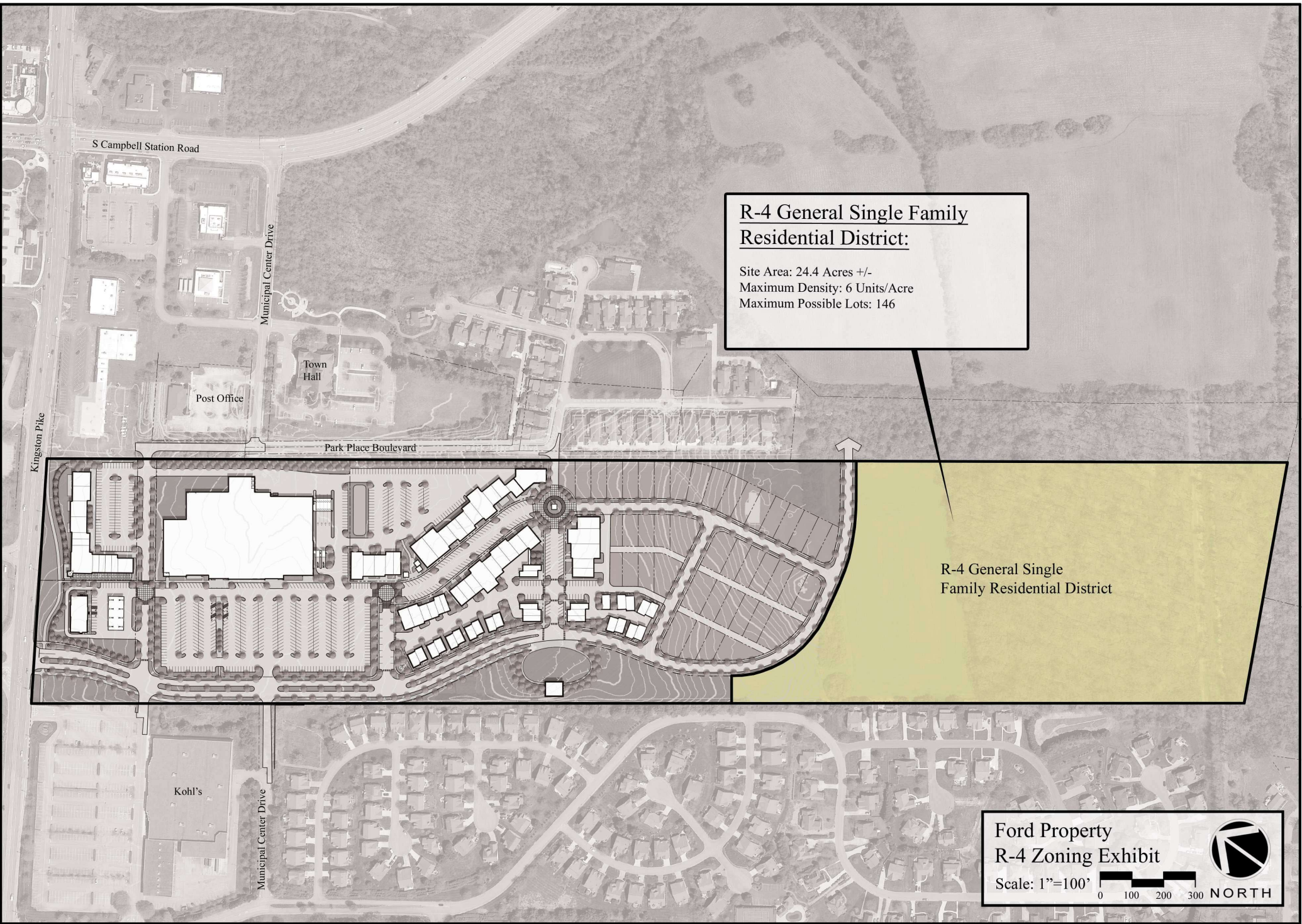
R-4 General Single
Family Residential District

Ford Property
PCD Zoning Exhibit

Scale: 1"=100'

0 100 200 300 NORTH





R-4 General Single Family
Residential District:

Site Area: 24.4 Acres +/-
Maximum Density: 6 Units/Acre
Maximum Possible Lots: 146

R-4 General Single
Family Residential District

Ford Property
R-4 Zoning Exhibit

Scale: 1"=100' 0 100 200 300 NORTH

Phase 2:

Site Area: 2.6 Acres
Retail & Office Space: 27,000 SF

Kingston Pike

S Campbell Station Road

Municipal Center Drive

Town Hall

Post Office

Park Place Boulevard

HuVee
RETAIL OFFICE

Retail/Office

Retail/Office

Retail/Office

Public Park

Townhomes

Townhomes

Townhomes

Townhomes

Townhomes

Townhomes

Public Park

R-4 General Single
Family Residential District

Public Park

James Towne Blvd.

Kohl's

Municipal Center Drive

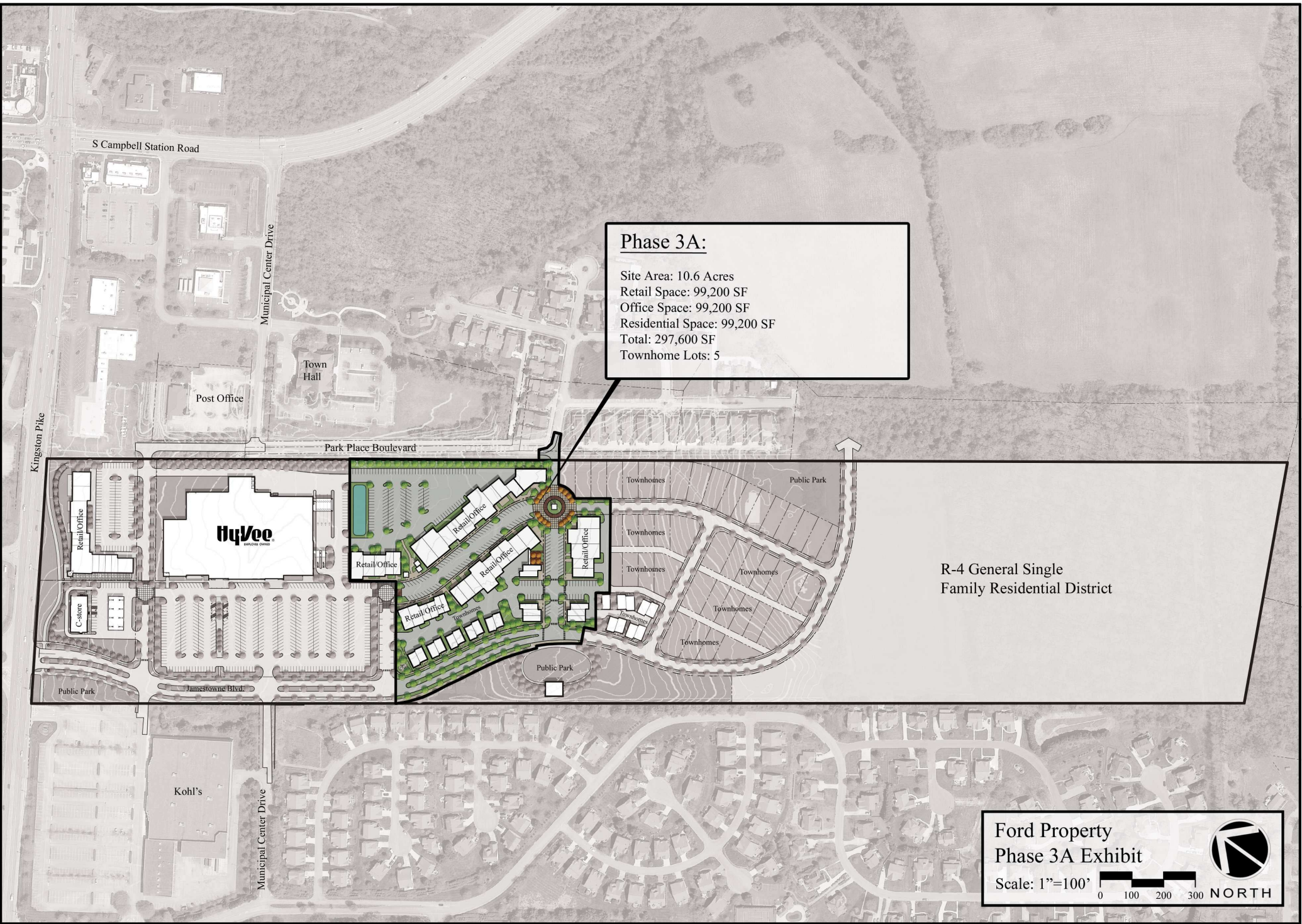
Ford Property
Phase 2 Exhibit

Scale: 1"=100'

0 100 200 300

NORTH





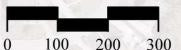
Phase 3A:

Site Area: 10.6 Acres
Retail Space: 99,200 SF
Office Space: 99,200 SF
Residential Space: 99,200 SF
Total: 297,600 SF
Townhome Lots: 5

R-4 General Single
Family Residential District

Ford Property
Phase 3A Exhibit

Scale: 1"=100'



NORTH



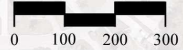
Phase 3B:

Site Area: 11.5 Acres
Townhome Lots: 59

R-4 General Single
Family Residential District

Ford Property
Phase 3B Exhibit

Scale: 1"=100'



NORTH

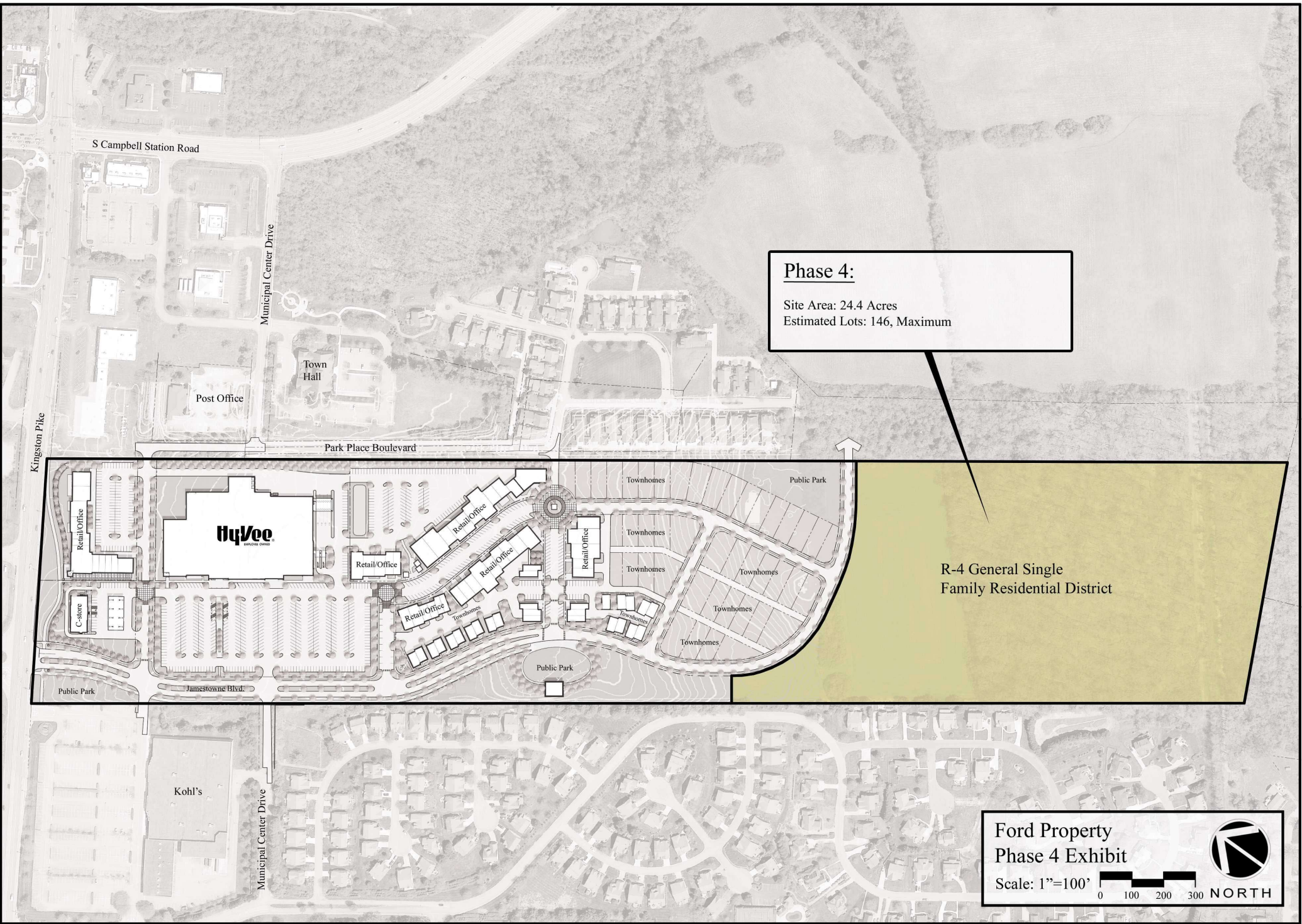


R-4 General Single
Family Residential District

Phase 3C:
Site Area: 2.9 Acres

Ford Property
Phase 3C Exhibit

Scale: 1"=100'
0 100 200 300 NORTH



Phase 4:

Site Area: 24.4 Acres
Estimated Lots: 146, Maximum

R-4 General Single
Family Residential District

Ford Property
Phase 4 Exhibit

Scale: 1"=100'
0 100 200 300 NORTH

April 17, 2023

Darryl Smith
Town Engineer
Town of Farragut
11408 Municipal Center Drive
Farragut, TN 37934

RE: TRAFFIC LETTER – 11500 KINGSTON PIKE – PLANNED COMMERCIAL DEVELOPMENT DISTRICT

Dear Mr. Smith:

This purpose of this letter is to establish the Revised Traffic Impact Study methodology / approach associated with the current Master Plan proposed for the Ford property located at 11500 Kingston Pike. The current version of the Master Plan for this property is proposed to develop to its entirety through four (4) primary phases over a 20-year period.

The phases and build-out duration are as follows:

- Phase 1 – 115,100 SF Retail Space (Hy-Vee Grocery Store & Hy-Vee Fast & Fresh)
 - Duration – 18 months beginning from year of 2025
- Phase 2 – 27,000 SF Retail / Office Space (Mixed-Use Retail)
 - Duration – 12 months beginning from year of 2025
- Phase 3A – 198,400 SF Retail / Office Space, 99,200 SF Residential (Multi-family)
 - Duration – 20 years beginning from year of 2026
- Phase 3B – 59 Townhome lots
 - Duration – 6 years beginning from year of 2026
- Phase 3C – Public Park
 - Duration – 10 months beginning from year of 2025
- Phase 4 – 146 Single-family units, maximum density
 - Duration – 10 years beginning from year of 2030

The revised Traffic Impact Study will establish background years, anticipated trip generation, and build-out traffic for each phase of the proposed development. Each phase of the development will be analyzed to determine necessary mitigation to the existing roadway network to accommodate traffic generated by each associated phase.

Due to the proposed duration of building this project out, close coordination with the Town of Farragut, the Tennessee Department of Transportation (TDOT), and the Knoxville Regional Transportation Planning Organization (TPO) will be crucial to incorporate future planned roadway improvements for the surrounding roadway network and incorporate into the overall analysis for this development.

The project development team appreciates the coordination on this project to ensure a successful project.

Sincerely,

Wesley Stokes

Wesley Stokes
Project Manager - Traffic

- Any defect, false inclusion, circumstance, date, or other matter that appears for the first time in the public records or in certain documents, or is disclosed between the Commitment Date and the onset on which the Public Records Act ("PRA") subsequently becomes law. (no documentation provided)
- Right or claims of parties in possession not shown by the public records. (no documentation provided)
- Any encroachment, abandonment, addition, deletion, or otherwise circumstances affecting The First Trust and its interest in the subject property. (no documentation provided)
- Easements, or claims of easements, not shown by the public records. (no documentation provided)
- Any fire, flood, or claim for, monetary loss, liability, or marketable heretofore or hereafter furnished, inspected by law and not shown by the public records. (no documentation provided)
- Title and special assessments which are not shown as existing liens by the public records. (Not a survey method)
- If improvements are completed after January 1 of any year, or the tax, pursuant to TCA §7-2-907 and the provisions of the Tennessee Code Annotated, Title 7, Chapter 2, Part 9, Section 2, the county assumes no liability for taxes assessed by contract or supplemental assessment. (Not a survey method)
- "Survey" means the year 2022, a fee set and due payable. (Not a survey method)
- Coverage of Easement of record in Book 3173, Page 1064, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Easement of record in Book 2478, Page 125, in the Registrar's Office for Knox County, Tennessee. (Based on the Registrar's Office for Knox County, Tennessee, the assessment fee is the verbast of the subject tract does not effect the subject tract.)
- Easement of record in Book 2105, Page 768, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Easement of record in Book 2286, Page 904, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Easement of record in Book 2033, Page 495, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Coverage of Easement of record in Book 2105, Page 768, in the Registrar's Office for Knox County, Tennessee. (Under no part in name as per vague descriptions. Easements may affect the subject tract)
- Easement of record in Book 2286, Page 904, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Easement of record in Book 2033, Page 496, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Coverage of Easement of record in Book 2121, Page 1056, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Coverage of Easement of record in Book 2121, Page 1056, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Coverage of Easement of record in Book 2121, Page 1056, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Coverage of Easement of record in Book 2121, Page 1056, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Right of Way Easement of record in Book 2223, Page 792, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Easement of record in Book 2033, Page 516, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Easement of record in Book 2478, Page 123, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Easement of record in Book 2286, Page 904, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Platfile Easements contained in the Subdivision Deed in Book 2127, Page 688, in the Registrar's Office for Knox County, Tennessee. (As shown on record)
- Average control of the subject property is not hereby furnished. Reference to location is in the description of the subject property.

