FARRAGUT MUNICIPAL PLANNING COMMISSION

AGENDA

January 16, 2025

Farragut Community Center – Assembly Room

6:00 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. **Proclamation to honor the founding of the Town of Farragut and to honor the anniversary of Betty Dick Day**

3. **Approval of minutes for the December 19, 2024 meeting**

4. **Discussion and public hearing on a preliminary plat (road improvements) associated with the Farragut Area Elementary School, 202 Village Commons Boulevard, 41 Acres, Zoned R-1 and B-1 (McCarty Holsaple McCarty, Applicant)**

5. **Discussion and public hearing on a site plan for an expansion to the fuel center at the Costco at 10745 Kingston Pike, 20.68 Acres, Zoned C-1 (AEC, Inc., Applicant)**

6. **Discussion and public hearing on a modification recommended by the Board of Mayor and Alderman on a request to amend the text of the Farragut Zoning Ordinance to permit a second dwelling unit on an existing lot of record that is greater than 1.5 acres in the Rural Single-Family Residential (R-1) Zoning District (Tyler Butler, Applicant)**

7. **Discussion on a request for an amendment to the text of the Farragut Zoning Ordinance to allow a drive through lane to be permitted for a financial and real estate service in the Mixed-Use Town Center planning area of the General Commercial (C-1) Zoning District (Long, Ragsdale & Waters, P.C., Applicant)**

8. **Discussion on a request to amend the text of the Farragut Zoning Ordinance in the Planned Commercial District (PCD) so that a proposed automobile-oriented use that has frontage on a major arterial street may have a drive-through under certain conditions (Kingston Pike Properties 2, LLC, Applicant)**

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

9. **Discussion on a revised concept plan for the commercial portion of the Kingston Pike Village, Parcel 81.47, Tax Map 151, 18.5 Acres, Zoned PCD (Kingston Pike Properties 2, LLC, Applicant)**

10. **Discussion on a request to amend the text of the Farragut Zoning Ordinance to lessen the setback for outdoor fences associated with commercial kennels in the General Commercial (C-1) Zoning District where the kennel abuts property that is not zoned residential or agricultural (Urban Engineering, Applicant)**

11. **Discussion and public hearing on approval, by resolution, of the Mixed-Use Town Center Vision Plan To view the latest version of the vision plan, visit townoffarragut.org/DocumentCenter/View/8183**

12. **Approval of utilities**

13. **Citizen forum**

Public Comment Protocol

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. 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.

The Commission also seeks public comment on regular agenda items during the portion of the meeting devoted to discussion and consideration of the specific agenda item.

The Chairman may recognize individuals for public comment during both the regular agenda and Citizen Forum portions of the meeting based on the following guidelines.

1. The Chairman shall maintain and control the meeting to provide a professional and objective environment conducive to presentation and discussion of the agenda items;
2. Any Farragut resident interested in speaking should fill out a blue comment card stating which agenda item they would like to comment on and turn it in to the Planning Director;
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; provided that when additional time is allowed, speakers with differing points of views are allowed the same amount of time if requested. Time is not transferable to other speakers;
5. Speakers should strive to avoid redundancy; different considerations than expressed by previous speakers on a subject are encouraged;
6. Comments that threaten violence or imminent physical harm toward any individual will not be tolerated.
7. Comments may support or oppose issues or measures;

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8. Personal attacks on the character of individuals who hold different points of view that have no relationship to the merits of the matter or issue raised for discussion will 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.

Tennessee Code Annotated 39-17-306. Disrupting meetings or processions.

a) A person commits an offense if, with the intent to prevent or disrupt a lawful meeting, procession, or gathering, the person substantially obstructs or interferes with the meeting, procession, or gathering by physical action or verbal utterance.
b) A violation of this section is a Class A misdemeanor.

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MINUTES

FARRAGUT MUNICIPAL PLANNING COMMISSION

December 19, 2024

MEMBERS PRESENT	**MEMBERS ABSENT**
Scott Russ, Chairman	Scott Meyer, Vice Mayor
Louise Povlin, Vice Chairman	Noah Myers
Ron Williams, Mayor	Jeff Devlin
Shannon Preston, Secretary	
Ron Pinchok	
Jon Greene	

Staff Representative: Mark Shipley, Community Development Director

1. **Approval of agenda**
   The staff noted that Agenda Item #'s 7 and 8 were requested for postponement by the applicant. With this amendment to the agenda, the staff recommended approval of the agenda.

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

2. **Approval of minutes for the November 21, 2024 meeting**
   The staff recommended approval of the minutes as submitted.

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

3. **Discussion and public hearing on approval of a final plat for Biddle Farms Commercial, 2 Lots, 4.98 Acres, Zoned PCD (Biddle Farms Commercial, Applicant)**
   The staff reviewed this item and recommended approval subject to the following items being completed:
   1. Please obtain the required signatures.
   2. Please provide a 2-year maintenance letter of credit for roadways, sidewalks and drainage facilities in the amount of $40,000.
   3. Please provide a 2-year landscape maintenance letter of credit in the amount of $15,000.
   4. Please complete remaining field related items identified by Town staff.
   5. A written agreement is needed before signing the final plat on the maintenance of public spaces, landscaping, etc.
   6. Please provide a copy of the Declaration of Easements, Covenants, and Restrictions referenced in Plat Note #10.

   A motion was made by Vice Chairman Povlin to follow the staff's recommendation. The motion was seconded by Mayor Williams. A short discussed followed. Annette Hommel was present

for the applicant and answered a couple of questions. The motion was then approved unanimously.

4. **Discussion and public hearing on approval of a preliminary plat and a variance from the distance between driveways requirement in the Driveways and Other Access Ways Ordinance for the Serenade at Farragut, 421 N. Watt Road, 30 units, 9.2 Acres, Zoned Neighborhood/Convenience Commercial (NCC) (Robert Campbell & Associates, Applicant)**

The staff reviewed this item and noted that the Planning Commission would need to act on the variance request for the proposed access and then on the preliminary plat. The staff noted that the proposed access was roughly 131 feet from the nearest access, which is to the south and referenced as Harbin Lane. Currently, Harbin Lane only serves a single-family dwelling, and should the property be developed, the staff will work with the developer to line up the accesses. The required distance between accesses is 400 feet on arterial streets, as provided for in the Driveways and Other Access Ways Ordinance. Thus, the variance would be 269 feet. The project engineer, Robert Campbell, noted that the proposed access provided the best sight distance and that would be the justification for the requested variance.

A motion was made by Vice Chairman Povlin to approve the access location and associated variance due to enhanced sight distance. The motion was seconded by Mayor Williams and was approved unanimously.

The staff then recommended approval of the preliminary plat subject to the following items being completed:

1. The access reflecting what is ultimately approved by the Planning Commission and Board of Mayor and Aldermen.
2. Please include a utility plan sheet to show where electric, fiber, telephone, gas, etc., are to be located for the project.
3. Please provide a drainage permit fee payment in an amount to be determined by the Town Engineer.
4. Please provide an irrevocable letter of credit for erosion control in an amount to be determined by the Town Engineer.
5. A stormwater maintenance agreement and plan must be recorded prior to CO or final plat.
6. At least 25% of the stormwater runoff must be accommodated with a low impact development measure(s). Please address in the drainage calculations.
7. To save the large oak trees along Harrison Lane, please coordinate grading and sidewalk alignment with the Town staff to lessen impact to the affected trees.
8. What if any impact/conflicts will the location of the proposed waterline have on the street tree / streetscaping plan? Are any special mitigation measures needed?
9. Required Landscape plans for the detention basins and commercial area will need to be submitted to the VRRB for review and approval when that portion of the project is ready for review and approval.
10. The rain gardens are located in the public ROW but are part of the private stormwater management system. Some sort of formal ongoing maintenance agreement will be needed. This would be like the Cottages at Pryse Farms Subdivision.
11. The finished slopes that are 2.5:1, require special consideration for stabilization. How is this being addressed?

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

5. **Discussion and public hearing on a site plan for two additions to the Weigel's building at 12001 Kingston Pike, 1.5 Acres, Zoned General Commercial (C-1) (Weigel's, Applicant)**
   The staff reviewed this item and recommended approval subject to obtaining a building permit. Melissa Clark was present for the applicant.

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

6. **Discussion and public hearing on a request to amend the Farragut Zoning Map for the property at 12823 Kingston Pike (formerly Summit View Nursing Home) from General Commercial (C-1) to Community Service (S-1), 5 Acres (Benefield Richters, Applicant)**
   The staff reviewed this item and recommended approval of Resolution PC-24-20 which recommends approval of Ordinance 24-24 to the Board of Mayor and Aldermen. The staff noted that the landscape plan for the proposed buffer strip in the required transition area would need to be approved by the Visual Resources Review Board (VRRB) and a letter of credit provided to ensure completion of the landscape plan approved by the VRRB. Amy Sherrill was present for the applicant.

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

7. **Discussion on a revised concept plan for the commercial portion of the Kingston Pike Village, Parcel 81.47, Tax Map 151, 18.5 Acres, Zoned PCD (Kingston Pike Properties 2, LLC, Applicant)**
   POSTPONED

8. **Discussion on a request for an amendment to the text of the Farragut Zoning Ordinance to allow a drive through lane to be permitted for a financial and real estate service in the Mixed-Use Town Center planning area of the General Commercial (C-1) Zoning District (Long, Ragsdale & Waters, P.C., Applicant)**
   POSTPONED

9. **Approval of utilities**
   None.

10. **Citizen forum**
    None.

The meeting was adjourned at 6:46 p.m.

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Shannon Preston, Secretary

MEETING DATE: January 16, 2025 **AGENDA ITEM #4**

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a preliminary plat (road improvements) associated with the Farragut Area Elementary School, 202 Village Commons Boulevard, 41 Acres, Zoned R-1 and B-1 (McCarty Holsaple McCarty, Applicant)

INTRODUCTION AND BACKGROUND: This item involves approval of road improvements proposed in association with a Knox County elementary school that is proposed on the 41 acres tract to the east of the Village Commons Senior Living Community. As proposed, the school would have its primary access off Village Commons Boulevard. Bus access would be off Boring Road via Smith Road.

DISCUSSION: As part of this project, Knox County conducted a traffic impact study. There are two sections of improvements proposed to Town of Farragut streets. One section is along Boring Road, where the two twelve-foot lanes with curb and gutter and sidewalk that exist from Smith Road to the east end of the Baldwin Park frontage are to be extended along the school's frontage to just past where the eastern leg of the walking trail that was constructed with the Country Way Subdivision on the north side of Boring Road ties into Boring Road. There are also some school speed limit signs proposed along Smith Road and a marked crosswalk across Boring Road along its eastern intersection with Smith Road. No other improvements are proposed by the County to the remainder of Boring Road.

The second section is Village Commons Boulevard, and this would include the removal of the southernmost raised median and most of the northernmost raised median. This would help with turning movements at the school's proposed entrance to Village Commons Boulevard and traffic flow along Village Commons Boulevard. The County is proposing roughly 4,765 feet of on-site vehicle storage so that vehicles are contained on the school property rather than backing out onto public streets.

RECOMMENDATION: To the extent that the County is considered a political subdivision of the State, there are limitations on what the Town can require with respect to the school project. Consistent with State provisions, the Town does have the responsibility of approving the location and extent of the components that make up the site development for the school. This is the same provision that is used for the review of public utility projects that must be presented to and approved by the Planning Commission.

The Town Engineer has reviewed the latest traffic impact study that is included in the packet and has provided the following observations:

> **Kingston Pike at Smith Road:** Level of Service (LOS) at this intersection is relatively good during both AM and PM peak hours and will remain so after full build-out. However, during the PM peak the eastbound left turn queue on Kingston Pike backs up beyond the capacity of the eastbound left turn bay, spilling out into the eastbound thru lanes. Full build-out will increase this problem. No mitigation options present themselves, due to the close proximity of Sugarwood Drive and its opposing (westbound) left turn bay.

Kingston Pike at Federal Boulevard: Background traffic causes overall LOS D during AM peak (PM peak is LOS B). With build-out, the intersection can provide a LOS C during AM peak by optimizing the signal timing to increase the cycle length.

