



FARRAGUT MUNICIPAL PLANNING COMMISSION

AGENDA

August 17, 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 – July 20, 2023
3. Approval for a request to install new fiber optic lines for Charter Spectrum along St. John Court, Prince George Parish Drive, and Cotton Blossom Lane (Global Communications, Applicant)
4. Discussion and public hearing on a final plat of Parcels 032, 033, 072, 073, 074, and 076, Tax Map 151, 13111 Kingston Pike, Zoned C-1, 12.78 Acres (BHNP, Applicant)
5. Discussion and public hearing on a site plan for a grocery store and shops for a portion of Parcel 32 and Parcels 33, 72-74, and 76, Tax Map 151, northwest intersection of N. Watt Road and Kingston Pike, Zoned C-1, 10.3 Acres (Schaad Companies, Applicant)
6. Discussion on a request to amend the Farragut Zoning Map for Parcel 069, Tax Map 142, from R-1 and R-2 to R-3 and S-1, 41 Acres (Horne Properties, Inc., Applicant)
7. **POSTPONED** - Discussion on a request to close and eventually re-plat right of way that was associated with Old Snyder Road, Parcels 122, 123.01, 123.02, and 183, Tax Map 130, 1.3 Acres, Zoned C-2 (Land Development Solutions, Applicant)
8. Approval of utilities
9. Citizen forum

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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



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**

July 20, 2023

MEMBERS PRESENT

Scott Russ, Chairman
Ed St. Clair, Vice Chairman
Ron Williams, Mayor
Louise Povlin, Vice Mayor
Jon Greene
Noah Myers
Leo Davis, Youth Representative

MEMBERS ABSENT

Shannon Preston, Secretary
Ron Pinchok

Staff Representative: Mark Shipley, Community Development Director

1. Election of Officers

Vice Chairman, Ed St. Clair, called the meeting to order and noted that with the retirement of Rita Holladay, a new chairman would need to be elected as part of the annual election of officers.

A motion was made by Commissioner Greene to nominate Scott Russ for Chairman. The motion was seconded by Mayor Williams and was approved unanimously except for Commissioner Russ abstaining.

For the position of Vice Chairman, a motion was made by Mayor Williams to nominate Ed St. Clair. The motion was seconded by Vice Mayor Povlin and was approved unanimously.

For the position of Secretary, a motion was made by Vice Mayor Povlin to nominate Shannon Preston. The motion was seconded by Mayor Williams and was approved unanimously.

2. Approval of agenda

Chairman Russ reviewed some meeting procedures and protocol and then introduced the approval of agenda. The staff noted that Agenda Item #'s 4, 7, 8, and 9 were requested for removal from the agenda. The staff also noted that the applicant for Agenda Item #6 has requested to be moved to the end of the agenda. The staff recommended approval of the agenda with these modifications.

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

3. Approval of minutes – June 15, 2023

The staff recommended approval of the minutes as submitted.

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

4. **Discussion and public hearing on exterior renovations associated with the conversion of the Comfort Inn to a La Quinta Inn at 805 N. Campbell Station Road, Zoned C-2 (Oysk3 Architects, Applicant)**

Removed from agenda.

5. **Discussion and public hearing on the LCUB fiber grid modernization project to install fiber optic cable throughout the Town (FiberRise, Applicant)**

The staff reviewed this item and recommended approval subject to the applicant obtaining right of way permits for each permit section. This will include pre-construction meetings to review the specifics of each permit section, erosion control and site restoration, traffic control, and property owner notifications specific to each permit section.

After a citizen spoke in support of the project, Jeremy Walden with LCUB reviewed the project. There were some questions from commissioners. A motion was made by Mayor Williams to approve the Town-wide fiber optic cable installation. The motion was seconded by Commissioner Myers and was approved unanimously.

6. **Discussion and public hearing on adding the requirement for a concept plan in association with a rezoning to the S-1, Community Service Zoning District**

The staff reviewed this item and recommended approval of Resolution PC-23-10 which recommends approval of Ordinance 23-11 to the Board of Mayor and Aldermen.

*A short discussion ensued, and a motion was made by Vice Mayor Povlin to follow the staff's recommendation. The motion was seconded by Commissioner St. Clair. During further discussion, Commissioner St. Clair asked if, under the proposed Section C., 2., language could be added to clarify that the site plan review process is with the Planning Commission. Staff proposed the following with the proposed language highlighted: "Major changes, as identified during the site plan review process **with the Planning Commission**, shall require a re-review and approval from the Board of Mayor and Aldermen..."*

Vice Mayor Povlin amended her motion to include the language proposed by the staff. The amended motion was seconded by Commissioner St. Clair and was approved unanimously.

7. **Discussion and public hearing on a site plan for a grocery store and shops for a portion of Parcel 32 and Parcels 33, 72-74, and 76, Tax Map 151, northwest intersection of N. Watt Road and Kingston Pike, Zoned C-1, 10.3 Acres (Schaad Companies, Applicant)**

Removed from agenda.

8. **Discussion on a request to amend the Farragut Zoning Map for Parcel 069, Tax Map 142, from R-1 and R-2 to R-3 and S-1, 41 Acres (Horne Properties, Inc., Applicant)**

Removed from agenda.

9. **Discussion and public hearing on a final plat of Parcels 032, 033, 072, 073, 074, and 076, Tax Map 151, 13111 Kingston Pike, Zoned C-1, 12.78 Acres (BHNP, Applicant)**

Removed from the agenda.

10. Discussion and public hearing on a 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)

The staff reviewed this item and noted that, as discussed during the workshop session at the May 18 Planning Commission meeting, the Planning Commission has the authority to consider waivers to different requirements in the Farragut Zoning Ordinance that apply to macro cellular towers. These waivers are to be requested by the applicant and reviewed based on the circumstances or conditions specific to a request. The staff noted that, in their application, the applicant has requested certain waivers and that, prior to acting on the proposed tower, separate action will be needed on each requested waiver.

The Planning Commission then reviewed the requested waivers individually. The first was a waiver from the provision in Section III., F., 3., j) that towers shall not be permitted in the area identified as Mixed-Use Town Center (MUTC).

The staff recommended approval of this waiver based on the following:

- a) The proposed tower is at the edge of the MUTC in a discrete location surrounded by existing development that is generally not consistent with a layout indicative of a Town Center.
- b) Cellular service is deficient in this general area and there is a need for improved service particularly given the nearby Farragut Intermediate, Middle, and High Schools. Other locations in the general area where improved service is needed would either be in more visible or developed areas or closer to residential properties.

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.

The second waiver was from the provision in Section III., F., 3., c) that all towers that are proposed on property that is not zoned residential and do 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.

The staff noted that the proposed tower is 165 feet in height counting the five-foot antenna. This would result in a setback of 82.5 feet. The proposed tower is 65 feet from the property to the east that is zoned General Commercial (C-1). This results in a waiver request of 17.5 feet.

The staff recommended approval of this waiver based on the following:

- a) The proposed tower is in a discrete location that is over 1,000 feet from the nearest home.
- b) The tower fall zone is 64 feet. The entire fall zone is on the property being leased and moving the tower would either place it closer to existing buildings, residences, or create a situation where the fall zone is partly on an adjacent property.
- c) Cellular service is deficient in this general area and there is a need for improved service particularly given the nearby Farragut Intermediate, Middle, and High Schools. Other locations in the general area where improved service is needed would either be in more visible or developed areas or closer to residential properties.

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.

The third waiver was from the provision in Section III., F., 3., d) that 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.

The staff noted that the proposed tower is 165 feet in height counting the five-foot antenna. This would result in a setback of 165 feet. The proposed tower is 65 feet from the property to the north (the school property) that is zoned General Single-Family Residential (R-2). This results in a waiver request of 100 feet.

The staff recommended approval of this waiver based on the following:

- a) The additional setback provision from residential properties is intended to protect residential uses. Though zoned residential, the property to the north includes three large public schools. The proposed tower is in a discrete location that is over 1,000 feet from the nearest home.
- b) The tower fall zone is 64 feet. The entire fall zone is on the property being leased and moving the tower would either place it closer to existing buildings, residences, or create a situation where the fall zone is partly on an adjacent property.
- c) Cellular service is deficient in this general area and there is a need for improved service particularly given the nearby Farragut Intermediate, Middle, and High Schools. Other locations in the general area where improved service is needed would either be in more visible or developed areas or closer to residential properties.

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.

The fourth and final requested waiver was from the provision in Section III., F., 3., e) that 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. 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.

The staff noted that the proposed tower equipment compound is 17 feet from the non-residential zoned property to the east resulting in a waiver of 33 feet (50 feet minus 17 feet). The proposed tower equipment compound is 21 feet from the property to the north (the school property) that is zoned residential resulting in a waiver of 39 feet (60 feet minus 21 feet).

The staff recommended approval of these waivers associated with the equipment compound based on the following:

- a) The tower equipment compound location is tied to the tower placement and is over 1,000 feet from the nearest home.
- b) The tower equipment compound is in a discrete location and moving it would result in impacts to existing tree cover or would place the compound closer to existing buildings or residences.

- c) Cellular service is deficient in this general area and there is a need for improved service particularly given the nearby Farragut Intermediate, Middle, and High Schools. Other locations in the general area where improved service is needed would either be in more visible or developed areas or closer to residential properties.

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.

With the requested waivers being approved, the staff recommended approval of the tower and tower compound site plan subject to the following conditions:

1. Providing an erosion control and stormwater basin maintenance letter of credit in a dollar amount to be determined by the Town Engineer.
2. Providing, as applicable, all structural and civil engineering documentation related to the as-constructed tower and modified stormwater detention basin elements of the project prior to the issuance of a Certificate of Completion.
3. Ensuring that no accessory building or structure for the tower exceeds 15 feet in height.
4. Ensuring that large trees along the periphery of the compound are protected with tree protection fencing. The tree protection and soil erosion control measures shall be inspected and approved prior to the issuance of a grading permit. The staff may require an arborist review if there is a concern over the protection of or health associated with certain trees.
5. Other than the items waived by the Planning Commission, all aspects of the tower project shall follow Chapter 4., Section III., F., 3., of the Farragut Zoning Ordinance.

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.

11. Approval of utilities

None.

12. Citizen forum

Taylor Forrester spoke under citizen forum on development of a property off Snyder Road.

The meeting was adjourned at 9:02 p.m.

Shannon Preston, Secretary

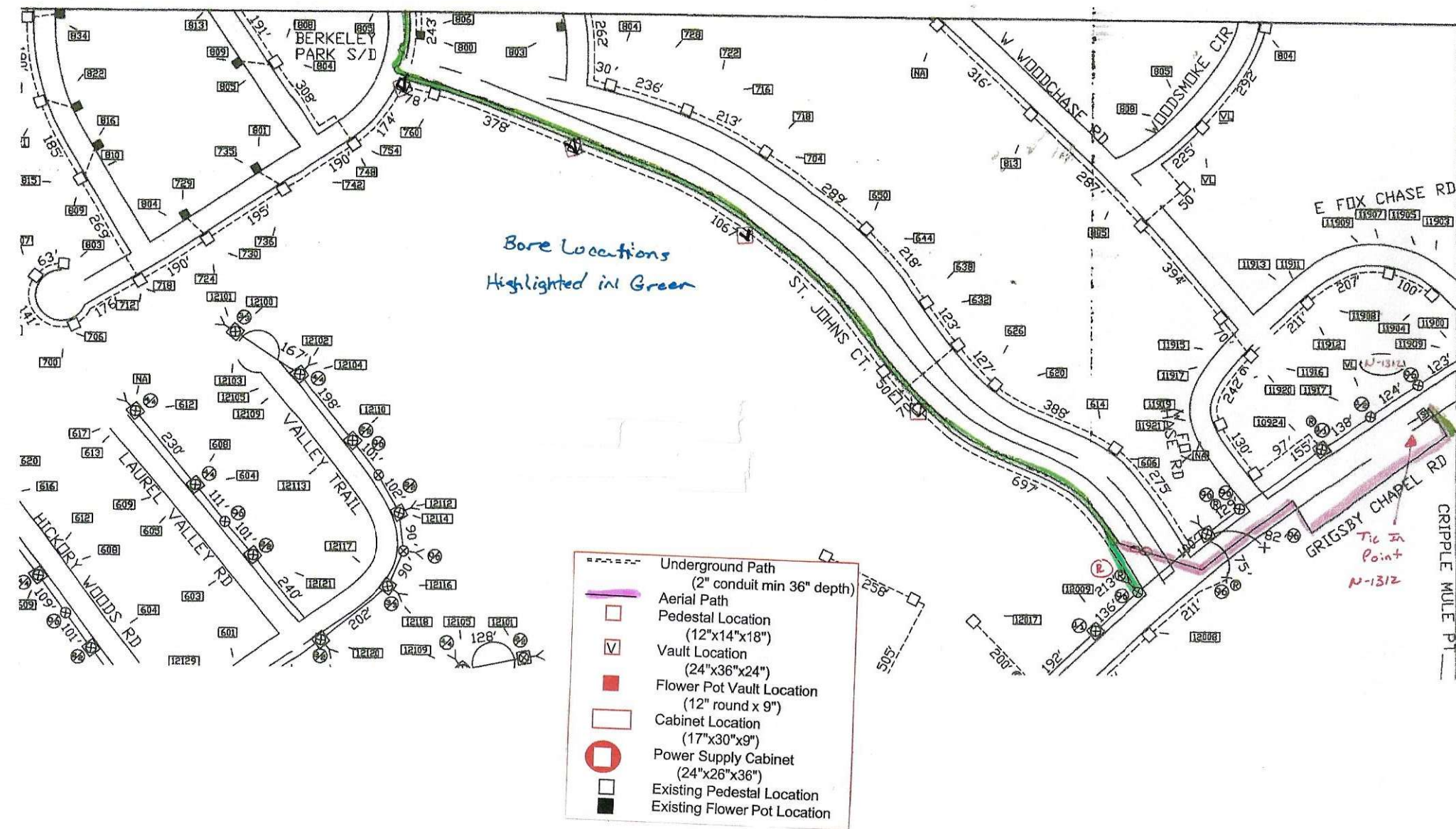
REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