Situated in District Six (6) of Knox County, Tennessee, and within the Town of Farragut, Tennessee, and being a parcel of land fronting on the Southeast side of Kingston Pike, and being more fully described as follows (the "Property"):

Resiniferous at a point in the Southeastern line of Klamath Bluffs, common in the Northwest corner to property of

Kohl's Shopping Center and 1569 feet, more or less, to the former P.J. of Belvidere Drive;

Thence from sold point of beginning along the Southeastern line of Kingston Pike, North 61 degrees 58 minutes East, 764.44 feet to an LP., common to the corner now or formerly of Farragut Drug Company, Inc. (Deed Book 1167, Page 19);

Thence South 31 degrees 50 minutes East, 3169.65 feet along the Western line of now or formerly Farragut Drug Company, Inc. to a glass

Thence South 31 degrees 42 minutes East, 745.04 feet along the Western line of now or formerly Farraquut Drug

Company, Inc. to a stone on the Northern line of now or formerly Brookdown Development Corp. (Deed Book 1703 Page 303);

Thence South 67 degrees 30 minutes West, 50.65 feet along the Northern line of now or formerly Brookdown Development Corp. to an L.P.;

Thence South 68 degrees 00 minutes West, 731.07 feet passing along the Northern line of now or formerly Brookline Development Corp. and then along the Northern line of now or formerly Sharkey (Deed Book 554, Page

5622) is a stone, common to the Southeast corner of new or formerly Pike Properties, Ltd. (Deed Book 1534, Page 372);

Thence North 31 degrees 47 minutes West, 784.39 feet along the Eastern line of now or formerly Pike Properties Ltd. to a stone;

Thence North 31 degrees 39 minutes West, 3048.48 feet along the Eastern line of now or formerly Pike

Being the same property conveyed to W. Edward Ford, II and wife, Linda L. Ford, as tenants by the entirety by

Quitclaim Deed from W. Edward Ford, II and wife, Linda L. Ford (being one and same as Linda Ford) of record in (Instrument No. 201111080025606) Register's Office for Knox County, Tennessee.

[illegible]

This is in writing that this was an attack and the manner in which it is being done.

This is to certify that this map or part of the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 6, 7(a), 8, 9, 11, 13, 14, 16, 17, 18 and 19 of Table A thereof. The fieldwork was completed on March 25, 2022.

Date of Plot or Map: April 22, 2022

© 2004 Blackwell Publishing Ltd *Journal of Internal Medicine* 255: 103–110

Robert G. Lusby, Jr., RLS #1332 Date

Topographic map showing a residential development site. The map includes contour lines indicating elevation, with labels such as 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 6820, 6830, 6840, 6850, 6860, 6870, 6880, 6890, 6900, 6910, 6920, 6930, 6940, 6950, 6960, 6970, 6980, 6990

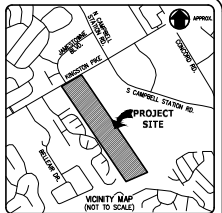
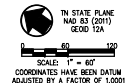
[illegible]

											
CANNON & NICHOLS CONSULTING ENGINEERS - FIELD SURVEYORS TEL: 865.670.8555 www.cannonandnichols.com		8050 KINGDOM PARK KENNEDY, TN 37058									
STATE:	HY-VEE, INC. 3800 HSE-DIVINA PARKWAY 11875 FM 1095, SUITE 200 (512) 695-2-50										
FINDING:	HY-VEE, INC. DEVELOPMENT 1.5820 HIGHWAY 94E TOWN OF FARMINGTON DISTRICT 1 - HENDERSON, TENNESSEE										
ALTA/NPS/SLAND TITLE SURVEY											
PRELIMINARY FOR PERMIT REVIEW		<table><tr><td>GIS PROJECT NO.</td><td>STATE PROJECT NO.</td></tr><tr><td>ISSUING DATE</td><td>APPROVED DATE</td></tr><tr><td>REV.</td><td>BY</td></tr><tr><td>DATE</td><td>FOR</td></tr></table>		GIS PROJECT NO.	STATE PROJECT NO.	ISSUING DATE	APPROVED DATE	REV.	BY	DATE	FOR
		GIS PROJECT NO.	STATE PROJECT NO.								
		ISSUING DATE	APPROVED DATE								
REV.	BY										
DATE	FOR										
1674-00											



CERTIFICATE OF CLASS AND ACCURACY OF SURVEY	
I hereby certify that this is a category 1 survey and the ratio of precision of the unadjusted survey is not less than 1:15,000 as shown thereon.	
_____ Com. Reg. No. 1234	

PRELIMINARY FOR REVIEW ONLY



- SCHEDULE B EXCEPTIONS**
- Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attached, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met. (No documentation provided)
 - Rights or claims of parties in possession not shown by the public records. (No documentation provided)
 - Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land. (As shown on survey where applicable)
 - Encumbrances, or claims of encumbrances, not shown by the public records. (No documentation provided)
 - Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records. (No documentation provided)
 - Taxes or special assessments which are not shown as existing less by the public records. (Not a survey matter)
 - If improvements are completed after January 1 of any year, and the law, pursuant to TCA 67-5-509 and TCA 67-5-603, requires supplemental assessment for the year in which improvements are completed, the company assumes no liability for taxes assessed by correction or supplemental assessment. (Not a survey matter)
 - Taxes for the year 2022, a lien not yet due and payable. (Not a survey matter)

- Conveyance of Easement of record in Book 2112, Page 1064, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Easement of record in Book 2176, Page 125, in the Register's Office for Knox County, Tennessee. (Based on the intent to be of the subject tract referred to in this document, the easement lies to the northeast of the subject tract and does not affect the subject tract)
- Conveyance of Easement of record in Book 2105, Page 768, in the Register's Office for Knox County, Tennessee. (Under to plot on survey due to vague descriptions, Easements may affect the subject tract)
- Easement of record in Book 2286, Page 904, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Easement of record in Book 2033, Page 496, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Conveyance of Easement of record in Book 2105, Page 765, in the Register's Office for Knox County, Tennessee. (Under to plot on survey due to vague descriptions, Easements may affect the subject tract)
- Easement of record in Book 2286, Page 907, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Easement of record in Book 2033, Page 486, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Easement of record in Book 2176, Page 121, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Conveyance of Easement of record in Book 2112, Page 1056, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Conveyance of Easement of record in Book 2112, Page 1060, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Conveyance of Easement of record in Book 2105, Page 762, in the Register's Office for Knox County, Tennessee. (Under to plot on survey due to vague descriptions, Easements may affect the subject tract)
- Right of Way Easement of record in Book 1223, Page 1115, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Easement of record in Book 2033, Page 518, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Easement of record in Book 2176, Page 123, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Easement of record in Book 2286, Page 910, in the Register's Office for Knox County, Tennessee. (As shown on survey)
- Pipeline Easements contained in the Quitclaim Deed of record in Book 2127, Page 686, in the Register's Office for Knox County, Tennessee. (Approximate easement location as shown on survey. Official recorded easement document is needed to verify location and pipe offset for more accurate easement location)
- Asurvey of the subject property is not being surveyed. Reference to acreage is left in the description merely for convenience in identifying the tract. (Area as shown on survey)

LEGAL DESCRIPTION FROM TITLE WORK

Situated in District Six (6) of Knox County, Tennessee, and within the Town of Farragut, Tennessee, and being a parcel of land fronting on the Southeast side of Kingston Pike, and being more fully described as follows: (The "Property")

Beginning at a point in the Southeastern line of Kingston Pike, common to the Northeast corner to property of North Shopping Center and 1558 feet, more or less, to the corner P.S. of Belknap Drive;

Thence from said point of beginning along the Southeastern line of Kingston Pike, North 61 degrees 58 minutes East, 764.44 feet to an LP, common to the corner now or formerly of Farragut Drug Company, Inc. (Deed Book 1167, Page 152);

Thence South 31 degrees 50 minutes East, 3169.65 feet along the Western line of now or formerly Farragut Drug Company, Inc. to a stone;

Thence South 31 degrees 42 minutes East, 745.04 feet along the Western line of now or formerly Farragut Drug Company, Inc. to a stone on the Northern line of now or formerly Brookhaven Development Corp. (Deed Book 1703, Page 333);

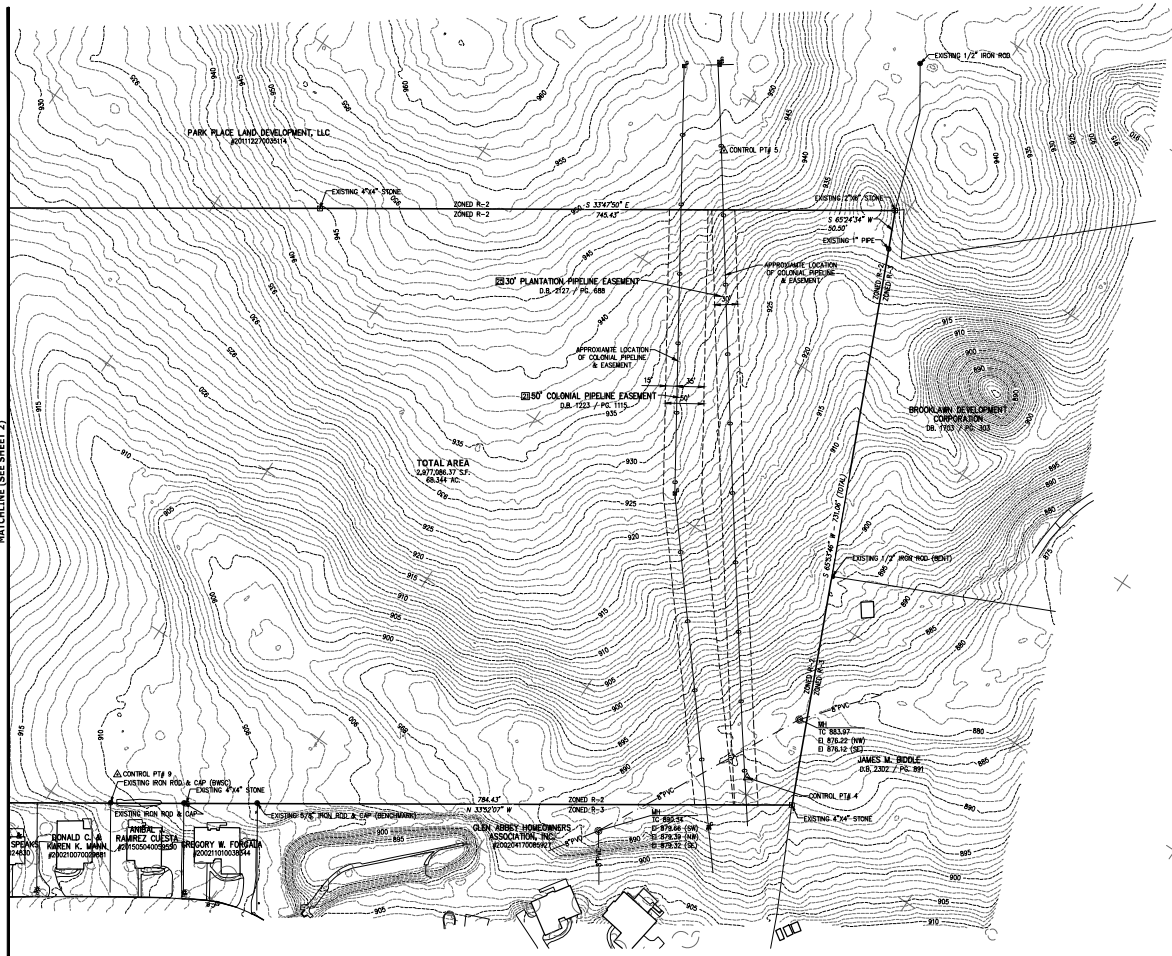
Thence South 67 degrees 30 minutes West, 55.65 feet along the Northern line of now or formerly Brookhaven Development Corp. to an LP;

Thence South 68 degrees 00 minutes West, 731.07 feet passing along the Northern line of now or formerly Brookhaven Development Corp. and then along the Northern line of now or formerly Stanley Deed Book 254, Page 863) to a stone, common to the Southeast corner of now or formerly Pike Properties, Ltd. (Deed Book 1534, Page 372);

Thence North 31 degrees 47 minutes West, 784.39 feet along the Eastern line of now or formerly Pike Properties, Ltd. to a stone;

Thence North 31 degrees 39 minutes West, 3048.48 feet along the Eastern line of now or formerly Pike Properties, Ltd. to the point of beginning, containing 63.31 acres, more or less.

Being the same property conveyed to W. Edward Ford, II and wife, Linda L. Ford, as tenants by the entirety by Quitclaim Deed from W. Edward Ford, II and wife, Linda L. Ford (being one and same as Linda Ford) of record in (Instrument No. 201110802560) Register's Office for Knox County, Tennessee.



SURVEYOR'S CERTIFICATE

To: THE CLIENTS OF THE SURVEYOR

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 6, 7(a), 8, 9, 11, 13, 14, 16, 17, 18 and 19 of Table A thereof. The notebook was completed on March 25, 2022.

Date of Plat or Map: April 22, 2022.

Robert C. Lundy, Jr., RLS #332

- NOTES:**
- OWNERSHIP AND REFERENCE PARCEL 148.00
 - CHANG, IS LINDA L. FORD 1500 KINGSTON PIKE KNOXVILLE, TENNESSEE 37932 TAX MAP 142, PARCEL 148.00 DEED RECORD# 201110802560
 - TOTAL AREA (1 LOT): 2,877,066.37 SF, 65.34 AC.
 - DATE OF FIELD SURVEY: MARCH 25, 2022
 - SUBJECT PROPERTY LIES OUTSIDE THE 100 YEAR FLOODWAY WITHIN ZONE "X" FOR FLOOD MAPPING OF KNOX COUNTY, TENNESSEE. REFERENCE COMMITMENT PARCEL 148.00, KNOX COUNTY, TENNESSEE, DATED 6/15/2013, & 4/15/2020 (DATE: 5/12/2021)
 - PROPERTY IS ZONED R-2 (RESIDENTIAL) ZONING AS SHOWN BELOW. (R-2) RURAL SINGLE-FAMILY RESIDENTIAL DISTRICT SETBACKS FOR RESIDENTIAL AS SHOWN BELOW:
FRONT: 35'
SIDE: 35' COMBINED TOTAL OF TWO SIDES BUT NOT LESS THAN 10' ON ONE SIDE.
REAR: 35'
BUFFER: 25' FOR GROUPED STRUCTURES
MAXIMUM BUILDING HEIGHT OF 35'
(R-2) GENERAL SINGLE-FAMILY RESIDENTIAL DISTRICT SETBACKS FOR RESIDENTIAL AS SHOWN BELOW:
FRONT: 35'
SIDE: 35' COMBINED TOTAL OF TWO SIDES BUT NOT LESS THAN 10' ON ONE SIDE.
REAR: 35'
BUFFER: 25' FOR GROUPED STRUCTURES
MAXIMUM BUILDING HEIGHT OF 35'
(R-1) OFFICE DISTRICT SETBACKS AS SHOWN BELOW:
FRONT: 10' WHEN PARKING LOT IS IN FRONT YARD, 50' WHEN DRIVE GLE IS IN FRONT YARD, 25' FOR ACCESSORY STRUCTURES AND WHEN NO PARKING OR DRIVE TALK LOCATED IN FRONT YARD.
SIDE: 10' COMBINED TOTAL OF TWO SIDES BUT NOT LESS THAN 10' ON ONE SIDE.
REAR: 35'
BUFFER: 25' ALONG SIDE AND REAR NEXT TO BUFFER ZONED FOR AGRICULTURAL ZONES.
MAXIMUM BUILDING HEIGHT OF 35'
(R-1) GENERAL COMMERCIAL DISTRICT SETBACKS AS SHOWN BELOW:
FRONT: 10' WHEN PARKING LOT IS IN FRONT YARD, 50' WHEN DRIVE GLE IS IN FRONT YARD, 25' FOR ACCESSORY STRUCTURES AND WHEN NO PARKING OR DRIVE TALK LOCATED IN FRONT YARD.
SIDE: 10' COMBINED TOTAL OF TWO SIDES BUT NOT LESS THAN 10' ON ONE SIDE.
REAR: 35'
BUFFER: 25' FRONT AND ALONG SIDE AND REAR NEXT TO RESIDENTIAL OR AGRICULTURAL ZONES.
MAXIMUM BUILDING HEIGHT OF 35'
(R-1) BUFFER DISTRICT.
 - ADJACENT AREAS DELINEATED ON THE SUBJECT PROPERTY.
 - NO VISIBLE EVIDENCE OF THE SUBJECT TRACT BEING USED AS A SOLID WASTE DUMP, SWAMP OR SANITARY LANDFILL.
 - NO CURRENT BUILDING CONSTRUCTION OR BUILDING ADDITIONS AND NO NEW SUBSTANTIAL CONSTRUCTION AT TIME OF SURVEY.
 - NO KNOWN PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES.
 - NO EVIDENCE OF RECENT STREET OR HIGHWAY CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONSTRUCTING THE FIELD SURVEY.
 - THERE NO PARKING SPACES ON THE SUBJECT TRACT.
 - CHANG TITLE INSURANCE COMPANY COMMENTARY FOR TITLE INSURANCE PROVIDED BY CANNON & CANNON, INC. IS AN EFFECTIVE DATE OF JANUARY 24 AT 8:00 AM. THIS SURVEY IS THE SAME PROPERTY AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED TO CANNON & CANNON, INC.
 - ADJACENT TERRAINING MAPPING AND IT CONTAINS AND SPOT ELEVATIONS PROVIDED BY TUCK MAPPING SOLUTIONS.