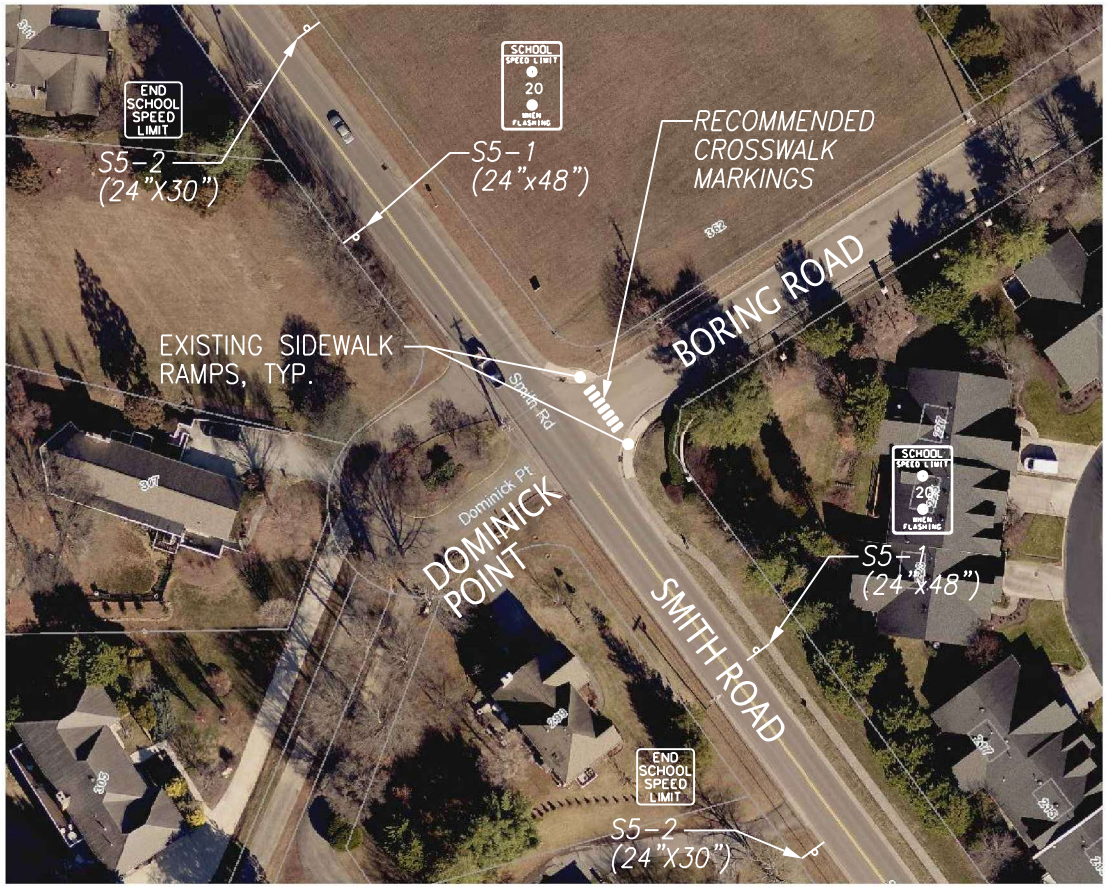
Kingston Pike at Boring Road: Southbound movements on Boring Road have LOS F with background and existing traffic PM peaks. This will continue with full build-out. Knox County Schools intends to prohibit use of Boring Road for drop-offs at the staff parking lot, but this is somewhat questionable as to how it can be accomplished. A right-in/right-out island on Boring Road at the intersection might offer some relief by preventing left turns to and from Kingston Pike.

Kingston Pike at Village Commons Boulevard: Existing and background LOS is good at this intersection, but full build-out decreases LOS from B to E during the AM peak. Ardurra recommends removing a portion of the median on Village Commons Boulevard to increase the southbound storage for left turns onto Kingston Pike, and lengthening the eastbound left turn bay on Kingston Pike.

Smith Road at Boring Road: All approaches operate at a good LOS with existing and background traffic, but the westbound approach on Boring Road decreases to LOS E during the AM peak with build-out. This is complicated by limited intersection sight distance for the westbound approach on Boring Road, though it's noted that stopping sight distance is adequate. Ardurra considered a traffic signal at this location, but the intersection did not meet warrants outlined in the MUTCD. Ardurra also considered a four-way stop, but determined this would increase the average delay time so a multi-way stop is not recommended. Ardurra recommends a 20 mph school zone on Smith Road thru this intersection to address the limited intersection sight distance, which appears to be a reasonable approach. This is the same approach as the school zone on Grigsby Chapel Road near St. John Court.

General Comment: Knox County Schools and Ardurra should consider other locations where school zones might be needed to increase pedestrian safety, such as Village Commons Boulevard and Boring Road.

Representatives for the school project will be at the meeting to present their proposal and answer questions. The Town Attorney will also be present to review the Town's authority with respect to this project.



FARRAGUT AREA ELEMENTARY SCHOOL

EXH-1

12/18/2024

0 100 200

SCALE: FEET

ARDURRA

COLLABORATE. INNOVATE. CREATE.

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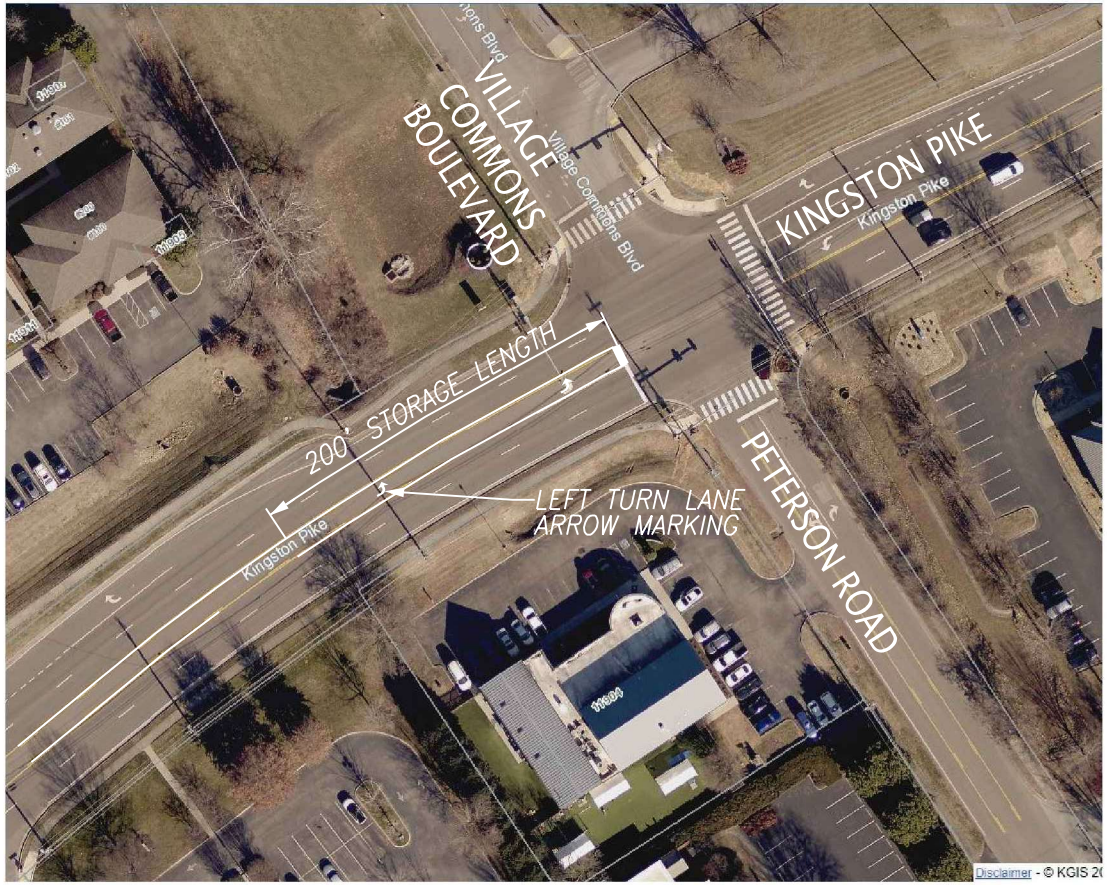

FARRAGUT AREA ELEMENTARY SCHOOL

EXH-2

12/18/2024

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SCALE: FEET

ARDURRA

COLLABORATE. INNOVATE. CREATE.

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MHM

TOWN OF FARRAGUT - ROAD IMPROVEMENTS SUBMISSION FOR

FARRAGUT AREA ELEMENTARY SCHOOL

KNOX COUNTY SCHOOLS

202 VILLAGE COMMONS BLVD
FARRAGUT, TN 37934

PROJECT NO.: **24002**

VOLUME: 1 OF 1

ISSUED: NOVEMBER 18, 2024

FARRAGUT AREA ELEMENTARY SCHOOL

KNOX COUNTY SCHOOLS

202 VILLAGE COMMONS BLVD
FARRAGUT, TN 37934

PROJECT NO.: **24002**

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865.544.2000
www.mhminc.com
MARGARET BUTLER
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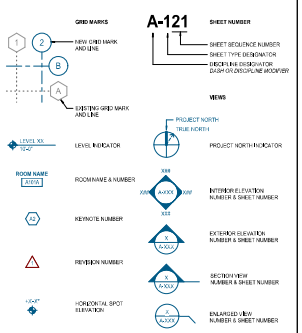
VOLUME: 1 OF 1
ISSUED: NOVEMBER 18, 2024

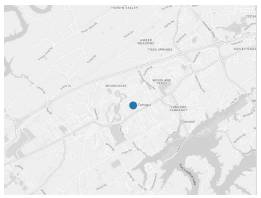
SHEET INDEX

SHEET NO.	SHEET DESCRIPTION	ISSUE DATE	ISSUED BY	REVISION DATE
GENERAL				
G-001	SHEET INDEX	11/18/24		
GENERAL 1				
C-1				
C-001	NOTES AND LEGEND	11/18/24		
C-002	DEMOLITION PLAN (RIGHT OF WAY)	11/18/24		
C-100	OVERALL PLAN	11/18/24		
C-200	LAYOUT AND PAVING PLAN (RIGHT OF WAY)	11/18/24		
C-300	GRADING PLAN (RIGHT OF WAY)	11/18/24		
C-400	STORM DRAINAGE PLAN (RIGHT OF WAY)	11/18/24		
C-501	ROAD PROFILES (RIGHT OF WAY)	11/18/24		
C-601	DETAILS (RIGHT OF WAY)	11/18/24		
C-602	DETAILS (RIGHT OF WAY)	11/18/24		
C-1.1				
Grand total: 10				

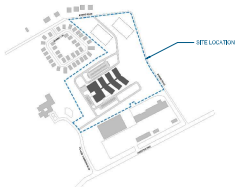
SYMBOLS LEGEND



PROJECT LOCATION MAP



SITE VICINITY MAP



PROJECT GENERAL NOTES

PERMITS AND SAFETY

1. THE CONTRACTOR FOR THE PROJECT SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS REQUIRED BY ALL AUTHORITIES HAVING JURISDICTION.
2. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR TAKING ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE PUBLIC, CONSTRUCTION PERSONNEL, AND VISITORS ON THE JOBSITE AND TO PREVENT ACCIDENTS OR INJURY TO ANY PERSONS ON, ABOUT, OR ADJACENT TO THE PREMISES WHERE THE WORK IS BEING PERFORMED. THE CONTRACTOR SHALL COMPLY WITH ALL OF THE LAWS, ORDINANCES, CODES, RULES AND REGULATIONS RELATIVE TO SAFETY AND THE PREVENTION OF ACCIDENTS.

OWNER COORDINATION

1. ALL WORK SHALL CONFORM TO ALL INDUSTRY AND MANUFACTURERS' PUBLISHED STANDARDS AND THE OWNER'S REQUIREMENTS FOR QUALITY OF MATERIALS AND WORKMANSHIP AS WELL AS ALL REQUIREMENTS IN THE DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE TO BECOME FAMILIAR AND COMPLY WITH THE OWNER'S STANDARD DETAILS OF CONSTRUCTION. ANY CONFLICTING REQUIREMENTS OF THE SOURCES LISTED ABOVE SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
2. ALL PENETRATIONS IN FLOOR SLABS SHALL BE REVIEWED AND APPROVED BY THE OWNER AND ARCHITECT PRIOR TO COMMENCING WITH THE WORK.

