



FARRAGUT MUNICIPAL PLANNING COMMISSION

AGENDA

September 21, 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 – August 17, 2023**
- 3. Discussion and public hearing on a recommendation to the Board of Mayor and Aldermen concerning a traffic calming application on Sonja Drive in the Farragut View Subdivision**
- 4. Discussion and public hearing on a recommendation to the Board of Mayor and Aldermen concerning a traffic calming application on Admiral Road in the Farragut View Subdivision.**
- 5. Discussion and public hearing on exterior renovations associated with the conversion of the Country Inn and Suites to a La Quinta Inn at 805 N. Campbell Station Road, Zoned C-2 (Oysk3 Architects, Applicant)**
- 6. Request for approval of a variance from the distance between driveways requirement in the Driveways and Other Access Ways Ordinance associated with the removal of the existing access to McFee Road that services 1006, 1008, and 1010 McFee Road and the addition of a new access to service the same three lots roughly 163 feet north of the access to be removed. The proposed access would be 153 feet south of Scarlet Sage Drive in the Meadows on McFee Subdivision resulting in a variance request of 247 feet (Kevin Robson, Applicant)**
- 7. Discussion on a request to amend the Farragut Zoning Ordinance to address buffer strip requirements where an adjacent property is shown as non-residential on the Future Land Use Map (Schaad Companies, Applicant)**
- 8. Approval of utilities**
- 9. Citizen forum**

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WWW.TOWNOFFARRAGUT.ORG**

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



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**

August 17, 2023

MEMBERS PRESENT

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

MEMBERS ABSENT

Staff Representative: Mark Shipley, Community Development Director

1. Approval of agenda

The staff noted that Agenda Item # 7 is requested for removal from the agenda. With that amendment, the staff recommended approval of the agenda.

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 – July 20, 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 Vice Mayor Povlin and was approved unanimously with the exception of Commissioners Pinchok and Preston abstaining due to being absent from the July meeting.

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)

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

1. Obtaining a right of way permit through the Town's Engineering Department. This will include a stamped approved set of plans, pre-construction meeting to review the project, and post construction inspection to make sure all affected areas are restored to their previous condition.
2. Notifying all affected property owners prior to work being initiated.
3. Ensuring that traffic control measures are in place prior to and during work being conducted.

A resident from Prestwick Place spoke and was asking if the fiber will be extended to additional streets. No one was present representing Global Communications, but the plans appeared to

show additional fiber in a future phase that will have to come back to the Planning Commission.

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

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)

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

1. Obtaining all signatures.
2. The Certificate of the Accuracy of Survey needs to meet or exceed the Town's minimum standards for all final plats (Category 1; 1' in 10,000'). Please clearly note/certify as such.
3. Setbacks for all improvements, including signage, shall be measured from required rights of ways. This plat does not show dedication of required right of way but, consistent with requirements in the Zoning Ordinance, future improvements are to be measured from required rights of ways (130 feet from the centerline of both N. Watt Road and Kingston Pike as the starting point for measurement). This should be clarified in Note #4.
4. Please include in Note #7 that Lot 3 will also need to access a permanent access easement. Lot 3 (proposed) does not have sufficient frontage along either N. Watt Road or Kingston Pike to directly access those streets. Vehicular access will have to be internal to the larger development, through Lot 1 and, for improved traffic circulation, the easement across Lot 2. Please add a note clearly restricting (prohibiting) Lot 3's direct access to N. Watt Road and Kingston Pike. Please also add easements to Lot 1 to clearly provide Lot 3 with permanent ingress/egress, access to Kingston Pike and N. Watt Road, and associated traffic circulation across Lot 1 and the easement (for same) on Lot 2.
5. The proposed strip of land for Lot 1 to access N. Watt Road currently serves as a reserve strip blocking Lot 3's access to the driveway easement to N. Watt Road. Other access provisions will need to be made for Lot 3.
6. Though the specific location would likely need to be addressed with a future plat as development proceeds, this plat should note that, if the residential property to the north of the Rural Metro is rezoned to commercial, access to this property is to ultimately be through the permanent access easement being platted at this time on Lot 2. This will reduce the number of curb cuts along N. Watt Road.
7. If the proposed strip of land for Lot 1 at N. Watt Road is for a ground-mounted sign, please ensure that the area accounts for the space needed to meet required setbacks. It would not appear to be large enough.

Rodney Phillips and Grant Berry were present representing the applicant. Mr. Phillips asked that staff approval condition #6 be omitted. A motion was made by Commissioner St. Clair to initiate discussion on this item. The motion was seconded by Commissioner Myers. During discussion, it was suggested by Vice Mayor Povlin that approval condition #6 be re-worded to make this more of a suggestion with the word "may" used as shown in red as follows:

6. Though the specific location ~~would~~ **may** likely need to be addressed with a future plat as development proceeds, this plat should note that, if the residential property to the north of the Rural Metro is rezoned to commercial, access to this property ~~is to~~ **may**

ultimately be through the permanent access easement being platted at this time on Lot 2. This will reduce the number of curb cuts along N. Watt Road.

Commissioner St. Clair amended his motion to include the proposed wording for approval condition #6 and to otherwise follow the staff's recommendation. The motion was seconded by Commissioner Myers and was approved unanimously.

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)

The staff reviewed this item and noted that the proposed accesses onto Kingston Pike would require a variance approval prior to acting on the site plan.

Access Variances:

The staff noted that the eastern access is a right in right out access that is 270 feet from the intersection of N. Watt Road. This results in a variance request of 130 feet (the minimum required distance is 400 feet). Staff indicated that the applicant's rationale for this variance was that the proposed access is restricted to only right in right out and provides more efficient traffic flow within the development and the general area. The access is also near a signalized condition where traffic flow and speeds are more controlled. The staff indicated that the Town Engineer was in support of the variance, provided the plans are updated to show a more pronounced barrier to more effectively lessen the likelihood of someone trying to turn left onto Kingston Pike.