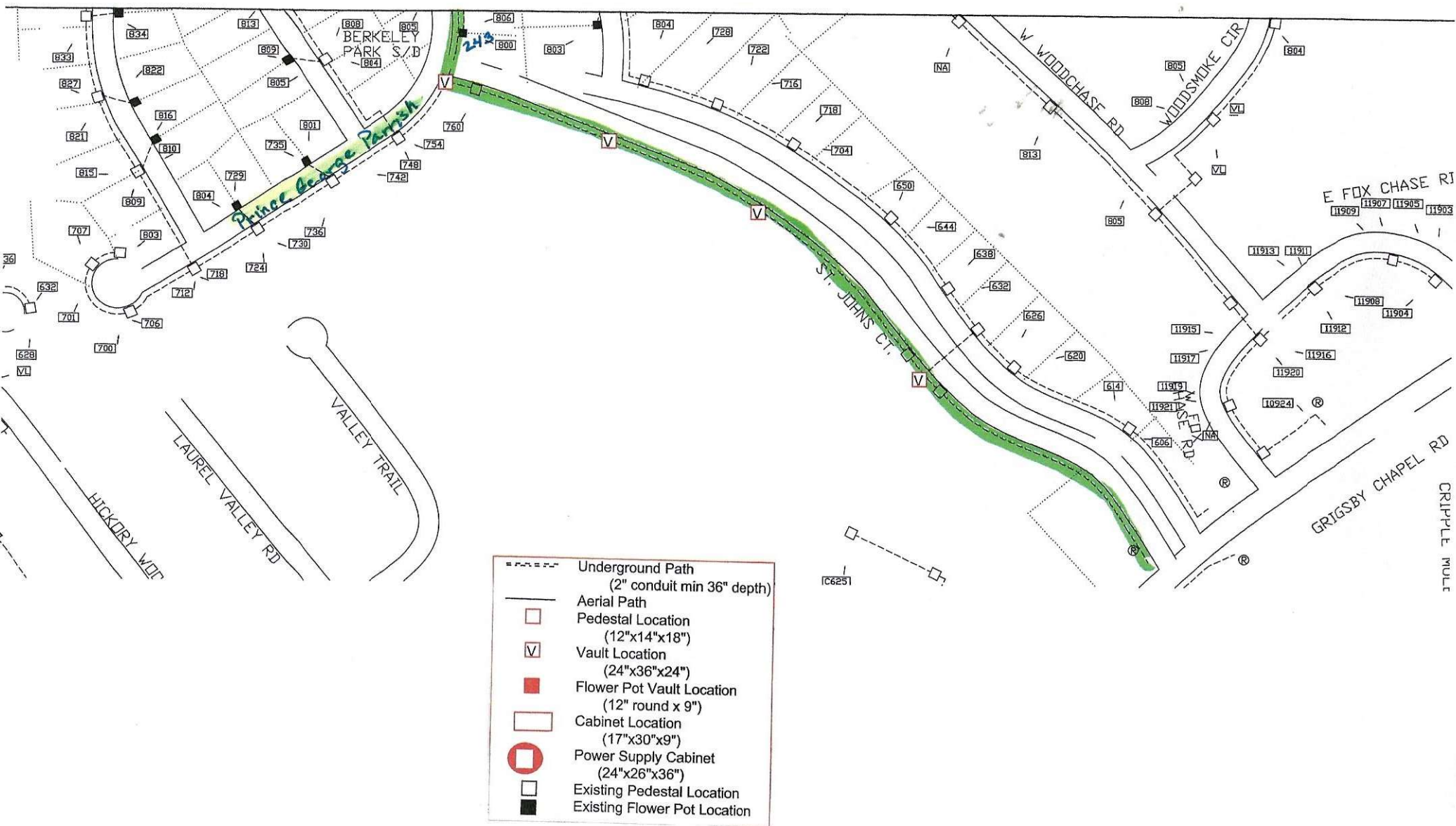
PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Approval for a request to install new fiber optic lines for Charter Spectrum along St. John Court, Prince George Parish Drive, and Cotton Blossom Lane (Global Communications, Applicant)

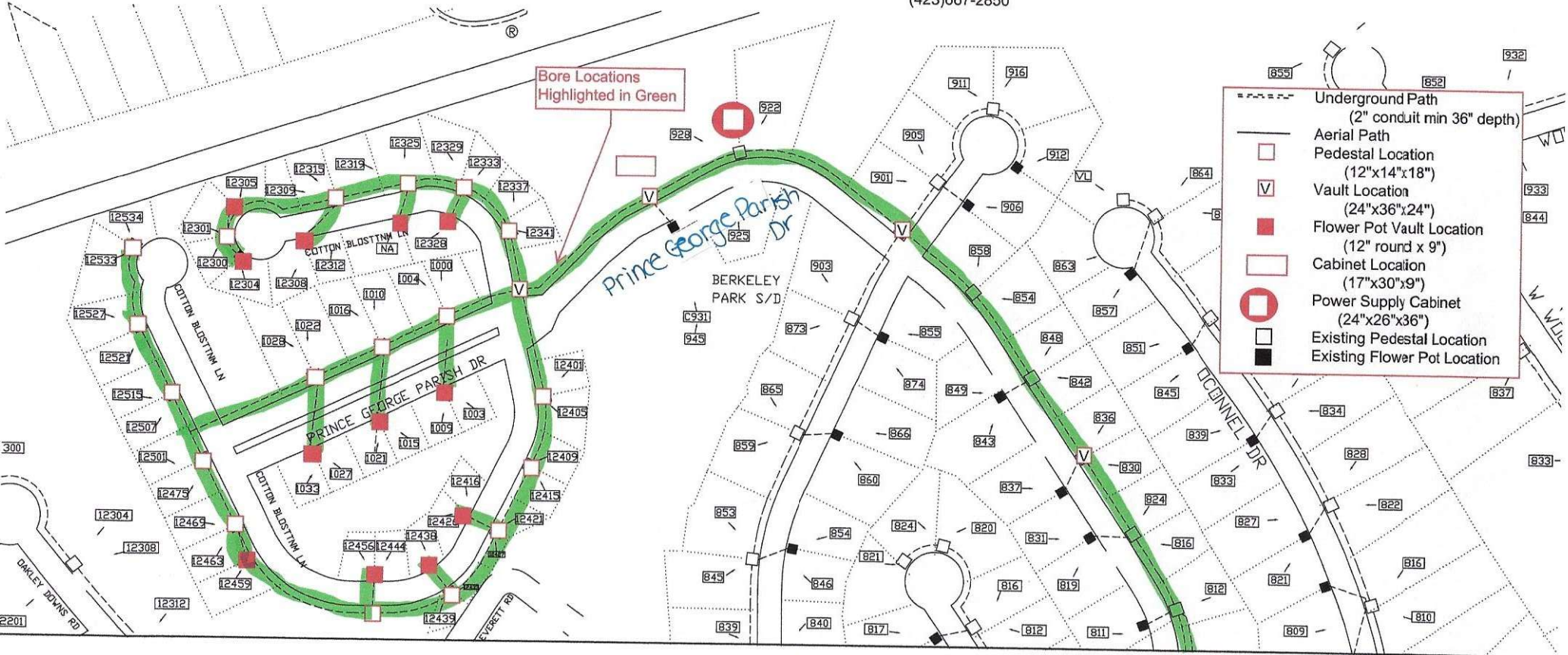
INTRODUCTION AND BACKGROUND: This agenda item involves approval of a plan to install new fiber optic lines for Charter Spectrum in portions of the Prestwick Place, Berkeley Park, and Battery at Berkeley Park Subdivisions.

RECOMMENDATION: The information submitted as part of the right-of-way permit is included in the packet. All work will be conducted using directional boring along one side of the affected street(s). The work in each subdivision will be performed by Global Communications and since this company has other installations in the Town, they have provided the Town with a general letter of credit that covers satisfactory restoration of affected areas. The applicant will be responsible for notifying the affected residents and conducting appropriate traffic control.

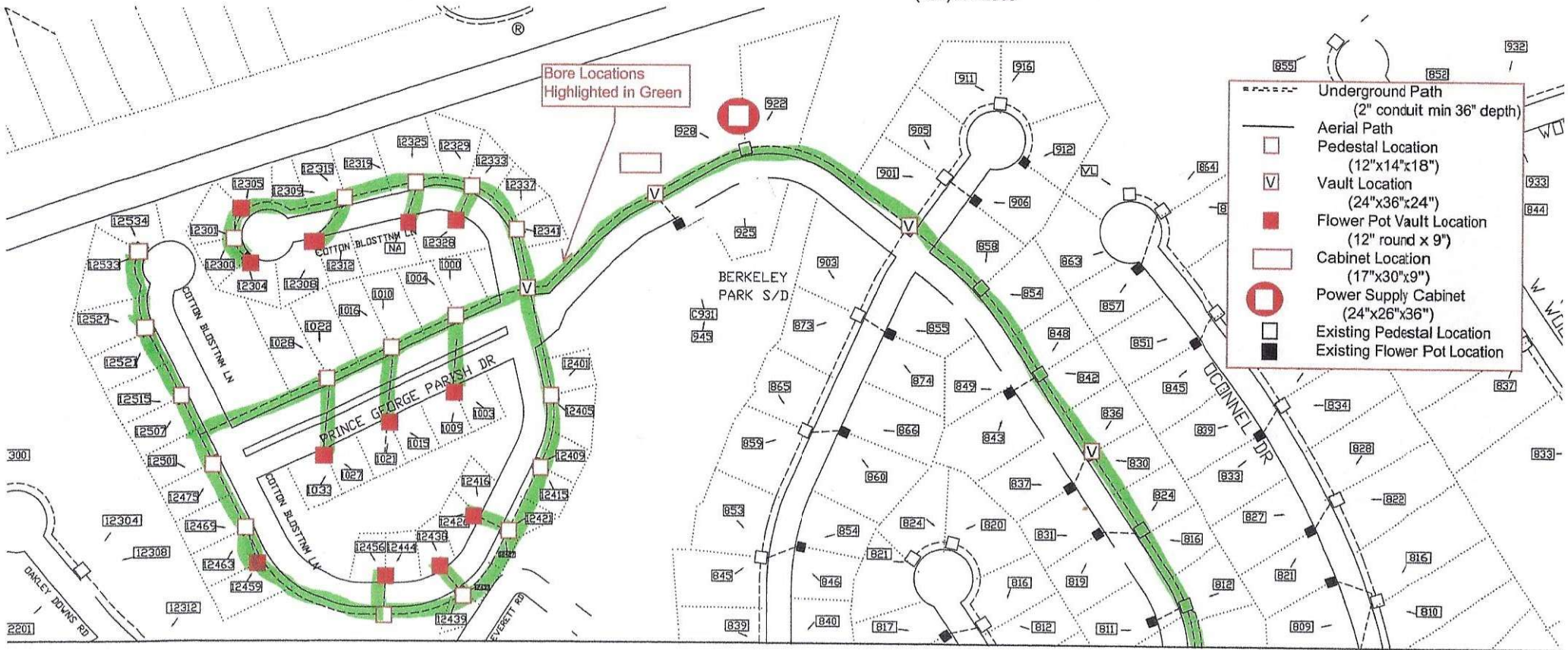




Seth DeLong - Charter Communications
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Joel Williams - Global Communications
(423)667-2850



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REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a final plat of Parcels 032, 033, 072, 073, 074, and 076, Tax Map 151, 13111 Kingston Pike, Zoned C-1, 12.78 Acres (BHNP, Applicant)

INTRODUCTION AND BACKGROUND: This item is related to the creation of lots that will be part of the grocery store and outparcel development at the northwest intersection of N. Watt Road and Kingston Pike that was reviewed with the Planning Commission for workshop discussion purposes at the June 15 meeting. This item was postponed at last month's Planning Commission meeting at the request of the applicant.

DISCUSSION: The plat that is included in the packet modifies the Rural Metro property and re-configures five other lots to create three new lots. The three new lots include the modified Rural Metro property, the lot where the grocery store and shop will be located, and one outparcel lot at the northwest intersection of Kingston Pike and N. Watt Road. A permanent access easement along the existing Rural Metro access to N. Watt Road is also shown on the plat. Additional easements will be platted when further development occurs involving the lots included on this plat. Cross lot access is critical in this area to lessen the need for additional curb cuts along either Kingston Pike or N. Watt Road. Provisions should be made, as appropriate, on this and any subsequent plats related to access to surrounding properties.

RECOMMENDATION: Included in the packet is the revised resubdivision plat. Staff will review and provide a recommendation at the meeting.

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 grocery store and shops for a portion of Parcel 32 and Parcels 33, 72-74, and 76, Tax Map 151, northwest intersection of N. Watt Road and Kingston Pike, Zoned C-1, 10.3 Acres (Schaad Companies, Applicant)

INTRODUCTION AND BACKGROUND: Due to the size and complexity of the project, this item was presented at the June 15 Planning Commission meeting for discussion purposes only. As noted, the project involves a site plan for a grocery store and retail building along with the creation of infrastructure to support an outparcel at the northwest intersection of N. Watt Road and Kingston Pike. The development also includes access to the Rural Metro Fire Station along N. Watt Road on property that is owned by the applicant.

DISCUSSION: During the workshop session, the Planning Commission provided feedback on the general layout of the development, proposed accesses to Kingston Pike, and pedestrian and vehicular accesses to adjoining properties. As shown on the site plan included in the packet, the site includes a roughly 48,000 square foot grocery store and a 10,000 square foot retail building attached to the grocery store. Parking is proposed in the area between the building and Kingston Pike. An outparcel at the intersection of N. Watt Road and Kingston Pike will have vehicular and pedestrian access to the remainder of the development. The Planning Commission was generally satisfied with the overall layout.

Staff noted that the applicant was proposing two access points along Kingston Pike. The eastern access would be a right in/right out and would be roughly 270 feet from the Watt Road intersection. The western access is a full access that will line up with the access to the Y-12 Federal Credit Union and the Kingston Pike Village PCD project on the south side of Kingston Pike. The western access is roughly 200 feet from the right in/right out access proposed to the east. The western access is roughly 170 feet from the access now being used by the Ag-Pro business.

Since Kingston Pike is classified as a major arterial, the new accesses are required to be at least 400 feet apart. Consequently, as proposed, staff indicated that the applicant would have to request a variance from the distance between driveways and distance from intersection requirements in the Driveways and Other Access Ways Ordinance. The applicant is also not proposing a vehicular connection to the property to the west where the Ag Pro is currently leasing the north portion. The Planning Commission expressed support for the proposed accesses along Kingston Pike and didn't express a concern over not including an access to the west, at least where the Ag Pro area is being leased. The variances needed for the Kingston Pike accesses will have to be voted on prior to taking action on the site plan.

Along N. Watt Road, the development will be using the existing access for the Rural Metro Fire Station but adding lanes for the additional traffic since the access will now be tied into this proposed development, including the outparcel. The existing Rural Metro access to N. Watt Road should also

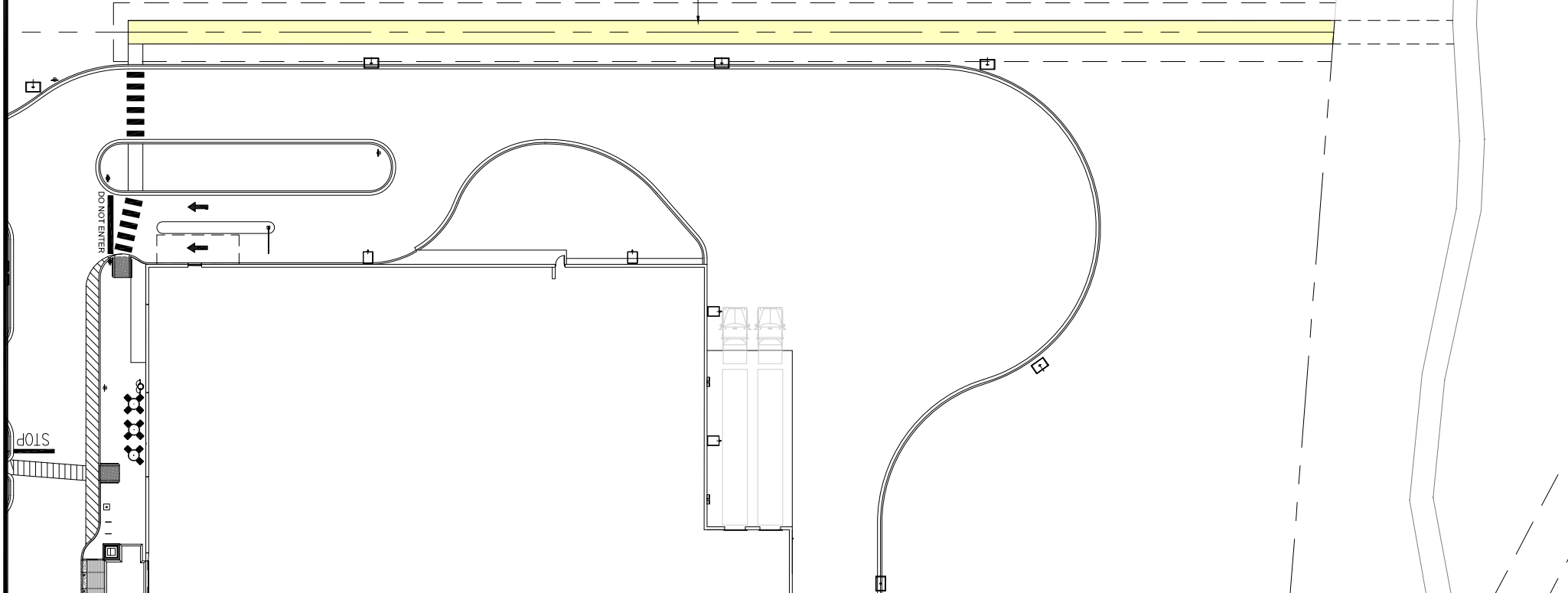
ultimately be used by the property currently zoned residential to the north of the Rural Metro facility. This would consolidate access points along N. Watt Road and bring this aspect of the area more into compliance with the Town's Driveways and Other Access Ways Ordinance.