CONSTRUCTION COORDINATION

1. WHERE AVAILABILITY OF SPACE IS LIMITED, COORDINATE INSTALLATION OF DIFFERENT COMPONENTS TO ASSURE MAXIMUM ACCESSIBILITY OF REQUIRED MAINTENANCE, SERVICE AND REPAIR.
2. COORDINATE TRADES TO PATCH FINISHES THAT ARE DAMAGED AS A RESULT OF CUTTING IN OF WORK.

CONTRACT DOCUMENTS

1. REFER TO COMPLETE SET OF ISSUED CONTRACT DOCUMENTS FOR APPLICABLE NOTES, ABBREVIATIONS, AND SYMBOLS. NOTES APPEAR ON VARIOUS DRAWINGS FOR DIFFERENT SYSTEMS AND MATERIALS. REVIEW ALL SHEETS AND APPLY NOTES TO RELATED BUILDING COMPONENTS.
2. DRAWINGS AND SPECIFICATIONS ARE COMPLIMENTARY AND ARE INTENDED TO INCLUDE OR IMPLY ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK.
3. THE ARCHITECT AND IT'S DESIGN TEAM ARE SOLELY RESPONSIBLE FOR INTERPRETATION OF THE CONTRACT DOCUMENTS.
4. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IN WRITING OF ANY OMISSIONS, DISCREPANCIES, AND/OR CONFLICTS IN THE DRAWINGS AND / OR SPECIFICATIONS BEFORE SUBMITTING THEIR BID / PRICE. THE ARCHITECT WILL CLARIFY THE DOCUMENTS IN AN ADDENDUM IF ANY ADDENDUM IS NOT ISSUED BEFORE THE BID / PRICE IS SUBMITTED, THE CONTRACTOR'S BID / PRICE SHALL BE BASED ON THE HIGHER QUANTITY AND / OR HIGHER QUALITY.
5. DO NOT SCALE DRAWINGS, DIMENSIONS PROVIDED GOVERN. IF DIMENSIONS OR PROVIDED INFORMATION ARE IN QUESTION, THE CONTRACTOR SHALL OBTAIN CLARIFICATION FROM THE ARCHITECT PRIOR TO PROCEEDING OR CONTINUING WITH ASSOCIATED AND AFFECTED WORK. PROCEEDING WITHOUT CLARIFICATION SHALL BE AT CONTRACTOR'S OWN RISK WHERE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASSOCIATED COSTS. LARGE SCALE DRAWINGS GOVERN OVER SMALL SCALE DRAWINGS.
6. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, BENCHMARKS, WORKZONES, SPOT ELEVATIONS AND CONDITIONS SHOWN ON THE DRAWINGS AT THE JOB SITE AND SHALL NOTIFY THE ARCHITECT OF ANY OMISSIONS, DISCREPANCIES, AND/OR CONFLICTS BEFORE PROCEEDING WITH THE PROJECT.
7. FINISH FLOOR ELEVATIONS ARE TO TOP OF CONCRETE SLAB UNLESS NOTED OTHERWISE.
8. FIELD MEASURE AND CONFIRM DIMENSIONS FOR OWNER PROVIDED / CONTRACTOR INSTALLED EQUIPMENT.
9. EXCEPT AS SHOWN ON KITCHEN EQUIPMENT SHEETS, EQUIPMENT AND FURNITURE SHOWN ARE NOT INCLUDED IN CONTRACT, UNLESS NOTED OTHERWISE.

CONSTRUCTION

1. NEW AND EXISTING OPENINGS IN RATED WALL, FLOOR, CEILING AND ROOF ASSEMBLIES SHALL BE SEALED WITH PENETRATION SEALANT SYSTEMS MEETING OR EXCEEDING THE REQUIRED FIRE RESISTIVE RATINGS, OR PROTECTED WITH A FIRE RATED CHASE.
2. MAINTAIN THE FIRE RATING OF CONSTRUCTION AROUND CABINETS, PANELS, AND BOXES RECESSED IN FIRE RATED WALL, FLOOR, AND CEILING ASSEMBLIES.
3. PROVIDE NON-COMBUSTIBLE STIFFENERS, BRACING, BACKING PLATES AND / OR FIRE RETARDANT WOOD BLOCKING REQUIRED FOR SECURE INSTALLATION OF DOORS AND DOOR HARDWARE INCLUDING WALL MOUNTED DOOR STOPS, MILLWORK, HANDRAILS, WALL-MOUNTED SHELVES, TOILET PARTITIONS, OPERABLE PARTITIONS, MISCELLANEOUS EQUIPMENT, AND SUSPENDED MECHANICAL AND ELECTRICAL EQUIPMENT.
4. ISOLATE DISSIMILAR METALS TO PREVENT GALVANIC CORROSION.
5. ALL EXTERIOR STEEL HANDRAILS, GUARDRAILS, AND BOLLARDS SHALL BE GALVANIZED AND PAINTED / COATED PRIOR TO INSTALLATION AND / OR SETTING IN PLACE OR EMBEDDING IN OTHER CONCRETE / MASONRY WORK, UNLESS NOTED OTHERWISE. PAINTING / COATING SHALL COVER ALL AREAS, INCLUDING THE PORTIONS EMBEDDED IN CONCRETE / MASONRY WORK.
6. PIPING LOCATED ABOVE GRADE AND INSIDE THE BUILDING SHALL BE CONCEALED IN FURRED SPACES WITH THE EXCEPTION OF PIPING IN STAIRWAYS, EQUIPMENT ROOMS AND POWERHOUSE. COORDINATE WITH ARCHITECT AND OTHER TRADES TO PROVIDE FURRING FOR PIPING INSTALLED IN FINISHED AREAS.

MHM

McCarty Holsaple McCarty
550 W. Main St., Suite 300
Knoxville, TN 37902
t 865.544.2000
www.mhminc.com

Project Information:

24002

FARRAGUT AREA ELEMENTARY SCHOOL
202 VILLAGE COMMONS BLVD
FARRAGUT, TN 37934

KNOX COUNTY SCHOOLS
400 W SUMMIT HILL DR
KNOXVILLE, TN 37902
knoxschools.org

Seal

PRELIMINARY PACKAGE:
NOT FOR CONSTRUCTION

Consultant:

#	ISSUED BY:	DATE

Issue Date:	NOVEMBER 18, 2024
PIC	MARGARET BUTLER
PM	ALLI MONTGOMERY / BUD ARCHER
PA	JENNIFER NICKLAS
Drawn By:	B ARCHER
Checked By:	Project_Checked By

Sheet Information:

G-001

SHEET INDEX

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11/18/2024 1:52:17 PM

NOTES:

1. THE TOPOGRAPHIC & BOUNDARY DATA WAS TAKEN FROM LYNCH SURVEYS LLC. DATED MAY 15, 2024.
2. UNLESS NOTED OTHERWISE, DIMENSIONS ARE TAKEN FROM THE FENCE LINE, PROPERTY LINE, FACE OF CURB, EDGE OF PAVEMENT OR OUTSIDE FACE OF BUILDING.
3. THE MINERAL AGGREGATE BASE AND ASPHALTIC SURFACE COURSES SHALL MEET THE MATERIALS, EQUIPMENT, CONSTRUCTION, AND TESTING REQUIREMENTS OF THESE DRAWINGS, AND THE CITY OF KNOXVILLE DEPARTMENT OF ENGINEERING STANDARD SPECIFICATIONS.
4. CONCRETE CURB AND PAVEMENT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS. CONCRETE CURB AND PAVEMENT SHALL MEET THE MATERIALS, EQUIPMENT, AND CONSTRUCTION REQUIREMENTS OF THE KNOX COUNTY DEPARTMENT OF ENGINEERING STANDARD SPECIFICATIONS.
5. TRAFFIC CONTROL DEVICES AND PAVEMENT MARKING SHALL CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATIONS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
6. PROPERTY CONCERNED REFLECTS PARCEL 142 069 AS SHOWN IN KNOX COUNTY CLT MAP 142. ZONING FOR THE PROPERTY IS B-1, BUFFER DISTRICT, R-1, RURAL SINGLE-FAMILY RESIDENTIAL DISTRICT, AND R-2, GENERAL SINGLE-FAMILY RESIDENTIAL DISTRICT. TOTAL AREA = 41.0± AC. TOTAL DISTURBED AREA = ± AC.
7. OWNER: KNOX COUNTY SCHOOLS
400 W. SUMMIT HILL DRIVE
KNOXVILLE, TN 37902
8. BUILDING SETBACKS ARE 50-FT. IN FRONT, SIDE, AND REAR.
9. RETAINING WALLS TO BE DESIGNED AND SEALED BY AN ENGINEER LICENSED IN THE STATE OF TENNESSEE AND SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF A PERMIT. REFER TO VENDOR'S PLANS FOR RETAINING WALL AND RAILING DETAILS. RAILING SHALL BE PROVIDED FOR RETAINING WALL HEIGHTS THAT EQUAL OR EXCEED 30 INCHES.
10. REMOVE OVER-PAVEMENT OF ASPHALT AND STONE FROM UNDERNEATH LANDSCAPE AREAS UP TO THE LIMITS THAT HAVE BEEN SPECIFIED (REFER TO THE CURB DETAIL) IN ORDER TO PROVIDE A SOLID BASE FOR THE CONCRETE CURB.
11. REFER TO ARCHITECTURAL PLANS FOR ACTUAL BUILDING DIMENSIONS.

GRADING NOTES:

1. UNLESS NOTED OTHERWISE, THE PROPOSED GRADES SHOWN ON THESE DRAWINGS ARE FINISHED GRADE. EXISTING AND PROPOSED CONTOURS ARE SHOWN AT 2-FT. INTERVALS.
2. THE ACCURACY OF THE GRADES IS DEPENDANT ON THE DATA PROVIDED BY THE OWNER OR OWNER'S REPRESENTATIVE. FIELD VERIFY AS NECESSARY PRIOR TO CONSTRUCTION.
3. THE SITE SHALL BE CLEARED AND GRUBBED WITHIN THE LIMITS OF EXCAVATION. COMPLETELY DISPOSE OF ALL MATERIALS RESULTING FROM CLEARING AND GRUBBING OFF-SITE. BURNING SHALL NOT BE PERMITTED UNLESS PRIOR APPROVAL IS OBTAINED BY THE LOCAL FIRE DEPARTMENT. THE CONTRACTOR MUST OBTAIN A PERMIT AND MEET ALL OF THE REQUIREMENTS AS SPECIFIED BY THE FIRE DEPARTMENT.
4. ALL TREES STUMPS, BOULDERS, AND OTHER OBSTRUCTIONS SHALL BE REMOVED TO A DEPTH OF 2 FT BELOW THE SUBGRADE. ROCK SHALL BE SCARIFIED TO DEPTH OF 1 FT BELOW SUBGRADE.
5. STRIP TOPSOIL FULL DEPTH (6-IN. MIN.) AND TEMPORARILY STOCKPILE EXCAVATED MATERIALS. INSTALL SILT FENCE OR OTHER APPROPRIATE EROSION CONTROL STRUCTURES ON THE DOWN HILL SIDE OF THE STOCKPILE.
6. PROOF ROLL ALL AREAS TO RECEIVE FILL. PROOF ROLL WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK USING A CRISS-CROSS PATTERN (4 PASSES MIN.) AREAS FAILING THE PROOF ROLLING SHALL BE UNDERCUT AND BACKFILLED USING AN ENGINEERED FILL OR STABILIZED BY A METHOD APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER.
7. AREAS THAT EXHIBIT WEAK SOIL OR OTHERWISE UNSUITABLE CONDITIONS SHALL BE UNDERCUT TO A FIRM LEVEL OF SOIL FOLLOWED BY BACKFILLING THE UNDERCUT AREAS USING AN ENGINEERED FILL. TDOT NO. 57, OR TDOT NO. 67 STONE.
8. FILL MATERIAL SHALL BE SATISFACTORY MATERIAL FREE FROM ROOTS AND OTHER ORGANIC MATERIAL, FROZEN MATERIAL, AND TRASH. FILL MATERIAL SHALL ALSO BE FREE OF STONE OR OTHER MATERIAL LARGER THAN 6 IN. AND LARGER THAN 4 IN. IN THE TOP 6 IN. OF AN EMBANKMENT.
9. FILL SOILS SHALL HAVE A PI LESS THAN 30 & A MAXIMUM DRY DENSITY OF 90 PCF OR GREATER.
10. UNSATISFACTORY SOILS INCLUDE MATERIALS THAT ARE TOO WET OR TOO SOFT, EXPANSIVE SOILS AND SOILS CLASSIFIED PT, OH, AND OL. LEGALLY DISPOSE OF UNSATISFACTORY SOILS OFF-SITE UNLESS OTHERWISE APPROVED BY THE OWNER OR GEOTECHNICAL ENGINEER.
11. FILL MATERIAL SHALL BE PLACED IN LOOSE, HORIZONTAL LIFTS NOT EXCEEDING 8 IN. THICKNESS. UNLESS NOTED OTHERWISE, COMPACT EACH LAYER TO AT LEAST 98% MAXIMUM DRY DENSITY. COMPACT THE UPPER 24 IN. OF FILL BENEATH PAVEMENTS AND THE UPPER 12 IN. BENEATH BUILDING SLABS TO 100% MAXIMUM DRY DENSITY. MAINTAIN THE MOISTURE CONTENT TO WITHIN -1 TO +3 PERCENT OF THE OPTIMUM MOISTURE CONTENT.
12. A 6 IN. (MIN.) LAYER OF TOPSOIL SHALL BE PLACED OVER THE AREAS TO BE SEEDED AND TO THE FINISH GRADE ELEVATIONS AS SHOWN ON THE DRAWINGS.
13. DO NOT ALLOW WATER TO ACCUMULATE IN EXCAVATIONS OR POND ON-SITE. PROVIDE NECESSARY MEASURES TO KEEP THE SITE FREE-DRAINING.
14. PROTECT AND MAINTAIN SUBGRADES UNTIL PLACEMENT OF THE FINAL SURFACE IS ACHIEVED.
15. CONTRACTOR IS RESPONSIBLE TO ASSURE THAT THE FINISHED GRADES CONFORM WITH THE DETENTION POND DESIGN PARAMETERS. ONCE GRADING IS COMPLETE AND PRIOR TO FINAL SEEDING, SUBMIT AN AS-BUILT SURVEY FOR THE OWNER'S REVIEW.
16. SLOPE BOTTOM OF POND @ 2.0% (MIN.).
17. VERIFY GRADES WHEREVER NECESSARY TO BRING THE PROPOSED LINES, ELEVATIONS, SLOPES, AND CROSS-SECTIONS OF THE GRADING WORK TO WITHIN THE FOLLOWING TOLERANCES ABOVE OR BELOW THAT AS SHOWN ON THE PLANS: SUBGRADE 0.1', UNPAVED AREAS 0.1', SIDEWALKS 0.10', PAVEMENTS 0.04', AND BUILDINGS 0.04'.
18. SLOPES GREATER THAN 4:1 SLOPE AT A HEIGHT GREATER THAN 6-FT SHALL BE TESTED BY THE PROJECT GEOTECHNICAL ENGINEER TO DETERMINE STABILITY.
19. DISTURBED AREAS SHALL BE STABILIZED IN AN EXPEDIENT MANNER TO MINIMIZE TIME OF EXPOSURE TO WEATHER.

EPSC NOTES:

1. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH HE TDEC'S EROSION AND SEDIMENT CONTROL HANDBOOK AND TDEC'S CONSTRUCTION ACTIVITY PERMIT REQUIREMENTS. THE DEVICES SHOWN ON THE DRAWINGS ARE THE MINIMUM REQUIRED. THE CONTRACTOR SHALL PROVIDE ADDITIONAL EROSION CONTROL DEVICES AS NEEDED.
2. INSTALL TEMPORARY SEDIMENT TRAP(S) WHERE SHOWN OR AS OTHERWISE APPROPRIATE. CONSTRUCT AND MAINTAIN IN ACCORDANCE WITH THE REQUIREMENTS OF TDEC'S EROSION & SEDIMENT CONTROL HANDBOOK. MUDDY WATER COLLECTED IN SEDIMENT TRAP(S) SHALL BE HELD UNTIL IT IS AT LEAST AS CLEAR AS UPSTREAM WATER BEFORE IT IS DISCHARGED TO SURFACE WATERS. DISCHARGE THROUGH A PIPE OR LINED CHANNEL SO THAT THE DISCHARGE DOES NOT CAUSE EROSION & SEDIMENTATION.
3. INSTALL TEMPORARY DIVERSION BERMS OR DIVERSION CHANNELS AS NECESSARY TO DIVERT STORM WATER FROM RUNNING ONTO THE DISTURBED AREAS AND TO DIVERT RUNOFF FROM DISTURBED AREAS TO THE TEMPORARY SEDIMENT TRAP(S).
4. APPLY TEMPORARY SEEDING WHENEVER GRADING OPERATIONS ARE TEMPORARILY HALTED FOR OVER 14 DAYS AND FINAL GRADING OF EXPOSED SURFACES IS TO BE COMPLETED WITHIN ONE YEAR. APPLY TEMPORARY SEEDING TO SOIL STOCKPILES.
5. APPLY PERMANENT SEEDING WHENEVER GRADING OPERATIONS ARE COMPLETED AND ALL CONSTRUCTION OPERATIONS WILL NOT IMPACT THE DISTURBED AREA. APPLY PERMANENT SEEDING TO ALL NON-CONSTRUCTION AREAS, WHICH SHOW SIGNS OF EXCESSIVE EROSION.
6. UNLESS NOTED OTHERWISE, PERMANENT SEEDING SHALL BE FESCUE (TALL TURF-TYPE, CHEWINGS, OR CREEPING RED) AND SHALL BE FRESH CLEAN AND OF NEW CROP SEED. SEED AT A RATE OF 8 LBS./1000 S.F. USE A SLOW RELEASE STARTER FERTILIZER AT 1 LB. NITROGEN PER 1,000 S.F. WITH LIME AT A RATE OF 50 LBS. PER 1,000 S.F. IF GRADING IS PERFORMED DURING THE WINTER MONTHS, SEED MIXTURE SHALL BE SUPPLEMENTED WITH A WINTER RYE AT A RATE OF 3 LBS PER 1,000 S.F. TO ASSURE STABILIZATION DURING THE WINTER SEASON.
7. UNLESS NOTED OTHERWISE, MULCH WITH STRAW AT A RATE OF 100 LBS./1000 S.F. OVER THE SEEDED AREAS.
8. EXCAVATE STORMWATER SEDIMENT PONDS AS FIRST ITEM OF CONSTRUCTION.
9. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF SITE CONSTRUCTION POLLUTION PREVENTION CONTROLS THROUGHOUT THE LIFE OF THE PROJECT.
10. THIS SITE IS A PRIORITY CONSTRUCTION ACTIVITY PER KNOX COUNTY STORMWATER MANAGEMENT MANUAL, VOLUME 2, CHAPTER 9.
11. ADEQUATE DRAINAGE, EROSION AND SEDIMENT CONTROL MEASURES, BEST MANAGEMENT PRACTICES, AND/OR OTHER STORMWATER MANAGEMENT FACILITIES SHALL BE PROVIDED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION. DAMAGES TO ADJACENT PROPERTY AND/OR THE CONSTRUCTION SITE CAUSED BY THE CONTRACTOR'S FAILURE TO PROVIDE AND MAINTAIN ADEQUATE DRAINAGE, EROSION PREVENTION AND SEDIMENT CONTROL FOR THE CONSTRUCTION AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

KNOX COUNTY STANDARD EPSC NOTES:

1. THIS SITE IS A PRIORITY CONSTRUCTION ACTIVITY.
2. ADEQUATE DRAINAGE, EROSION AND SEDIMENT CONTROL MEASURES, BEST MANAGEMENT PRACTICES, AND/OR OTHER STORMWATER MANAGEMENT FACILITIES SHALL BE PROVIDED & MAINTAINED AT ALL TIMES DURING CONSTRUCTION. DAMAGES TO ADJACENT PROPERTY AND/OR THE CONSTRUCTION SITE CAUSED BY THE CONTRACTOR'S FAILURE TO PROVIDE AND MAINTAIN ADEQUATE DRAINAGE AND EROSION/SEDIMENT CONTROL FOR THE CONSTRUCTION AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. QUALITY ASSURANCE OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE CONDUCTED BY QUALIFIED PERSONNEL PERFORMING SITE ASSESSMENT AT EACH OUTFALL INVOLVING DRAINAGE TOTALING 10 OR MORE ACRES, OR FIVE OR MORE ACRES IF DRAINING TO IMPAIRED OR EXCEPTIONAL WATERS. THIS ASSESSMENT WILL BE CONDUCTED AT EACH QUALIFYING OUTFALL WITHIN A MONTH OF CONSTRUCTION OMMENCEMENT. (SEE CGP SEC 3.1.2 FOR ASSESSMENT LANGUAGE)
4. FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND/OR STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS. ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED BY THE PERMITTED AND THE ADJOINING LAND OWNER.
5. SEDIMENT SHOULD BE REMOVED FROM SEDIMENT TRAPS, SILT FENCES, SEDIMENTATION PONDS, OTHER SEDIMENT CONTROLS WHEN DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
6. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER SHALL BE PICKED UP PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTION SOURCE FOR STORMWATER DISCHARGES.
7. PRECONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED, OR DISTURBED MORE THAN 14 DAYS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA IS SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED.
8. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE.
9. TEMPORARY OR PERMANENT SOIL STABILIZATION MUST BE COMPLETED NO LATER THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS PERMANENTLY OR TEMPORARILY CEASED. STEEP SLOPES (>35%) MUST BE PERMANENTLY OR TEMPORARILY STABILIZED WITHIN 7 DAYS.
10. SITE INSPECTIONS SHALL BE PERFORMED AT LEAST TWICE WEEKLY AT A MINIMUM OF 72 HOURS APART ON ALL UNSTABILIZED SITES.

STORM PIPE NOTES:

1. INSTALL STORM SEWER PIPING AND APPURTENANCES TO MEET THE MATERIALS, EQUIPMENT, AND CONSTRUCTION REQUIREMENTS OF THE KNOX COUNTY STANDARD SPECIFICATIONS.
2. TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.
3. UNLESS NOTED OTHERWISE, STORM SEWER PIPE SHALL BE EITHER CLASS III REINFORCED CONCRETE PIPE (RCP) OR SMOOTH INTERIOR HIGH DENSITY POLYETHYLENE PIPE (HDPE). RCP SHALL BE INSTALLED IN ACCORDANCE WITH AASHTO M170 (ASTM C76). HDPE PIPE SHALL BE INSTALLED IN ACCORDANCE WITH AASHTO M294. ALL STORM SEWER PIPE LOCATED WITHIN A PERMANENT DETENTION/RETENTION BASIN SHALL BE CLASS III RCP AND SHALL BE INSTALLED PER LOCAL REQUIREMENTS.
4. ROOF DRAINS SHALL BE SDR 26 POLYVINYL CHLORIDE PIPE (PVC). ALL ROOF DRAINS SHALL BE INSTALLED AT 2.0% MINIMUM SLOPE.
5. HDPE PIPE SHALL BE INSTALLED WITH WATERTIGHT (WT) JOINTS MEETING ALL AASHTO AND ASTM REQUIREMENTS. JOINTS SHALL BE MADE OF POLYISOPRENE AND INSTALLED AND COVERED WITH A REMOVABLE, PROTECTIVE WRAP BY THE MANUFACTURER.
6. PIPE DEFLECTION AND ALIGNMENT SHALL BE CHECKED AFTER BACKFILLING AND COMPACTION ARE COMPLETE AND PRIOR TO PLACING THE BASE. TEST DEFLECTION WITH A MANDREL OR OTHER APPROVED METHOD.
7. PIPE WITH DEFLECTION 5% OR GREATER OR WITH UNDUE MISALIGNMENT SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
8. PIPE/CULVERTS ARE MEASURED IN TERMS OF HORIZONTAL LENGTH COMPLETE IN PLACE REGARDLESS OF TYPE, DEPTH, CLASS, SHAPE AND SIZE, AS MEASURED ALONG THE CENTERLINE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE (NO DEDUCTIONS FOR STRUCTURES). ACTUAL QUANTITY OF PIPE MAY VARY. THE CONTRACTOR SHALL SUPPLY AND INSTALL THE NECESSARY QUANTITY OF PIPE TO CONSTRUCT THE COMPLETE SYSTEM AS SHOWN. INSTALLATION INCLUDES EXCAVATION, SHORING, FURNISHING AND INSTALLATION OF PIPES, JOINT MATERIALS, COUPLINGS, AND BACKFILL.
9. FOR RCP PIPE WITH SLOPES GREATER THAN 15% USE JOINT TIES OR JOINT FASTENERS AS SPECIFIED BY THE MANUFACTURER. FOR HDPE PIPE WITH SLOPES GREATER THAN 12% USE CONCRETE PIPE ANCHORS AS SPECIFIED BY THE MANUFACTURER.
10. PRIOR TO INSTALLING NEW PIPING, CONTRACTOR SHALL LOCATE EXISTING UTILITIES/STRUCTURES WHERE NEW PIPES CROSS BY POT-HOLING. AFTER EXPOSING EXISTING UTILITY/STRUCTURE, CONTRACTOR SHALL OBTAIN HORIZONTAL AND VERTICAL LOCATIONS BY FIELD SURVEY, AND RESOLVE ANY CONFLICTS BETWEEN UNDERGROUND UTILITIES/STRUCTURES AND NEW PIPING UNDER THE DIRECTION OF THE OWNER PRIOR TO INSTALLING NEW PIPING.