A motion was made by Vice Mayor Povlin to approve the variance for the right in right out access request for the reasons noted by the applicant and subject to the plans showing a more pronounced barrier to lessen the likelihood of someone trying to turn left onto Kingston Pike. The motion was seconded by Commissioner Myers and was approved unanimously.

The staff noted that the western access is a proposed full access that will line up with the access on the south side of Kingston Pike at the Y-12 Federal Credit Union, which also serves as the Kingston Pike access for the PCD development at the southwest corner of S. Watt Road and Kingston Pike. This access is 200 feet from the right in right out access and 170 feet from the Ag Pro equipment storage lot access to the west. Thus, this access would require a variance of 200 feet from the right in right out access and 230 feet from the Ag Pro access to the west. The staff indicated that the Town Engineer was in support of these variances since the proposed access will line up with the access on the south side of Kingston Pike and the Ag Pro site has very limited use given its configuration.

Staff noted that a consideration in relation to this access is that a traffic signal will likely be warranted in the future (likely when the grocery store and the outparcel develop along with development on the south side of Kingston Pike). To cover this condition, the staff recommended that the Planning Commission consider requiring a letter of credit for half of the cost of a traffic signal in the amount of \$287,000 (this amount is based on a new traffic signal cost of \$450,000, expanded by 5% per year (compounded) over five years: $\$225,000 \times 1.05^5 = \$287,000$) be provided.

A discussion ensued and there were concerns over requiring the letter of credit at this time since the Traffic Impact Study did not indicate that a signal was currently warranted. A motion

was made by Vice Mayor Povlin to support the variances for the full access since it would line up with the access on the south side of Kingston Pike that will serve as the Kingston Pike access for the Kingston Pike Villages PCD project and to not require a letter of credit at this time for a traffic signal. The traffic signal letter of credit was not a condition of approval of the variance request. The motion was seconded by Mayor Williams and was approved unanimously.

Site Plan:

The staff then reviewed the site plan and noted that there were several remaining comments and some that would warrant additional discussion and input. A motion was made by Vice Mayor Povlin to initiate discussion. The motion was seconded by Mayor Williams. Rodney Phillips then spoke on behalf of the applicant and reviewed the remaining comments that they were concerned about. One of the comments was #11 which dealt with grading and improvements shown in the 35-foot buffer strip associated with the portion of the development that abutted the property that is currently zoned residential in the northeast portion of the project. Some discussion ensued among commissioners. It was noted that the Planning Commission did not have the authority to modify the requirement that no grading or improvements are permitted within the required buffer strip. The staff also noted that this would not be a matter that would meet the thresholds needed for a variance approval from the Board of Zoning Appeals. An option that was mentioned by Vice Mayor Povlin was that the applicant may consider requesting a text amendment with the buffer strip requirements modified where an abutting property zoned residential was shown on the Future Land Use Map as non-residential. Other commissioners expressed support for this concept and that staff comment #11 on the site plan would need to be modified to reflect this possibility.

Two other comments that the applicant wanted to discuss were #'s 12 and 15. Grant Berry, the project engineer, spoke on behalf of these comments. The staff noted that low impact development measures are a requirement, and the plan would need to provide for that. Some options were discussed with the Planning Commission and the applicant indicated that they would re-visit this aspect of the plan and address them on resubmittal. Mr. Berry also spoke regarding comment #15 and indicated that it was likely that TDOT would follow the recommendations of the Traffic Impact Study that the plan reflects but would make sure that any modifications recommended by TDOT were included on resubmittal. The only other staff comment that the applicant asked to be re-visited was #17. Based on the discussion that occurred under Agenda Item #4, commissioners were in support of the word "should" being changed to "may."

Based on the comments received during discussion, Vice Mayor Povlin re-stated her motion and recommended approval of the site plan subject to the following comments, as modified:

- 1. Please number the complete set Sheet 1 of ..., 2 of ..., etc.,*
- 2. There is no tree preservation and protection plan included in the plan set.*
- 3. Please submit a concise site lighting plan that meets the Town's requirements and includes all applicable information. The plans that were submitted do not include cut sheets for only the specific fixtures proposed, no diagram of pole heights and fixture orientation, no indication of wall mounted light mounting height and orientation, no reference to Kelvin temperatures, and several places along the property lines exceed the maximum footcandles permitted. The maximum permitted abutting residential is .5 and 3.0 for commercial. Lighting plans are typically only a couple of pages and include*