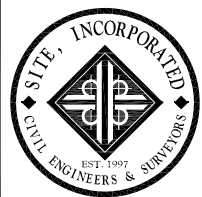
Also discussed during the June workshop session and at the August 1 staff/developer meeting, walking trail access from the development to the walking trail in Mayor Bob Leonard Park is needed. The applicant noted at the staff/developer meeting that they are trying to work with the property owner to the west to create a trail connection on the west end of the development. The Planning Commission was in support of having a trail connection to the park's walking trail where it will make the most sense and maximize use. The applicant has included two different pedestrian access options that are included in the packet. One involving coordination with the property owner to the west and the other involving a portion of the grocery store development and pharmacy drive-thru area.

RECOMMENDATION: Since the workshop session, the applicant has completed the traffic impact study and drainage calculations. Some summary information related to the traffic impact study is included in the packet along with the applicant's latest site plan set and comment response letter. The staff will review and make a recommendation at the meeting.

RS PARTNERS, G.P.
1401030040359

OPTION "A"
8' GREENWAY TRAIL IN 20FT
EASEMENT





10215 Technology Drive
Suite 304
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www.site-incorporated.com

Greenway Trail - Option "A" Exhibit

Westerly Commons

Kingston Pike and Watt Road
Farragut, Tennessee
Schaad Properties, LLC

ISSUE DATE: 08/07/2023
SITE PROJECT#: 2083
FILE: Path1

GT-EXA

RS PARTNERS, G.P.
1401030040359

5FT WALK PATH
CONNECTION TO PATH
EASEMENT

8FT MULTI-USE PATH
IN 20FT EASEMENT

9' W 821.62'

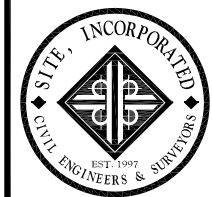
NG SETBACK

3/8"
IPF

N 58°37' E 189.65'

3/8"

OHE



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

Greenway Trail - Option "B" Exhibit
Westerly Commons
Kingston Pike and Watt Road
Farragut, Tennessee
SCHAAD PROPERTIES, LLC

ISSUE DATE: 07/31/2023
SITE PROJECT#: 2083
FILE: PATHB

GT-EXB

**KINGSTON PIKE AT WATT ROAD NORTHWEST CORNER
MIXED-USE DEVELOPMENT
TRAFFIC IMPACT STUDY**

TOWN OF FARRAGUT, TENNESSEE

CCI PROJECT NO. 01740-0001



PREPARED FOR:

Schaad Companies, LLC
5820 Walden Drive
Knoxville, TN 37919

SUBMITTED BY:

Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
865.670.8555

JULY 26
2023

KINGSTON PIKE AT WATT ROAD NORTHWEST CORNER MIXED-USE DEVELOPMENT TRAFFIC IMPACT STUDY

TOWN OF FARRAGUT, TENNESSEE

CCI PROJECT NO. 01740-0001



PREPARED FOR:

Schaad Companies, LLC
5820 Walden Drive
Knoxville, TN 37919

SUBMITTED BY:

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JULY 26
2023

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EXECUTIVE SUMMARY

This report provides a summary of a traffic impact study that was performed for a proposed mixed-use development on Kingston Pike (S.R. 1-U.S. 11/70) in Farragut, Tennessee. The project site is located on the north side of Kingston Pike just west of its intersection with Watt Road. The development plan for this project proposes a supermarket, a small strip retail plaza and an outparcel area for one or two sites.

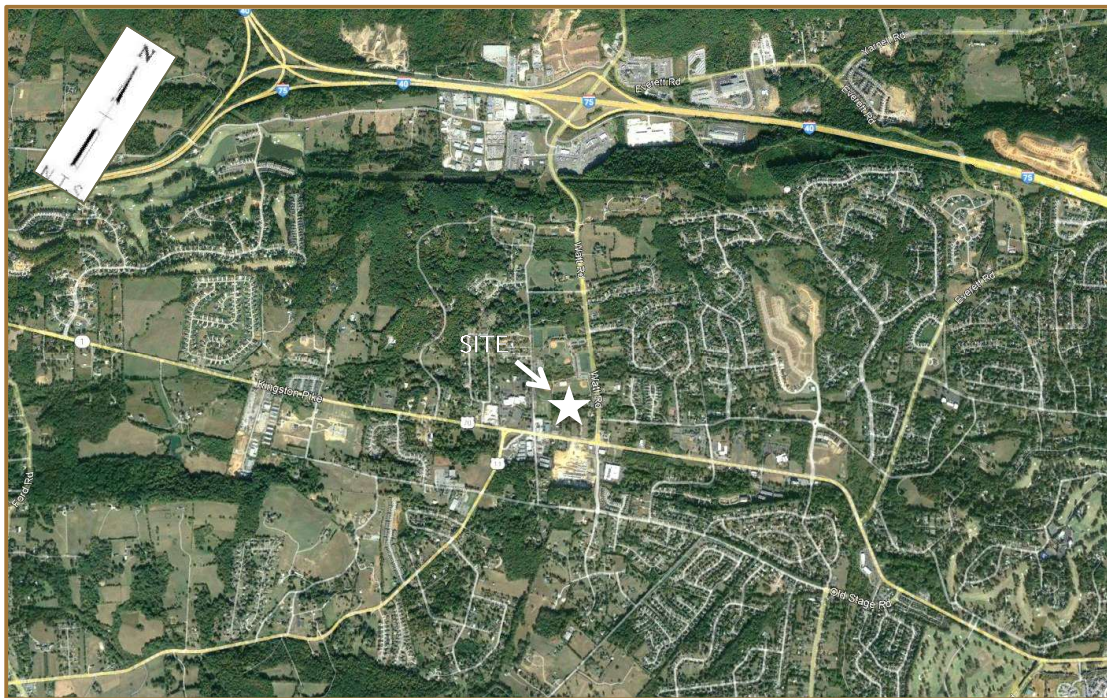
The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed development upon roadways in the vicinity of the project site. Four (4) intersections were identified for detailed study, including the major intersection of Kingston Pike with Watt Road and three site access intersections, two on Kingston Pike and one on Watt Road. Appropriate intersection evaluations were conducted at the study intersections for existing and future conditions, both with and without site generated traffic, in order to determine the anticipated impacts and to establish recommended measures to mitigate these impacts.

The primary conclusion of this study is that the traffic generated from the proposed development will result in some significant impacts to traffic operations at the study intersections. Fortunately, mitigation measures are available to address these impacts, and these are listed below, along with other traffic operational and safety related recommendations.

1. Kingston Pike at Watt Road
 - a) Provide updated traffic signal timing as required to accommodate development traffic.
2. Kingston Pike at Project West Driveway
 - a) Construct a westbound right-turn deceleration lane, with a minimum storage length of 75 feet and a minimum deceleration taper of 75 feet.
 - b) Provide two exiting lanes from the project site, a right-turn lane and a left-thru lane.
 - c) Provide a STOP sign for the driveway exit.
3. Kingston Pike at Project East Driveway
 - a) Obtain a variance from the Town of Farragut to allow this driveway, which will be less than the normally required 400 feet from the Kingston Pike and Watt Road intersection, with the stipulation that it be constructed in a right-turn in and right-turn out configuration.
 - b) Construct a westbound right-turn deceleration lane, with minimum storage length of 50 feet and a minimum deceleration taper of 75 feet.
 - c) Provide a YIELD sign for the driveway exit.
4. Watt Road at Project North Driveway
 - a) Construct a southbound right-turn deceleration lane, with minimum storage length of 50 feet and a minimum deceleration taper of 75 feet. It is understood that some property related issues may limit the length available for this lane. Therefore, an appropriate alternative to the above would be to provide only the 75-foot taper. This is considered acceptable given the fact that this is an unsignalized driveway with lower traffic speeds and volumes on Watt Road in comparison to the driveways on Kingston Pike.
 - b) Provide two exiting lanes from the project site, a right-turn lane and a left-turn lane. This approach should also include a striped-out emergency lane for use by Rural Metro vehicles.
 - c) Maximize the sight distance looking left from this intersection by trimming the low hanging limbs in the northwest corner of the intersection.
 - d) Provide a STOP sign for the driveway exit.

INTRODUCTION & PURPOSE OF STUDY

This report provides a summary of a traffic impact study that was performed for a proposed mixed-use development on Kingston Pike (S.R. 1-U.S. 11/70) in Farragut, Tennessee. The project site is located on the north side of Kingston Pike just west of its intersection with Watt Road. The development plan for this project proposes a supermarket, a small strip retail plaza and a fast-food restaurant outparcel. FIGURE 1 is a location map showing the major roadways in the project site vicinity.



**FIGURE 1
LOCATION MAP**

The development plan for this project proposes a 48,387 square-foot supermarket with mixed-use elements, including a 10,000 square foot strip retail plaza and an outparcel area that could develop as one site, or possibly two smaller ones. FIGURE 2 is a Conceptual Site Plan detailing the proposed site layout.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed development upon roadways in the vicinity of the project site. Discussion with the Town of Farragut resulted in four (4) intersections being identified for detailed study. These include the major intersection of Kingston Pike with Watt Road and three site access intersections, two on Kingston Pike approximately 300 feet and 600 feet west of Watt Road and one on Watt Road approximately 500 feet north of Kingston Pike. Appropriate intersection evaluations were conducted at the study intersections for existing and future conditions, both with and without site generated traffic, in order to determine the anticipated impacts and to establish recommended measures to mitigate these impacts.

SECTION 2

INTRODUCTION & PURPOSE OF STUDY

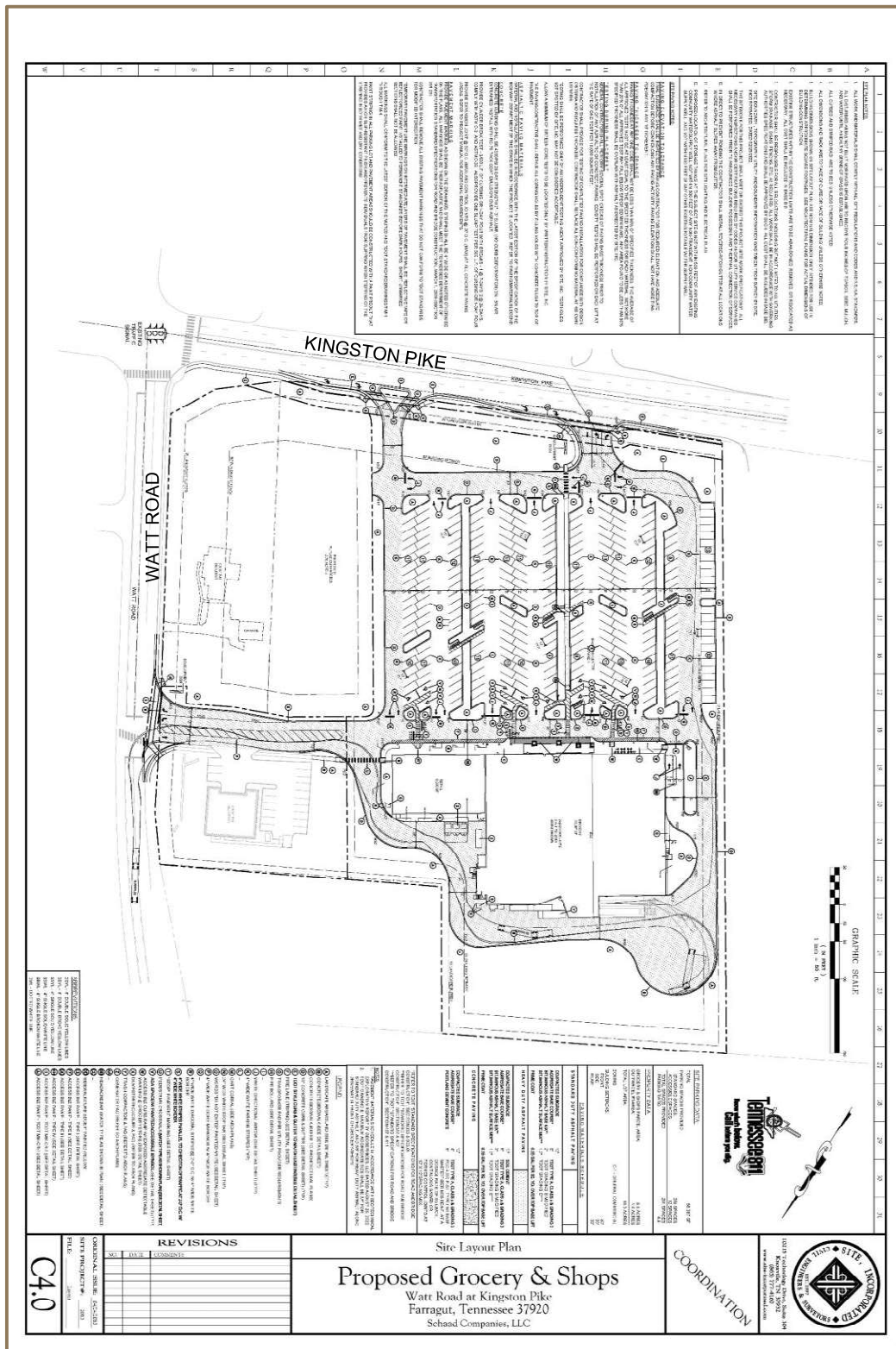


FIGURE 2
CONCEPTUAL SITE PLAN

EXISTING CONDITIONS

EXISTING ROADWAY CONDITIONS

Roadway conditions for the study roadways are summarized as follows:

- Kingston Pike (US 11/70, SR 1) is a five-lane roadway with two lanes in each direction and a two-way center left-turn lane. Additional turn lanes are located as justified in the project vicinity. Kingston Pike is classified as a principal arterial per the Tennessee Department of Transportation's (TDOT) functional classification system. Lane widths are generally 11 feet with sidewalks and curb & gutter along some sections of the facility. The posted speed limit on Kingston Pike is 45 mph.
- Watt Road is a three-lane roadway with one lane in each direction and a two-way center left-turn lane. An additional right-turn lane exists on the north approach to Kingston Pike. Lane widths vary from 11 to 12 feet with sidewalks and curb & gutter on both sides of the facility in the vicinity of Kingston Pike. The roadway is classified as a major arterial in accordance with the Major Road Plan of Knox Planning, the local planning organization. The posted speed limit is 45 mph north of Kingston Pike and 30 mph to the south.

Traffic control for the major study intersection of Kingston Pike and Watt Road involves a fully actuated traffic signal which has been recently upgraded with up-to-date infrastructure and timing.

EXISTING SITE CONDITIONS

The proposed development site is relatively flat, and has previously been about one-half covered with trees and about one-half open space. One previous building has been removed, with one residential house still remaining. This house and most of the trees are also in process of removal, as the site is being prepared for development. FIGURE 3 provides an aerial view of the project site and the surrounding area.