UTILITY NOTES:

1. LOCATE EXISTING UTILITIES. CALL THE TENNESSEE ONE CALL SYSTEM, AT 1-800-351-1111.
2. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS TO NOTIFY THEM OF WORK IN THE AREA AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY. NOTIFICATION SHALL BE GIVEN AT LEAST THREE BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.
3. CONTRACTOR MUST HAVE A VALID STATE OF TENNESSEE MUNICIPAL UTILITY LICENSE FOR CONSTRUCTION OF WATER AND SANITARY SEWER MAINS.
4. SPRINKLER AND/OR STANDPIPE INSTALLATION MUST BE PERFORMED BY A TENNESSEE REGISTERED SPRINKLER CONTRACTOR.
5. THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY POTHOLING AND BY CONTACTING THE UTILITY COMPANIES INVOLVED.
6. PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD THE EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT. FURNISH ANY SPECIAL EQUIPMENT REQUIRED TO WORK OVER AND AROUND THE UTILITIES.
7. TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.
8. WATER AND SANITARY SEWER INSTALLATION MUST BE INSPECTED BY FUD. CONTACT TROY WEDEKIND AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION.
9. THE STONE BEDDING AND BACKFILL SHALL BE PLACED IN STRICT COMPLIANCE WITH THE PIPE MANUFACTURER'S RECOMMENDATIONS.
10. UTILITIES SHALL BE INSTALLED AFTER GRADING IS COMPLETED AND APPROVED AND BEFORE ANY PAVEMENT IS INSTALLED.
11. INSTALL SERVICE LATERALS ACROSS STREETS BEFORE PAVING STREETS.
12. UNLESS OTHERWISE NOTED, ALL WATER LINES 4" OR GREATER SHALL BE CLASS 350 DIP, 3" LINES SHALL BE SDR 21 PVC, 2" OR LESS SHALL BE TYPE K COPPER.
13. ALL MECHANICAL JOINT FITTINGS FOR WATER LINES 4" OR GREATER SHALL BE RESTRAINED USING CONCRETE THRUST BLOCKING OR ENGINEER APPROVED EQUAL.
14. THERE WILL BE NO CONNECTION OF A WELL, IN ANY WAY, TO THE PUBLIC SYSTEM.
15. INSTALL FITTINGS AS NEEDED TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UNDERGROUND LINES AND OBSTRUCTIONS.
16. LOCATE WATER VALVES OUTSIDE OF PAVED AREAS.
17. WATER SERVICES SHOWN ON THESE DRAWINGS ARE FOR GENERAL LOCATION ONLY. PRIOR TO INSTALLATION, CONTRACTOR TO COORDINATE WITH THE UTILITY OWNER TO DETERMINE ACTUAL FIELD LOCATION OF WATER SERVICE TAPS, SERVICE LINES, VALVES, AND WATER METERS.
18. A RUBBER BOOT CONNECTOR SHALL BE PROVIDED FOR EACH SANITARY SEWER MAIN OR LATERAL CONNECTING TO A MANHOLE. EACH TAP TO AN EXISTING MANHOLE MUST BE MECHANICALLY CORED.
19. ALL SANITARY SEWER LINES AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH ??????? UTILITY DISTRICT'S STANDARD WATER & SEWER SYSTEM SPECIFICATIONS AND DETAILS.
20. UNLESS OTHERWISE NOTED, ALL SANITARY SEWER LINES SHALL BE SDR 26 PVC.
21. WATER STOPS SHALL BE INSTALLED IN SEWER LINE TRENCHES NO MORE THAN 500 FEET APART TO PREVENT WATER FROM DRAINING THROUGH THE GRAVEL BEDDING. THE STOPS SHALL CONSIST OF COMPACTED CLAY AT LEAST THREE (3) FEET THICK FROM THE BOTTOM OF THE TRENCH TO THE TOP OF THE TRENCH. THE TOPS SHALL BE CUT A MINIMUM DEPTH OF TWO (2) FEET INTO BOTH WALLS OF THE TRENCH. THE PREFERRED LOCATION OF A WATER STOP IS UPSTREAM OF EACH MANHOLE. ALL STREAM CROSSINGS SHALL INCLUDE WATER STOPS ON BOTH SIDES OF CROSSING.

UTILITY OWNERS:

WATER & SEWER
FIRST UTILITY DISTRICT OF KNOX COUNTY (FUD)
122 DURWOOD ROAD
KNOXVILLE, TN 37922
CONTACT: MR. TROY WEDEKIND
OFFICE PHONE: 865.966.9741

ELECTRIC
LENOIR CITY UTILITY BOARD (LCUB)
P.O. BOX 449
LENOIR CITY, TN 37771
CONTACT: MR. MITCH LEDBETTER
OFFICE PHONE: 865.988.0707

GAS
KNOXVILLE UTILITIES BOARD (KUB)
P.O. BOX 59017
KNOXVILLE, TN 37950-9017
CONTACT: MR. CHRIS McCORMICK
OFFICE PHONE: 865.558.2123

TELEPHONE
AT&T
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: MR. VAUGHN JONES
OFFICE PHONE: 865.539.8579

LEGEND:

	CONCRETE PAVEMENT / SIDEWALK
	ASPHALT PAVEMENT
	PROPERTY/ROW LINE
(1/C0.00)	DETAIL REF (DETAIL NO./SHT NO.)
TYP	TYPICAL
980	PROPOSED CONTOUR
980	EXISTING CONTOUR
+ 990.46	PROPOSED SPOT ELEVATION
	SLOPE ARROW
SD	PROPOSED STORM LINE
	PROPOSED CATCH BASIN/AREA DRAIN
	PROPOSED DOUBLE CATCH BASIN
	PROPOSED HEADWALL
W	PROPOSED WATER LINE
	PROPOSED EASEMENT
	PROPOSED WATER METER
	PROPOSED FIRE HYDRANT ASSEMBLY
	PROPOSED WATER VALVE
	PROPOSED AIR RELEASE VALVE
	PROPOSED BLOW-OFF VALVE
	PROPOSED TEE
SS	PROPOSED SANITARY SEWER LINE
	PROPOSED SANITARY SEWER MANHOLE
CO	PROPOSED CLEANOUT
	PROPOSED CLAY WATERSTOP

MHM

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Knoxville, TN 37902
t 865.544.2000
www.mhminc.com

Project Information:

24002

FARRAGUT AREA ELEMENTARY SCHOOL
BORING ROAD
FARRAGUT, TN 37934

KNOX COUNTY SCHOOLS
400 W SUMMIT HILL DR
KNOXVILLE, TN 37902
knoxschools.org

Seal:

DESIGN DEVELOPMENT
PRELIMINARY PACKAGE:
NOT FOR CONSTRUCTION

Consultant:

ARDURRA
COLLABORATE. INNOVATE. CREATE.
2160 Lakeside Centre Way, Suite 201
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www.Ardurra.com
ARD PROJECT NO. 414.036

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PA	JENNIFER NICKLAS
Drawn By:	H JORDAN
Checked By:	A GRAY

Sheet Information:

C-001

NOTES AND LEGEND

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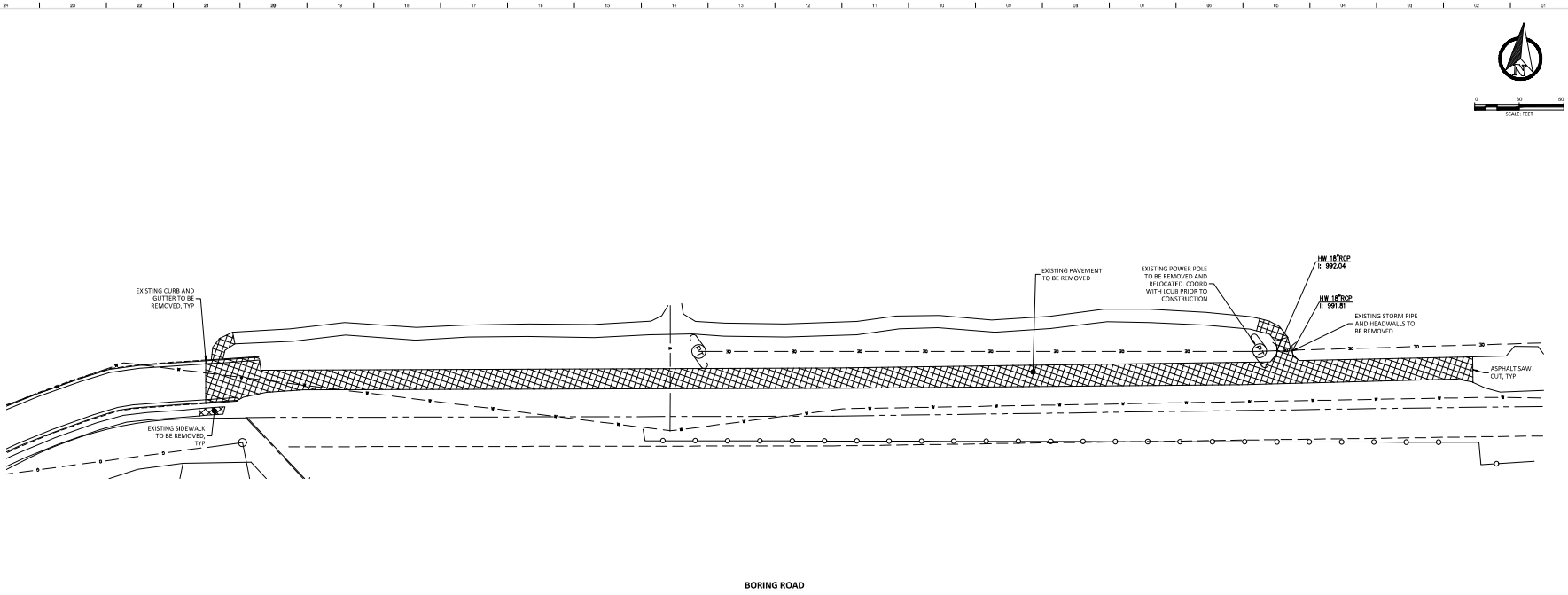
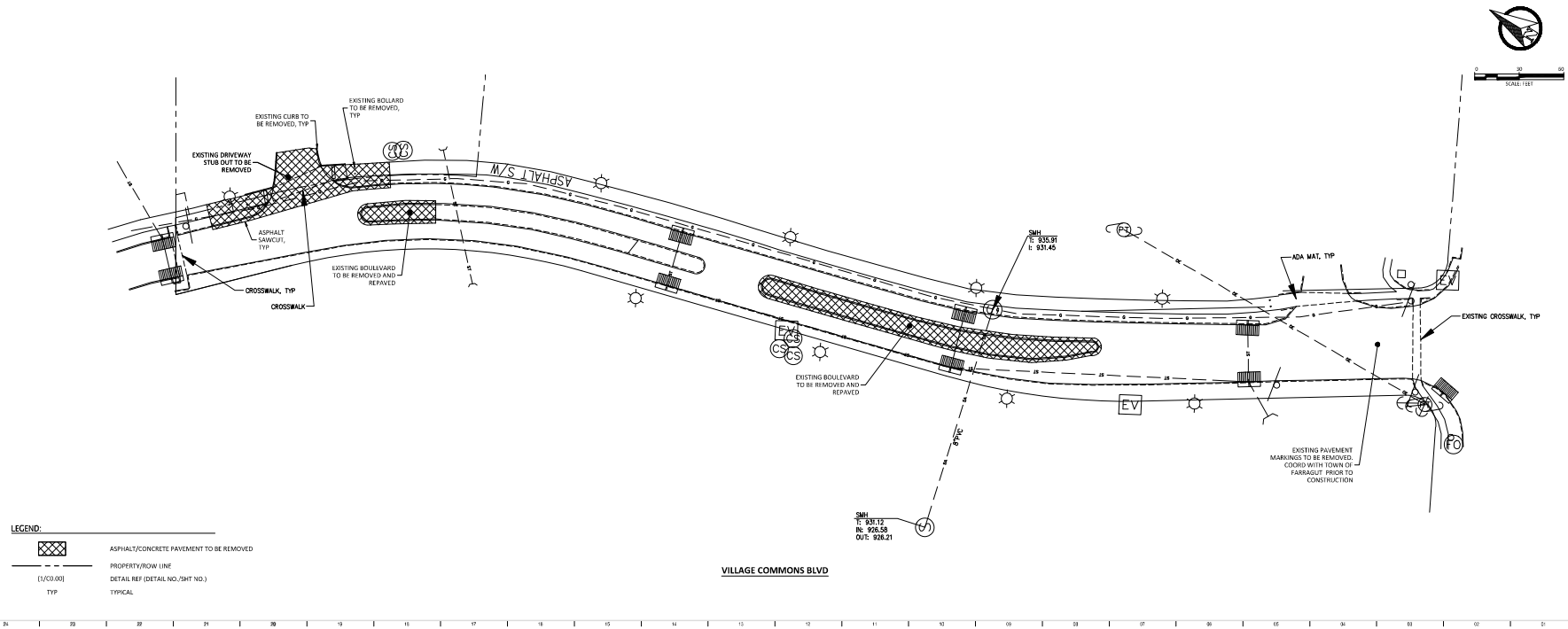