- one table that summarizes the fixtures, locations, numbers, and required information and ties them to the plan sheet.*
- 4. Please provide NOC.*
 - 5. Please provide a copy of TDOT permit for working on ROW and entrances onto State route.*
 - 6. FUD must approve the water and sewer plan sheets.*
 - 7. Please submit Erosion Control Letter of Credit for \$105,000.*
 - 8. Drainage Fee is based upon area of impervious surface, at \$0.03 per square foot. What is this area?*
 - 9. On Sheet C3.0, the outlet labeled F0 must be ten feet from the property line and the series of storm sewer from C0 to C4 must be RCP and not HDPE. Please ensure that grading is out of the dripline of trees abutting the Park.*
 - 10. On Sheet C3.0, Note #6 should state 2.5:1 rather than 2:1.*
 - 11. Grading and improvements are located within the required 35' buffer strip, and this is not permitted. The resubmitted plans will need to show that this comment is pending as the applicant will be submitting a text amendment to try to address this issue.*
 - 12. The plan does not include any required low impact development measures. Please revise the plan to ensure compliance with this requirement. Staff would suggest using permeable pavers in lieu of all or at least some of the underground detention as a means of achieving compliance.*
 - 13. On Sheet C4.0, please show planned driveways on the south side of Kingston Pike.*
 - 14. New sidewalk that is not along a deceleration lane must be at least 8 feet from the street curb along Kingston Pike since it is a major arterial.*
 - 15. The TDOT Traffic Office has some significantly greater storage and taper lanes recommended along Kingston Pike than shown on the plans. Please coordinate with TDOT and revise the plans accordingly. Additional review from the Planning Commission will be required if significant deviations occur in relation to what is shown currently on the plans.*
 - 16. Additional sidewalk will be required when the outparcel develops to tie together the overall pedestrian network. A crosswalk in different locations will be needed into the grocery and retail development from the outparcel.*
 - 17. If the residential property to the north is rezoned, access may be planned to that property in the area west of the revised Rural Metro tract. This would help consolidate access along N. Watt Road.*
 - 18. Please include a detail showing that all interior islands are at least 7.5 feet in width from inside of curb to inside of curb.*
 - 19. Please include a walking trail connection to the walking trail in Mayor Bob Leonard Park on the revised site plan. Two options were presented. Staff preferred Option A, which included a separate path shared with the property owner to the west. If the property owner to the west is not cooperative, Option B, which would create a route through the grocery store site would need to be shown.*
 - 20. Note: a separate landscape plan will need to be submitted, reviewed, and approved by staff and the VRRB. Please consider all landscaping requirements with respect to this proposed site plan. Also, all signage must be reviewed and approved separately.*
 - 21. The proposed lot coverage is very close to the maximum permitted. This leaves little opportunity to add outdoor seating (for the retail space), a trail connection through areas that are currently shown as vegetation (if the trail is connected through the grocery store site), or additional cart rack storage (which probably is needed).*

22. *On Sheet C8.2, please check structure elevations with drainage calculations. Also, on the same sheet, please correct the project information reference that references Athens, Tennessee.*
23. *Please revise the formatting on Sheets C8.3, 8.4, and 8.5 to remove the blue lines.*
24. *The site plan must specifically address the requirement that HVAC units shall not be visible from adjacent properties or rights of ways.*

The motion was seconded by Mayor Williams and was approved unanimously.

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)**
For discussion purposes only.

7. **REMOVED FROM AGENDA - 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**
None.

9. **Citizen forum**
None.

The meeting was adjourned at 9:05 p.m.

Shannon Preston, Secretary

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Eric Schindler, Assistant Town Engineer

SUBJECT: Discussion and public hearing on a recommendation to the Board of Mayor and Aldermen concerning a traffic calming application on Sonja Drive in the Farragut View Subdivision.

INTRODUCTION AND BACKGROUND:

This agenda item involves the proposed installation of four (4) sets of speed cushions on Sonja Drive. On June 12, 2023, the Town of Farragut received a petition from the residents of the speed zone (the street or portion of street where speeding occurs) on Sonja Drive requesting reconsideration of the 2021 Traffic Calming request and vote (voting tabulated in September of 2022). This request was in response to the May 11, 2023 update to the Town of Farragut Traffic Calming Policy.

The 2022 speed study results indicated excessive speeding in the locations where traffic speed data was collected. Excessive speeding is defined by an 85th percentile speed greater than 10 mph over the posted speed limit.

Table 1. Results of Sonja Drive Speed Studies

Approximate Location	85th Percentile Speed
11019 Sonja Drive	35.3 mph
11200 Sonja Drive	38.7 mph

Public Meeting

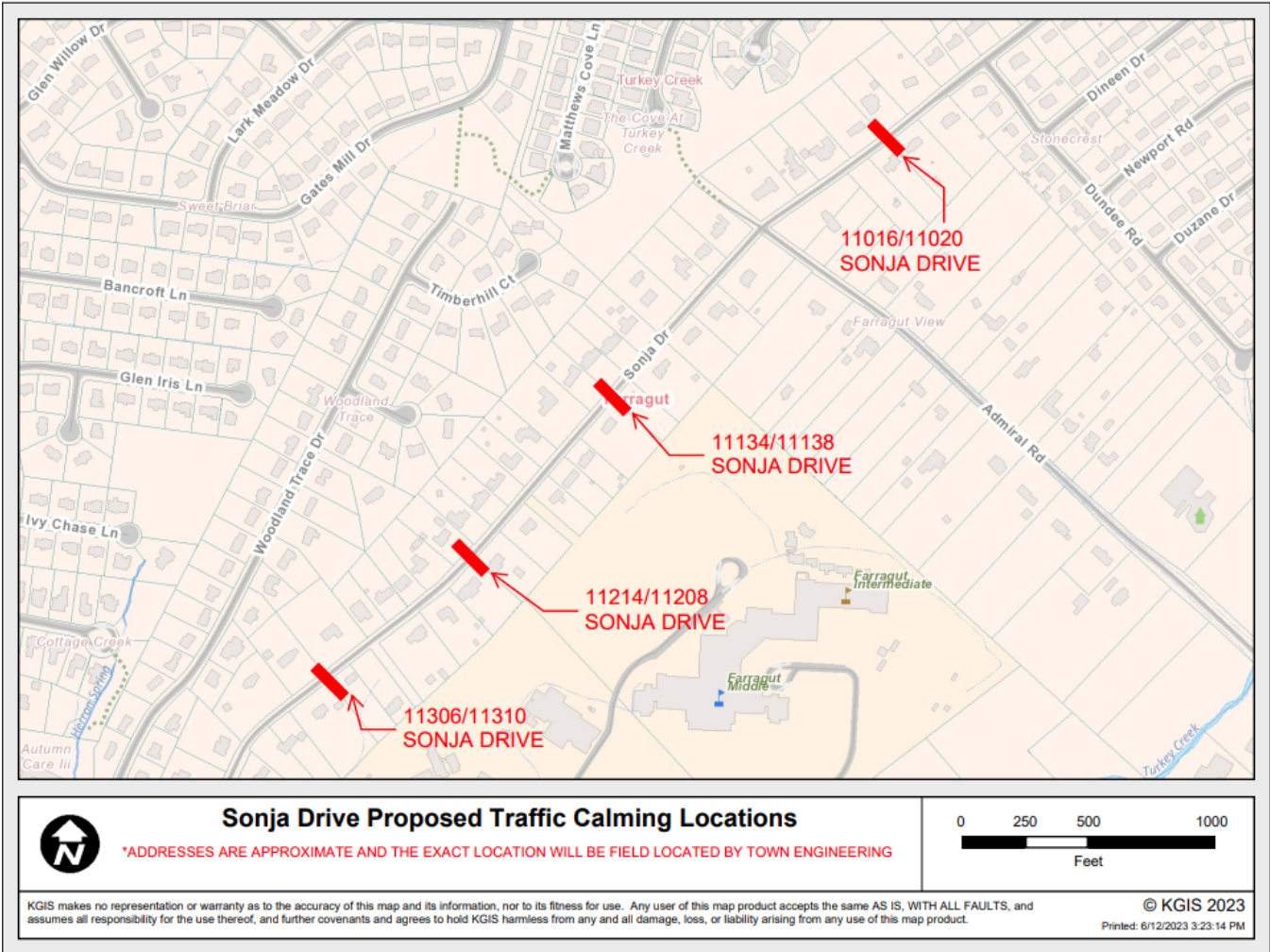
A public meeting was held July 5, 2023 to gauge support and obtain resident feedback. The support from the residents in attendance was overwhelmingly positive.