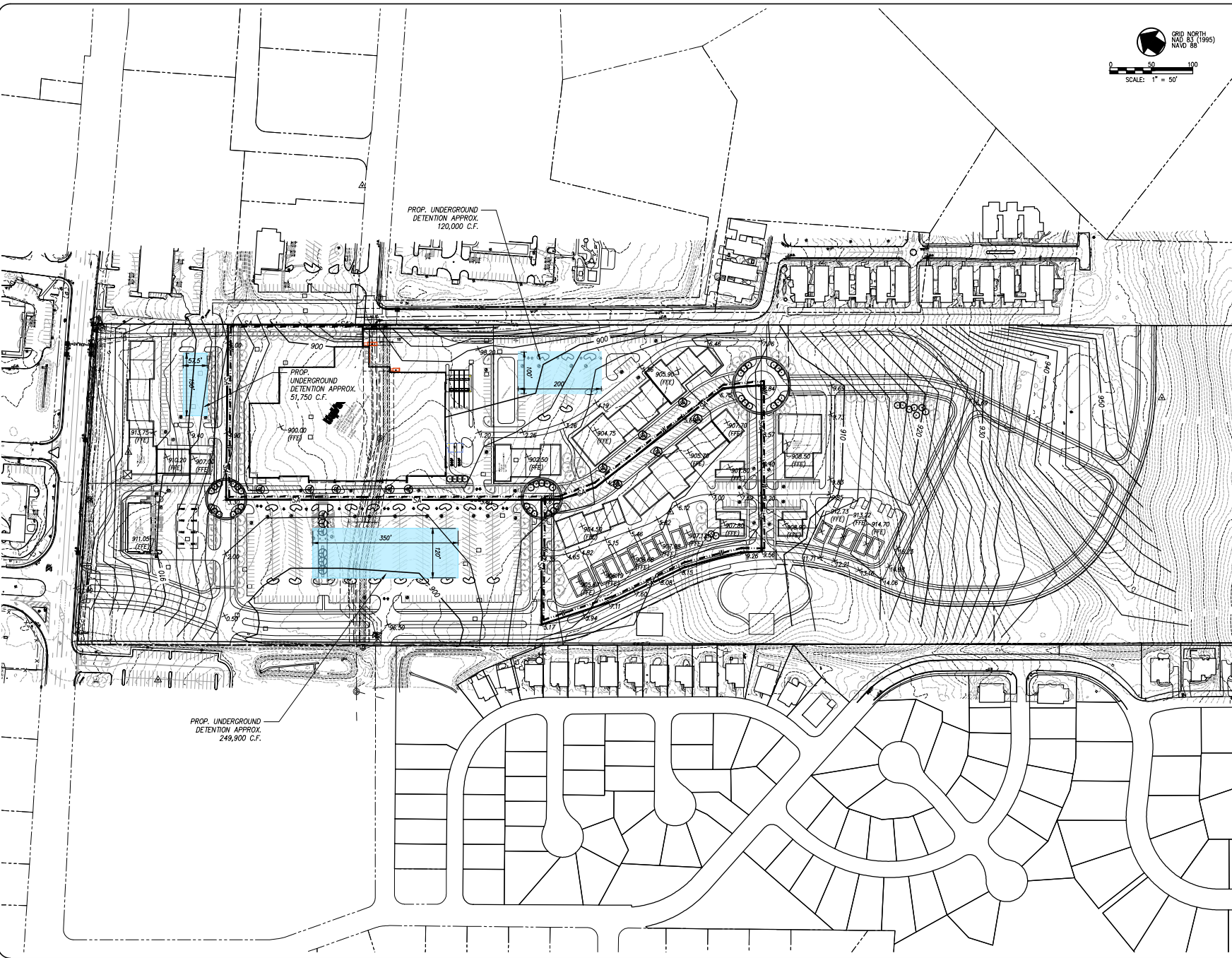
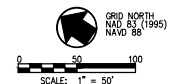
REVISION	DATE
CANNON & CANNON, INC. CONSULTING ENGINEERS - FIELD SURVEYORS 1865 8TH AVENUE 8500 Kingston Pike Knoxville, TN 37919	
DATE:	HY-VEE, INC. 2828 BUCKINGHAM DRIVE WEST DES MOINES, IOWA 50366 (515) 281-1000
PROJECT:	HY-VEE, INC. DEVELOPMENT 1500 KINGSTON PIKE KNOX COUNTY, TENNESSEE
ALTA/NSPS LAND TITLE SURVEY	
150 PRELIMINARY FOR REVIEW ONLY	
1674-00	



CERTIFICATE OF CLASS AND ACCURACY

I hereby certify that this is a category 1 survey and the work or portion of the completed survey is not less than 1:50,000 as shown above.

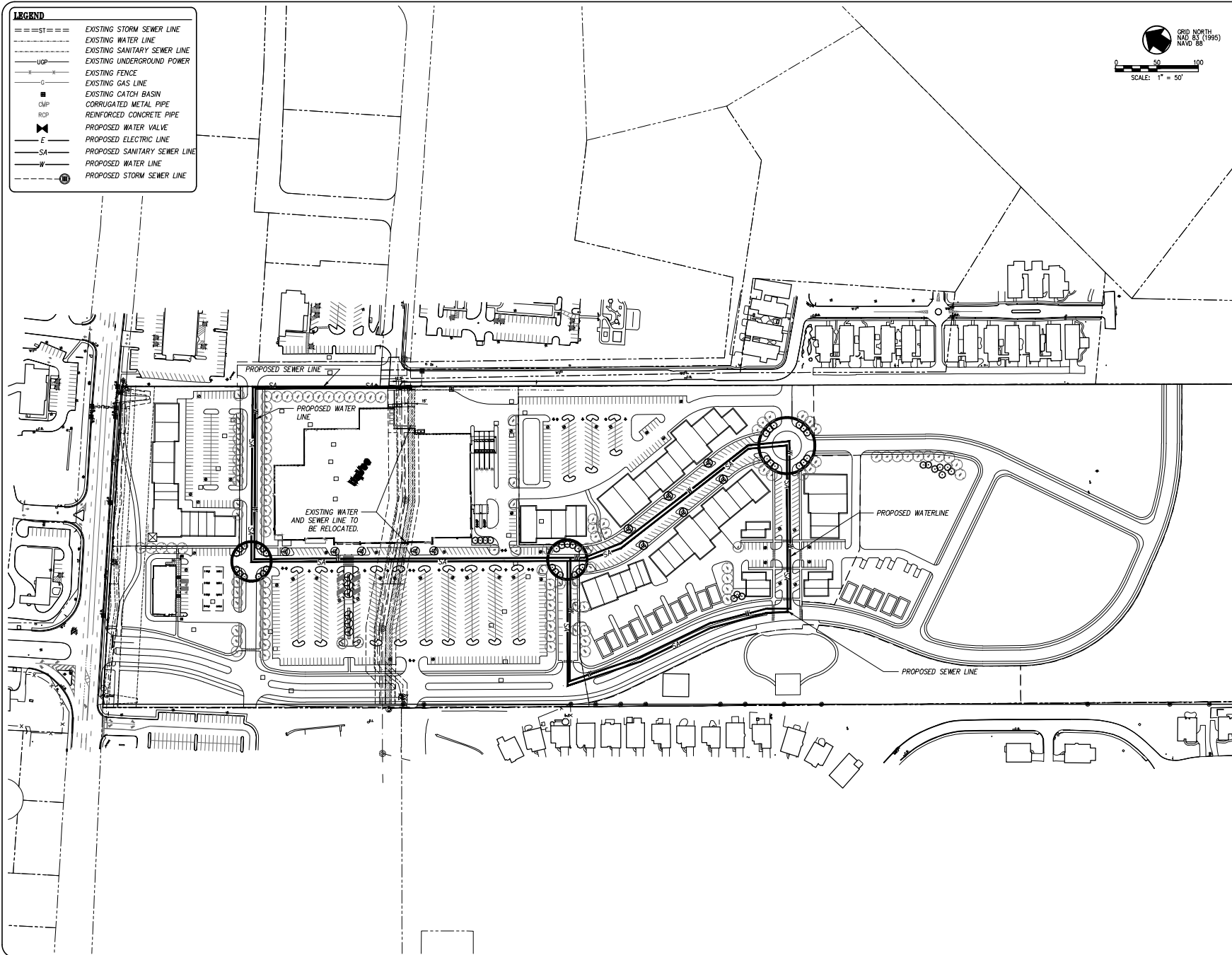
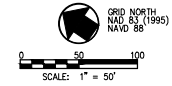
See Map No. 1501



LEGEND	
---884---	EXISTING CONTOUR
---890---	PROPOSED INDEX CONTOUR
97.50 +	PROPOSED SPOT ELEVATION
(C4.01)	DETAIL REFERENCE (DETAIL NO./SHEET NO.)
==ST==	EXIST. STORM
==SA==	EXIST. SEWER
==W==	EXIST. WATER
==F==	EXIST. FENCE
⊕	EXIST. POWER POLE

REVISIONS	DATE
 CANNON & CANNON INC. CONSULTING ENGINEERS - FIELD SURVEYORS TEL: 865.670.8555 8550 Kingston Pike WWW.CANNON-CANNON.COM Knoxville, TN 37919	
CLIENT:	HY-VEE, INC. 5830 WESTOWN PARKWAY WEST DES MOINES, IOWA 50266 (515) 695-3198
PROJECT:	HY-VEE, INC. DEVELOPMENT 11500 KINGSTON PIKE TOWN OF FARRAGUT DISTRICT 6, KNOX COUNTY, TENNESSEE
SITE GRADING AND DRAINAGE PLAN	
C&C PROJECT NO. 016-11-0000	
DRAWING DATE: FEBRUARY 22, 2023	
PM	AWG PK -
DRAWN	RHE CHECKED -
PRELIMINARY FOR REVIEW ONLY C2.01	

==ST==	EXISTING STORM SEWER LINE
----	EXISTING WATER LINE
----	EXISTING SANITARY SEWER LINE
---	EXISTING UNDERGROUND POWER
---	EXISTING FENCE
---	EXISTING GAS LINE
---	EXISTING CATCH BASIN
---	CORRUGATED METAL PIPE
---	REINFORCED CONCRETE PIPE
---	PROPOSED WATER VALVE
---	PROPOSED ELECTRIC LINE
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED WATER LINE
---	PROPOSED STORM SEWER LINE



SEWER AND WATER RELOCATION: 410 FEET
 NEW WATERLINE: 3,425 FEET
 NEW SEWER LINE: 3,446 FEET
 PIPE CAPACITY TO BE CONFIRMED BY UTILITY COMPANIES.

REVISIONS	DATE												
 CANNON & CANNON INC. CONSULTING ENGINEERS - FIELD SURVEYORS TEL: 865.670.8555 8550 Kingston Pike WWW.CANNON-CANNON.COM Knoxville, TN 37919													
CLIENT:	HY-VEE, INC. 5820 WESTOWN PARKWAY WEST DES MOINES, IOWA 50266 (515) 695-3198												
PROJECT:	HY-VEE, INC. DEVELOPMENT 11500 KINGSTON PIKE TOWN OF FARRAGUT DISTRICT 6, KNOX COUNTY, TENNESSEE												
UTILITIES PLAN													
PRELIMINARY FOR REVIEW ONLY													
<table><tr><td>CD PROJECT NO.</td><td>016-71-0000</td></tr><tr><td>DRAWING DATE</td><td>FEBRUARY 22, 2023</td></tr><tr><td>PM</td><td>AWG</td><td>PC</td><td>-</td></tr><tr><td>DRAWN</td><td>RLH</td><td>CHECKED</td><td>-</td></tr></table>		CD PROJECT NO.	016-71-0000	DRAWING DATE	FEBRUARY 22, 2023	PM	AWG	PC	-	DRAWN	RLH	CHECKED	-
CD PROJECT NO.	016-71-0000												
DRAWING DATE	FEBRUARY 22, 2023												
PM	AWG	PC	-										
DRAWN	RLH	CHECKED	-										
U1.01													

MEETING DATE: May 18, 2023

AGENDA ITEM #8

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to amend the Farragut Zoning Map for 11500 Kingston Pike, from C-1, O-1, B-1, R-1 to PCD and R-4, 64.34 Acres (Hy-Vee, Inc., Applicant)

INTRODUCTION AND BACKGROUND: Please refer to comments noted in the previous item.

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on request for approval of a proposed 160-foot-tall macro cellular tower to be situated in the northeast corner of the West End Center at 156 West End Avenue, Zoned C-1 (Vogue Towers Partners VII., LLC., Applicant)

INTRODUCTION AND BACKGROUND: This agenda item is for workshop discussion purposes only and involves a request to install a new macro cellular tower in the northeast portion of the West End Center. Currently, there is poor cellular service in this general area and the applicant was originally working with the Knox County School System to place the tower on their property.

Ultimately, this did not occur, and the applicant was forced to look at nearby properties for a potential location. After checking with property owners in the general area, the applicant was able to work out a lease agreement with the West End Center. The proposed tower is 160 feet in height and the applicant is trying to place the tower and equipment enclosure in a discrete location that would not interfere with existing improvements.

DISCUSSION: Originally, the applicant had desired to place the tower closer to both the school and the Farragut Golf and Games properties in the far northeast corner of the West End Center property. Staff noted during discussion at the staff/developer meeting on May 2, that this area was tree covered and the ordinance governing tower placement does not permit the removal of existing trees to accommodate a tower. As a result, the applicant has now shifted the location more inward. This helps protect the existing tree cover and provides for a fall zone that is entirely on the West End Center property.

Another discussion item was the appearance of the tower and fencing around the equipment enclosure. Originally, the applicant only provided a rendering that did not include a stealth application. Based on feedback received during the staff/developer meeting, the applicant has now included in their revised site plan submittal a monopine stealth version that is shown on the visual simulations sheets that are included in the packet. The applicant is now also showing an eight-foot-tall solid masonry wall around the tower and equipment area. The original plan included a chain link fence.

Though the adjusted tower and equipment location situates these improvements further from property lines, they still do not meet required setbacks. The tower and enclosure are also within the Mixed-Use Town Center land use designation, which does not permit macro towers. The setback requirements and the requested relief from such setbacks are included in the applicant's narrative that is part of the packet.

Given the unique siting issues that can be associated with macro cellular towers, when the Town updated the Antennas and Towers section of the Zoning Ordinance, they provided the Planning Commission with the authority to consider the cellular service needs and context and, if so inclined, accept modifications or waivers to requirements provided for in the Antennas and Towers section of the Zoning Ordinance. Staff has reviewed this language with the Town Attorney, and he is in agreement that

the Planning Commission has this authority provided the applicant includes justification in writing for the desired modifications or waivers.

As noted earlier, the area where the tower is proposed has poor cellular service and, because of its proximity to schools and the town center area, more consistent and reliable service is critical. The proposed location is in a discrete portion of a commercial development and is not near any existing residential lots. If the tower were situated further east, it would be closer to existing residents. If it were situated further west or south, it would be in a more visible location and more directly within areas where there are more people. The tower cannot be situated further north because the school system did not accept the applicant's original request for the tower to be on the school property.

Consequently, given the need for improved service and the surrounding context, the Commission may have some justification for modifications and waivers to certain requirements. Another consideration is that in the applicant's revised tower location, should the tower collapse, it would not fall on any other properties and would not fall onto the West End Center building. The tower is designed to fall within an area that is no more than 40% of the tower's overall height. In the case of a 160-foot-tall tower the fall area would extend to a 64-foot radius around the tower.

Included in the packet is the applicant's revised site plan set and narrative. This is for discussion purposes only.

[illegible]

SITE NUMBER:

SITE ADDRESS:

SITE NAME:

FARRAGUT HIGH

SITE NUMBER:

TN-111

SITE ADDRESS:

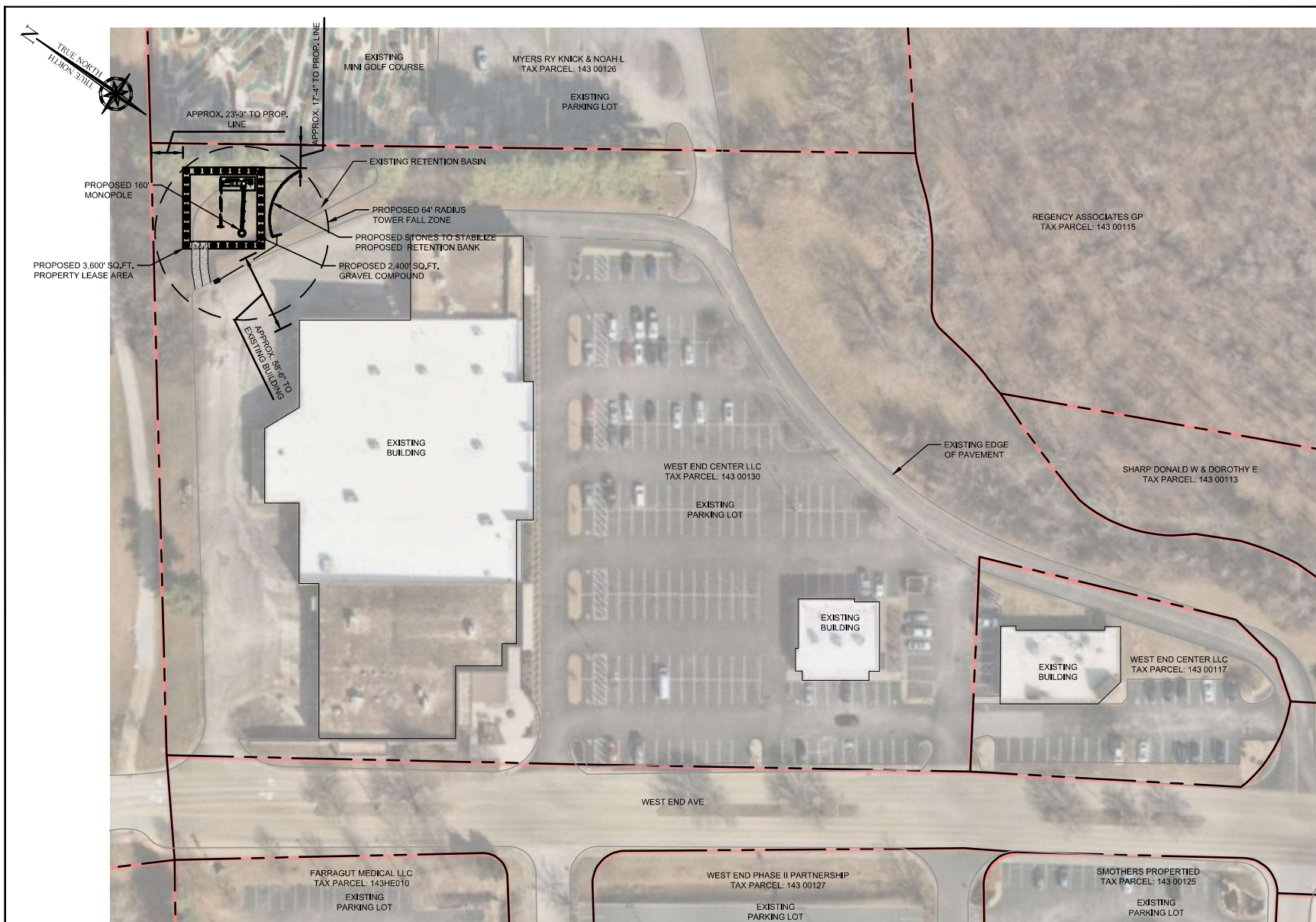
156 WEST END AVE
FARRAGUT, TN 37934

DRAWN BY:	TA
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CHECKED BY:	EB
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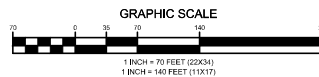
PROJECT MANAGER:	MAS
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SHEET NUMBER: T-1



UTILITY NOTE:
PROPOSED UTILITIES SHOWN
ARE SUBJECT TO REVIEW AND
APPROVAL BY THE UTILITY
COMPANY HAVING JURISDICTION

1 OVERALL SITE LAYOUT
SCALE: 1" = 70' (22X34)
SCALE: 1" = 140' (11X17)

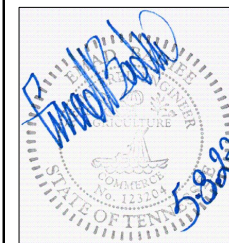


430 CHESTNUT STREET
SUITE 101-B
CHATTANOOGA, TN 37402



100 N Point Center E, Suite 125, Alpharetta, GA 30022
478.318.6119

DATE	RECORD OF ISSUE	BY	CHK
3/16/23	ZONING	TA	EB
5/8/23	ZONING	TA	EB



NOT VALID FOR CONSTRUCTION
UNLESS SIGNED AND STAMPED

SITE NAME:

FARRAGUT HIGH

SITE NUMBER:

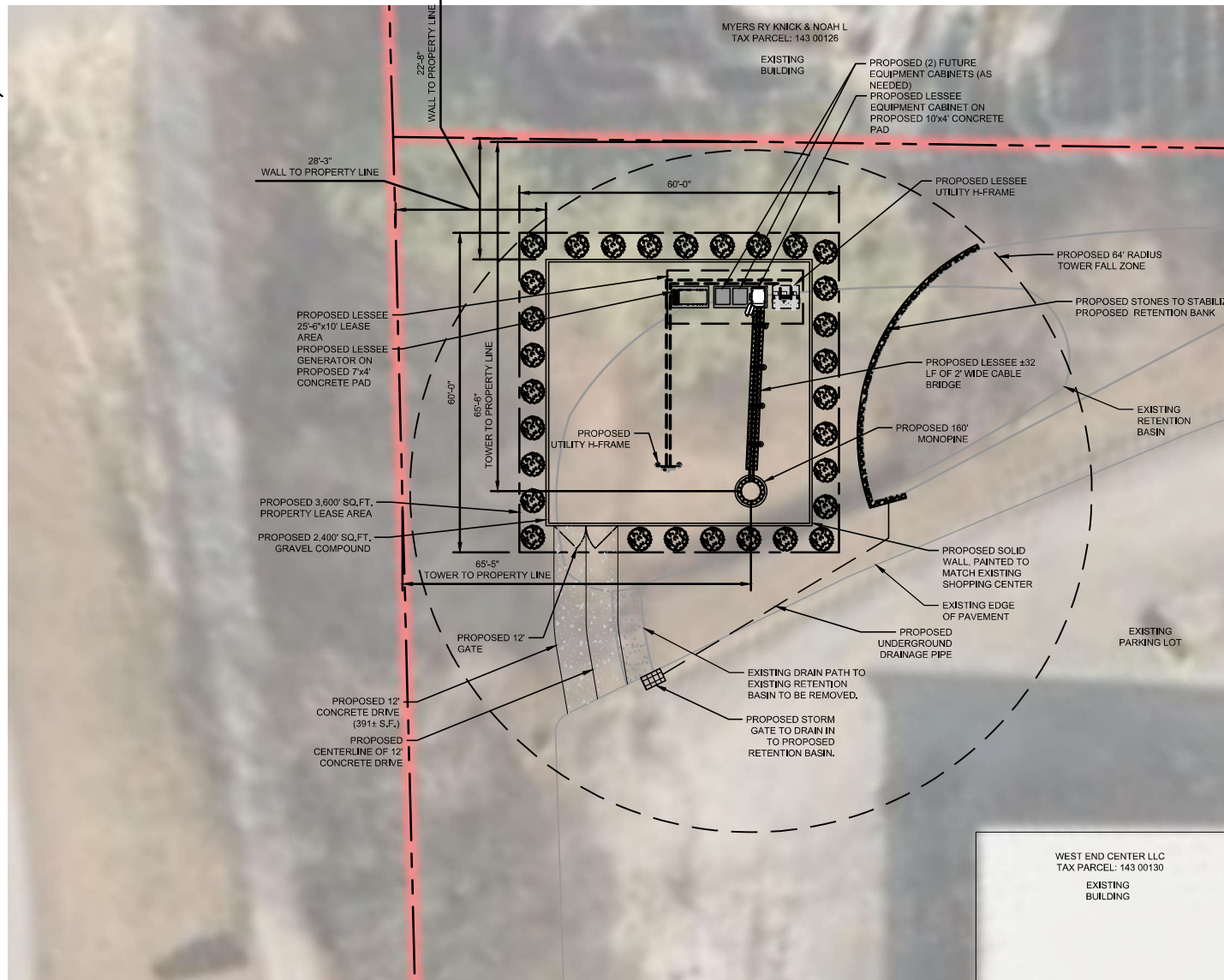
TN-111

SITE ADDRESS:

156 WEST END AVE
FARRAGUT, TN 37934

**OVERALL
SITE LAYOUT**

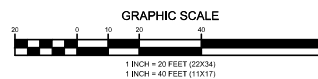
DRAWN BY:	TA
CHECKED BY:	EB
PROJECT MANAGER:	MAS
SHEET NUMBER:	C-1



NOTE:
EXISTING RETENTION BANK ARE
TO BE STABILIZED USING
STONES

UTILITY NOTE:
PROPOSED UTILITIES SHOWN
ARE SUBJECT TO REVIEW AND
APPROVAL BY THE UTILITY
COMPANY HAVING JURISDICTION

1
C-2
COMPOUND LAYOUT
SCALE: 1" = 20' (22X34)
SCALE: 1" = 40' (11X17)

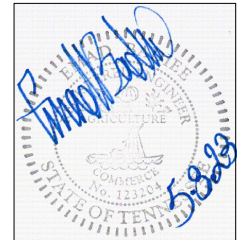


430 CHESTNUT STREET
SUITE 101-B
CHATTANOOGA, TN 37402



100 N Point Center E, Suite 125, Alpharetta, GA 30022
470.318.6119

DATE	RECORD OF ISSUE	BY	CHK
3/16/23	ZONING	TA	EB
5/8/23	ZONING	TA	EB



NOT VALID FOR CONSTRUCTION
UNLESS SIGNED AND STAMPED

SITE NAME:

FARRAGUT HIGH

SITE NUMBER:

TN-111

SITE ADDRESS:

156 WEST END AVE
FARRAGUT, TN 37934

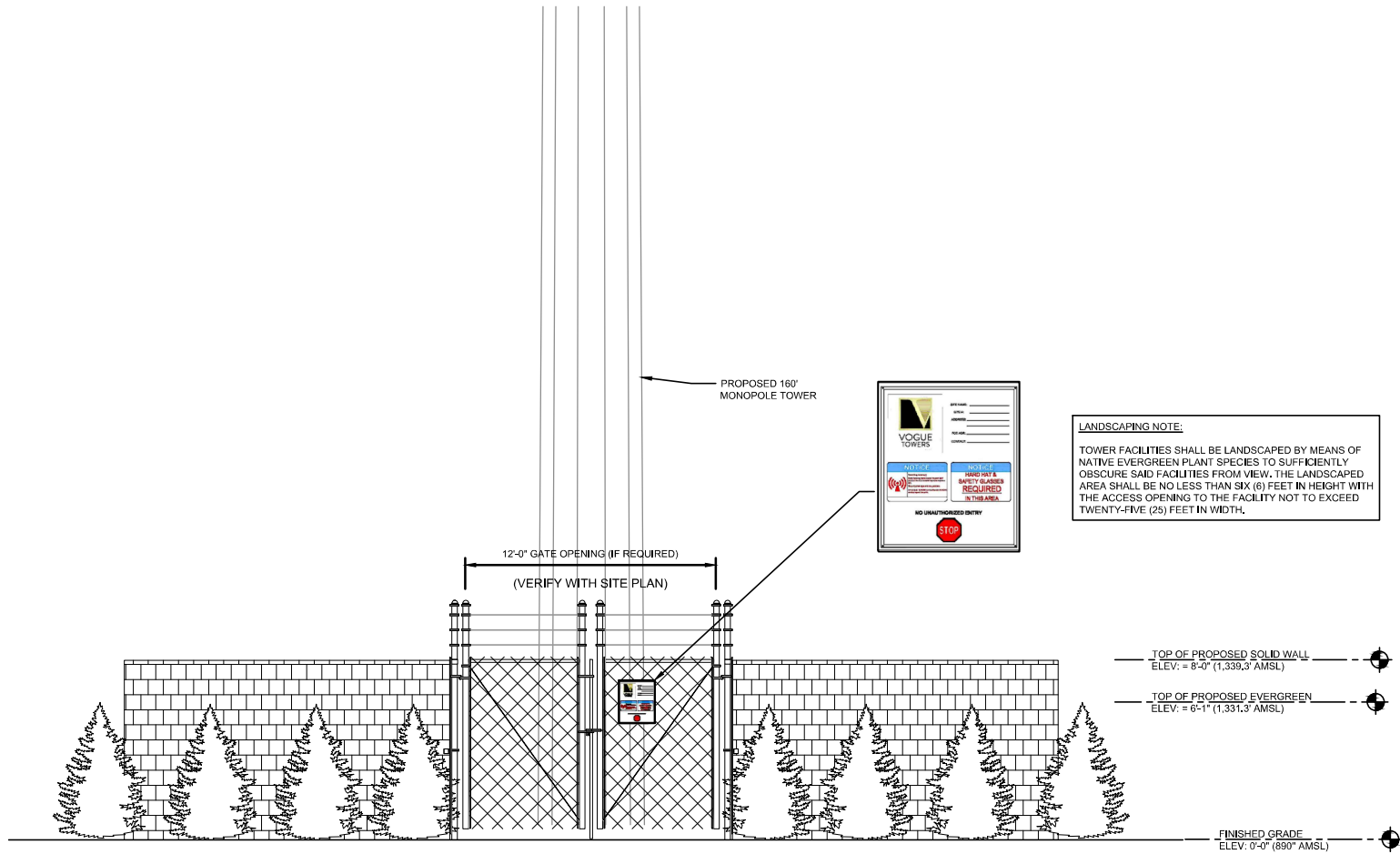
COMPOUND LAYOUT

DRAWN BY: TA

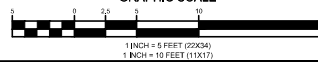
CHECKED BY: EB

PROJECT MANAGER: MAS

SHEET NUMBER: C-2



LANDSCAPE ELEVATION
SCALE: 1" = 5' (22X34)
SCALE: 1" = 10' (11X17)

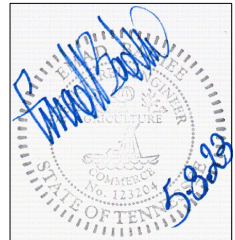


430 CHESTNUT STREET
SUITE 101-B
CHATTANOOGA, TN 37402



100 N. Point Center E, Suite 125, Alpharetta, GA 30022
478.3186119

DATE	RECORD OF ISSUE	BY	CHK
3/16/23	ZONING	TA	EB
5/8/23	ZONING	TA	EB



NOT VALID FOR CONSTRUCTION
UNLESS SIGNED AND STAMPED

SITE NAME:

FARRAGUT HIGH

SITE NUMBER:

TN-111

SITE ADDRESS:

156 WEST END AVE
FARRAGUT, TN 37934

**LANDSCAPE BUFFER
ELEVATION**

DRAWN BY: TA

CHECKED BY: EB

PROJECT MANAGER: MAS

SHEET NUMBER: C-5



**APPLICATION FOR APPROVAL BY VOGUE TOWER PARTNERS VII, LLC, FOR THE
CONSTRUCTION OF A WIRELESS COMMUNICATION FACILITY**

Application: For City of Farragut approval by Vogue Tower Partners VII, LLC ("Vogue Towers") for a Zoning Permit for a proposed multi-provider wireless telecommunications facility.

Site Name: Farragut, #TN-111

Project Description: Vogue Towers proposes to construct a multi-provider 160' monopole tower structure within a fenced compound area (see attached design drawings for details). This facility will have provisions for multiple wireless providers, satisfying the intent of the County's ordinance to reduce the need for new towers.

Parcel Address: 156 West End, Farragut, TN (Parcel 143-00130)

Property Owner: West End Center, LLC

Narrative:

The wireless industry is continually improving networks to best meet the needs of the community. In order to meet the increasing demand for wireless services, it is necessary to place new facilities in strategic locations to adequately provide service for this increasing demand. The purpose of this new facility will be to provide improved capacity, quality, and safety to the area, specifically to customers and residents in/around this portion of Murfreesboro.

As the demand for wireless continues to increase with the use of "smart phones" (24.3% increase in voice, 19.6% increase in data in 2020, per CTIA), there is an increased need for wireless telecommunications infrastructure to keep up with the demand. As network traffic increases on a given wireless network, additional facilities are needed to provide consumers with quality, high-speed mobile broadband. Each wireless telecommunications facility can handle only a fixed amount of demand and/or cover so far, and this tower is needed to provide additional coverage and capacity for this portion of the community. Greater signal strength is needed to adequately penetrate the buildings and provide reliable voice and improved data throughput rates for wireless subscribers.

This proposal is to construct a multi-provider wireless telecommunications facility. The applicant will lease the use of space and access as shown on the site plan. Within that area, there would be an approx. 1,740sq/ft fenced compound providing room for wireless carriers such as Verizon Wireless, AT&T, T-Mobile, DISH, and other collocating wireless providers to place equipment cabinets/buildings within the compound of the new tower.

However, consideration of this application should not be limited to examining how successfully Vogue Towers has mitigated any negative impact through design and location as the positive impact of the site should be given full weight as well. We live in a society where our wireless devices have become an essential tool for daily living, a necessity with approximately 80% of E911 calls (est. 240 million) being made from wireless devices each year and more than one-half of American homes (68.7% as of 2021) with only wireless telephone service (*National Center for Health Statistics*). Furthermore, the benefits of this site to the community go beyond just convenience for residents and businesses where 80% of consumers now consider wireless service indispensable (*CTIA*). Quality wireless service is part of the critical infrastructure necessary for public safety and first responders in emergency situations such as accidents, crimes, health incidents and storms. Given the design, location and benefits provided by this proposed site, and lack of significant impacts, approval of this application is respectfully requested.

Sec. III. Antennas and towers.

The following requirements shall apply to dish antennas, amateur radio towers (excluding towers, as defined in this ordinance), towers, non-tower wireless communication facilities, and small cell support structures:

A-E. *Intentionally omitted.*

F. *Towers. The following provisions shall apply to towers, as defined herein:*

1. *Application requirements.*

*Pre-application filing meeting. Prior to filing an application for a tower, a pre-application meeting with the staff is required. At this meeting, the applicable provisions associated with the requested tower can be reviewed and discussed. An application will not be accepted if the required pre-application meeting has not been completed. **Applicant has completed the Pre-application filing meeting with staff.***

An application for a new tower shall include the following as applicable to the request:

- a) *A completed site plan application and filing fee;*
- b) *A development site plan, per the requirements of this ordinance, showing but not limited to the following: the location of the structure, identification of structure type, location of any proposed equipment cabinets or buildings, identification of adjacent land owners; **See attached design drawings.***
- c) *A map and plan for how fiber optics are being extended to the property and to the proposed tower and, where applicable, the non-tower wireless communications facility. fiber optics shall be placed underground in areas with primarily underground utilities and an additional right-of-way permit from the town shall be obtained for any work conducted within the right-of-way. Any fiber optics proposed outside the right-of-way or not within existing platted utility easements shall require an easement to be platted and presented to the staff and the planning commission for approval; **Utilities are available nearby and are within Applicant's easement as depicted in the attached design drawings. Utilities will be run underground.***

- d) *A landscape plan, per the requirements of this ordinance; **See attached design drawings.***
- e) *A map showing other Towers within a one mile radius of the proposed site showing their height and ground elevations at the base; **See attached map and table of nearby towers within 1 mile radius, including heights (as filed) of existing Towers.***
- f) *A map and other documentation which demonstrates the coverage area for the proposed tower as related to the coverage areas of the alternative sites referenced below; **See attached provider (Verizon Wireless) propagation maps of existing and anticipated coverage of area.***
- g) *A certified survey showing a circular setback for the tower, access road and road elevations to the site, adjacent property lines, existing landscaping features, identification of all nonresidential buildings and structures, property owners, existing topography and approximate delineation of any topographical changes shown by contour with intervals not to exceed ten feet, and all utility lines and easements; **See attached design drawings.***
- h) *A list of other possible alternative sites within a one mile radius that were considered for possible use by applicant for the structure and the reason they were unsuccessful in each instance; **Applicant's original candidate was located on the nearby high school property but upon consideration the it was determined the City property proved not financially viable. Applicant also contacted Golf and Games (164 West End Ave), Billboard Parcel (11153 Kingston Pike) and Robert Shagan (11157 Kingston Pike), receiving no call back from any of the three.***
- i) *The name and address of the initially proposed FCC-licensed entity to use the structure; **Cellco Partnership d/b/a Verizon Wireless, 180 Washington Valley Rd., Bedminster, NJ 07921***
- j) *Documentation from the Federal Aviation Administration (FAA) indicating whether lighting will be required for the tower and whether it is a hazard to air navigation; **Towers under 200' do not typically require lighting. Applicant has filed the tower with FAA (Study #2023-ASO-13837-OE) and expects full approval based on the results of the attached Airspace Safety, Analysis & Compliance (ASAC) evaluation.***
- k) *A recorded covenant or deed that runs with the land (or alternate assurance approved by the Town Attorney) that provides for the owner of the tower to remove such structure(s) at his/her expense if the structure has not been used for a period of six months or more;*
- l) *An affirmation by the applicant not only that the tower is currently needed to provide adequate coverage, but committing that if the site plan is approved, the tower and related equipment will be constructed and in use within 12 months of the approval. The affirmation will also acknowledge that as time passes, municipal planning circumstances will change, and agreeing to reapply for site plan approval if the tower approved by the original site plan is not timely constructed within the 12-month period if the tower is still desired. **Applicant plans to develop proposed facility as soon as zoning and related regulatory approvals are obtained. Process to completion should require less than 12 months and Applicant already has application from Verizon Wireless for locating on the tower as soon as constructed.***
- m) *A letter from an appropriate officer of the applicant company stating that charges made to any user of the structure will be consistent with the charges made by other tower owners in the area; **See attached Collocation Letter of Intent.***
- n) *A copy of the lease agreement or letter from the property owner giving permission for the application request; **A copy of the signed Memorandum of Option is included in the attached.***

- o) *Where applicable, a plat reflecting all newly established easements associated with a tower, in addition to all recorded covenants or deeds; **Applicant's use of the property is created via leasehold interest. This interest, including lease area and applicable easements, will be recorded with the Memorandum of Lease.***
- p) *Pre-addressed and unsealed postage stamped envelopes to be used by the staff to notify property owners that are within a 1,000 foot radius of the tower as measured from the base of the tower; and*
- q) *Any other document that the staff, planning commission, or their consultant may request.*
2. *Processing of applications. **Intentionally omitted.***
3. *Design standards for towers.*
- a) *At the time of application submittal, the applicant shall provide information demonstrating compliance with the applicable provisions of this ordinance. Where the planning commission finds that circumstances or conditions relating to the particular application are not necessary or desirable for the protection of surrounding property or the public health, safety, and general welfare, and that such conditions or circumstances make one or more requirements unreasonable, the planning commission may modify or waive such requirement, either permanently or on a temporary basis. Any modification or waiver, along with justification for each, shall be requested in writing by the applicant.*
- b) *All towers, as well as non-tower wireless communications facilities mounted on top of existing buildings or other structures, shall be constructed with Stealth Technology that has been approved by the planning commission. All cables and wires shall be installed inside the stealth monopole structure. Stealth technology shall not apply to existing towers, unless such towers are replaced or an existing lease is re-negotiated to provide for stealth technology. Replacement towers shall be constructed with stealth technology. **Applicant has successfully introduced stealth technology applications in several of its development projects but the height requirement for this site limits viable stealth design applications at this location in order to achieve the provider's coverage objectives.***
- c) *All towers that are proposed on property that is not zoned residential and does not abut property that is zoned residential shall be set back a minimum of one-half of a foot for each one foot of tower and antenna height or 50 feet, whichever is greater. Setbacks shall be measured from the farthest most protrusion of the tower and antenna to the nearest point of any property line. **Applicant is requesting relief from the required minimum setback. Per the table below, the monopole structure is currently located 49'8" from the northern property line, requiring an exception or variance of 30.33'. Applicant has provided the attached engineering documentation outlining that the tower will be designed to collapse within 40% of its overall height in the event of a catastrophic failure to further reduce the area of potential impact. Specifically, the tower base and its foundation are designed to carry the entire force applied to the tower (Force X); however, when the top 40% of the tower collapses, only the maximum of 36% of Force X will be applied to the tower base and its foundation that are designed for 100% of Force X. In layman's terms, the tower base and its foundation are almost 3 times stronger (100%/36%) than the maximum force that can be applied to them when the top 40% of the tower collapses.***