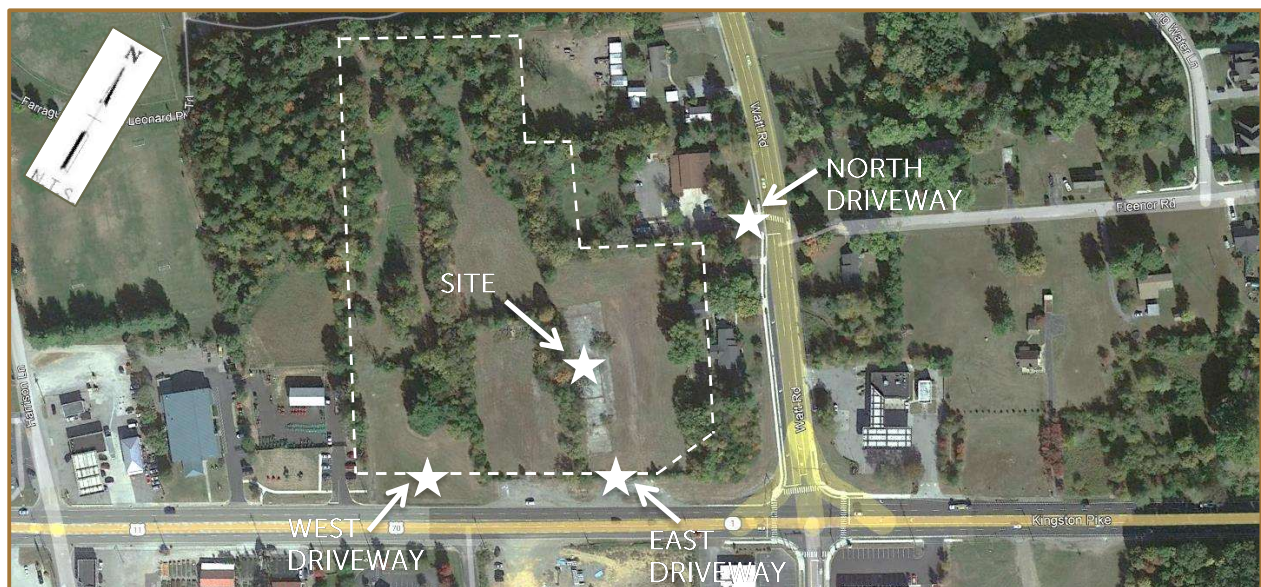


FIGURE 3
EXISTING SITE CONDITIONS

EXISTING TRAFFIC DATA

Two types of existing traffic data were gathered for this study. The Tennessee Department of Transportation (TDOT) and the Knoxville Regional Transportation Planning Organization (TPO) collects annual average daily traffic (AADT) data on roadways in the study area. One count station was found near the project site that was felt to have relevance for this study. This station is located on Kingston Pike, just west of the project site. The most currently available data from this station was for 2022, with a value of 16,809. Data in the years immediately prior to 2022 were severely affected by the Covid Pandemic and were not felt to be reliable for developing growth trends. A summary print-out containing additional years of data is contained in APPENDIX A.

In addition to the available AADT data, intersection turning movement traffic counts were conducted at the study intersections that currently exist, Kingston Pike at Watt Road and Watt Road at the Rural Metro fire station, which is the location of a proposed site access driveway. For the Kingston Pike at Watt Road intersection, data were actually reviewed from two separate counts, one conducted in September 2022 and the other being the one conducted for this study (June 2023). The highest volume from the two counts for each traffic movement were combined and became the existing volumes for this study. FIGURE 4 summarizes the count data, while more detailed summaries are contained in APPENDIX A.

EXISTING CAPACITY ANALYSES / LEVELS-OF-SERVICE

Capacity analyses employing the methods of the *Highway Capacity Manual* were conducted for the existing conditions at the two existing study intersections. These analyses were performed with the 2023 existing traffic volumes, shown in FIGURE 4, and existing intersection traffic control and lane configurations. The EVALUATIONS section of this report may be referenced for tabular summaries of these analyses, while more detailed summaries are presented on the computer printouts contained in APPENDIX C. Also contained in APPENDIX C is a section entitled "Capacity and Level of Service Concepts", which provides a description of the utilized procedures.

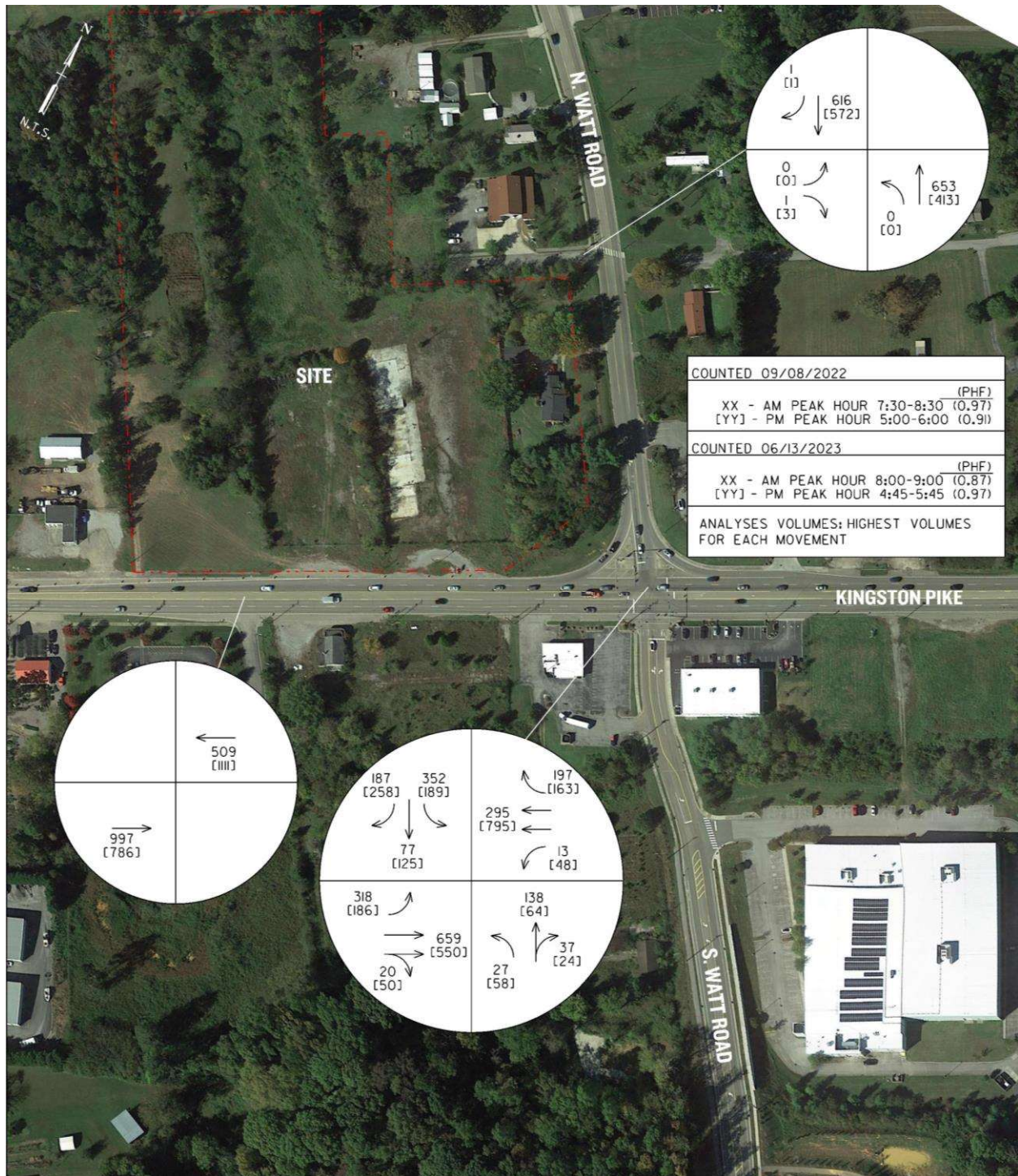


FIGURE 4
2023 EXISTING TRAFFIC VOLUMES

BACKGROUND CONDITIONS

BACKGROUND TRAFFIC GROWTH

The proposed development is anticipated to be constructed in one general phase with completion anticipated by 2025. Therefore, year 2025 was established as the appropriate design / analysis year for this study. In order to determine traffic volumes resulting solely from background traffic growth to year 2025, it was necessary to establish an annual growth rate for existing traffic. As noted previously, the TDOT AADT values in the years immediately prior to 2022 were impacted by the Covid pandemic and are not considered reliable. Therefore, the growth trends used in other area studies were considered, along with knowledge of the area. An annual growth rate of 2.5% was adopted for this development.

In addition to the basic growth rate discussed above, new trips generated for a nearby development located in the southwest corner of Kingston Pike and Watt Road, were also included in this study's background traffic. This nearby development is currently under construction and is expected to be fully open and occupied by 2025. It is noteworthy, however, that the largest traffic generators originally proposed for that project will no longer be constructed, and will be replaced with uses generating less traffic. Therefore, appropriate adjustments were made to the volumes expected from that development. FIGURE 5 contains the 2025 background traffic volumes that would result from a 2.5% annual growth rate and the trips generated by the nearby development.

BACKGROUND CAPACITY ANALYSES / LEVELS-OF-SERVICE

Capacity analyses as described in the EXISTING CONDITIONS section of this report were conducted utilizing the Year 2025 background volumes shown in FIGURE 5 and existing intersection traffic control and lane configurations. The EVALUATIONS section of this report may be referenced for tabular summaries of these analyses, while more detailed summaries are presented on the computer printouts contained in APPENDIX C.

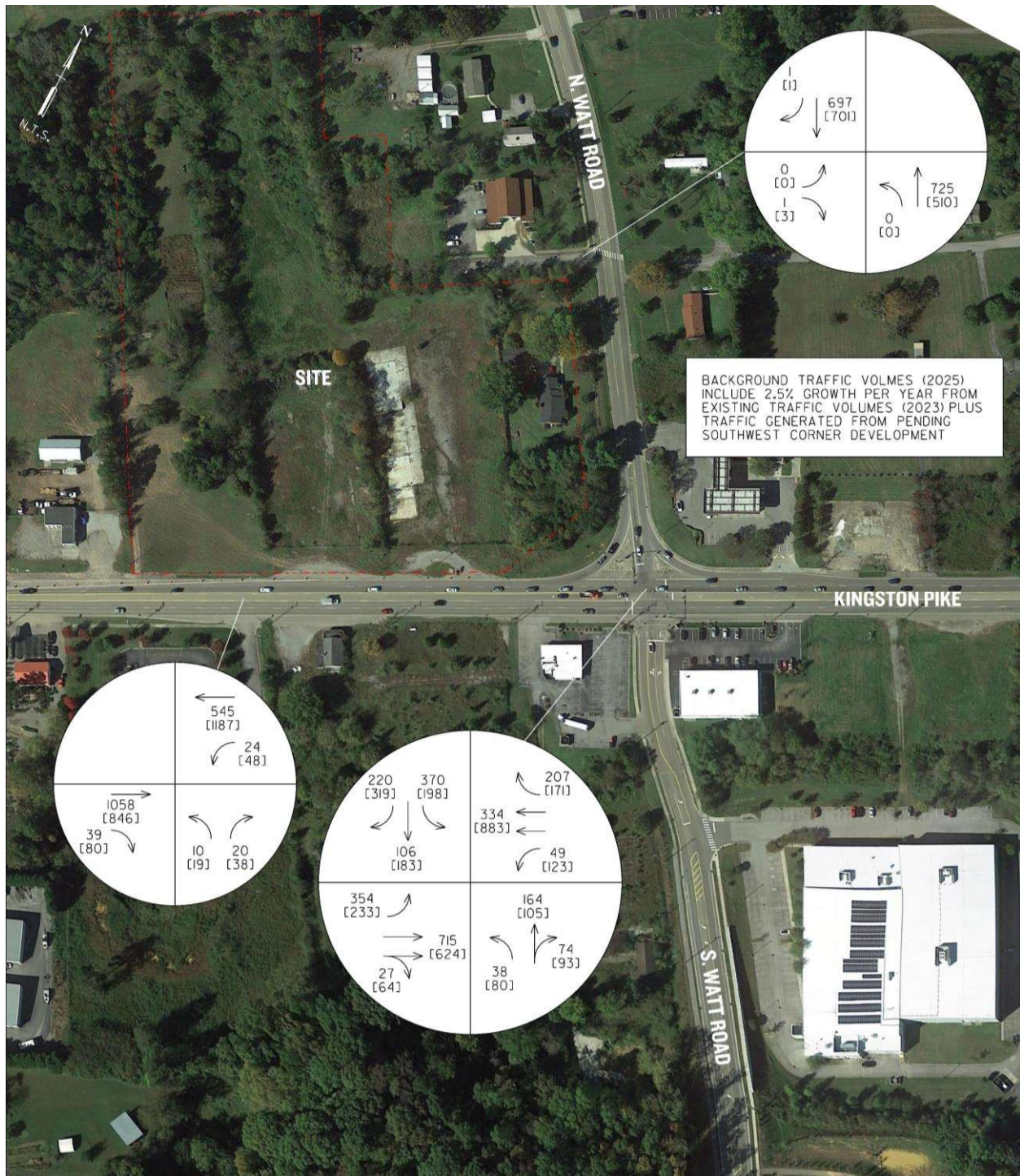


FIGURE 5
2025 BACKGROUND TRAFFIC VOLUMES

FUTURE CONDITIONS

TRIP GENERATION

In order to estimate the expected traffic volumes to be generated by the proposed development, the procedures of *Trip Generation, 11th Edition* (Institute of Transportation Engineers-ITE) were utilized. The generated trips were determined based on the weekday AM and PM peak hour of adjacent street traffic trip generation rates for Strip Retail (<40k square feet) (ITE Land Use Code 822), Supermarket (ITE Land Use Code 850), and Fast Food (ITE Land Use Code 934). For this trip generation, the outparcel was considered as one site, with a large fast-food restaurant, as this would likely produce more trips than would result from two smaller parcels. The generated trips for this project will consist of three specific types; internal capture trips, pass-by trips, and non-pass-by trips.

According to ITE, *"At a development site consisting of two or more land uses, there is potential for interaction among those uses (referred to as "internal capture trips"), particularly where the trip can be made by walking. As a result, the total generation of external trips (that is, those entering and exiting the overall site) may be less than the simple sum of the trips generated by each discrete land use."* ITE also states, *"An internal capture rate can be generally defined as the percentage of total person trips generated by a site that are made entirely within the site. The trip origin, destination, and travel path are all within the site."* Methodology for determining an internal capture rate followed ITE procedure and is the same methodology presented in NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Trip reductions for internal capture are separate from pass-by trip reductions and are subtracted from initial trip generation volumes before pass-by trip reductions are applied. For this specific development, internal capture trip reductions were calculated to be 10% for the AM peak hour and 15% for the PM peak hour.

The pass-by trips are those that involve vehicles that are already going past the project site, who will now turn into the site, do business, and then exit the site continuing their primary trip in the same direction. The ITE Trip Generation Handbook, 3rd Edition, provides pass-by trip rates for the specific land uses proposed in this development. Pass-by trips are not newly generated trips but rather redistributed trips from the existing roadway network to the proposed development. The pass-by trips for this development were assumed along Kingston Pike and Watt Road and consist of the following percentages: Supermarket – AM Peak = 0%, PM Peak = 24%; Fast Food – AM Peak = 50%, PM Peak = 55%.

The non-pass-by trips are new trips that are made for the specific purpose of doing business at the proposed development. The non-pass-by trips are represented by the remaining percentages of the pass-by trip rates presented above.

See TABLE 1 for a summary of the traffic generated for this project. The ITE trip generation worksheets and internal capture calculation spreadsheets are contained in APPENDIX B.