BORING ROAD



VILLAGE COMMONS BLVD

LEGEND:

- ASPHALT/CONCRETE PAVEMENT TO BE REMOVED
- PROPERTY/ROW LINE
- (1/C0.00) DETAIL REF (DETAIL NO./SHT NO.)
- TYP TYPICAL

MHM

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Project Information:

24002

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FARRAGUT, TN 37934

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DESIGN DEVELOPMENT

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ARD PROJECT NO. 404.036

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C-002

DEMOLITION PLAN (RIGHT OF WAY)

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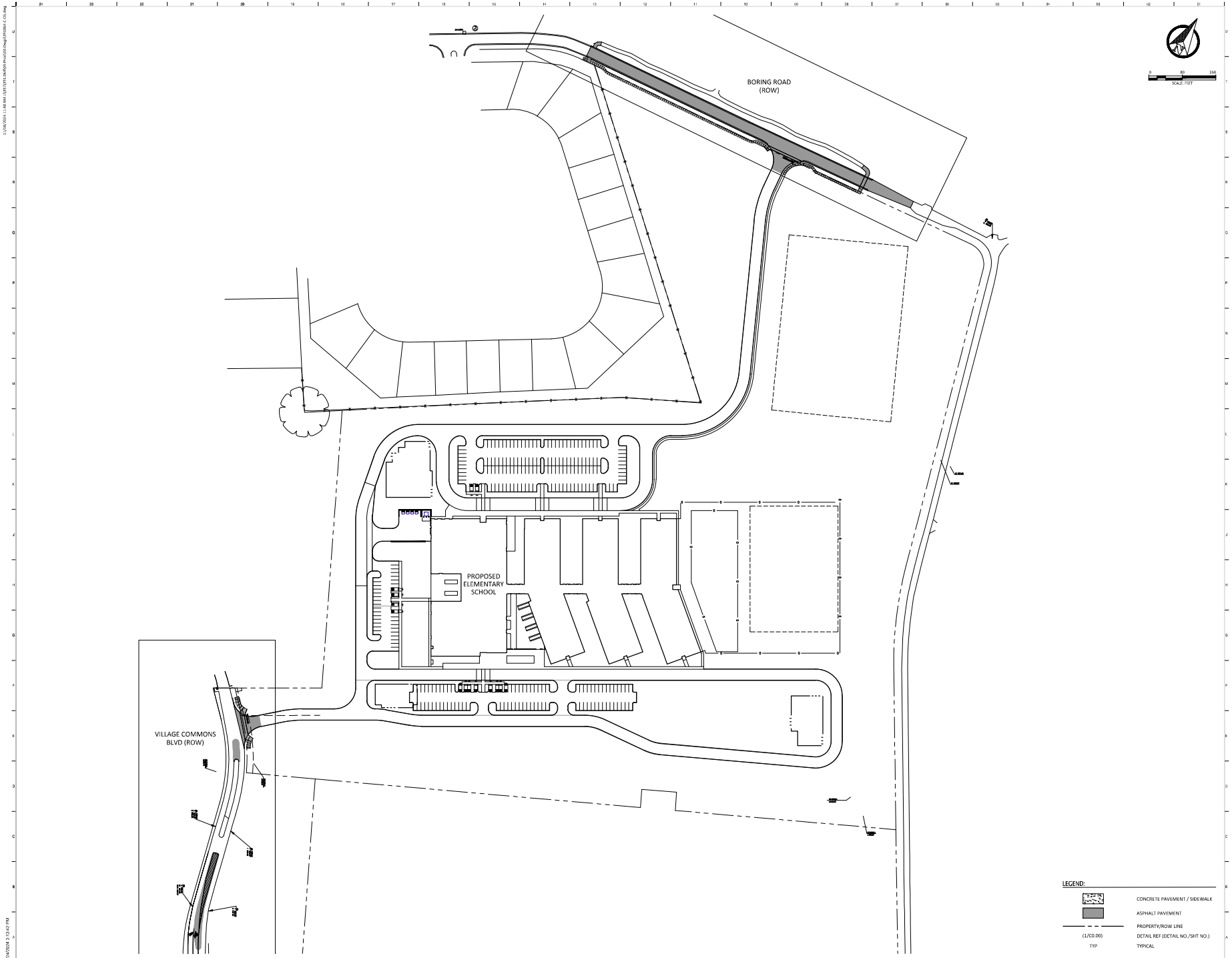

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C-100

OVERALL PLAN

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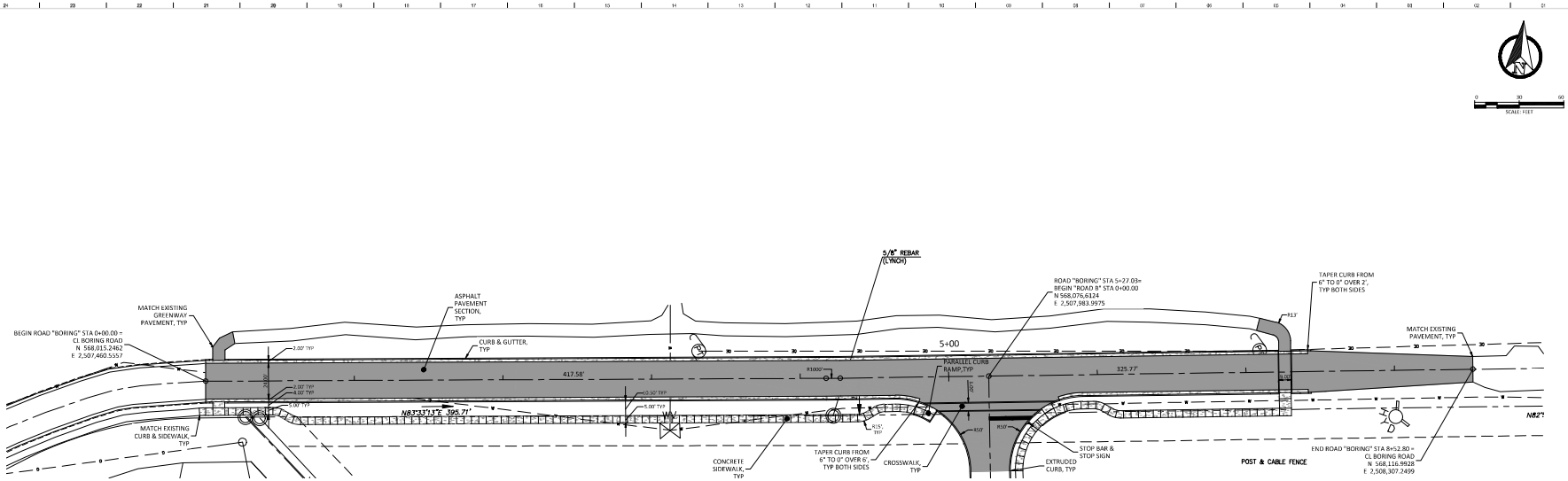
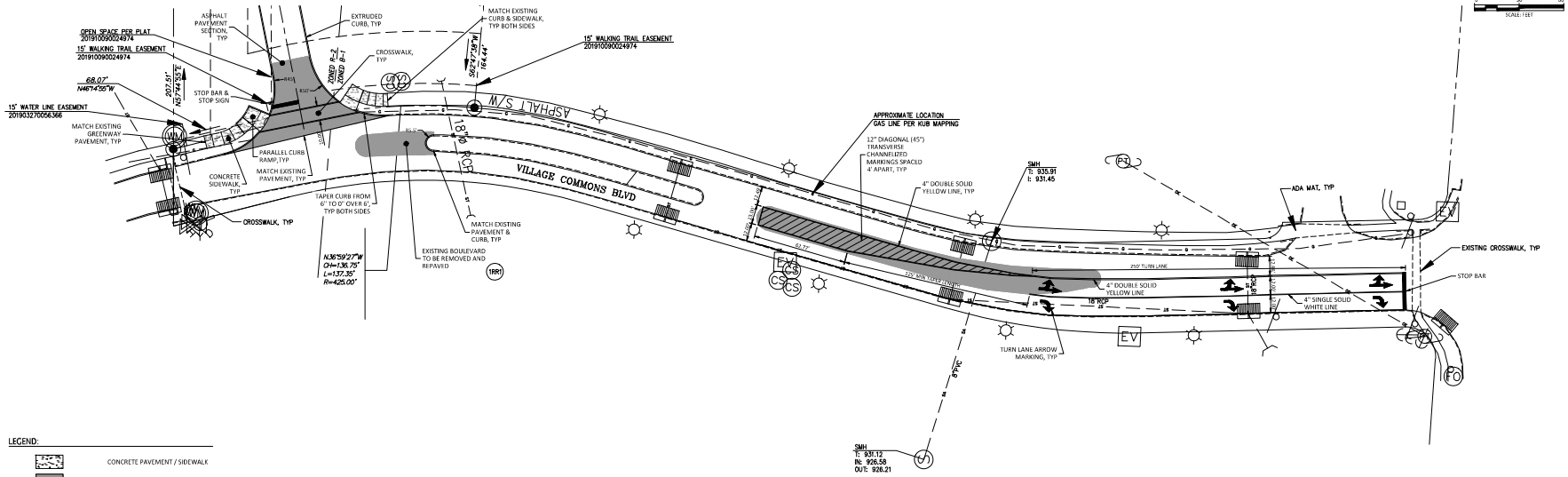


BORING ROAD



VILLAGE COMMONS BLVD

MHM

McCarty Holsaple McCarty
550 W. Main St., Suite 300
Knoxville, TN 37902
t: 865.246.2300
www.mhminc.com

Project Information:

24002

FARRAGUT AREA ELEMENTARY SCHOOL

BORING ROAD
FARRAGUT, TN 37934

KNOX COUNTY SCHOOLS
400 W SUMMIT HILL DR
KNOXVILLE, TN 37902
knoxschools.org

Gold

DESIGN DEVELOPMENT

PRELIMINARY PACKAGE:
NOT FOR CONSTRUCTION

Consultant:

ARDURRA
2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
865.690.6429
www.Ardurra.com
ARD PROJECT NO. 414.036