	Distance	Distance (Dec.)	Ordinance Setbacks	Variance Required
Building Side Yard (North, from fence to Putt Putt Prop Line)	18'1"	18.08	50	31.92
Building Rear Yard (West, from fence to School Prop Line)	9	9	60	51
Tower Setback (North)	49'8"	49.67	80	30.33
Tower Setback (West)	19'9"	19.75	160	140.25
Tower Height		160		

- d) *All towers that are proposed on property that is zoned residential or towers that are proposed on property that is not zoned residential but abuts property that is zoned residential shall be set back a minimum of one foot for each one foot of tower and antenna height. Setbacks shall be measured from the farthest most protrusion of the tower and antenna to the nearest point of any property line. Applicant is requesting relief from the required minimum setback. Per the table above, the monopole structure is currently located 19'9" from the western property line, requiring an exception or variance of 140.25'. Applicant has provided the attached engineering documentation outlining that the tower will be designed to collapse within 40% of its overall height in the event of a catastrophic failure to further reduce the area of potential impact. Specifically, the tower base and its foundation are designed to carry the entire force applied to the tower (Force X); however, when the top 40% of the tower collapses, only the maximum of 36% of Force X will be applied to the tower base and its foundation that are designed for 100% of Force X. In layman's terms, the tower base and its foundation are almost 3 times stronger (100%/36%) than the maximum force that can be applied to them when the top 40% of the tower collapses.*
- e) *All equipment shelters, cabinets, fencing, and all other structures accessory to a Tower shall be set back a minimum of 50 feet on property that is not zoned residential and that does not abut property that is zoned residential. All equipment shelters, cabinets, fencing, and all other structures accessory to a Tower shall be set back a minimum of 60 feet on property that is zoned residential or property that is not zoned residential but abuts property that is zoned residential. Setbacks shall be measured from the farthest most protrusion of the structure(s) to the nearest point of any property line. Applicant is requesting relief from the required minimum building setbacks. Per the table above, the developed area is currently located 18'1" from the northern property line and 9' from the western property line, requiring an exceptions or variances of 31.92' to the north and 51' to the west. The nature and use of the wireless communications facility are unique. As unmanned facilities, they are often placed in "back corners".*
- f) *All access ways leading to a tower and/or its accessory structures shall be set back a minimum of ten feet from all side and rear property lines. Applicant complies.*
- g) *Towers and attached antennae, including a lightning rod, that are proposed on property that is not zoned residential shall not exceed a height of 165 feet. This also applies to a non-tower wireless communication facility that is constructed on top of another building or structure with the height being the overall height of the building/structure and tower together, measured from the average grade at the building or structure plane to the highest point. The setback requirements in this Ordinance shall apply regardless of whether the tower is a monopole or a non-tower wireless communication facility constructed on top of another building or structure. Applicant complies, proposing 160' monopole (165' with lighting rod).*
- h) *Towers and attached antennae, including a lightning rod, that are proposed on property that is zoned residential shall not exceed a height of 75 feet. This also applies to a tower that is constructed on top of another building or structure with the height being the overall height of the building/structure and Tower together, measured from the grade to the highest point. The setback requirements in this ordinance shall apply regardless of whether the tower is a monopole or a non-tower wireless communication facility constructed on top of another building or structure. N/A, zoning of proposed site is C-1.*
- i) *No accessory building or structure for a tower shall exceed 15 feet in height. N/A*

- j) Towers shall not be permitted within the area adopted as the Mixed Use Town Center, as shown in the Comprehensive Land Use Plan Update, as amended.
- k) Towers shall not be illuminated, except in accordance with state or federal regulations. **Applicant will comply.**
- l) The site shall be unstaffed. Personnel may periodically visit the site for maintenance, equipment modification, or repairs. To accommodate such visits, ingress/egress shall only be from approved access points. **Applicant complies.**
- m) Fencing used to enclose Towers and their accessory structures shall be properly maintained and in compliance with state or federal regulations. **Applicant will comply.**
- n) The fenced area that encloses the Tower and its accessory structures shall be landscaped with non-exotic, non-invasive plant material that is reviewed and approved as part of a landscape plan that shall accompany the application. This material shall meet the minimum sizes provided for in the town's landscaping requirements and shall include species and a spacing arrangement that will screen the fenced area from view. A landscape maintenance letter of credit shall be provided to cover the maintenance of the approved plant material for a minimum of two years. If an existing structure is being used for stealth purposes as part of a non-tower wireless communication facility, the plant material requirements may be waived by the planning commission. **Landscaping included in Applicant's design drawings. In addition, Applicant plans to save as much existing vegetation as possible to provide natural buffering between the properties.**
- o) Existing trees around a tower site shall be preserved and may count toward fulfilling a portion or all of the landscaping requirements stipulated in this ordinance. **Applicant will comply.**
- p) All driveways and off-street parking areas shall be constructed with a non-erodible improved surface, such as asphalt, concrete, permeable pavers, that is properly drained and maintained. The driveway shall be a minimum width of 12 feet and a maximum width of 24 feet. The composition of the driveway and off-street parking areas shall be designed by the applicant's engineer and shall be based on the heaviest vehicles that are likely to use such facilities. A turn around area is also required for emergency responders and shall be a component of the approved design. **Applicant complies.**
- q) There shall be no signs permitted, except those displaying emergency information, owner contact information, warning or safety instructions, or signs which are required by a federal, state, or local agency. Such signs shall not exceed five total square feet in area. **Applicant will comply.**
- r) All new towers shall be designed and constructed to provide for co-location unless an applicant can clearly demonstrate that co-location is not feasible given a proposed tower's height. A tower design, including stealth technology, and placement shall provide for any anticipated height extension that may occur in the future. Additional height shall require additional co-location. Options for co-location shall be reviewed with the staff and planning commission based on the height and placement of the proposed tower. **As depicted in the attached design drawings, Applicant's design includes space for multiple wireless providers.**
- s) All option and site lease agreements shall permit the possibility of co-location. **Applicant complies.**
- t) To ensure the structural integrity of a tower, the owner of such tower shall ensure that the tower is maintained in compliance with standards contained in applicable state or local building codes and the applicable standards for structures that are published by the Electronic Industries Association, as amended from time to time. If upon inspection the

Town of Farragut concludes that a tower fails to comply with applicable codes and standards and constitutes a danger to person or property, then upon notice being provided to the owner of the tower, the owner shall have 30 days to bring such tower into compliance with such standards. Failure to bring such tower into compliance within said 30 days shall constitute grounds for the removal of the tower at the owner's expense.

Applicant will comply.

As provided for in this application package, Vogue Towers is requesting approval as identified above per the conditions and specifications of the City's Code of Ordinances, Chapter 4, Section III. Antennas and towers. Wireless service is increasingly being considered a public necessity as it is often the only means citizens have to emergency services. The location and character of the use, if developed according to the plan submitted and recommended, will be in harmony with the area in which it is to be located. The proposed wireless telecommunications facility will meet the infrastructure needs of this area of the area and will provide additional access to emergency services, if needed.

Respectfully submitted,

Pat Troxell-Tant

Pat Troxell-Tant
Chief Executive Officer
Vogue Tower Partners VII, LLC



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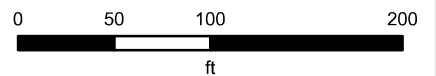
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Letter Portrait

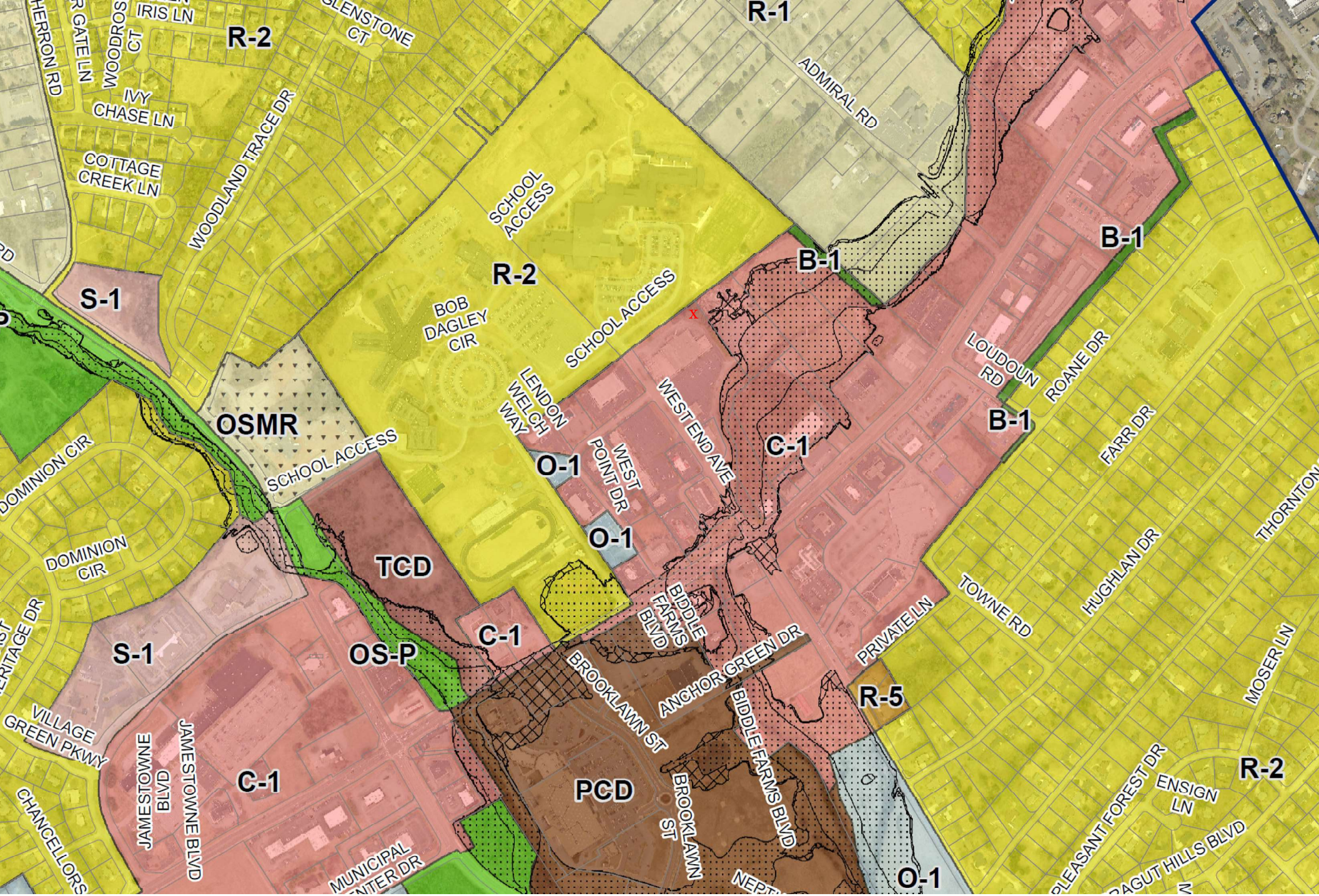
Knoxville - Knox County - KUB Geographic Information System



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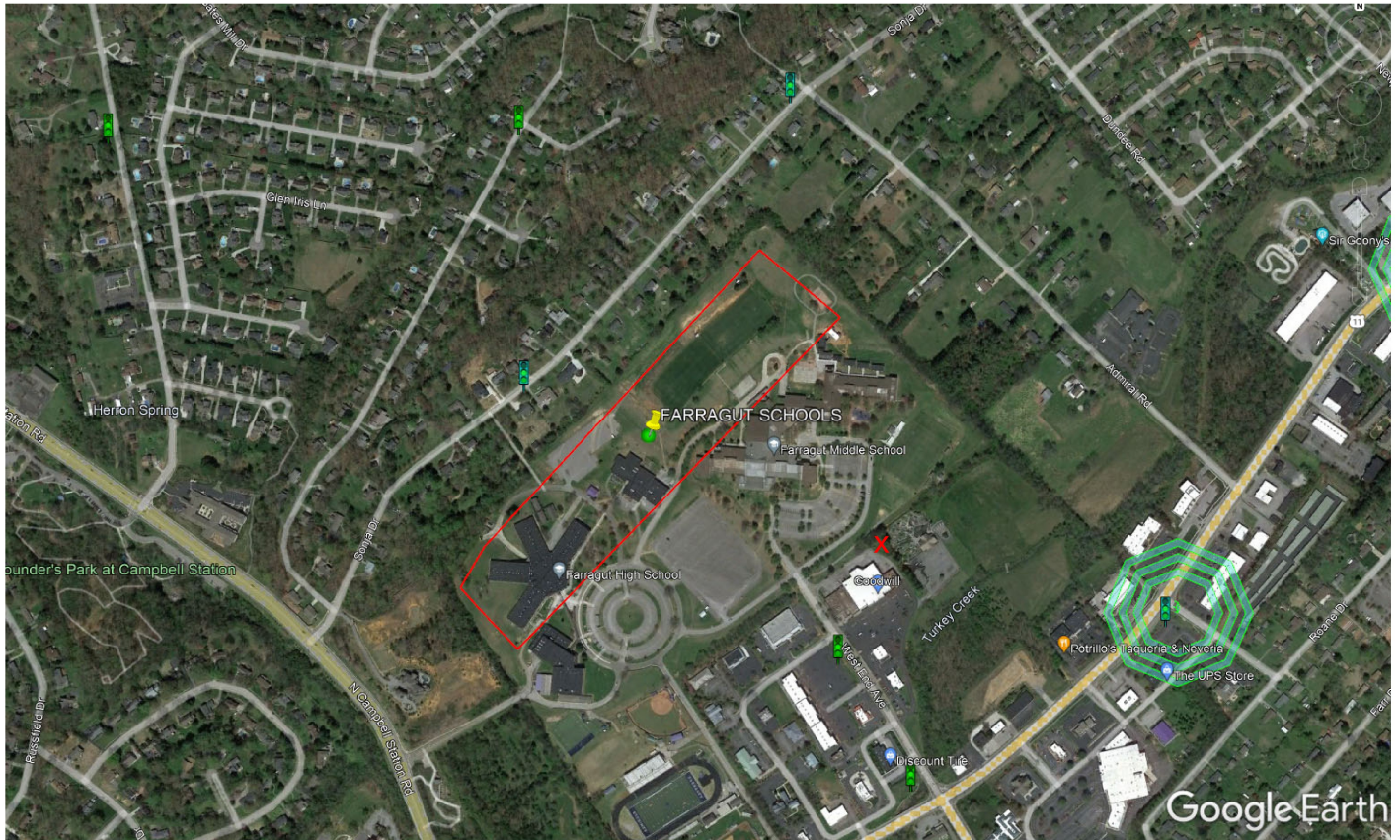
KGIS makes no representation or warranty as to the accuracy of his map and its information nor to its fitness for use. Any user of this map product accepts the same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further covenants and agrees to hold KGIS harmless from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



Search Area Request Form (SARF)

SARF Name: FARRAGUT_SCHOOLS (KNOX market)

SARF Map:



Requested Center Line	
Colo Available? (Yes/No)	NO
If Colo available, Provide tower owner name	
If Colo available, Provide colo coordinates	

Any Additional notes for RE:

35.889435 -84.158438

Introduction:

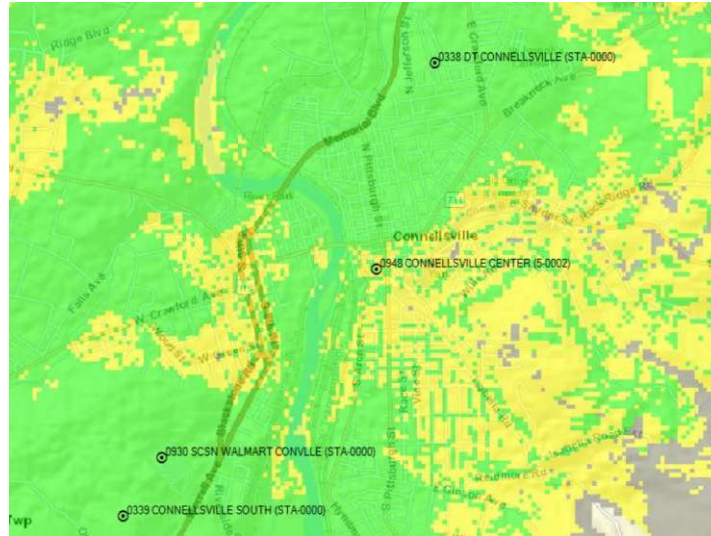
Coverage and/or capacity deficiencies are the two main drivers that prompt the need for a new wireless communications facility (WCF). Most WCF provide a mixture of both capacity and coverage for the benefit of the end user.

Coverage describes the existence or lack of wireless service in an area. The request for improved service often comes from our customers or emergency services personnel that have no service or poor service. Coverage used to refer to the ability to make or place a call in vehicles, however, as usage patterns have shifted, coverage is now determined based on whether or not sufficient WCF exist to provide a reliable signal inside of buildings and residential areas, as well. Historically, when wireless was still in its infancy, coverage was the primary means to measure the effectiveness of the network in a given area.

Capacity is the metric used to determine if sufficient wireless resources exist and is now the primary means to measure how a community's wireless needs are being addressed. "Five bars" no longer means guaranteed coverage and capacity because each WCF has a limited amount of resources to handle voice calls, data connections and data volume. When these limits are reached and the WCF becomes overloaded (meaning there is more demand than signal to service it), the user experience quickly degrades preventing customers from making/receiving calls or getting applications to run. A WCF short on capacity could also make internet connections time out or delay information to emergency response personnel.



Explanation of Wireless Coverage



Coverage is best shown via coverage maps. RF engineers use tools that take into account terrain, vegetation, building types, and WCF specifics to model the existing coverage and prediction what we expect to see with the addition of a proposed WCF.

Coverage also changes depending on which frequencies are used. Most phones today use 3G at 800 MHz or 4G at 700 MHz spectrum which are considered low frequencies. Low frequencies can travel further distances than then the higher 1900 MHz and 2100 MHz frequencies now being employed due to increased capacity demands. Operating at higher frequencies makes it necessary for carriers to install substantially more wireless facilities to achieve the same coverage as one tower operating on the lower frequencies.