Vote Tabulation/Determination

The Traffic Calming Policy requires that greater than 50% of the returned ballots from the Speed Zone be in favor of traffic calming devices. 52 ballots were mailed out and a total of 37 votes were received, with 30 (81.1%) of those votes being in favor of traffic calming devices.

Sonja Drive Voting Tabulation				
# OF YES VOTES	# OF NO VOTES	Total <u>Received</u> Ballots	Total <u>Mailed</u> Ballots	% of Total Mailed Ballots Received
30	7	37	52	71%
81.1%	18.9%			

RECOMMENDATION:



Due to the planned widening of a portion of Sonja Drive between Admiral Road and Dundee Road as part of the Sonja Drive and Admiral Road sidewalk project, it is recommended that the construction of the 11016 Sonja Drive speed cushion location be postponed until after the road widening has been completed. The remaining locations, however, can be installed without any additional delays. An aerial image of the speed cushions at Midhurst Road, example photos of other installed speed cushions, and the speed cushion detail sheet can be found in the additional information below.

- Plan: Four (4) locations for speed cushions.
- Schedule: Work to be performed by the Town’s On-Call Roadway Maintenance Contractor as their schedule permits.
- Cost: Estimated \$15,000.

The staff recommends installation of asphalt speed cushions at four (4) locations at the approximate addresses of 11306 Sonja Drive, 11214 Sonja Drive, 11134 Sonja Drive, and 11016 Sonja Drive.

Additional Information:



Midhurst Road Speed Cushions installed in 2022

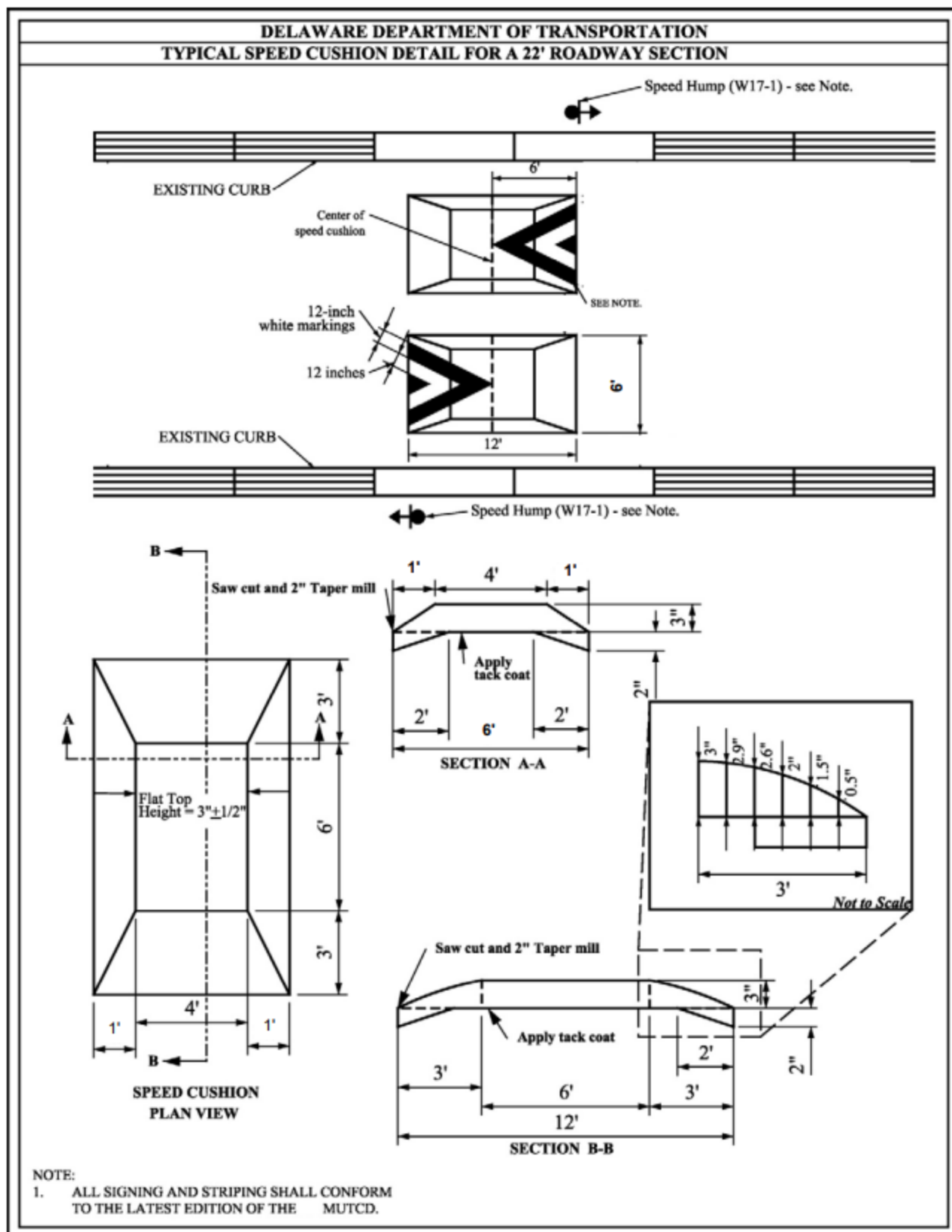


National Association of City Transportation Officials (NACTO.org)



Federal Highway Administrations Traffic Calming ePrimer (safety.fhwa.dot.gov/speedmgt/)

Additional examples of speed cushions that have been implemented (stock photos, not in Town of Farragut)



Speed Hump Detail Sheet

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Eric Schindler, Assistant Town Engineer

SUBJECT: Discussion and public hearing on a recommendation to the Board of Mayor and Aldermen concerning a traffic calming application on Admiral Road in the Farragut View Subdivision.

INTRODUCTION AND BACKGROUND:

This agenda item involves the proposed installation of three (3) sets of speed cushions on Admiral Road. On June 12, 2023, the Town of Farragut received a petition from the residents of the speed zone (the street or portion of street where speeding occurs) on Admiral Road requesting reconsideration of the 2021 Traffic Calming request and vote (voting tabulated in September of 2022). This request was in response to the May 11, 2023 update to the Town of Farragut Traffic Calming Policy.

Speed studies were conducted in 2019 and 2022, and the speed study results indicated excessive speeding in the locations where traffic speed data was collected. Excessive speeding is defined by an 85th percentile speed greater than 10 mph over the posted speed limit.

Table 1. Results of 2019 Admiral Road Speed Study

Approximate Location	85 th Percentile Speed
235 Admiral Road	42.8 mph
201 Admiral Road	45.6 mph
133 Admiral Road	43.9 mph

Table 2. Results of 2022 Admiral Road Speed Study

Approximate Location	85 th Percentile Speed
200 Admiral Road	44.4 mph

Public Meeting

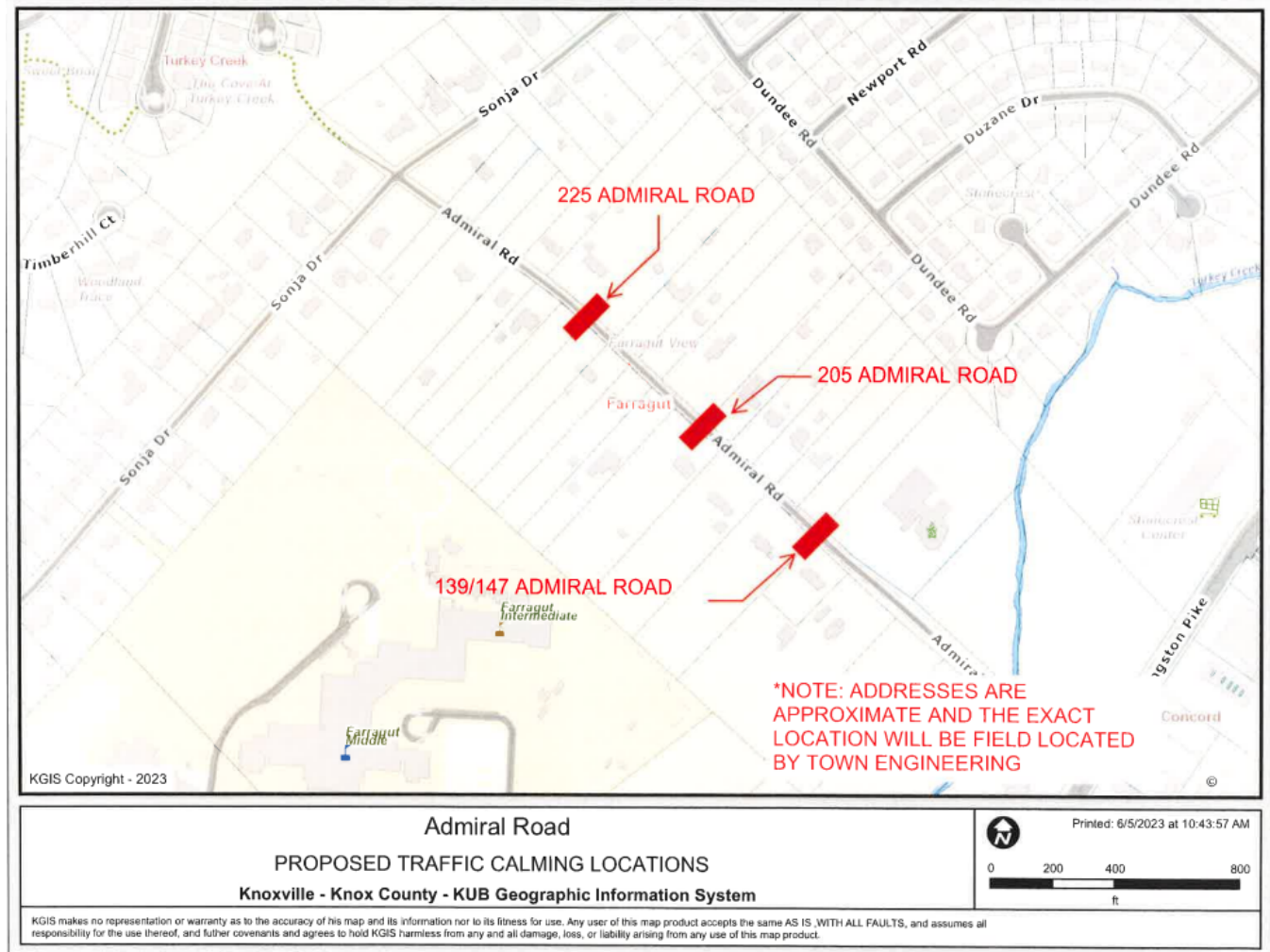
A public meeting was held June 29, 2023 to gauge support and obtain resident feedback. The support from the residents in attendance was overwhelmingly positive.