TABLE 1: TRIP GENERATION SUMMARY

LAND USE	ITE CODE	SIZE	WEEKDAY (TRIPS/DAY)	AM PEAK HOUR (TRIPS/HOUR)			PM PEAKHOUR (TRIPS/HOUR)		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Strip Retail Plaza (<u><40k sf</u>)	822	10,000 SF	652	14	10	24	33	33	66
			<i>Internal Capture Reduction*</i>	(-1)	(-1)	(-2)	(-5)	(-5)	(-10)
			Reduced Trip Totals	13	9	22	28	28	56
			<i>Pass-by**</i> Non-Pass-by	(-0) 13	(-0) 9	(-0) 22	(-0) 28	(-0) 28	(-0) 56
Supermarket	850	48,387 SF	4,574	81	57	138	217	217	434
			<i>Internal Capture Reduction*</i>	(-8)	(-6)	(-14)	(-32)	(-32)	(-64)
			Reduced Trip Totals	73	51	124	185	185	370
			<i>Pass-by**</i> Non-Pass-by	(-0) 73	(-0) 51	(-0) 124	(-44) 141	(-44) 141	(-88) 282
Fast-Food	934	4,000 SF	1,870	91	87	178	69	63	132
			<i>Internal Capture Reduction*</i>	(-9)	(-9)	(-18)	(-10)	(-10)	(-20)
			Reduced Trip Totals	82	78	160	59	53	112
			<i>Pass-by**</i> Non-Pass-by	(-41) 41	(-39) 39	(-80) 80	(-32) 27	(-29) 24	(-61) 51
TOTAL REDISTRIBUTED PASS-BY TRIPS				41	39	80	76	73	149
TOTAL NEW PROJECT TRIPS (NON-PASS-BY)				127	99	226	196	193	389
TOTAL PROJECT TRIPS AT SITE DRIVEWAYS				168	138	306	272	266	538
A.M. Peak Hour trip generation is based on Peak Hour of Adjacent Street Traffic, One Hour Between 7 & 9 a.m. P.M. Peak Hour trip generation is based on Peak Hour of Adjacent Street Traffic, One Hour Between 4 & 6 p.m. *Internal capture trip reductions are calculated to be 10% for the AM Peak Hour and 15% for the PM Peak Hour **Pass-by trip Redistribution: - LUC 822 – AM Peak=0%, PM Peak=0% - LUC 850 – AM Peak=0%, PM Peak=24% - LUC 934 – AM Peak=50%, PM Peak=55%									

TRIP DISTRIBUTION AND ASSIGNMENT

The proposed trip distribution for this development was determined through a review of existing travel patterns, local knowledge of the study area, proposed site location in relation to surrounding roadway network, and engineering judgment. FIGURE 6 shows trip distribution, which provides a summary of how the above site generated trips would be assigned to the study intersections. FIGURE 7 shows the non-pass-by trip assignment volumes to the studied intersections and FIGURE 8 shows the proposed pass-by trip redistribution and assignment volumes to the studied intersections.

FUTURE TRAFFIC VOLUMES

Future projected traffic volumes for the study intersections were developed by adding the generated and assigned trips shown in FIGURES 7 & 8 to the 2025 background traffic volumes developed in the previous section and shown in FIGURE 5. These combined 2025 volumes reflect the existing traffic, the background traffic growth, and the generated traffic from the proposed development. These future volumes are shown on FIGURE 9 before pass-by trips, and on FIGURE 10 including pass-by trips. The FIGURE 10 volumes are the combined volumes used in the analyses of future conditions with the proposed development.

FUTURE CAPACITY ANALYSES / LEVELS-OF-SERVICE

Capacity analyses, as described in the EXISTING CONDITIONS section of this report, were conducted for future conditions utilizing the traffic volumes shown in the build-out scenario. These analyses utilized existing intersection traffic control and existing lane configurations to determine if any mitigation is required to accommodate traffic generated by the proposed site. Tabular summaries of the analysis results and associated discussion are also contained in the EVALUATIONS section. In addition, detailed computer printout summaries of the analyses are contained in APPENDIX C.