#	ISSUED BY:	DATE:

Issue Date:	11/18/2024
PIC	MARGARET BUTLER
PM	ALLI MONTGOMERY
PA	JENNIFER NICKLAS
Drawn By:	H JORDAN
Checked By:	A GRAY

Sheet Information:

C-106

LAYOUT AND PAVING PLAN (RIGHT OF WAY)

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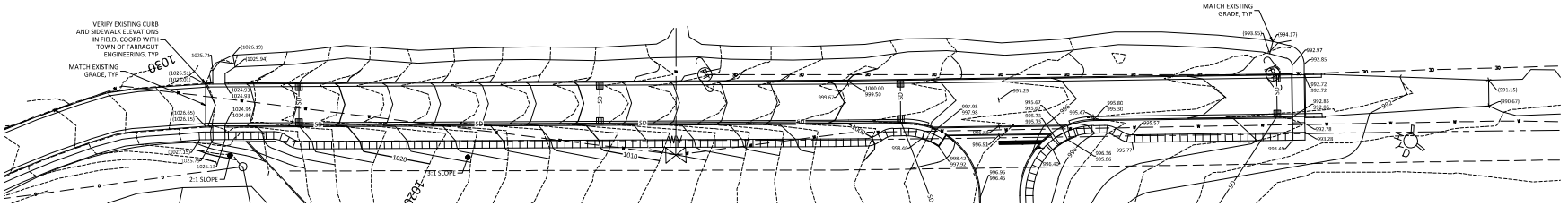

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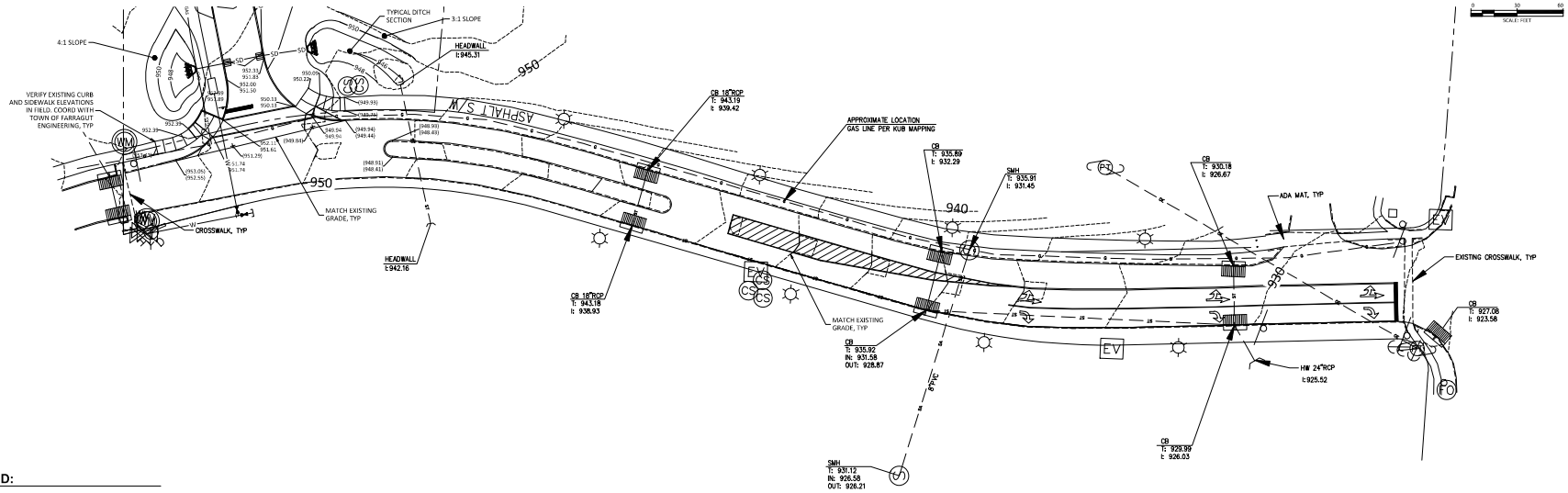

VILLAGE COMMONS BLVD

LEGEND:

1090	PROPOSED CONTOUR
1090	EXISTING CONTOUR
(1/CO.00)	PROPOSED SPOT ELEVATION
1103.50	DETAIL REF. (DETAIL NO./SHT NO.)
TYP	TYPICAL

MHM

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FARRAGUT AREA ELEMENTARY SCHOOL

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KNOX COUNTY SCHOOLS

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knoxschools.org

Seal:

DESIGN DEVELOPMENT

PRELIMINARY PACKAGE:
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Consultant:

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PM	ALLI MONTGOMERY
PA	JENNIFER NICKLAS
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Checked By:	A GRAY

Sheet Information:

C-206

GRADING PLAN (RIGHT OF WAY)

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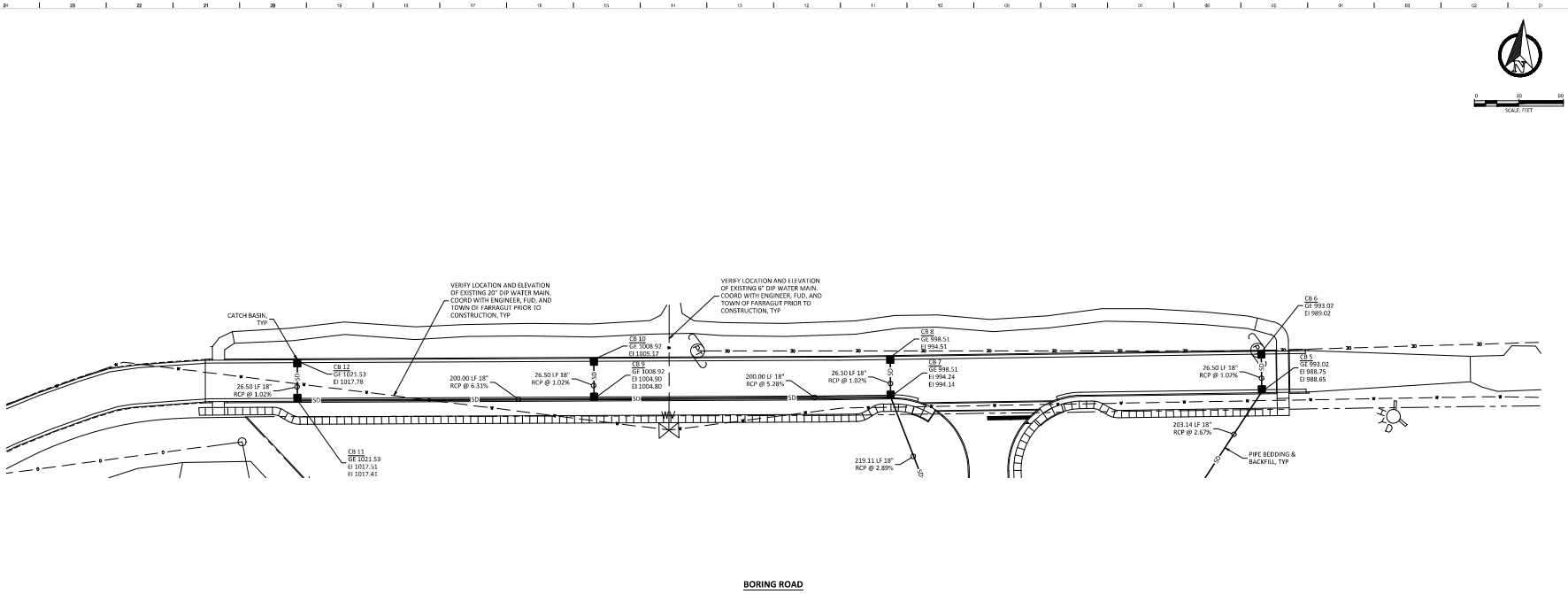
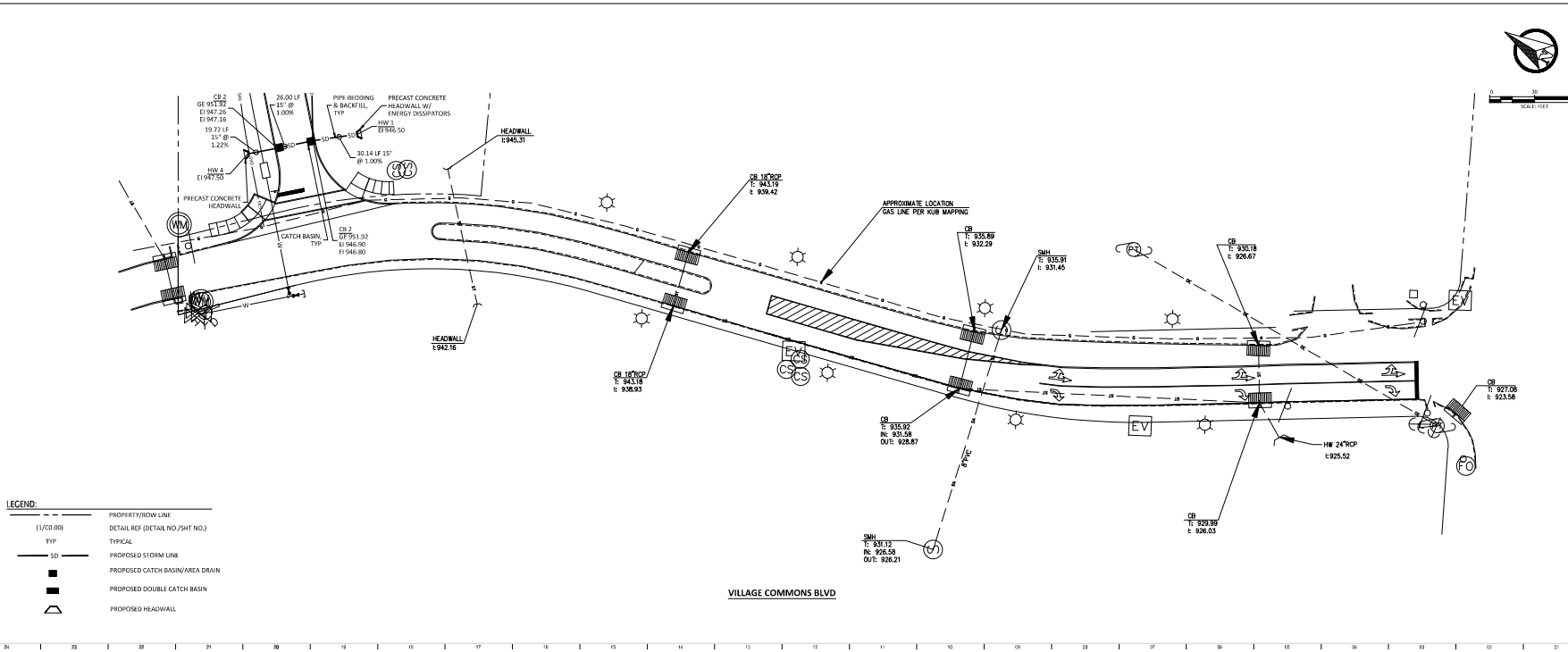


BORING ROAD



VILLAGE COMMONS BLVD

LEGEND:

	PROPERTY/ROW LINE
(1/C0.00)	DETAIL REF (DETAIL NO./SHT NO.)
TYP	TYPICAL
SD	PROPOSED STORM LINE
	PROPOSED CATCH BASIN/AREA DRAIN
	PROPOSED DOUBLE CATCH BASIN
	PROPOSED HEADWALL

MHM

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knoxschools.org

Seal:

DESIGN DEVELOPMENT

PRELIMINARY PACKAGE:
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Consultant:

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Issue Date:	11/18/2024
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PA	JENNIFER NICKLAS
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Checked By:	A GRAY

Sheet Information:

C-406

STORM DRAINAGE PLAN (RIGHT OF WAY)