Explanation of Wireless Capacity



Capacity is the amount of resources that a WCF has to service customer demand. Verizon utilizes sophisticated programs and customer feedback to monitor current usage trends and to forecast future needs. Because it takes an average of 2-3 years to complete a WCF, we have to start the process of adding a new WCF several years in advance of when the WCF will be needed.

Location, Location, Location. A good capacity WCF needs to be in the center of a user population which insures that traffic is evenly distributed around the WCF. A typical WCF is configured into three sectors (like a pie cut into three pieces), with each slice (sector) having 33% of the WCF resources. If one sector is under-utilized, it's resources can not necessarily be diverted to another sector. Therefore, optimal performance is only obtained when all three sectors have an even traffic distribution.



Explanation of Wireless Data Growth

Wireless Data Growth

Each year Verizon sees large increases in how much data its customers need. As the resolution of the pictures we send increases, the quality of the video we watch improves and the complexity of the applications grow, we commonly see tremendous growth year-over-year.

- 240 million 911-calls are made annually. In many areas, 80% or more are from wireless devices.¹
- The average North American smartphone user will consume 48 GB of data per month in 2023, up from just 5.2 GB per month in 2016 and 7.1 GB per month in 2017.²
- More than one-half of American homes had wireless only homes.³
- In North America, the average household has 13 connected devices with smartphones outnumbering tablets 6 to 1.⁴

Machine to Machine communications will also increase the data burden on wireless networks, as over the next five (5) years more and more services that improve our safety and make our lives easier will be available over the wireless infrastructure, such as:

- Cars that notify 911 when an airbag deploys.
- “Driverless” cars needing traffic data and maps to reach your destination as quickly as possible.
- Medical monitors that will alert us should a loved one neglect taking their prescription drugs.
- Home alarms that notify you when your child arrives home from school.
- Smart street lights that notify the city when they are not working.
- City garbage cans that let people know when they need to be emptied.
- Tracking watches will aid in finding lost Alzheimer patients.

1. National Emergency Number Association, 9-1-1 Statistics (January 7, 2019)

2. Ericsson Mobility Report, November 2017

3. CDC's 2018 Wireless Substitution: Early Release of Estimates From the National Health Interview Survey, January-July, 2018

4. IHS Market Connected Device Market Monitor: Q1 2016, June 7, 2016



Radio Emission Safety...

A common question received is “Are the radio emissions safe?”

Verizon goes to great effort to ensure that all of its projects meet the standards established by the FCC to ensure safety of the public and its employees. The links below are to three reputable organizations that have performed extensive reviews of the science available on this subject and have good educational articles on the results of their research.

World Health Organization

<http://www.who.int/peh-emf/about/WhatisEMF/en/index1.html>

America Cancer Society

<http://www.cancer.org/cancer/cancercauses/othercarcinogens/athome/wireless-facilityular-phone-towers>

FCC Radio Frequency Safety

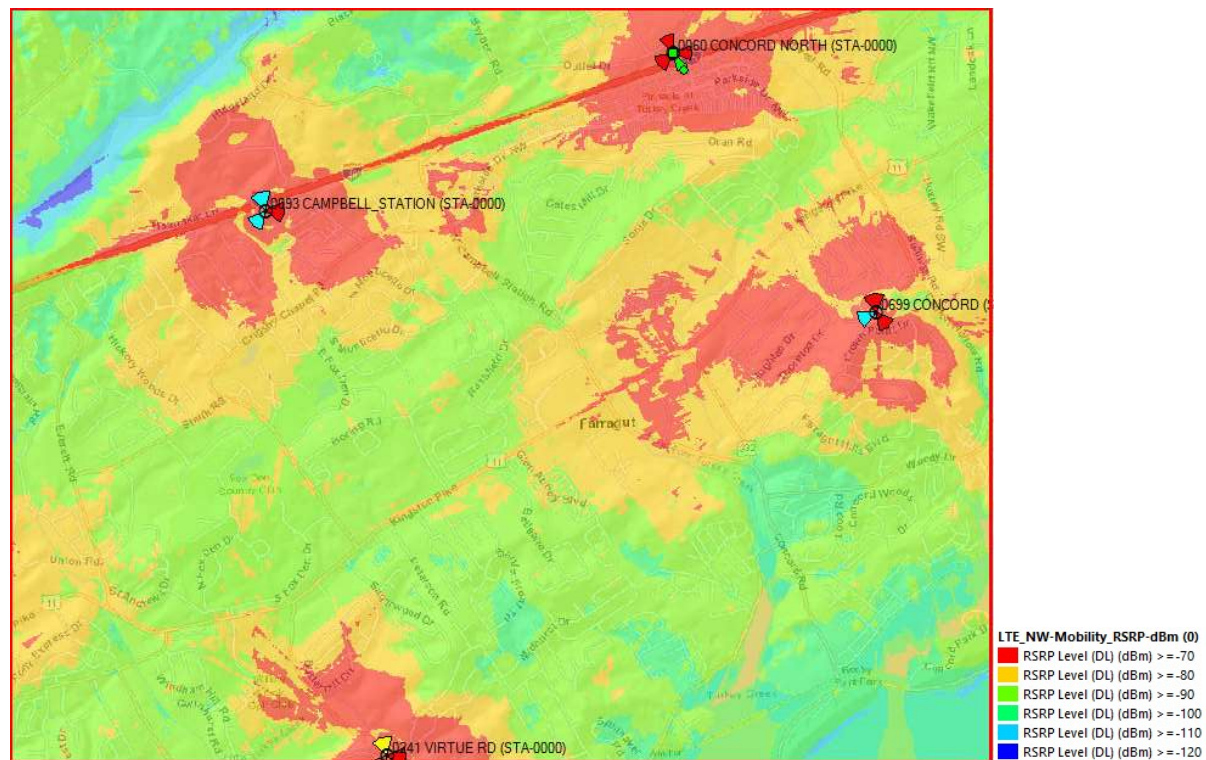
<https://www.fcc.gov/general/radio-frequency-safety-0>



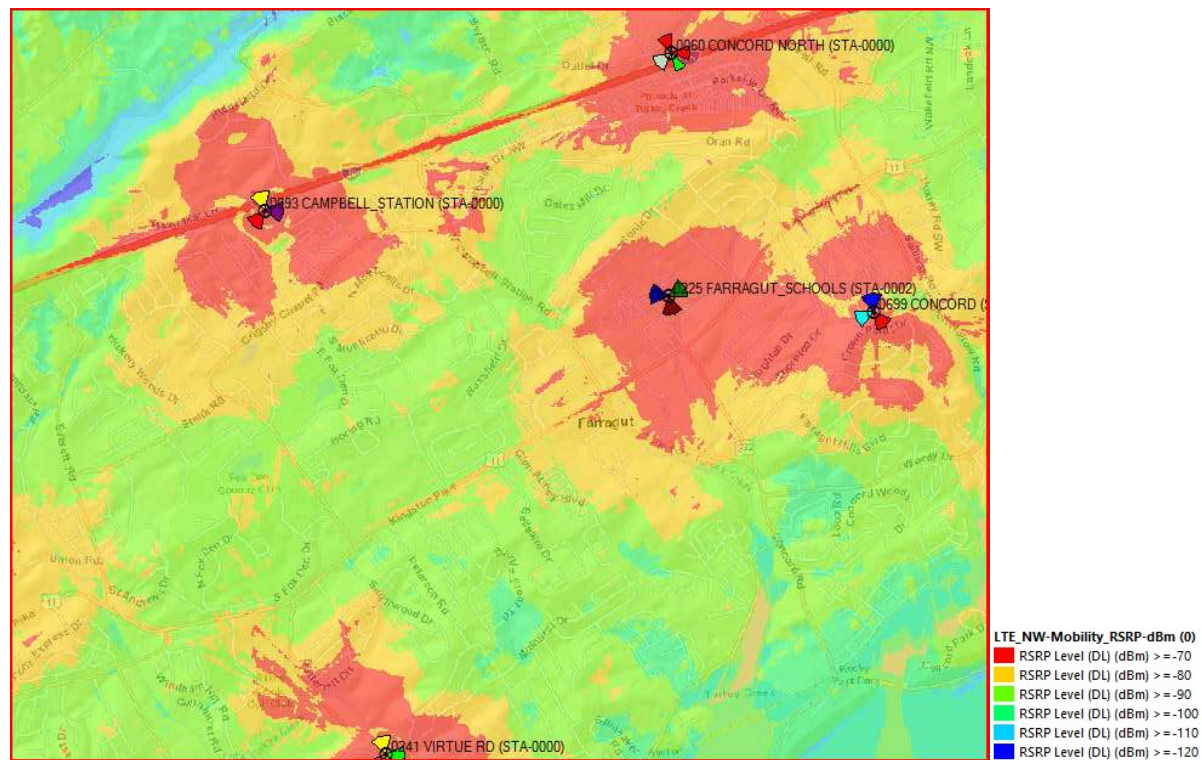
Farragut Schools

Farragut, TN

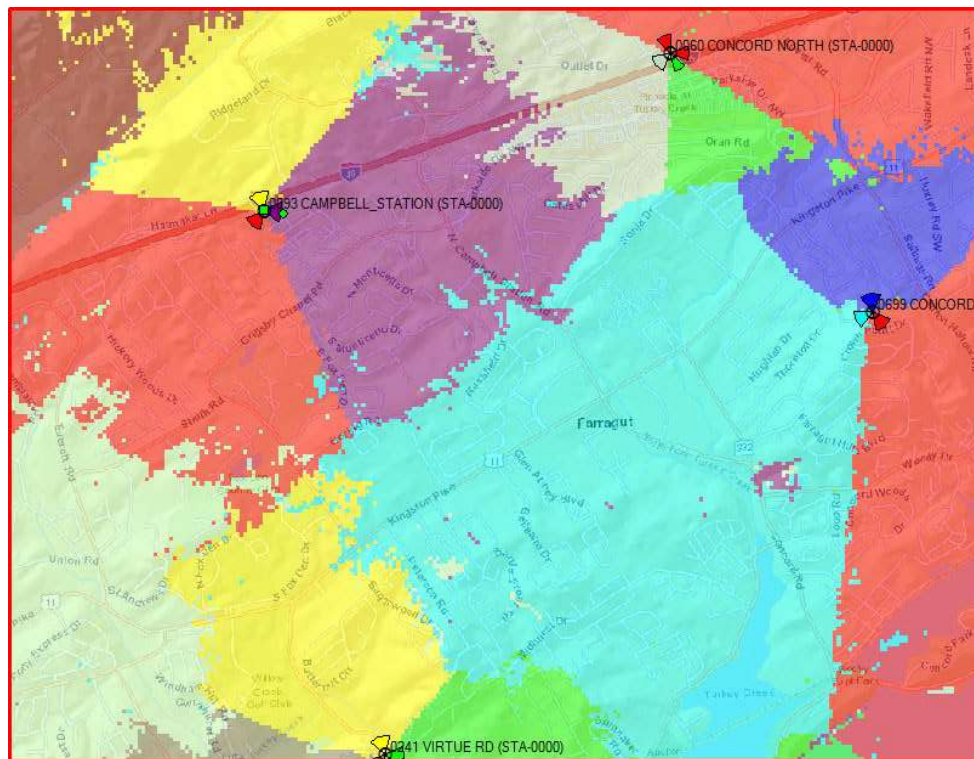
Current RSRP



RSRP including Farragut Schools

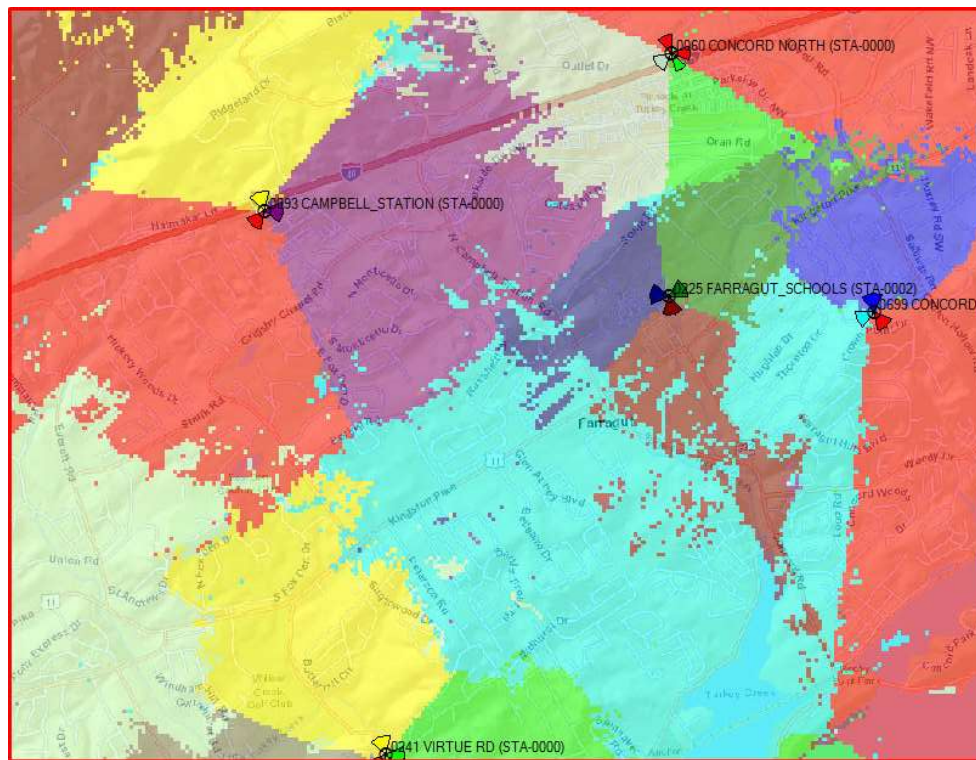


Current Serving Sectors



Current + Farragut Schools Serving Sectors

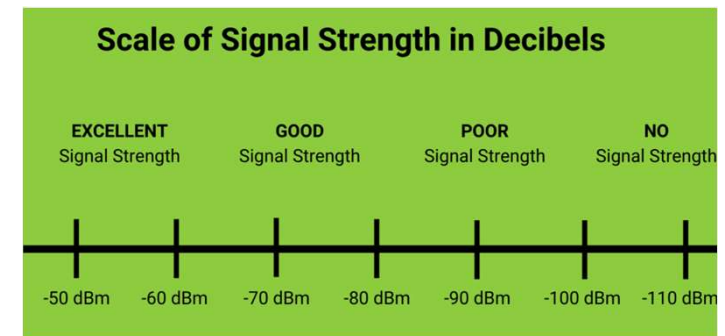
The Farragut Schools site was designed to offload both Concord sector 2 (dark blue coverage) and sector 3 (light blue). The objective for Farragut Schools is to offload by providing coverage to the Farragut High, Middle and Intermediate schools as well as surrounding residential areas and Kingston Pike.



Wireless Signal Strength



- Wireless/cellular signal strength is measured using decibel milliwatts, or “-dBm”, expressed as negative a negative number (-30 to -120). This is the power ratio in decibels (dB) of the measured power referenced to one milliwatt
- The closer to 0, the stronger the wireless/cellular signal, meaning -77 dBm is better signal strength than -86 dBm
- Signals better than -85 dBm are considered usable and strong, with measured signal strength rarely better than -50 dBm
- Alternatively, a signal weaker than -100 dBm is likely too problematic to be useful, resulting in dropped calls and/or inconsistent or incomplete data transmissions
- Stronger signal strength results in better call quality, fewer or no dropped calls and more rapid & reliable download/upload speeds



Vogue Towers

Farragut Site
Nearby Towers, 1m Radius

Knox County ECD

TWIN SPRINGS

Vogue Towers Location

US Cellular

Crown Castle

Farragut

CONCORD FARRAGUT

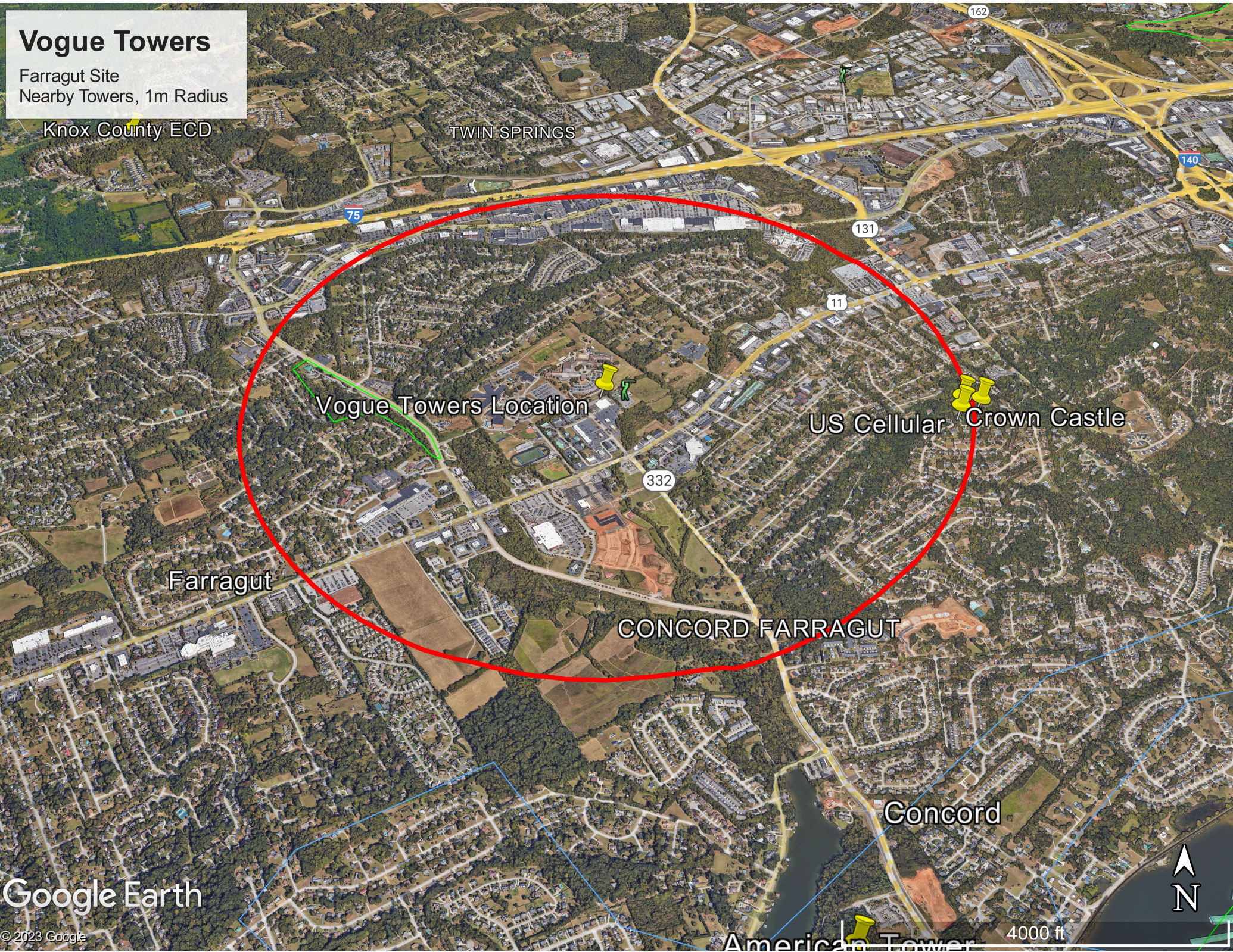
Concord

Google Earth

© 2023 Google

American Tower

4000 ft



Name	Latitude	Longitude	FCC ASR	Height	Distance	Notes
Vogue Towers Location	35.88801	-84.1546	Pending	165	N/A	<i>160' monopole</i>
Crown Castle	35.8865	-84.1373	1033777	184.7	0.97m	<i>Verizon located on tower (CCGT)</i>
US Cellular	35.8858	-84.1375	1042015	160.1	0.97m	
American Tower	35.8864	-84.1364	1043011	291	1.02m	
American Tower	35.8641	-84.1456	1296633	169.9	1.71m	
Knox County ECD	35.9067	-84.1836	1050372	255.9	2.08m	



1800 Route 34, Suite 101
Wall Township, New Jersey 07719
T: 732.312.9800
F: 732.312.9801
fpaengineers.com

March 16, 2023

VOGUE TOWER PARTNERS VII, LLC

430 Chestnut St., Suite 101B
Chattanooga, TN 37402

RE: Fall Zone Letter for Proposed 160' Monopole

Site Name: Farragut
Site Address: West End Avenue, Knoxville, TN 37922
Building Code: IBC 2018
Design Standard: ANSI/TIA-222-H

Dear Vogue Tower Partners VII:

French & Parrello Associates (FPA) has reviewed the proposed Vogue Tower communications tower installation at the above referenced site. The project will contain a monopole-type antenna support tower with a height of 160' above ground level (AGL). The monopole structure is made up of hot dipped galvanized high strength steel tubing that is typically 48-60" diameter at its base and tapering to 18" diameter at the top.