Vote Tabulation/Determination

The Traffic Calming Policy requires that greater than 50% of the returned ballots from the speed zone be in favor of traffic calming devices. 20 ballots were mailed out and a total of 18 ballots were received, with 14 (77.8%) of those votes being in favor of traffic calming devices.

Admiral Road Traffic Calming Vote Tabulation				
# OF YES VOTES	# OF NO VOTES	Total Received Ballots	Total Mailed Ballots	% of Total Mailed Ballots Received
14	4	18	20	90%
77.8%	22.2%			

RECOMMENDATION:



Plan: Three (3) locations for speed cushions.

Schedule: Work to be performed by the Town's On-Call Roadway Maintenance Contractor as their schedule permits.

Cost: Estimated \$12,000.

The staff recommends installation of asphalt speed cushions at three (3) locations at the approximate addresses of 225 Admiral Road, 205 Admiral Road, and 139 Admiral Road. An aerial image of the speed cushions at Midhurst Road, example photos of other installed speed cushions, and the speed cushion detail sheet can be found in the additional information below.

Additional Information:



Midhurst Road Speed Cushions installed in 2022

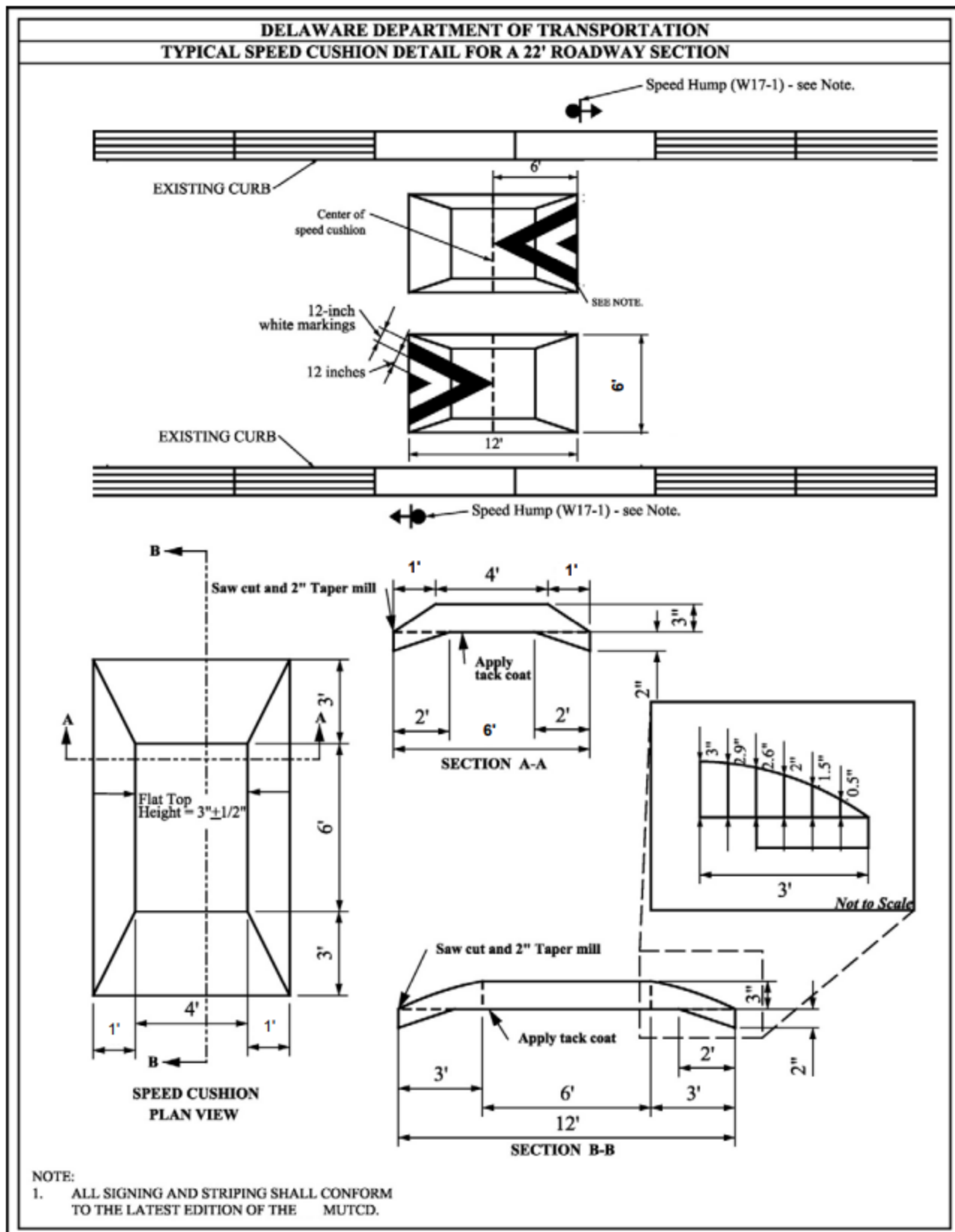


National Association of City Transportation Officials (NACTO.org)