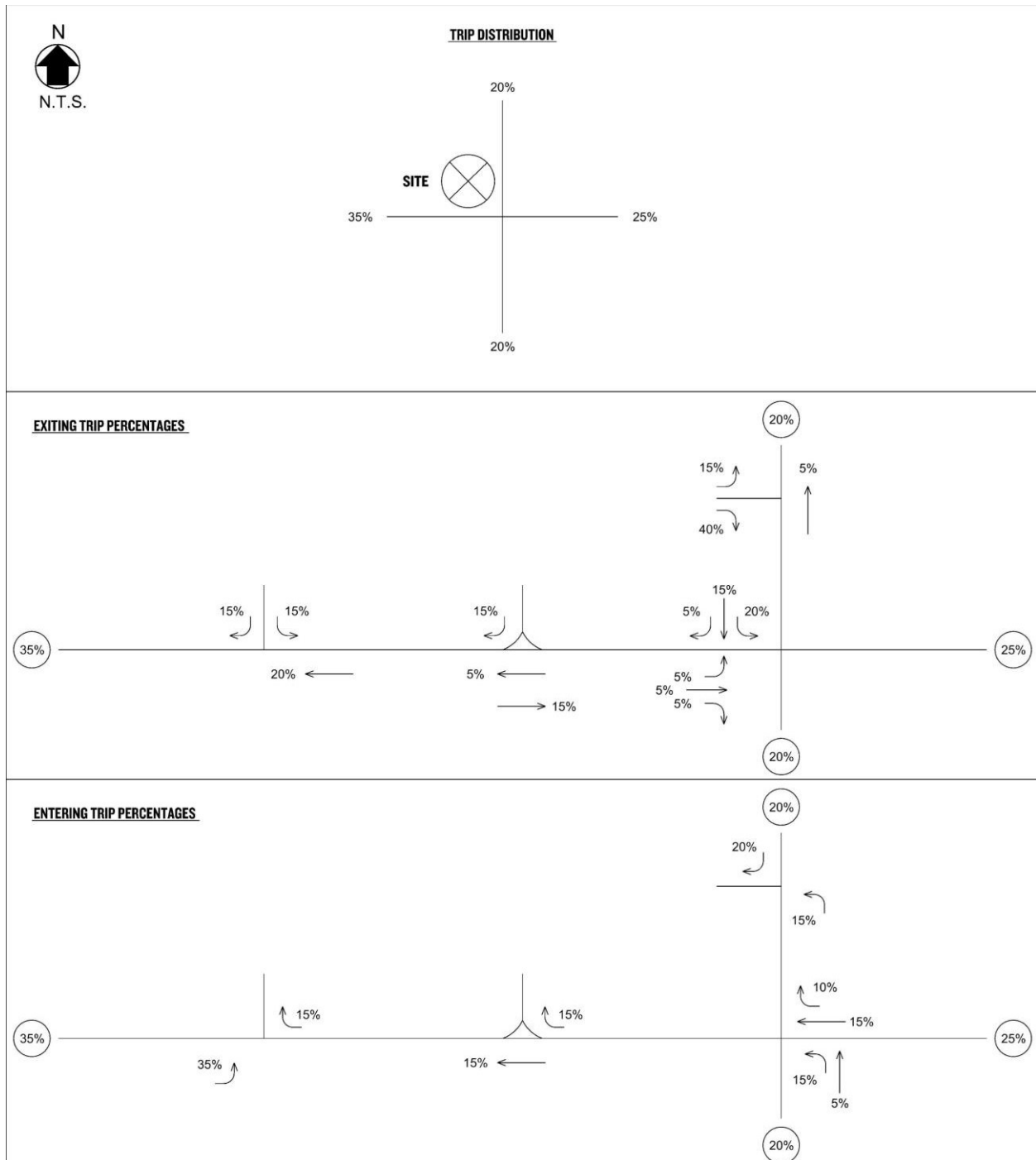


FIGURE 6
TRIP DISTRIBUTION

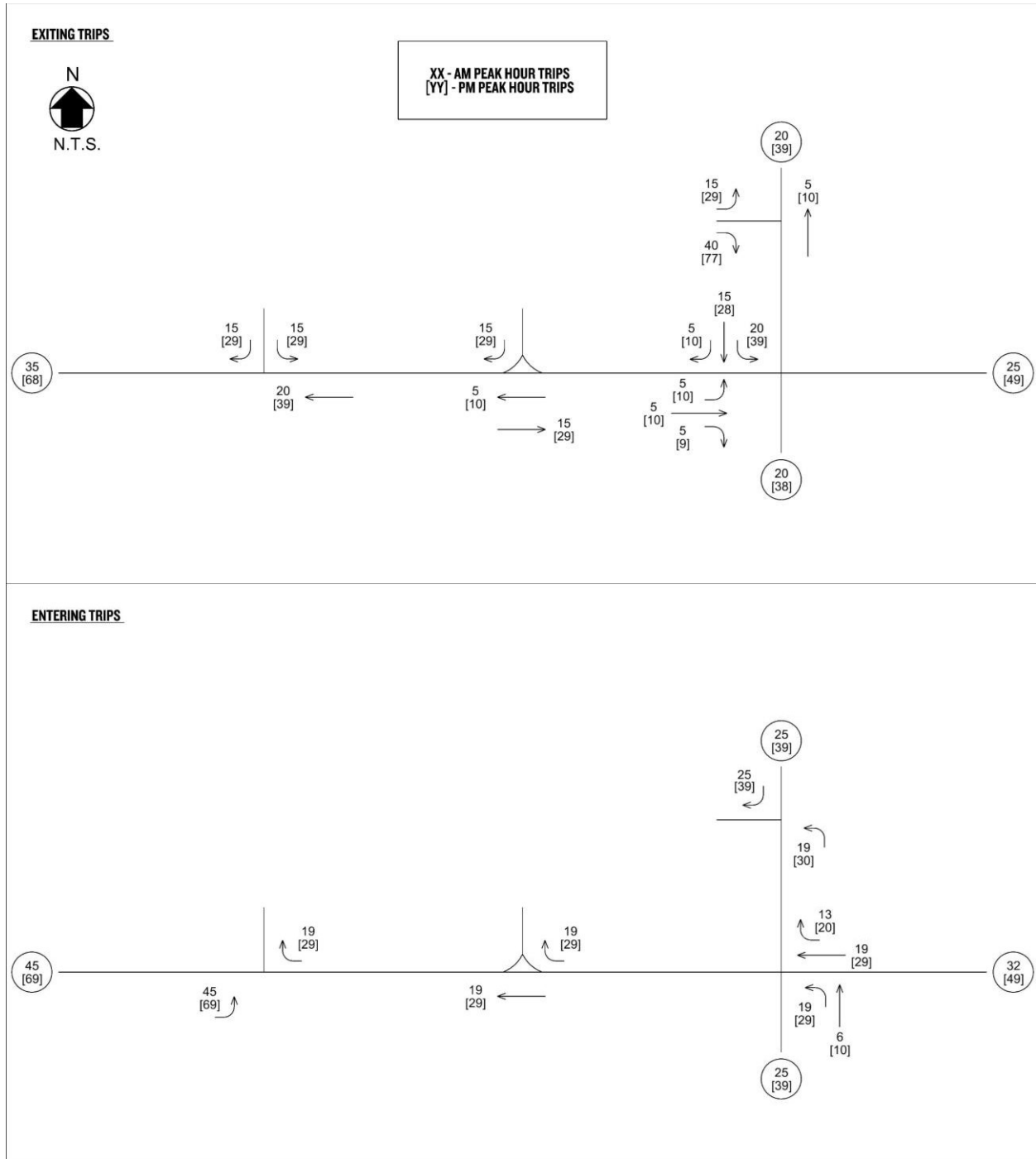


FIGURE 7
NON-PASS-BY TRIP ASSIGNMENT

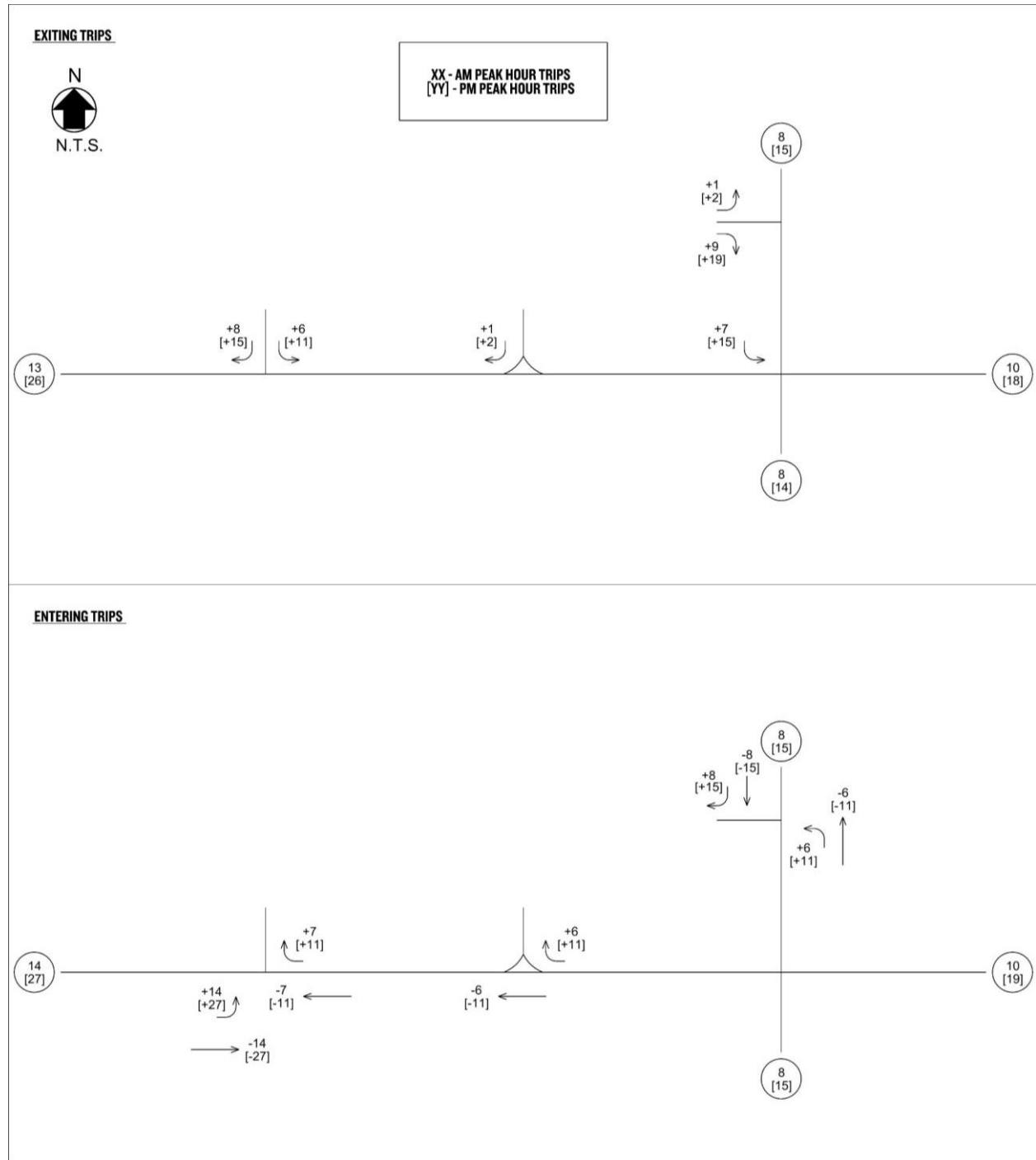


FIGURE 8
PASS-BY TRIP REDISTRIBUTION AND ASSIGNMENT

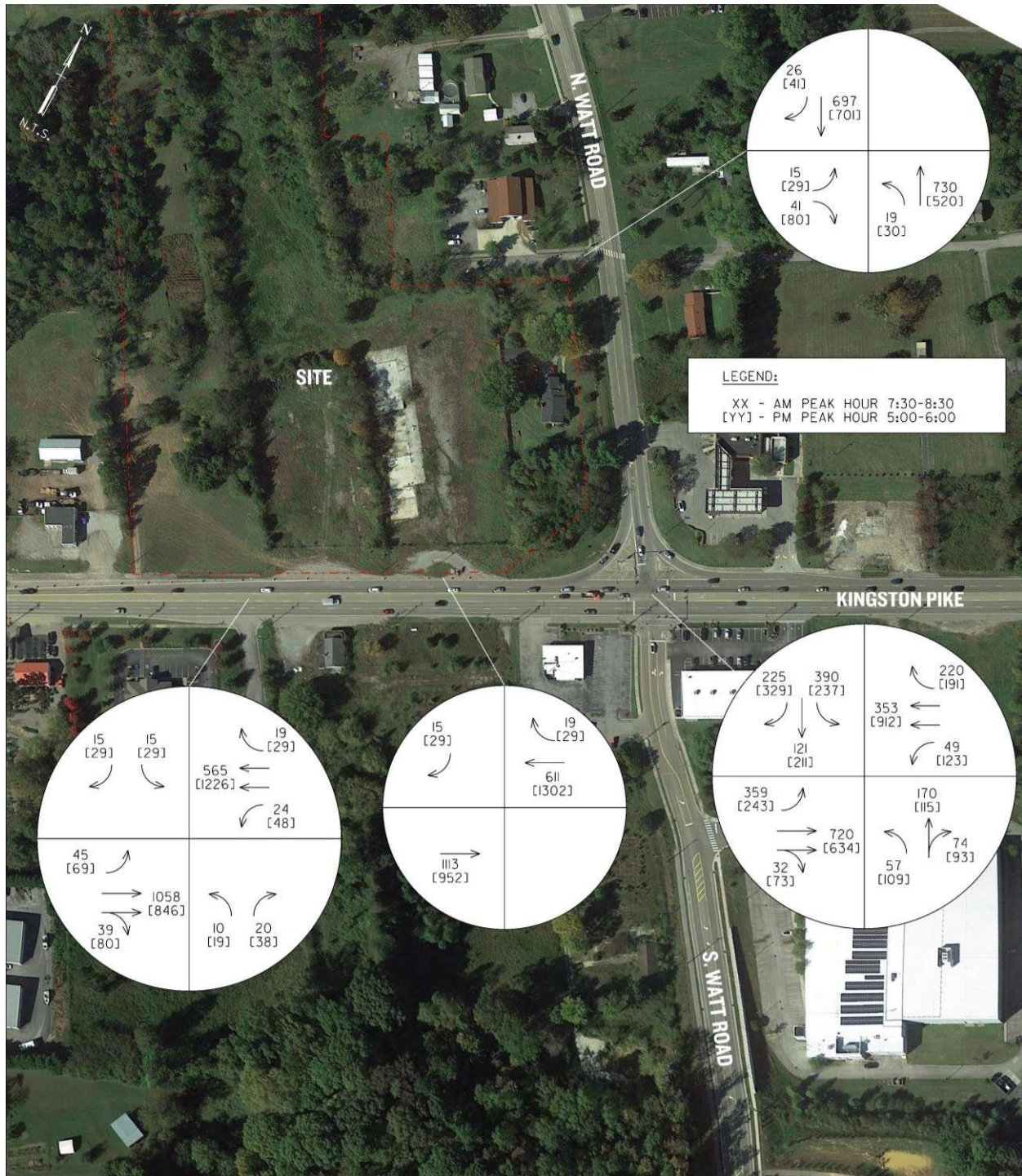


FIGURE 9
COMBINED TRAFFIC VOLUMES (2025)
BEFORE PASS-BYS

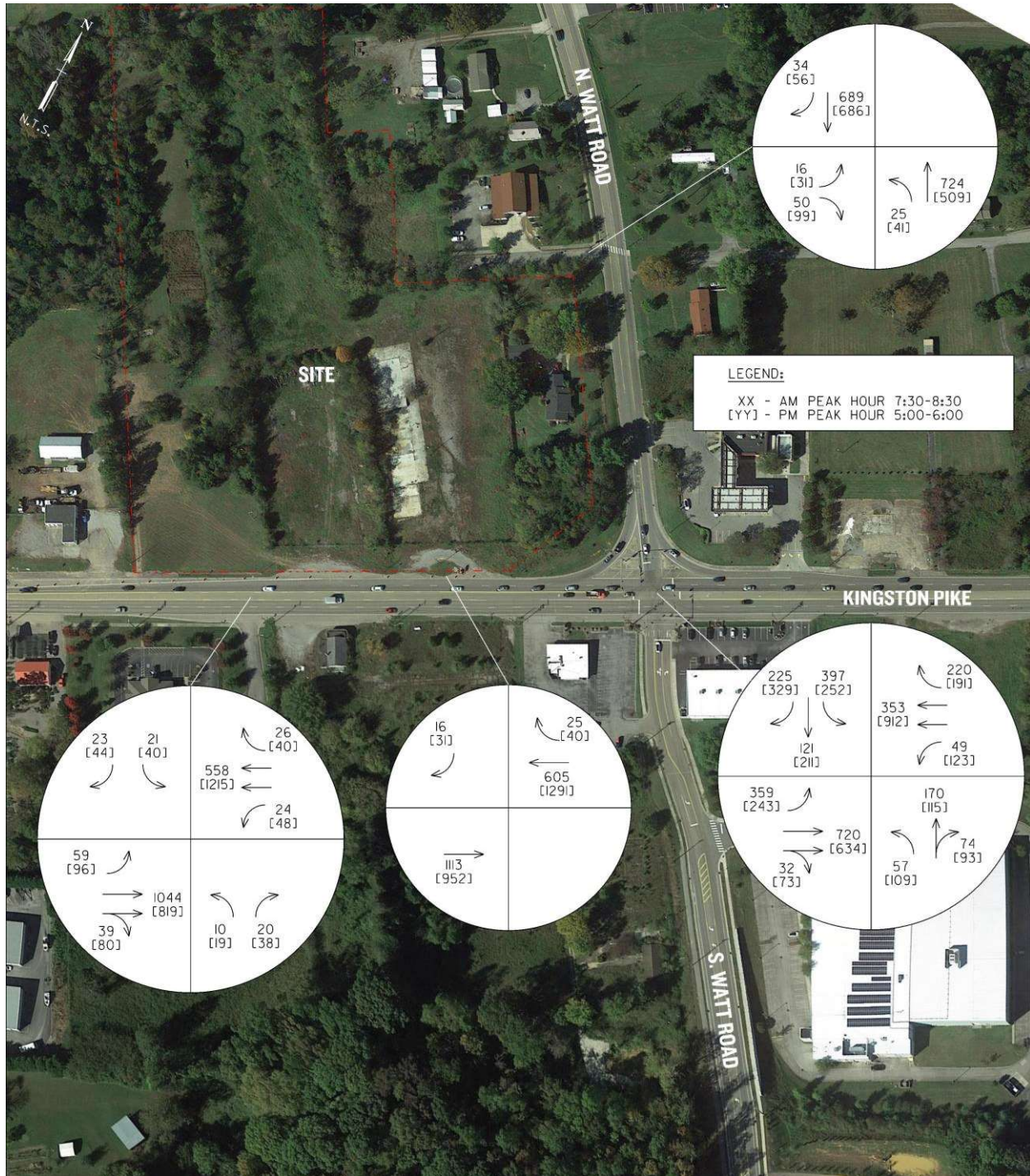


FIGURE 10
COMBINED TRAFFIC VOLUMES (2025)
INCLUDING PASS-BYS

EVALUATIONS

INTERSECTION CAPACITY ANALYSES

As discussed in the preceding sections of this report, capacity analyses employing the methods of the Highway Capacity Manual (HCM 6th Edition) were conducted for the study intersections. These analyses were performed as appropriate for existing conditions, background conditions, and combined future conditions with the previously discussed development scenario. A summary of the capacity analyses results is shown in TABLE 2, while the resulting conclusions and recommendations are covered in the CONCLUSIONS and RECOMMENDATIONS section of this report. The complete capacity analysis reports are contained in APPENDIX C.

TABLE 2: CAPACITY ANALYSES SUMMARY				
INTERSECTION	TIME PERIOD	YEAR 2023 EXISTING (LOS/DELAY)	YEAR 2025 BACKGROUND (LOS/DELAY)	YEAR 2025 COMBINED (LOS/DELAY)
Watt Road at North Drive ¹ SIDE STREET STOP CONTROL	A.M. P.M.	B 12.9 B 12.5	B 12.4 B 14.0	C 15.6 C 16.7
Kingston Pike at West Drive ¹ SIDE STREET STOP CONTROL	A.M. P.M.	NA	NA	C 20.8 E 48.9
Kingston Pike at East Drive ¹ SIDE STREET STOP CONTROL	A.M. P.M.	NA	NA	B 10.6 C 15.4
Kingston Pike at Watt Road ² TRAFFIC SIGNAL CONTROL	A.M. P.M.	C 24.9 * C 24.5 *	C 31.4 * C 33.5 *	C 33.2 ** C 31.1 **
¹ SIDE STREET STOP CONTROL – Data shown are Level-of-Service and Average Vehicular Delay (seconds) for the critical side street approach utilizing HCM methodology. ² TRAFFIC SIGNAL CONTROL – Data shown are Level-of-Service and Average Vehicular Delay (seconds) for the complete intersection utilizing HCM methodology. * Calculated with Existing Signal Timing ** Calculated with Recommended Signal Timing				

TRAFFIC SIGNAL WARRANT ANALYSES

Capacity analyses as shown in TABLE 2 above indicates that a marginal side street level-of-service of “E” is anticipated for the intersection of Kingston Pike and the West Drive during the PM peak traffic hour under the combined traffic conditions. This result is for the southbound approach exiting the project site, and the most problematic movement is the southbound left-turn movement to turn east onto Kingston Pike. Therefore, an analysis was conducted to determine if any of the traffic signal warrants from the *Manual on Uniform Traffic Control Devices* are anticipated to be satisfied once the proposed development is completed and fully occupied. This analysis was performed utilizing only the left-turn traffic for the minor street since this is the movement of concern. The results were that no traffic signal warrants are anticipated to be satisfied. Therefore, the Tennessee Department of Transportation (TDOT) would not approve the installation of a traffic signal on this state-maintained highway. This conclusion is supported by the fact that the existing traffic signal at Kingston Pike and Watt Road will be easily

accessible for traffic exiting the project site intending to make a left-turn onto Kingston Pike to head east. A summary spreadsheet for this signal warrant analysis is contained in APPENDIX D.

TURN LANE ANALYSES

The three study driveway intersections were evaluated to determine if right-turn lanes are warranted. This was performed using methods developed by M.D. Harmelink, using summary sheets taken from the Knox County "Access Control and Driveway Design Policy." These sheets are titled, "Knox County Right-Turn Lane Volume Thresholds." The results were that all three driveways are expected to satisfy the minimum requirements for at least one of the peak hours for a right-turn lane. Left-turn lanes are present at these locations so no associated analyses were necessary. The summary sheets for the right-turn lane assessments at each intersection are contained in APPENDIX D.

SIGHT DISTANCE REVIEW

Intersection corner sight distances were reviewed for all three study driveway intersections, looking both left and right from the driveway exits onto the major street. These sight distances were observed to significantly exceed requirements for all three locations. The only concern was some low hanging tree limbs on some trees in the north-west corner of the Watt Road and North Driveway (Rural Metro) intersection. These limbs could be easily cut to maximize available sight distance.

CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that the traffic generated from the proposed development will result in some significant impacts to traffic operations at the study intersections. Fortunately, mitigation measures are available to address these impacts. The following is a summary of study conclusions related to each of the study intersections, along with appropriate mitigation measures and other traffic operational and safety related recommendations.

1. Kingston Pike at Watt Road

This is an existing intersection that was recently reconstructed and has sufficient lanes and capacity to efficiently handle the traffic generated by the proposed development.

Recommendation:

- a) Provide updated traffic signal timing as required to accommodate development traffic.

2. Kingston Pike at Project West Driveway

This will be a newly created intersection that will serve a large portion of the site generated traffic.

Recommendations:

- a) Construct a westbound right-turn deceleration lane, with a minimum storage length of 75 feet and a minimum deceleration taper of 75 feet.
- b) Provide two exiting lanes from the project site, a right-turn lane and a left-thru lane.
- c) Provide a STOP sign for the driveway exit.

3. Kingston Pike at Project East Driveway

This will be a newly created intersection that will be located closer to the Kingston Pike and Watt Road intersection than Town of Farragut ordinances typically allow.

Recommendations:

- a) Obtain a variance from the Town of Farragut to allow this driveway, with the stipulation that it be constructed in a right-turn in and right-turn out configuration.
- b) Construct a westbound right-turn deceleration lane, with minimum storage length of 50 feet and a minimum deceleration taper of 75 feet.
- c) Provide a YIELD sign for the driveway exit.

4. Watt Road at Project North Driveway

This is an existing intersection that is to be improved to accommodate the additional traffic generated from the proposed development.

Recommendations:

- a) Construct a southbound right-turn deceleration lane, with minimum storage length of 50 feet and a minimum deceleration taper of 75 feet. It is understood that some property related issues may limit the length available for this lane. Therefore, an appropriate alternative to the above would be to provide only the 75-foot taper. This is considered acceptable given the fact that this is an unsignalized driveway with lower traffic speeds and volumes on Watt Road in comparison to the driveways on Kingston Pike.
- b) Provide two exiting lanes from the project site, a right-turn lane and a left-turn lane. This approach should also include a striped-out emergency lane for use by Rural Metro vehicles.
- c) Maximize the sight distance looking left from this intersection by trimming the low hanging limbs in the northwest corner of the intersection.
- d) Provide a STOP sign for the driveway exit.

APPENDICES

APPENDICES ORDER:

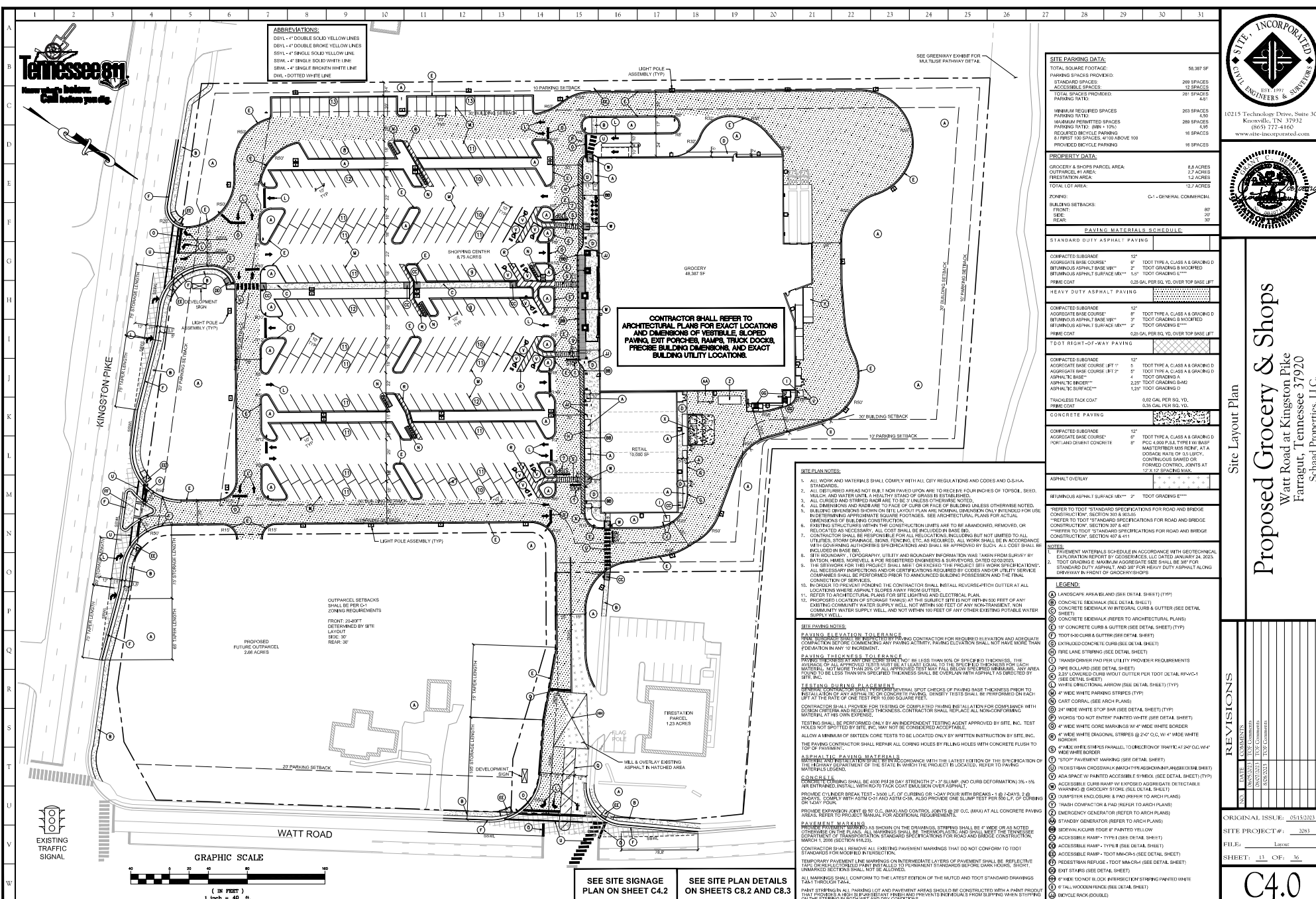
A. TRAFFIC DATA

B. TRIP GENERATION INFORMATION

C. CAPACITY ANALYSES

D. OTHER ANALYSES

6 & 7	25027-EX
	SHEET 2 OF 36 SHEET(S)



ABBREVIATIONS:
DSYL - 4" DOUBLE SOLID YELLOW LINES
DSYL - 4" DOUBLE BROKE YELLOW LINES
SSYL - 4" SINGLE SOLID YELLOW LINE
SSWL - 4" SINGLE SOLID WHITE LINE
BSWL - 4" SINGLE BROKEN WHITE LINE
DWL - DOTTED WHITE LINE

CONTRACTOR SHALL REFER TO
ARCHITECTURAL PLANS FOR EXACT LOCATIONS
AND DIMENSIONS OF VESTIBULE, SLOPED
PAVING, EXIT PORCHES, RAMPS, TRUCK DOCKS,
PRECISE BUILDING DIMENSIONS, AND EXACT
BUILDING UTILITY LOCATIONS.