The antenna cables will be routed from the ground-based equipment up the inside of the pole to the proposed antenna rad center. The tower manufacturer shall supply structural design drawings prepared by a licensed Structural Engineer in the State of Tennessee at the time of Building Permit submission for review by the County before construction can commence.

The tower will be designed in accordance with the Tennessee State Building Code and International Building Code (IBC). Both of these codes have adopted the Telecommunications Industry Association/Electronics Industry Association Standards (ANSI/TIA-222-H). These standards dictate the design of all communications towers and take into consideration the following parameters:

1. Structure Risk Category/Class
Category/Class is chosen based upon the function of risk to human life, potential damage to property in the event of failure and the type of services that the tower will provide (i.e. essential communications vs. services that are optional)
2. Environmental Loading
Includes wind, ice, and seismic loads based upon local county-based data
3. Site Exposure Category
Category is chosen based upon "surface roughness" of local surrounding vegetation, structures and natural topography. This also impacts wind loading calculations
4. Topographic Category
Category is chosen based upon wind "speed-up" effects from surrounding topography, such as towers being located within gently rolling terrain or at the top of a hill or ridge



The design of the tower shall be such that in the unlikely event of structural failure, the monopole will collapse onto itself and not onto a street or a building. In other words, structural failure would be typical of that of a straw bending onto itself, rather than a bowling pin being knocked over. **Vogue Partners shall stipulate to the tower manufacturer/designer that the area of probable failure be located in the 60% height (96'-0" AGL) of the tower so that only the to 40% of the tower (top 64'-0") would collapse onto itself. This is done by over-designing the tower sections below the failure point as necessary.**

In regard to the possibility of any future corrosion of the structure, the monopole shall be constructed with hot dipped galvanized steel, similar to that of highway signs and traffic signal poles. The ANSI/TIA-222-H standards have been based in part on the American Association of State Highway and Transportation Officials (AASHTO) standards which govern the construction and design standards for those structures (which have an extremely rare rate of corrosion related failures). Furthermore, the tower owner will be required to inspect the structure at intervals stipulated by ANSI/TIA-222-H standards or as may be stipulated by the underlying municipal authority, whichever is more stringent.

A geotechnical evaluation will be conducted that will explore the subsurface conditions in the vicinity of the proposed tower and develop geotechnical engineering recommendations to facilitate the design of the tower foundation. A report will be generated that shall be utilized by the tower manufacturer/designer to prepare foundation design drawings to be submitted at the time of Building Permit submission for review by the County before construction can commence. The geotechnical report and design drawings shall all be prepared by licensed Geotechnical Engineers in the State of Tennessee.

In summary, monopole-type antenna support structures are designed for extreme wind conditions with factors of safety that result in a design that is extremely conservative. The occurrence of monopole failure is exceptionally rare and historically these structures have survived after experiencing wind speeds considerably higher than their design speeds.

Should you have any questions, please do not hesitate to contact me.

Respectfully Submitted,
FRENCH & PARRELLO ASSOCIATES, P.A.

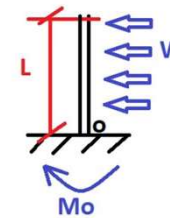
A handwritten signature in blue ink, reading 'Emad Badiee'.

Emad Badiee, P.E.
Project Manager
TN PE # 123204 (Exp: 11/30/2023)



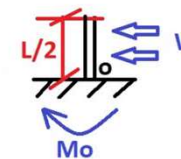
Designed Tower Fall Zones

- Towers designed per TIA-222 standards (currently Revision “H”)
- The load calculated at the base of the tower does not change
- Reduction of 50% of tower height results in applied force reduction of 75%, the remaining pole now only carries 25% of the original applied load
 - Layman’s terms, the remaining portion of the tower has a constant capacity, while the applied force is significantly decreased to 1/4th of the original applicable force. In another word, the base following a failure event is approx. 4x stronger because of the reduced applied force exerted on the tower
- Reduction of 40% of tower height from the top (bottom 60% remaining) results in applied force reduction of 64%, meaning the remaining tower base and its foundation are almost 3 times stronger (100%/36%) than the maximum fore that can be applied to them when the top 40% of the tower collapses



$$M_o = (WL^2)/2$$

L=full height of the monopole



$$\begin{aligned} M_o &= (W(L/2)^2)/2 \\ &= (W(L^2/4))/2 \\ &= (WL^2)/8 \end{aligned}$$

L/2=break point= half height of the monopole

Fall zone @ 60% of tower height: ✦

$$\begin{aligned} M_o &= (W (0.6L)^2)/2 \\ &= 0.36 WL^2/2 \end{aligned}$$

Tower Failure Examples

-
- Monopoles typically collapse like a bent straw during hurricanes or severe weather.
 - In some cases, the manufacturer has to provide a theoretical break point design to ensure that it falls within a specified boundary.





430 Chestnut Street – Suite 101-B
Chattanooga, TN 37402

423-269-7455

Voguetowers.net

April 16, 2023

City of Farragut Planning Department
Attn: Mark Shipley
11408 Municipal Center Drive
Farragut, TN

Subject: Proposed Wireless Telecommunications Facility, Collocation Letter of Intent
Vogue Tower Site – Farragut
Vogue Tower Site # - TN-111
Parcel ID: 143-00130

Dear Mr. Shipley:

This letter is provided as Vogue Towers' confirmation *"that charges made to any user of the structure will be consistent with the charges made by other tower owners in the area."* Vogue Towers is not a wireless provider but is a developer of multi-provider wireless communications facilities. As such, Vogue's business plan is to accommodate multiple providers seeks to allow future collocations on the facility, where reasonable and structurally feasible.

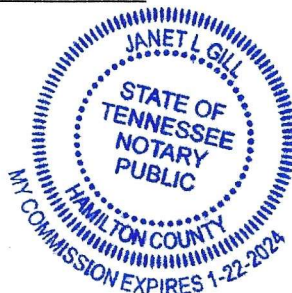
Respectfully submitted,

Patricia Troxell-Tant
Chief Executive Officer
Vogue Towers, LLC

Sworn to and subscribed before me this the
17 day of April, 2023.

Notary Public:

My Commission Expires: 1-22-2024



(Above 3" Space for Recorder's Use Only)

Prepared by and Return to:

Vogue Tower Partners VII, LLC
430 Chestnut Street
Suite 101-B
Chattanooga, TN 37402
Attn: Patricia Troxell-Tant

Tenant Site Reference: TN-111 Farragut
Parcel Reference: 143 00130

MEMORANDUM OF OPTION TO LEASE

This Memorandum of Option to Lease (the "**Memorandum**") evidences an Option and Lease Agreement (the "**Lease**") between West End Center LLC (the "**Landlord**"), whose address 124 B West End Avenue, Knoxville, TN 37934 and Vogue Tower Partners VII, LLC, a Delaware limited liability company, whose mailing address is 430 Chestnut Street, Suite 101-B, Chattanooga, TN 37402 (the "**Tenant**"), dated the 28th day of December, 2022 (the "**Effective Date**"), for a portion (the "**Premises**") of the real property (the "**Property**") described in Exhibit A attached hereto.

Pursuant to the Lease, Landlord has granted Tenant an exclusive option to lease the Premises (the "**Option**"). The Option commenced as of the Effective Date and shall continue in effect for a period of one (1) year from the Effective Date and may be renewed by Tenant for an additional one (1) year period.

Landlord ratifies, restates, and confirms the Lease and, upon exercise of the Option, shall lease to Tenant the Premises, subject to the terms and conditions of the Lease. The Lease provides for the lease by Landlord to Tenant of the Premises for an initial term of five (5) years with seven (7) renewal option(s) of an additional five (5) years each, and further provides:

1. The Lease may be assigned only in its entirety and only to a purchaser of the fee interest of the Property;
2. This Memorandum is not intended to amend or modify and shall not be deemed or construed as amending or modifying, any of the terms, conditions, or provisions of the Lease. In the event of a conflict between

the provisions of this Memorandum and the provisions of the Lease, the provisions of the Lease shall control. The Lease shall be binding upon and inure to the benefit of Landlord and Tenant and shall inure to the benefit of their respective heirs, successors, and assigns, subject to the provisions of the Lease.

IN WITNESS WHEREOF, the parties hereto have executed this MEMORANDUM OF OPTION TO LEASE as of the date last signed by a party hereto.

LANDLORD:

WEST END CENTER, LLC

By: Tommy R. Vann
Name: Tommy R. Vann
Title: Chief Manager

**STATE OF TENNESSEE
COUNTY OF KNOX**

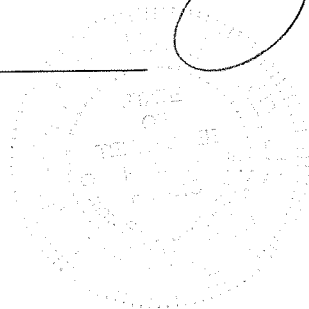
On this 19th day of December 2022, before me personally appeared Tommy R. Vann, Chief Manager of West End Center, LLC to me known (or proved to me on the basis of satisfactory evidence) to be the person described in and who executed the foregoing instrument and acknowledged that he executed the same as his free act and deed.

WITNESS my hand and Official Seal at office this 19th day of December, 2022.

Tommy R. Vann
Notary Public

My Commission Expires:

8-2-2025



[Tenant's Signature Page to Memorandum of Option to Lease]

TENANT:

VOGUE TOWER PARTNERS VII, LLC

By: Patricia Troxell-Tant

Name: Patricia Troxell-Tant

Title: CEO

STATE OF TENNESSEE

COUNTY OF HAMILTON

On this 28 day of December, 2022, before me personally appeared Patricia Troxell-Tant, to me known (or proved to me on the basis of satisfactory evidence) to be the person described in and who executed the foregoing instrument and acknowledged that she executed the same as her free act and deed.

WITNESS my hand and Official Seal at office this 28 day of December, 2022.

Janet L. Gill
Notary Public

My Commission Expires:

1-22-2024

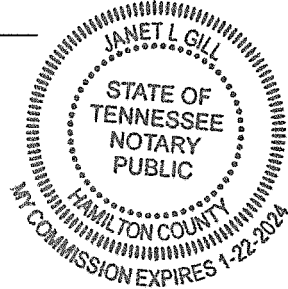


EXHIBIT A
(TO MEMORANDUM OF OPTION TO LEASE)

The Property

An interest in land, said interest being over a portion of the following described parent parcel:

SITUATED in District No. Six (6) of Knox County, Tennessee, and without the corporate limits of the City of Knoxville, Tennessee, and being more fully described as follows:

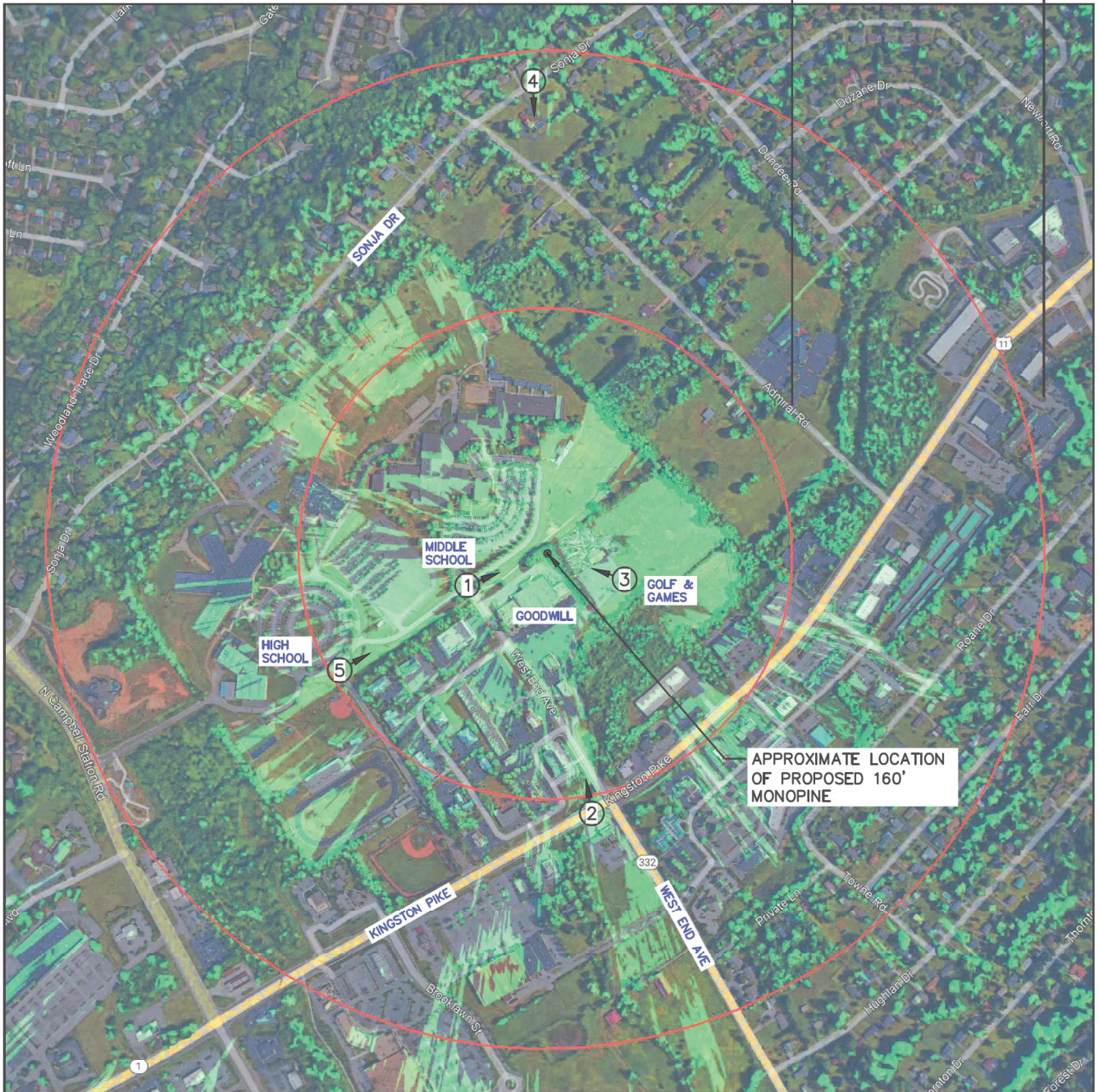
To find the point of BEGINNING, commence at an iron pin in the northern line of Kingston Pike, said iron pin being located North 40 deg. 10 min. 00 sec. East, 130.98 feet, more or less, from the R.O.W. centerline intersection of Kingston Pike and the centerline of Concord Road, and the extended centerline of West End Avenue; thence North 87 deg. 07 min. 30 sec. West, 123.28 feet to an iron pin; thence North 31 deg. 03 min. 00 sec. West, 52.70 feet to an iron pin, point of BEGINNING; thence from said point of BEGINNING, and continuing with the eastern right-of-way of West End Avenue, North 31 deg. 03 min. West 218.60 feet to an iron pin; thence with an arc of a curve to the right having a radius of 60 feet, a chord bearing of North 13 deg. 57 min. East, a chord distance of 84.85 feet to an iron pin; thence North 31 deg. 03 min. West 25.00 feet to an iron pin; thence South 58 deg. 57 min. West 21.5 feet to an iron pin; thence with the arc of a curve to the right, having a radius of 25.00 feet, a chord bearing of North 76 deg. 03 min. West 122, a chord distance of 35.36 feet to an iron pin; thence North 31 deg. 03 min. West 89.40 feet to an iron pin; thence North 34 deg. 03 min. West 122.02 feet to an iron pin; thence North 34 deg. 03 min. West, 575.79 feet to a point in the line of Knox County Board of Education; thence with said line, North 54 deg. 46 min. East, 451.39 feet to an iron pin in the line of Ken Coover; thence with said line, South 34 deg. 11 min. East, 259.96 feet to an iron pin; thence continuing with said line, South 34 deg. 15 min. East, 290.41 feet to an iron pin in Turkey Creek; thence with the approximate centerline of Turkey Creek six (6) calls and distances as follows: South 42 deg. 19 min. West, 141.58 feet to a point; thence South 27 deg. 18 min. West, 122.08 feet to a point; thence South 11 deg. 52 min. East, 89.37 feet to a point; thence South 32 deg. 01 min. East, 48.99 feet to a point; thence South 12 deg. 17 min. East, 79.87 feet to a point; thence South 00 deg. 01 min. East, 123.46 feet to a point; thence South 00 deg. 22 min. East, 171.31 feet to a point; thence South 9 deg. 01 min. East 34.0 feet to the point of BEGINNING, containing 7.61 acres, more or less, as shown on survey of Jerry M. Sizemore and Associates (now Sizemore-Lynch Surveyors), dated July 27, 1984, last revised May 9, 1990. And being part of the same property conveyed to Vannland, Ltd., on July 31, 1984, by the deed recorded in Deed Book 1824, Page 580, in the Register's Office for Knox County, Tennessee.