Federal Highway Administrations Traffic Calming ePrimer (safety.fhwa.dot.gov/speedmgt/)

Additional examples of speed cushions that have been implemented (stock photos, not in Town of Farragut)



Speed Hump Detail Sheet

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

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

INTRODUCTION AND BACKGROUND: The Country Inn and Suites at 805 N. Campbell Station Road is changing to the La Quinta Inn. This change will result in some exterior modifications that require a site plan approval from the Planning Commission.

DISCUSSION: As shown on the exhibits included in the packet, the primary exterior change is a conversion of the gabled roof to a flat roof on both the building and the porte-cochere. There will be no expansion of the building's footprint. The other significant changes are new painting to account for the La Quinta color scheme and the replacement of some stucco sections at the building's entrance with ceramic panels that are shown as brown and gray on the proposed image included in the packet. The brick columns on the porte-cochere will also be sleeved with ceramic panels to blend in with the building's main entrance section. Some exterior lights will be replaced but will be recessed into the porte-cochere and some landscaping along the building's frontage will also be updated.

A number of images of the existing conditions are included in the packet along with information regarding the proposed ceramic panels.

RECOMMENDATION: The staff recommends approval of the proposed exterior modifications.











DIVISION 4 MASONRY LARGE FORMAT TILES

Project Name: La Quinta Inn & Suites
Prototype

Item Name : Exterior Panels

Area: Exterior Façade (Del Sol)

Manufacturer: Neolith

Product: Large Format Tiles for
La Quinta Del Sol Prototype

Contact Information

Contact Name: Zuzana Holland

Company: Holland Surfaces

Phone: 972-247-1621

Email: zuzana@hollandmarble.com

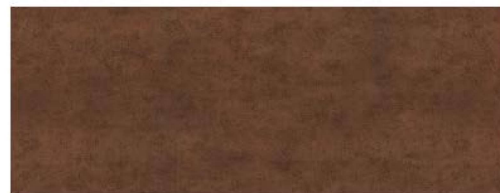
Website: www.neolith.com
www.hollandmarble.com/neolith.html



Neolith Iron Corten (standard)



Neolith Iron Corten -
La Quinta Exclusive (version 1)



Neolith Iron Corten -
La Quinta Exclusive (version 2)



Neolith Iron Corten -
La Quinta Exclusive (version 3)

Specifications

Color: Iron Corten (Custom La Quinta Finish Color)

Typical Size: Thick - 6.5 mm
Wide – 126”
Height -19 1/8”

General Notes

- Please note the thin set method should only be used in special circumstances when a clip system is not feasible.
- If using thinset method, panels must be installed by an Ardex trained and certified company to maintain warranty.
- If using clip system method, it must be installed per manufacturer (Neolith) “Strong Fix” guidelines.

DIVISION 4 MASONRY LARGE FORMAT TILES

Project Name: La Quinta Inn & Suites Prototype

Item Name : Exterior Panels

Area: Exterior Façade (Del Sol)

Manufacturer: GV Facades

Product: Kale (3 Variations of Color)

Contact Information

Contact Name: Ana Carrera
Company: GV Facades
Phone: 281-888-3472 | 713.446.5451 (cell)
Email: ana@gvfacades.net
Website: www.gvfacades.net

Contact Name: Srini Rao
Company: Graniti Vicentia
Phone: 713-869-0800 / 713-869-0800
Email: srini@granitivicentia.com

Specifications

Color: LQGV01, LQGV02, LQGV03 (3 Variations of colors)
Typical Size:
Thick - 6.5 mm
Wide - 118.12"
Height -19.75"



REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Request for approval of a variance from the distance between driveways requirement in the Driveways and Other Access Ways Ordinance associated with the removal of the existing access to McFee Road that services 1006, 1008, and 1010 McFee Road and the addition of a new access to service the same three lots roughly 163 feet north of the access to be removed. The proposed access would be 153 feet south of Scarlet Sage Drive in the Meadows on McFee Subdivision resulting in a variance request of 247 feet (Kevin Robson, Applicant)

INTRODUCTION AND BACKGROUND: This agenda item involves an access-related request from three property owners along McFee Road that are in the Chantilly Acres Subdivision. As background, when the Chantilly Acres Subdivision was platted there were six lots created that each fronted along McFee Road. Since McFee Road is classified as an arterial street, new accesses are required to be at least 400 feet apart. Consequently, as part of the Chantilly Acres plat, access easements were created with the two northernmost lots sharing an access point onto McFee and the four southernmost lots sharing an access point roughly 420 feet to the south. The shared access not only improves safety by having fewer curb cuts and potential conflict points but also reduces vehicular crossings of the walking trail that runs parallel with McFee Road on the east side of McFee Road.

DISCUSSION: Since the original plat approval of Chantilly Acres, the two southernmost lots were combined and a new subdivision, the Meadows on McFee, was approved on the west side of McFee Road across from Chantilly Acres. Due to topography, sight distance, and utility pole conflicts, the two access points for the Meadows on McFee did not line up with the shared access points associated with Chantilly Acres. As a result, a variance was requested and approved for the Meadows on McFee access points.