- SITE PLAN NOTES:**
1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
 2. ALL DISTURBED AREAS NOT RAIL 1' NOT PAVED UPON ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCHING AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
 3. ALL CURBED AND STRIPED RAMP ARE TO BE 3' UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS AND RAMP ARE TO FACE OF CURB OR FACE OF BUILDING UNLESS OTHERWISE NOTED.
 5. BUILDING DIMENSIONS SHOWN ON SITE LAYOUT PLAN ARE NOMINAL DIMENSIONS ONLY INTENDED FOR USE IN ESTIMATING APPROXIMATE SQUARE FOOTAGES. SEE ARCHITECTURAL PLANS FOR ACTUAL DIMENSIONS OF BUILDING CONSTRUCTION.
 6. EXISTING STRUCTURES WITHIN THE CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED, OR REBUILT AT THE CONTRACTOR'S RISK. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
 7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO ALL UTILITIES, STORM DRAINAGE, SEWER, FENCING, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
 8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND BOUNDARY INFORMATION WAS TAKEN FROM SURVEY BY BAXTER, HARRIS, NORRIS & POE REGISTERED ENGINEERS & SURVEYORS, DATED 02/02/2023.
 9. THE SETBACK FOR THIS PROJECT SHALL MEET OR EXCEED THE PROJECT SITE WORK SPECIFICATIONS. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING CONSTRUCTION AND THE FINAL CONNECTION OF SERVICES.
 10. IN ORDER TO PREVENT ROLLING THE CONTRACTOR SHALL INSTALL REVERSE-SLOPE GUTTER AT ALL LOCATIONS WHERE ASPHALT SLOPES AWAY FROM GUTTERS.
 11. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS.
 12. PROPOSED LOCATION OF STORAGE TANKS AT THE SUBJECT SITE ARE NOT WITHIN 100 FEET OF ANY TOPOGRAPHICALLY SENSITIVE AREA, INCLUDING BUT NOT LIMITED TO: (1) ANY EXISTING OR PROPOSED COMMUNITY WATER SUPPLY WELL, AND (2) WITHIN 100 FEET OF ANY OTHER EXISTING POTABLE WATER SOURCE.
- PAVING ELEVATION TOLERANCE**
FROM EXISTING FINISH GRADE TO PROPOSED FINISH GRADE FOR REQUIRED ELEVATION AND ADEQUATE DRAINAGE TO BE COMPLETED. ANY PAVING ACTIVITY SHALL BE COVERED WITH ASPHALT. NOT HAVE ADJACENT PAVEMENT IN ANY 10' INCREMENT.
- PAVING TOLERANCE**
PROVIDE THE CONTRACTOR SHALL PROVIDE A SPOT CHECK OF PAVING BASE THICKNESS PRIOR TO INSTALLATION OF ANY ASPHALT OR CONCRETE PAVING. DENSITY TESTS SHALL BE PERFORMED ON EACH 10' X 10' AREA OF ONE TEST PER 10,000 SQUARE FEET.
- TESTING DURING PLACEMENT**
CONTRACTOR SHALL PROVIDE FOR TESTING OF COMPLETED PAVING INSTALLATION FOR COMPARISON WITH TOLERANCE. THE CONTRACTOR SHALL PROVIDE FOR TESTING OF COMPLETED PAVING INSTALLATION FOR COMPARISON WITH TOLERANCE. THE CONTRACTOR SHALL PROVIDE FOR TESTING OF COMPLETED PAVING INSTALLATION FOR COMPARISON WITH TOLERANCE.
- CONCRETE**
PROVIDE CURBED BREAK TEST - 3000 PSI, 2" SLUMP, AND CURB DEFORMATION 75% - 10% PER ESTIMATED. INSTALL WITH R-10 TAG CURE EMULSION OVER ASPHALT.
- PAVEMENT MARKING**
CONTRACTOR SHALL PROVIDE FOR PAVING MARKINGS THAT DO NOT CONFORM TO TENNESSEE STANDARDS FOR MODIFIED INTERSECTION.
- TEMPORARY PAVEMENT**
TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE AND DISCREETLY PLACED. THE CONTRACTOR SHALL PROVIDE FOR PAVING MARKINGS THAT DO NOT CONFORM TO TENNESSEE STANDARDS FOR MODIFIED INTERSECTION.
- ALL MARKINGS**
ALL MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD AND TOOT STANDARD DRAWINGS T-1 THROUGH T-44.
- PAVING MATERIALS SCHEDULE**
CONTRACTOR SHALL PROVIDE FOR PAVING MATERIALS SCHEDULE IN ACCORDANCE WITH GEOTECHNICAL REPORT BY GEOTECHNICAL LLC DATED JANUARY 24, 2023.
- LEGEND**
LANDSCAPE AREAS AND (SEE DETAIL SHEET) (TYP)
(1) CONCRETE SIDEWALK (SEE DETAIL SHEET)
(2) CONCRETE SIDEWALK WITH INTEGRAL CURBS & GUTTER (SEE DETAIL SHEET)
(3) CONCRETE SIDEWALK (REFER TO ARCHITECTURAL PLANS)
(4) 10" CONCRETE CURBS & GUTTER (SEE DETAIL SHEET) (TYP)
(5) 10" CONCRETE CURBS & GUTTER (SEE DETAIL SHEET)
(6) EXISTING CONCRETE CURBS (SEE DETAIL SHEET)
(7) RAIL LANE STRIPS (SEE DETAIL SHEET)
(8) TRANSFORMER PAD (SEE UTILITY PROVIDER REQUIREMENTS)
(9) TYPE BOLLARD (SEE DETAIL SHEET)
(10) 2" ROUNDED CURB W/OUT GUTTER (TYP) (SEE DETAIL SHEET)
(11) 4" WIDE WHITE PAVING STRIPS (TYP)
(12) 4" WIDE WHITE PAVING STRIPS (TYP)
(13) 4" WIDE WHITE PAVING STRIPS (TYP)
(14) 4" WIDE WHITE PAVING STRIPS (TYP)
(15) 4" WIDE WHITE PAVING STRIPS (TYP)
(16) 4" WIDE WHITE PAVING STRIPS (TYP)
(17) 4" WIDE WHITE PAVING STRIPS (TYP)
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(25) 4" WIDE WHITE PAVING STRIPS (TYP)
(26) 4" WIDE WHITE PAVING STRIPS (TYP)
(27) 4" WIDE WHITE PAVING STRIPS (TYP)
(28) 4" WIDE WHITE PAVING STRIPS (TYP)
(29) 4" WIDE WHITE PAVING STRIPS (TYP)
(30) 4" WIDE WHITE PAVING STRIPS (TYP)
(31) 4" WIDE WHITE PAVING STRIPS (TYP)

SITE PARKING DATA:	
TOTAL SQUARE FOOTAGE:	56,987 SF
PARKING SPACES PROVIDED:	269 SPACES
STANDARD SPACES:	12 SPACES
ACCESSIBLE SPACES:	26 SPACES
TOTAL SPACES PROVIDED:	481
PARKING RATE:	269 SPACES
MINIMUM REQUIRED SPACES:	269 SPACES
PARKING RATE:	269 SPACES
MINIMUM PERMITTED SPACES:	269 SPACES
PARKING RATE:	269 SPACES
REQUIRED BICYCLE PARKING:	16 SPACES
PROVIDED BICYCLE PARKING:	16 SPACES
PROPERTY DATA:	
GROCERY & SHOPS PARCEL AREA:	8.8 ACRES
OUTPARCEL #1 AREA:	2.7 ACRES
PRESTATION AREA:	1.2 ACRES
TOTAL LOT AREA:	12.7 ACRES
ZONING:	C-1 - GENERAL COMMERCIAL
PAVING MATERIALS SCHEDULE:	
STANDARD DUTY ASPHALT PAVING:	
COMPACTED SUBGRADE:	12"
AGGREGATE BASE COURSE:	6" TYP TYP A, CLASS A & GRADING D
BITUMINOUS ASPHALT BASE MIX:	2" TYP TYP A, CLASS A & GRADING D
BITUMINOUS ASPHALT SURFACE MIX:	1.2" TYP TYP A, CLASS A & GRADING D
PRIME COAT:	0.25 GAL PER SQ. YD. OVER TOP BASE LIFT
HEAVY DUTY ASPHALT PAVING:	
COMPACTED SUBGRADE:	12"
AGGREGATE BASE COURSE:	6" TYP TYP A, CLASS A & GRADING D
BITUMINOUS ASPHALT BASE MIX:	2" TYP TYP A, CLASS A & GRADING D
BITUMINOUS ASPHALT SURFACE MIX:	1.2" TYP TYP A, CLASS A & GRADING D
PRIME COAT:	0.25 GAL PER SQ. YD. OVER TOP BASE LIFT
TYP TYP RIGHT-OF-WAY PAVING:	
COMPACTED SUBGRADE:	12"
AGGREGATE BASE COURSE LIFT 1:	6" TYP TYP A, CLASS A & GRADING D
AGGREGATE BASE COURSE LIFT 2:	6" TYP TYP A, CLASS A & GRADING D
ASPHALTIC BASE:	4" TYP TYP A, CLASS A & GRADING D
ASPHALTIC SURFACE:	2.25" TYP TYP A, CLASS A & GRADING D
PRIME COAT:	0.25 GAL PER SQ. YD. OVER TOP BASE LIFT
CONCRETE PAVING:	
COMPACTED SUBGRADE:	12"
AGGREGATE BASE COURSE:	6" TYP TYP A, CLASS A & GRADING D
PORTLAND CEMENT CONCRETE:	4" TYP TYP A, CLASS A & GRADING D
PRIME COAT:	0.25 GAL PER SQ. YD. OVER TOP BASE LIFT
ASPHALT OVERLAY:	
COMPACTED SUBGRADE:	12"
AGGREGATE BASE COURSE:	6" TYP TYP A, CLASS A & GRADING D
ASPHALTIC SURFACE:	1.2" TYP TYP A, CLASS A & GRADING D

10215 Technology Drive, Suite 304
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Proposed Grocery & Shops

Watt Road at Kingston Pike
Farragut, Tennessee 37920
Schaad Properties, LLC.

Site Layout Plan

NO.	DATE	REVISIONS
1	05/15/2023	ORIGINAL ISSUE
2	05/15/2023	REVISIONS
3	05/15/2023	REVISIONS
4	05/15/2023	REVISIONS
5	05/15/2023	REVISIONS
6	05/15/2023	REVISIONS
7	05/15/2023	REVISIONS
8	05/15/2023	REVISIONS
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31	05/15/2023	REVISIONS

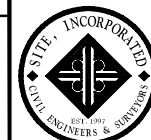
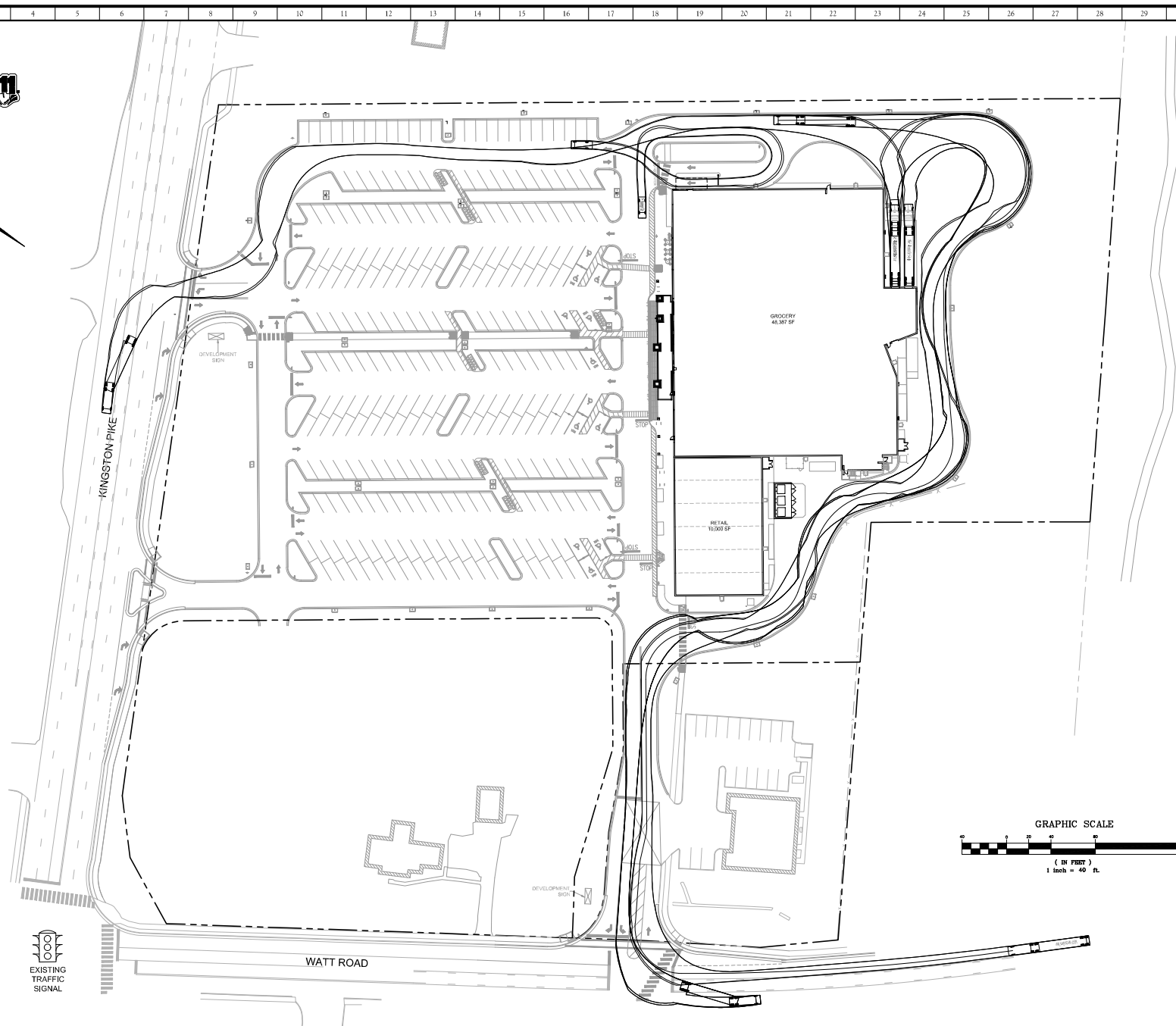
ORIGINAL ISSUE: 05/15/2023

SITE PROJECT #: 2081

FILE: 2081

SHEET: 11 OF 36

C4.0



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Truck Access and Routing Plan

Proposed Grocery & Shops
Watt Road at Kingston Pike
Farragut, Tennessee 37920
Schaad Properties, LLC.