TOGETHER WITH AND SUBJECT TO a Sign Maintenance Easement for the purpose of maintaining, repairing, replacing and servicing a sign located on the property bounded and described as follows:

BEGINNING at a point in the West line of West End Avenue, said point being distance in a northwesterly direction 105 feet from the north line of Kingston Pike; thence from said point of BEGINNING South 23 deg. 13 min. West, 96 feet to a point; thence North 31 deg. 03 min. West, 18.48 feet to a point; thence North 23 deg. 13 min. East, 96.00 feet to a point; thence South 31 deg. 03 min. East, 18.48 feet to the point of BEGINNING, as shown by survey of Jerry M. Sizemore and Associates, dated July 27, 1984, last revised May 9, 1990.

AND BEING the same property conveyed to Vannland, LTD., a Tennessee limited partnership from M & M Development Company, a Tennessee general partnership by Warranty Deed dated July 31, 1984 and recorded August 3, 1984 in Deed Book 1824, Page 580; AND FURTHER CONVEYED to West End Center LLC, a Tennessee limited liability company from Vannland, Ltd., a Tennessee limited partnership by Quitclaim Deed dated July 15, 1998 and recorded July 22, 1999 in Instrument No. 199907220006199.

Tax Parcel No. 143-00130



VIEWSHED LEGEND

- SITE LOCATION 
- VISIBLE LOCATIONS 
- CONCEALED DUE TO VEGETATION OR STRUCTURES 

SITE MAP
NOT TO SCALE



100 N Point Center E, Suite 125, Alpharetta, GA 30022
470.318.6119

PROJECT:

PHOTOSIMS
FARRAGUT HIGH SCHOOL
WEST END AVENUE
FARRAGUT, TN 37934
KNOX COUNTY

DRAWING TITLE:

SITE MAP

DRAWN BY:
K.A.C

CHECKED BY:
M.A.S

SCALE:
AS SHOWN

DATE:
02/09/2023

JOB NO.:
15228.070

DRAWING NO.:
SITE MAP



VIEW LOOKING NORTHEAST FROM FARRAGUT MIDDLE SCHOOL ENTRANCE



100 N Point Center E, Suite 125, Alpharetta, GA 30022
470.318.6119

PROJECT:

PHOTOSIMS
FARRAGUT HIGH SCHOOL
WEST END AVENUE
FARRAGUT, TN 37934
KNOX COUNTY

DRAWING TITLE:

PHOTO LOCATION #1

DRAWN BY:
K.A.C

CHECKED BY:
M.A.S

SCALE:
AS SHOWN

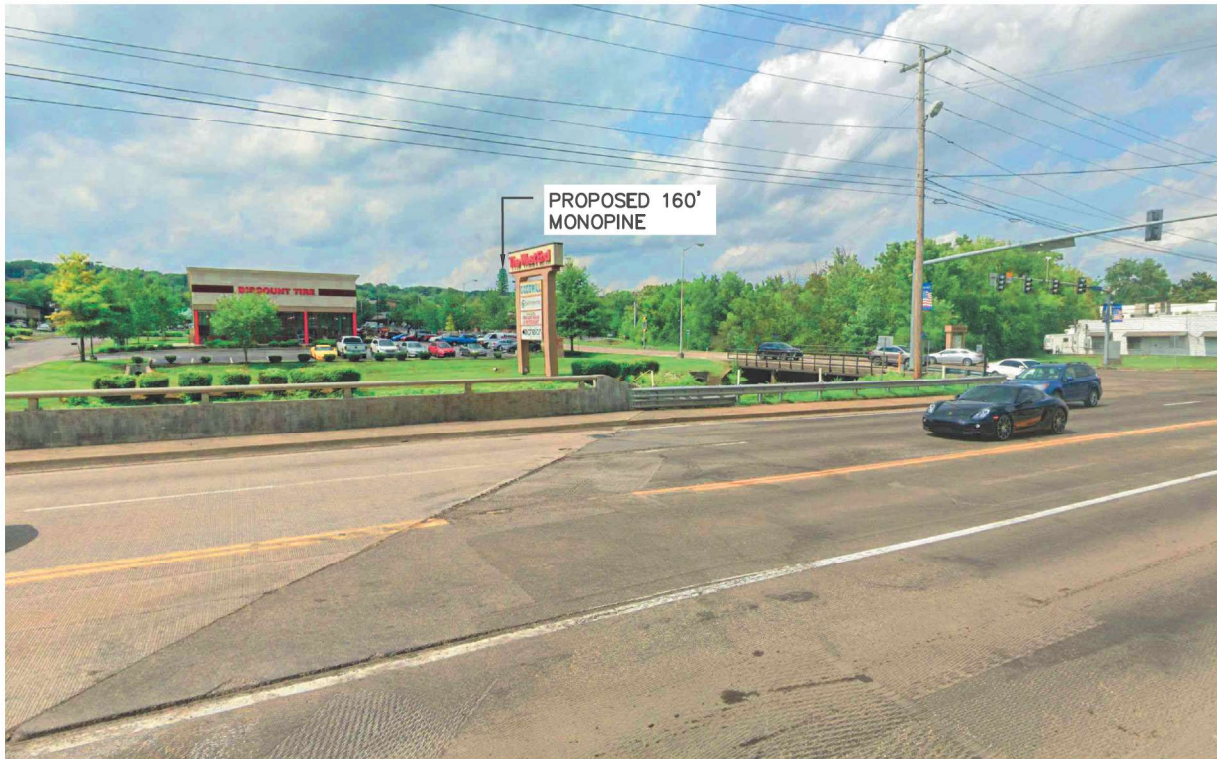
DATE:
02/09/2023

JOB NO.:
15228.070

DRAWING NO.:
PHOTO SHEET 1



VIEW LOOKING NORTH FROM WEST END AVENUE/KINGSTON PIKE



100 N Point Center E, Suite 125, Alpharetta, GA 30022
470.318.6119

PROJECT:

PHOTOSIMS
FARRAGUT HIGH SCHOOL
WEST END AVENUE
FARRAGUT, TN 37934
KNOX COUNTY

DRAWING TITLE:

PHOTO LOCATION #2

DRAWN BY:
K.A.C

CHECKED BY:
M.A.S

SCALE:
AS SHOWN

DATE:
02/09/2023

JOB NO.:
15228.070

DRAWING NO.:
PHOTO SHEET 2



VIEW LOOKING NORTHWEST FROM FARRAGUT GOLF & GAMES



100 N Point Center E, Suite 125, Alpharetta, GA 30022
470.318.6119

PROJECT:

PHOTOSIMS
FARRAGUT HIGH SCHOOL
WEST END AVENUE
FARRAGUT, TN 37934
KNOX COUNTY

DRAWING TITLE:

PHOTO LOCATION #3

DRAWN BY:
K.A.C

CHECKED BY:
M.A.S

SCALE:
AS SHOWN

DATE:
02/09/2023

JOB NO.:
15228.070

DRAWING NO.:
PHOTO SHEET 3



VIEW LOOKING SOUTH FROM SONJA DRIVE, EAST OF ADMIRAL RD



100 N Point Center E, Suite 125, Alpharetta, GA 30022
470.318.6119

PROJECT:

PHOTOSIMS
FARRAGUT HIGH SCHOOL
WEST END AVENUE
FARRAGUT, TN 37934
KNOX COUNTY

DRAWING TITLE:

PHOTO LOCATION #4

DRAWN BY:
K.A.C

CHECKED BY:
M.A.S

SCALE:
AS SHOWN

DATE:
02/09/2023

JOB NO.:
15228.070

DRAWING NO.:
PHOTO SHEET 4



VIEW LOOKING NORTHEAST FROM FARRAGUT HIGH SCHOOL ENTRANCE



100 N Point Center E, Suite 125, Alpharetta, GA 30022
470.318.6119

PROJECT:

PHOTOSIMS
FARRAGUT HIGH SCHOOL
WEST END AVENUE
FARRAGUT, TN 37934
KNOX COUNTY

DRAWING TITLE:

PHOTO LOCATION #5

DRAWN BY:
K.A.C

CHECKED BY:
M.A.S

SCALE:
AS SHOWN

DATE:
02/09/2023

JOB NO.:
15228.070

DRAWING NO.:
PHOTO SHEET 5





**ASAC SITE SPECIFIC EVALUATION
FOR**

Site Name: Farragut

Site Number: TN-111

Site Location: Knoxville, TN

Requestors Name: Michael Sandifer

Company Name: Vogue Towers I

Street Address: 430 Chestnut Street, Ste 101-B

City and Zip: Chattanooga, TN. 37402

This is an evaluation based on application of surfaces identified in Federal Aviation Regulation (FAR) Part 77 and Federal Communication Commission (FCC) Rules Part 17.

EXECUTIVE SUMMARY

-  **The max height that can be built at this site without notice to the FAA is 200 feet AGL or 1090 feet AMSL.**
-  **The max No Extended Study height at this site is 499 AGL, or 1389 AMSL.**
-  **The max no hazard height at this site is 499 AGL, or 1389 AMSL.**
-  **The max no marking and lighting height at this site is 200 AGL, or 1090 AMSL.**

SITE DATA

Structure Type: Antenna Tower

Coordinates of site:	Lat:	35°53'16.85"
	Long:	84°9'16.39"
	Datum:	NAD 83

Site ground elevation:	890
Total height above the ground of the entire structure (AGL):	165
Total height above mean sea level (AMSL):	1055

AIRPORT/HELIPORT INFORMATION

Nearest public use or Government Use (DOD) facility: Mc Ghee Tyson.

This structure will be located 9.0 NM or 55164 FT from the airport on a bearing of 120 degrees true to the airport.

Nearest private use landing facility is: Raby Airpark.

This structure will be located 3.0 NM from the airport on a bearing of 205 degrees true to the airport.

STUDY FINDINGS

FAA FAR Part 77 paragraph 9 (FAR 77.9): (Construction or Alteration requiring notice.) (These are the imaginary surfaces that the FAA has implemented to provide general criteria for notification purposes.)

This structure does not require notification to the FAA.

FAA FAR Part 77 paragraph 17(FAR 77.17): (Standards for Determining Obstructions.)(These are the imaginary surfaces that the FAA has implemented to protect aircraft safety. If any of these surfaces are penetrated, the structure may pose a Hazard to Air Navigation.)

This structure does not exceed these surfaces.

**FCC Notice Requirements:
(FCC Rules, Part 17)**

This structure does not require notification to the FAA or FCC based on these rules.

FAA EMI:

(The FAA protects certain air navigational aids, radio transmitters, and RADAR facilities from possible interference. The distance and direction are dependent on the type of facility being evaluated. Some of these transmission and receiver facilities are listed in the National Flight Data Center (NFDC) database.)

This site would not affect any FAA air navigational aids or transmitters.

Military Airspace:

(This would include low level visual and instrument routes along with operations areas and special use airspace.)

This structure will not affect this airspace.

AM Facilities:

(The FCC protects AM radio stations from possible interference for a distance of 3.0 km for directional facilities, and 1.0 km for non-directional facilities. New changes to the FCC critical distances are calculated based on the AM transmission Movement Method Proof evaluation.)

This site was evaluated against the FCC's AM antenna database using the Movement Method proof calculations and no further action is required.

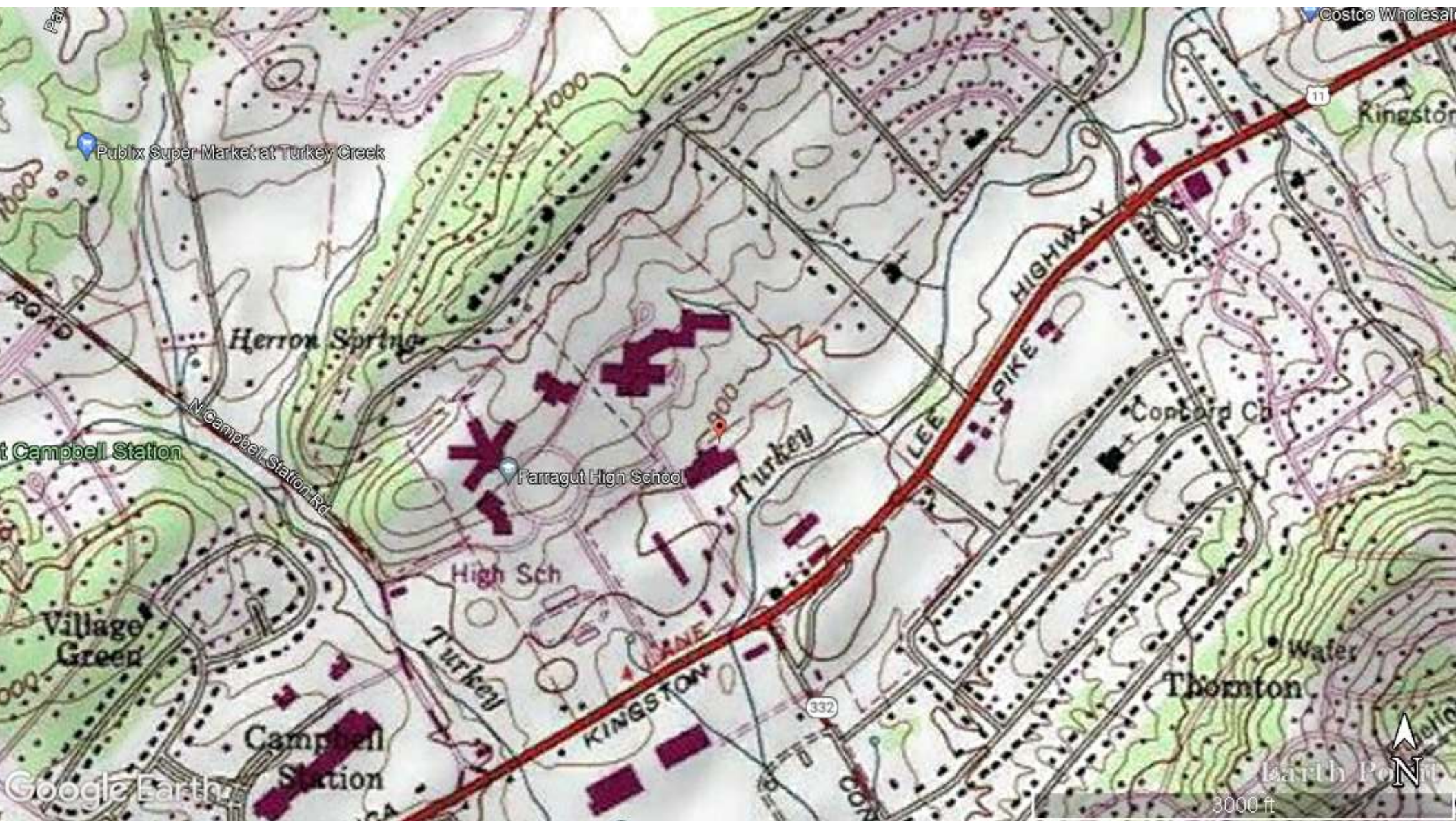
MARKING AND LIGHTING

FAA Advisory Circular 70/7460-1:

Marking and lighting is not required for this structure.

RECOMMENDATIONS

This site was evaluated in accordance with the requirements specified by the FAA under Federal Aviation Rules part 77, and found not to be a hazard to air navigation.





Federal Aviation
Administration

<< OE/AAA

Notice of Proposed Construction or Alteration - Off Airport

[Add a New Case \(Off Airport\) - Desk Reference Guide V_2018.2.1](#)

[Add a New Case \(Off Airport\) for Wind Turbines - Met Towers \(with WT Farm\) - WT-Barge Crane - Desk Reference Guide V_2018.2.1](#)

Project Name: VOGUE-000789349-23

Sponsor: Vogue Towers Partners VII LLC (JG)

Details for Case : TN-111

[Show Project Summary](#)

Case Status	
ASN:	2023-ASO-13837-OE
Status:	Accepted
Public Comments:	None
Date Accepted:	04/16/2023
Date Determined:	
Letters:	None
Documents:	None
	Project Documents: None
Construction / Alteration Information	
Notice Of:	Construction
Duration:	Permanent
if Temporary :	Months: Days:
Work Schedule - Start:	
Work Schedule - End:	
<i>*For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.</i>	
State Filing:	
Structure Details	
Latitude:	35° 53' 16.85" N
Longitude:	84° 9' 16.39" W
Horizontal Datum:	NAD83
Site Elevation (SE):	890 (nearest foot) PASSED
Structure Height (AGL):	165 (nearest foot)
Current Height (AGL):	(nearest foot)
<i>* For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal</i>	
Minimum Operating Height (AGL):	(nearest foot)
<i>* For aeronautical study of a crane or construction equipment the maximum height should be listed above as the Structure Height (AGL). Additionally, provide the minimum operating height to avoid delays if impacts are identified that require negotiation to a reduced height. If the Structure Height and minimum operating height are the same enter the same value in both fields.</i>	
Requested Marking/Lighting:	None
Recommended Marking/Lighting:	Other :
Current Marking/Lighting:	None
	Other :
Nearest City:	Knoxville
Nearest State:	Tennessee
Description of Location:	see map
Description of Proposal:	Proposed new construction.

Structure Summary					
Structure Type:	POLE Monopole				
Structure Name:	TN-111				
FDC NOTAM:					
NOTAM Number:					
FCC Number:					
Prior ASN:					

Proposed Frequency Bands					
Low Freq	High Freq	Freq Unit	ERP	ERP Unit	
6	7	GHz	55		dBW
6	7	GHz	42		dBW
10	11.7	GHz	55		dBW
10	11.7	GHz	42		dBW
17.7	19.7	GHz	55		dBW
17.7	19.7	GHz	42		dBW
21.2	23.6	GHz	55		dBW
21.2	23.6	GHz	42		dBW
614	698	MHz	1000		W
614	698	MHz	2000		W
698	806	MHz	1000		W
806	901	MHz	500		W
806	824	MHz	500		W
824	849	MHz	500		W
851	866	MHz	500		W
869	894	MHz	500		W
896	901	MHz	500		W
901	902	MHz	7		W
929	932	MHz	3500		W
930	931	MHz	3500		W
931	932	MHz	3500		W
932	932.5	MHz	17		dBW
935	940	MHz	1000		W
940	941	MHz	3500		W
1670	1675	MHz	500		W
1710	1755	MHz	500		W
1850	1910	MHz	1640		W
1850	1990	MHz	1640		W
1930	1990	MHz	1640		W
1990	2025	MHz	500		W
2110	2200	MHz	500		W
2305	2360	MHz	2000		W
2305	2310	MHz	2000		W
2345	2360	MHz	2000		W
2496	2690	MHz	500		W

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