This information is being provided to illustrate that both of the original access points for Chantilly Acres are now within 400 feet of other accesses along McFee Road. The applicant's request at this time would involve the removal of the existing access that was platted originally for the four southernmost lots in Chantilly Acres and establish a new access roughly 163 feet north of the access to be removed. Included in the packet is the applicant's rationale for the modified access onto McFee Road and maps showing what currently exists and what is proposed.

RECOMMENDATION: The Town Engineer has reviewed the applicant's request and is in support since it would not involve an increase in the number of access points and appropriate sight distance is achieved. From a practical perspective, the proposed access is also more centralized for the affected property owners and would better facilitate delivery, trash service, and emergency vehicle access. As noted above, the existing access is within 400 feet of the southern access for the Meadows on McFee. The proposed access, though within 400 feet of each of the accesses for the Meadows on McFee, would be more centered between those two access points.

If the modified access and associated variance is approved by the Planning Commission and Board of Mayor and Aldermen, the plat for Chantilly Acres will have to be amended in terms of the platted access easement. The Town will also require a right of way permit to coordinate the construction of the new access and the removal of the existing access and restoration of that area to a grassed condition.



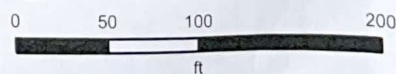
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Proposal to move main entrance at Chantilly Acres At McFee

The homeowners at Chantilly Acres (Kyle Lawrence family, Amit Naskar family, and Kevin Robson family) would like to change the existing entrance to more safer and accessible entrance. Several reasons are:

- Current entrance does not allow delivery trucks and emergency vehicles to access appropriately to all three homes (3,4, & 5). Delivery trucks are forced to park on McFee Rd which therefore causes traffic to back up on the McFee. Home 3 (Kyle Lawrence) owns a landscaping business and he is forced to make multiple turns to enter which causes damage to his vehicle and damage to yard on #5.
- Home #4 (Amit Naskar Family) does not have direct access to put trash out for pick up. They would have to walk more than 100 feet both ways.
- The existing entrance was originally designed for 4 homes but plot #6 was purchased by home owner #5 and no home would be developed.
- By allowing new entrance it allows any type of vehicle (truck, deliver vehicles, and emergency vehicles to enter and exit safely.
- By allowing new entrance it allows home #4 to have access to Mcfee Rd and to put out their trash.
- The new easement road would therefore end at the property line between 5 and 4.

The owner of home 5 is willing to cover the cost of the new entrance to be done and also close out the existing entrance. Would need to know if the town of Farragut would be cutting out the new entrance curb and filling the existing curb or would home 5 get that done.

Notes:

- Box B on Final Plat measures 132 feet from center of Meadows entrance to center of New entrance at Chantilly Acres
- Box C is the center of entrance of lot #2 and Box A measures 256 feet from center of entrance Lot 2 to center of new entrance to Chantilly Acres
- New entrance to Chantilly Acres measures 25 feet wide from McFee Rd to easement Rd of Chantilly Acres.

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to amend the Farragut Zoning Ordinance to address buffer strip requirements where an adjacent property is shown as non-residential on the Future Land Use Map (Schaad Companies, Applicant)

INTRODUCTION AND BACKGROUND: This item is for discussion purposes only and is the result of a discussion that the Planning Commission had with the applicant at the August meeting concerning a staff comment on the site plan for a proposed grocery store at N. Watt Road and Kingston Pike. Specifically, the site plan included grading and a portion of the delivery truck access within a 35-foot landscaped buffer strip required on the grocery store property where it abuts a property that is currently zoned R-1, Rural Single-Family Residential.

The applicant stated that they had tried to modify the site layout but could not avoid encroaching into the buffer strip. As a result, a staff comment on the site plan was that this encroachment was not permitted and would have to be addressed. Staff advised against pursuing a variance since there would be insufficient grounds for the Board of Zoning Appeals to grant approval. Staff noted that if the applicant could not modify their layout to remove the encroachment from the buffer strip, the only other option would be to pursue a text amendment.

DISCUSSION: The property that is zoned R-1 also fronts along N. Watt Road with commercial zoned properties to the south and west and Mayor Bob Leonard Park (MBLP) to the north. When the Future Land Use Map in the Comprehensive Land Use Plan was being revisited and updated with community input, properties adjacent to MBLP were designated as a Parks and Recreation land use. The property zoned R-1 that abuts the grocery store property is shown with the Parks and Recreation land use. Given this property's future land use designation and its location along N. Watt Road and surrounding development, long-term use of this for residential purposes may not be likely.

A question was raised by one of the Planning Commissioners if the buffer requirements could be tied to the future land use map designation to account for what is envisioned to ensure that what is being required makes sense and would be necessary given the context. Other Planning Commissions agreed that there was some logic in doing this even though the Future Land Use Map doesn't necessarily follow property lines and is rather a general visual guide for how an area may develop in the future.

The applicant filed for a text amendment based on the discussion at the August Planning Commission meeting. Staff reviewed the buffer strip provisions in the C-1, General Commercial District, and presented some draft language at the staff/developer meeting on September 5. Included below is current language and discussion language with the additional provisions shown in red.

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

Discussion: There shall be a buffer strip a minimum of 35 feet in width on all side and rear property lines when the abutting property is zoned residential or agricultural **unless such property is shown as a non-residential land use on the adopted Future Land Use Map. In this case, the Planning Commission may consider a modification to the buffer strip based on the surrounding built environment and context. This may include whether the property is adjacent to a major arterial street or surrounded by non-residential development.**

The discussion language does not waive the buffer requirement. It provides the Planning Commission with the opportunity to consider the surrounding context and a property's Future Land Use designation to evaluate whether and to what extent a buffer may be appropriate.