[illegible]

ORIGINAL ISSUE: 05/15/2023

SITE PROJECT#: 2083

FILE: Layout

SHEET: 17 OF: 36

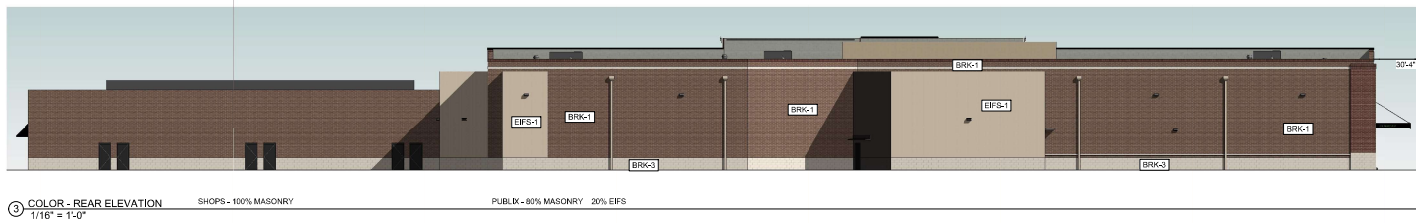
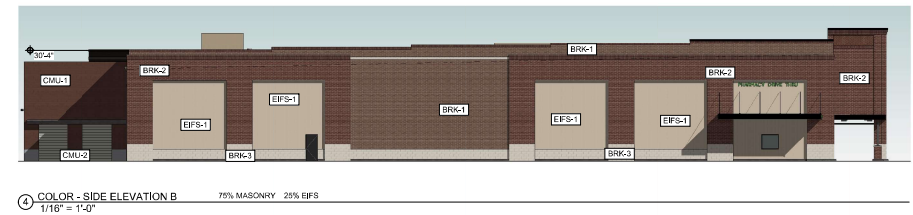
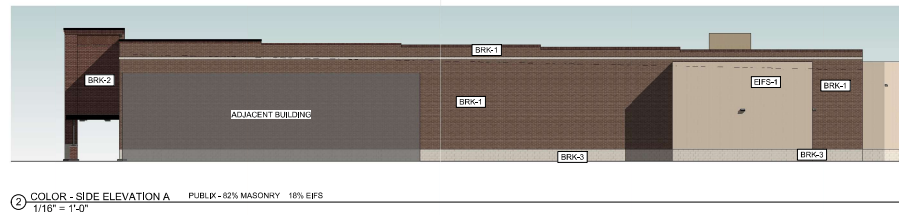
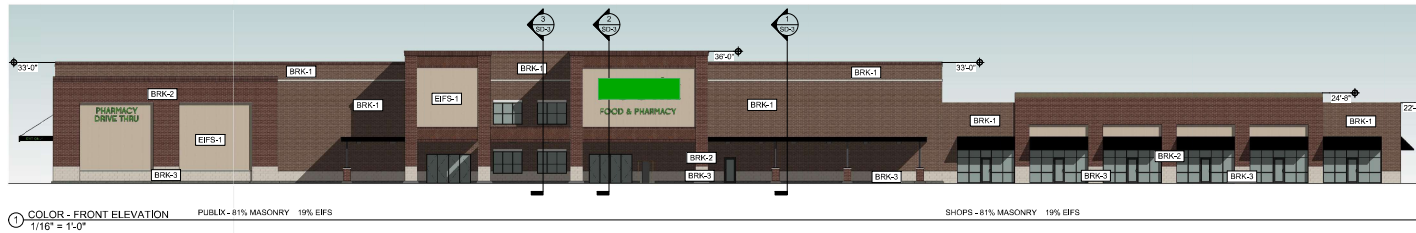
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FARRAGUT, TN - GROCER
2023.04.10





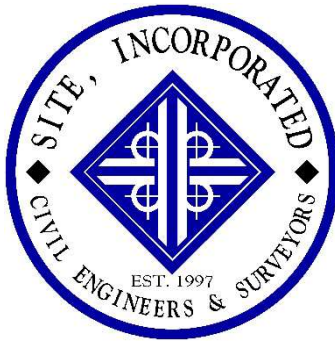
EXTERIOR FINISH SCHEDULE				
MARK	MATERIAL	MFG	COLOR	COMMENTS
AWR-1	PREFINISHED METAL CANOPY	AWNEX	MATTE BLACK	COLORADO CANOPY NO TIE BACKS
AWR-2	CANVAS AWNING	TBD	BLACK	
BRK-1	BRICK VENEER			
BRK-2	BRICK VENEER	PALMETTO BRICK	DARK RED	RUNNING BOND
BRK-3	BRICK VENEER	APRES-CRAFT	LIMESTONE	GEORGIA RENAISSANCE - T2x24
BRK-4	BRICK VENEER	PALMETTO BRICK	LIGHT ROSE	HERRING BONE
CMU-1	CMU	VARIES	PAINTED TO MATCH BRK-1	@ LOADING DOCK ONLY
CMU-2	CMU	VARIES	PAINTED TO MATCH BRK-3	@ LOADING DOCK ONLY
CS-1	CAST STONE	TBD	WHITE	
EIFS-1	DRAINABLE EIFS SYSTEM	DRYVIT OR EQUAL	MATCH DRYVIT - 113 - "AMARILLO WHITE"	TEXTURE: SANDPREEBLE FINE DPR



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FARRAGUT, TN - GROCER
2023.04.10





August 7, 2023

RE: Grocery and Shops Watt RD and Kingston Pike

The following items were revised on the plans per conversations and TOF comments.

- Traffic Study uploaded to MGO
- Drainage Report uploaded to MGO
- NOC to be provided upon receipt from TDEC
- TDOT permit will be obtained after TOF approval.
- Outparcel division removed, at this time showing single parcel.
- Topographic survey information shown in grading plans revised per new field information based upon comments.
- TP1.0 plan revised
- C3.0 Pipe materials revised.
- Catch basin on south side of Watt Rd driveway added to extend existing pipe.
- Inlet calculations provided in drainage report for curb inlets A1, A2, and A3. An additional A3A was added to split the drainage area of A3.
- All roof drains with the exception of some canopy drains over the front entry are off the rear.
- Trail connection to the park, options provided working with adjacent land owner.
- Parking islands relocated to evenly split the parking spaces.
- Islands adjacent to cart corrals modified for width.
- Decel taper from Watt Road added
- Pedestrian connection to adjacent across front of property tied to existing sidewalk. Potential connection via greenway connection in rear, depending upon agreement with adjacent owner.
- Radius at Western entrance from Kingston Pike needed to allow for potential truck access from Kingston Pike.
- Variance to be requested for driveway spacing on Kingston Pike
- Variance to be requested for 35ft buffer on NW side of buildings.
- RI/RO functions better with larger radius to create larger splitter island, as more deterrent to left turns.
- OHP line shown on previous plan is existing and is slated for demolition.
- Outdoor seating area shown on sidewalk west of grocery main entrance. Additional seating may be developed along retail space, per area an addition 1100-2600 SF of impervious could be added.
- Markings added at fire station access to caution blocking intersection.
- Fire hydrant relocated.

Additional revisions in progress regarding comments,

Grant C. Berry, P.E.
SITE, Incorporated

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 Parcel 069, Tax Map 142, from R-1 and R-2 to R-3 and S-1, 41 Acres (Horne Properties, Inc., Applicant)

INTRODUCTION AND BACKGROUND: This item is for discussion purposes only and was requested by the applicant for postponement at last month's Planning Commission meeting. The item involves a request to rezone the 41-acre tract that is north of the old and current Ingles, west and south of Boring Road, and east of Village Commons. This tract was part of the Boring Road, Smith Road, Kingston Pike Study Area that was the focus of an extensive public outreach effort to evaluate the community's vision for this portion of the Town. Resulting from the feedback received, several amendments for this area were made to the Future Land Use Map (FLUM) in the Comprehensive Land Use Plan.

DISCUSSION: The tract that is the subject of this agenda item is the largest undeveloped tract in the above referenced study area. It is mostly zoned Rural Residential (R-1) but does include a small area zoned General Single-Family Residential (R-2) and a roughly 90-foot-wide Buffer (B-1) Zoning District abutting the commercial land to the south. The B-1 portion of this property is not part of the rezoning request and is to remain B-1.

When the FLUM was being updated for this study area, a roughly 20-acre portion of this tract was not initially amended due to some concerns over how to transition within the property since it is near both commercial land and land that is currently very rural. The property owner also requested a rezoning for a 10-acre portion of the property to the Community Service (S-1) Zoning District to provide the opportunity to develop a senior living community to the east of the Village Commons development. This rezoning was voted down by the Board of Mayor and Aldermen due to it being inconsistent with the predominant community input provided during the public outreach effort. There were also questions about the scale of the envisioned building and whether there was a need for another senior living community.

At the May 18, 2023 Planning Commission meeting, the 20-acre portion of this property that was not changed on the FLUM when most of the other portions of the study area were changed was amended from Medium Density Residential (6-8 dwelling units per acre) to a mixture of roughly two-thirds Low Density Residential (3-6 dwelling units per acre) and one-third Very Low Density Residential (2-4 dwelling units per acre). These land use designations were designed to provide for appropriate transitions from the commercial land to the south to developed densities consistent with Baldwin Park to the north. The developed density of Baldwin Park is 2.37 units per acre and the Very Low Density Residential land use that now abuts Baldwin Park to the south and east would provide for a density range from 2-4 units per acre.

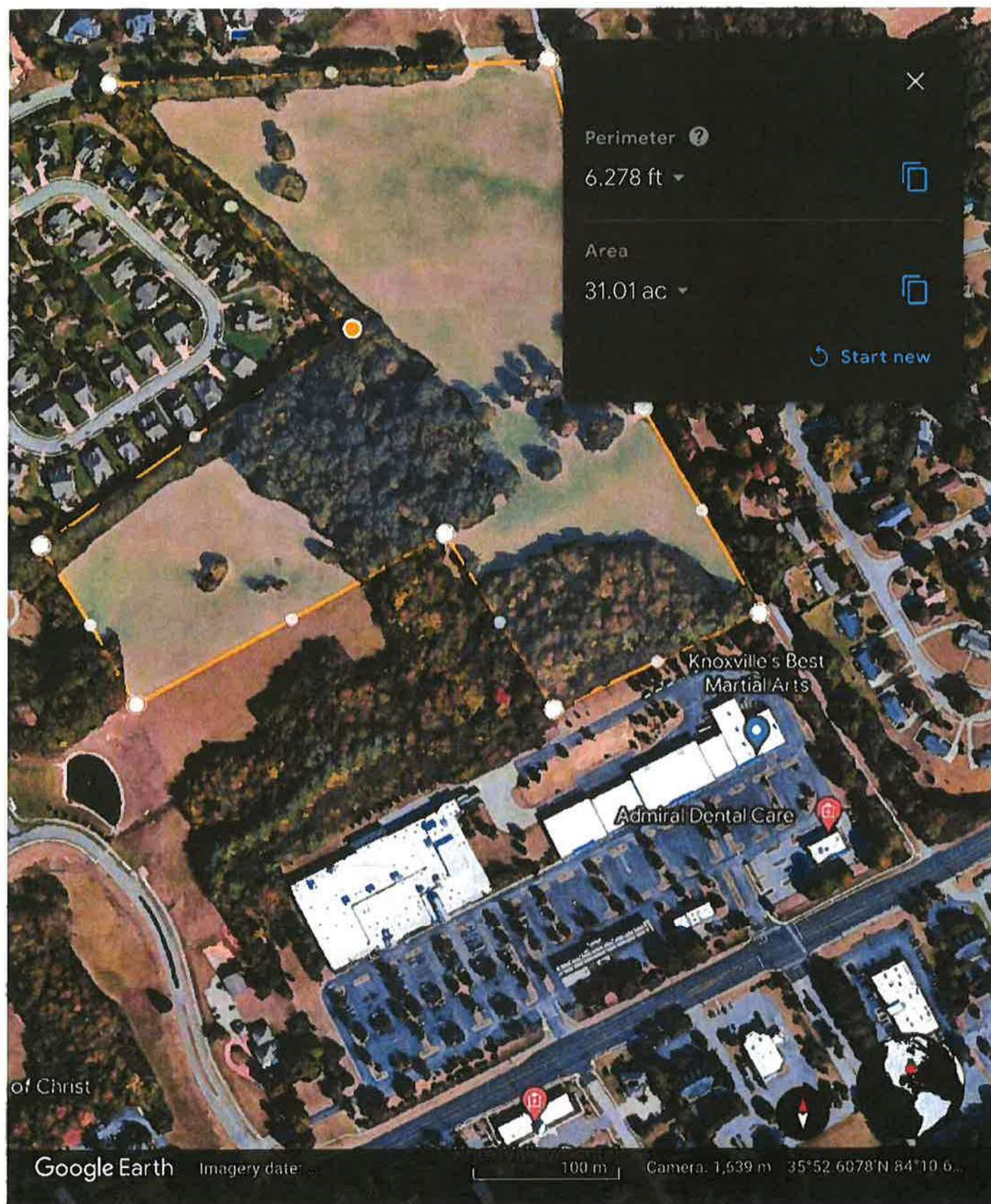
The applicant has now submitted a request to rezone the 41-acre tract (excluding the Buffer Zone). Approximately 30 acres are requested to be rezoned from R-1 and R-2 to R-3 (Small Lot Single Family Residential). The remaining roughly 10 acres would be rezoned from R-1 to S-1. No request has been submitted to amend the FLUM. If the rezoning moves forward, this will have to be addressed, at least for the S-1 portion of the request so that the FLUM is consistent with the requested zoning district.

The S-1 portion of the request is similar to the request that was denied by the Board of Mayor and Aldermen, but the applicant has amended the configuration of the requested S-1 area to provide additional separation from Baldwin Park. The applicant is also including the entire parcel in this rezoning request.

During both the staff/developer meeting on July 5 and August 1, the applicant noted that they have a builder interested in the area requested for the R-3 Zoning District. They also still have interest in using the 10 acres requested for S-1 to construct a senior living community. Staff indicated that, given the presence of numerous specimen trees on the property, the area proposed for R-3 should be evaluated to determine if a rezoning to Open Space Residential Overlay (OSR) would be more appropriate. Though the density would be less in comparison to R-3, the OSR would provide more layout flexibility and should lower development costs. Development could be concentrated on the more developable portions of the property which would lead to fewer improvements (streets, pedestrian facilities, stormwater, and utilities) that would add cost to the project. The OSR would also help retain some of the rural character of the property and improve tree preservation. The applicant indicated that they would look into this and discuss it with their builder. It was pointed out at these staff/developer meetings that the likely development density of an R-3 project would be close to what Baldwin Park (which is zoned R-3) has because open space, public rights of ways, stormwater detention, and buffer strip areas would have to be deducted from the developable land area. In contrast, the entire tract is included to establish the development density in OSR. This would likely create a nominal difference between the two zones in terms of density.

Another discussion item at both staff/developer meetings was the requirement to improve Boring Road since the rezoning to R-3 and S-1 would intensify developed density over the current R-1 Zoning District that predominantly exists for the property. Staff noted that this would need to be a condition for any rezoning involving increased densities and that such a condition was used when the area where Baldwin Park is located was rezoned from R-1 to R-3.

Staff also noted at the August 1 staff/developer meeting that an ordinance to require a concept plan for a rezoning request to the S-1 Zoning District will be considered by the Board of Mayor and Aldermen for first reading at their meeting on August 10. The Planning Commission unanimously recommended in favor of the ordinance at their meeting on July 20. This requirement for a concept plan was also mentioned to the applicant at the July 5 staff/developer meeting. The applicant didn't express concern over this since they do have a concept in mind for the area requested for the S-1 Zoning District.



R1 + R3

MEETING DATE: August 17, 2023

AGENDA ITEM #7

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to close and eventually re-plat right of way that was associated with Old Snyder Road, Parcels 122, 123.01, 123.02, and 183, Tax Map 130, 1.3 Acres, Zoned C-2 (Land Development Solutions, Applicant)

After review of the Municipal Code, this item will have to be initiated through a petition to the Board of Mayor and Aldermen. The Board may then forward to the Planning Commission for a recommendation.