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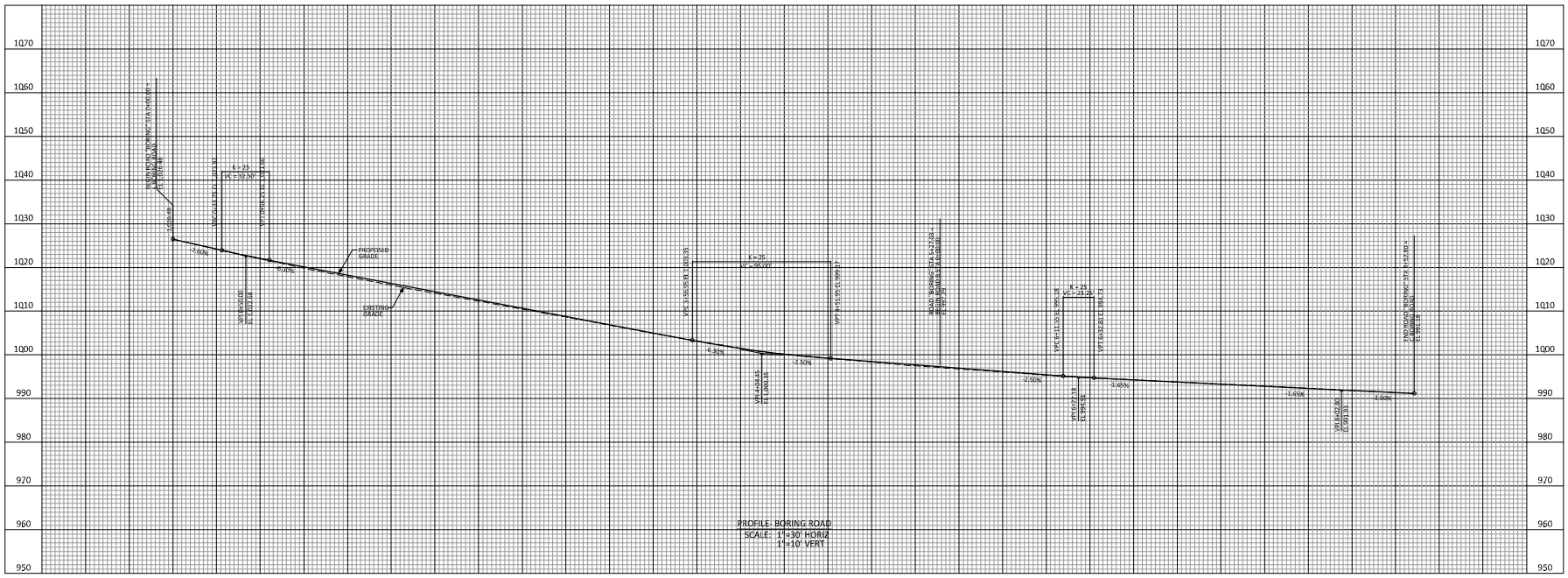

MHM

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FARRAGUT AREA ELEMENTARY SCHOOL

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Seal:

DESIGN DEVELOPMENT

PRELIMINARY PACKAGE:
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ARD PROJECT NO. 404.036

#	ISSUED BY:	DATE:

Issue Date:	11/18/2024
PIC	MARGARET BUTLER
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PA	JENNIFER NICKLAS
Drawn By:	H JORDAN
Checked By:	A GRAY

Sheet Information:

C-601

ROAD PROFILES (RIGHT OF WAY)

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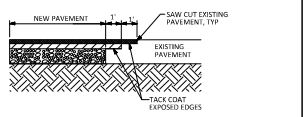
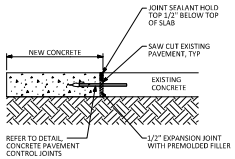


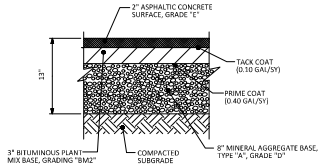
NOTES:
1. REFERENCE ASPHALT PAVEMENT SECTION DETAIL FOR THICKNESS OF PAVEMENT TO BE REPLACED.

1 C TYPICAL ASPHALT SAW CUT
NTS



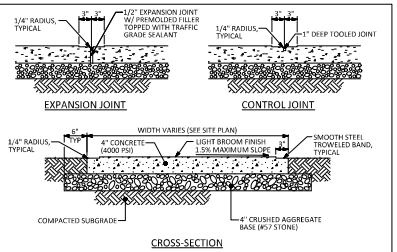
NOTES:
1. REFERENCE CONCRETE PAVEMENT SECTION DETAIL FOR THICKNESS OF PAVEMENT TO BE REPLACED.

1 C TYPICAL CONCRETE SAW CUT
NTS



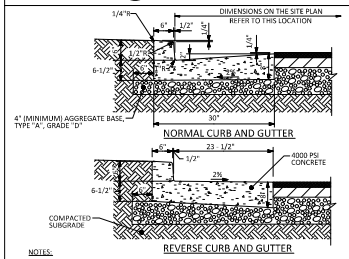
NOTES:
1. PAVEMENT HAS NOT BEEN DESIGNED FOR CONSTRUCTION TRAFFIC/ACTIVITIES. USE OF THESE SURFACES FOR CONSTRUCTION ACTIVITIES SHALL BE DONE AT THE CONTRACTOR'S CONVENIENCE AND RISK. DAMAGE TO PAVEMENT RESULTING FROM THESE ACTIVITIES SHALL BE REPAIRED IN CONFORMANCE WITH THE INITIAL PAVEMENT SPECIFICATIONS.

1 C ASPHALT PAVEMENT SECTION
NTS



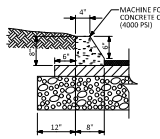
NOTES:
1. PREFORMED EXPANSION JOINTS SHALL BE EQUALLY SPACED AT 20' MAXIMUM CENTERS AND WHERE THE SIDEWALK IS IN CONTACT WITH THE STREET RETURNS, ON BUILDING LINES, AND AT OTHER FIXED OBJECTS. EXPANSION JOINT AT BUILDINGS AND RETAINING WALLS SHALL BE INCREASED TO 1" WIDTH.
2. EQUALLY SPACE CONTRACTION JOINTS AT 5' MAXIMUM CENTERS BETWEEN EXPANSION JOINTS.
3. PROTECT AND CURE CONCRETE WITH AN APPROVED CURING COMPOUND (KURE-N-SEAL BY SONNEBORN OR EQUAL). APPLY ACCORDING TO THE MANUFACTURER'S SPECIFICATION.

1 C CONCRETE SIDEWALK
NTS



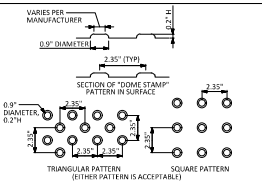
NOTES:
1. PREFORMED 3/4" EXPANSION JOINTS SHALL BE EQUALLY SPACED AT 100' MAXIMUM CENTERS. EXPANSION JOINTS SHALL ALSO BE PLACED AT TANGENT POINTS AND BETWEEN CURBS & RIGID OBJECTS.
2. EQUALLY SPACE 1/4" CONTRACTION JOINTS AT 10' MAXIMUM CENTERS BETWEEN EXPANSION JOINTS.
3. USE REVERSE CURB AND GUTTER WHEN THE PAVEMENT SLOPES AWAY FROM THE CURB.
4. CURB AND GUTTER SHALL BE TDOT TYPE RP-NMC-10.
5. LOWER CURB WHERE CURB & GUTTER IS ADJACENT TO SIDEWALKS.
6. PRIOR TO BACKFILLING, PREVENT WATER FROM PONDING BEHIND CURBS.

1 C CURB & GUTTER
NTS



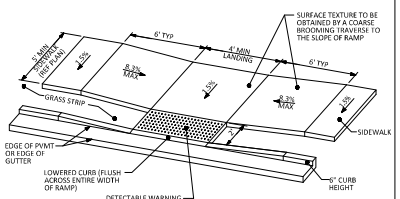
NOTES:
1. PREFORMED 1/2" EXPANSION JOINTS SHALL BE EQUALLY SPACED AT 25' MAXIMUM CENTERS. EQUALLY SPACE 3/4" CONTRACTION JOINTS AT 5' MAXIMUM CENTERS BETWEEN EXPANSION JOINTS.
2. EXPANSION JOINT MATERIAL REQUIRED FOR GRASS MEDIANS.
3. EXACT CURB DIMENSIONS MAY BE ALTERED SLIGHTLY TO FIT STANDARD EXTRUDED CURB MACHINES, BUT SUCH VARIANCES MUST BE APPROVED BY THE ENGINEER.
4. IMMEDIATELY AFTER THE CONCRETE HAS SUFFICIENTLY SET, BACKFILL BEHIND CURBS TO PREVENT PONDING OF SURFACE WATER.

1 C EXTRUDED CURB
NTS



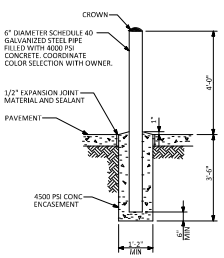
NOTES:
1. WIDTH OF DETECTABLE WARNING AREA SHALL BE A MINIMUM OF 4 FEET AND VARY WITH WIDTH OF RAMP.
2. LENGTH OF DETECTABLE WARNING AREA SHALL BE 2 FEET REGARDLESS OF SECTION WIDTH.
3. DETECTABLE WARNING AREA SHALL BE COLORED YELLOW IN ALL LOCATIONS.
4. SURFACE APPLIED SYSTEMIS SHALL HAVE BEVELED EDGES TO ELIMINATE TRIP HAZARDS.
5. ARMOR-TILE OR ADA SOLUTIONS TACTILE WARNING CAST-IN-PLACE SYSTEMS OR AN EQUIVALENT SHALL BE USED.

1 C DETECTABLE WARNING SURFACE
NTS

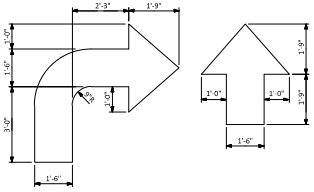


NOTES:
1. DETECTABLE WARNING SHALL BE INSTALLED AT ALL LOCATIONS WHERE RAMP EXITS TO VEHICULAR DRIVE PATH.

1 C COMBINATION CURB RAMP
NTS



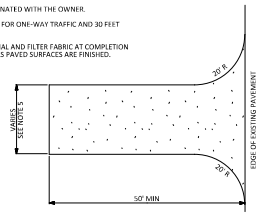
1 C BOLLARD
NTS



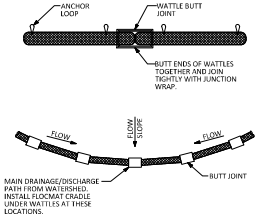
NOTES:
1. PAINT COLOR TO BE "WHITE" FOR ARROWS.

1 C PAVEMENT MARKINGS
NTS

NOTES:
1. THE PURPOSE OF THE STABILIZED CONSTRUCTION ENTRANCE IS TO AID THE CONTRACTOR IN ELIMINATING TRACKING OF MUD ONTO PUBLIC STREETS. THE DETAIL DOES NOT LIMIT THIS RESPONSIBILITY. OTHER METHODS OF SEDIMENT REMOVAL SHALL BE IMPLEMENTED IF THIS DOES NOT ADEQUATELY REMOVE THE MUD.
2. CONSTRUCT THE PAD WITH A 8" (MIN) THICKNESS OF 2" TO 3" CRUSHED STONE. UNDERLAY STONE WITH PROPEX 315ST WOVEN GEOTEXTILE OR EQUAL. FABRIC TO MEET OR EXCEED AASHTO M288, CLASS 1 STANDARDS.
3. ADD CRUSHED STONE TO THE PAD AS NECESSARY TO MAINTAIN THE PROPER FUNCTIONING OF THE PAD.
4. LOCATION TO BE COORDINATED WITH THE OWNER.
5. WIDTH SHALL BE 20 FEET FOR ONE-WAY TRAFFIC AND 30 FEET FOR TWO-WAY.
6. REMOVE GRAVEL MATERIAL AND FILTER FABRIC AT COMPLETION OF CONSTRUCTION, OR AS PAVED SURFACES ARE FINISHED.



1 C CONSTRUCTION ENTRANCE
NTS



NOTES:
1. INSTALL EROSION WATTLES PARALLEL TO SLOPE.
2. EROSION CONTROL WATTLES SHALL BE EROSION EELS (TM) OR EQUAL.

1 C EROSION CONTROL WATTLES
NTS

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Project Information:

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Seal:

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PA	JENNIFER NICKLAS
Drawn By:	H JORDAN
Checked By:	A GRAY

Sheet Information:

C-801

DETAILS (RIGHT OF WAY)

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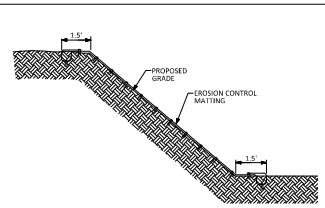
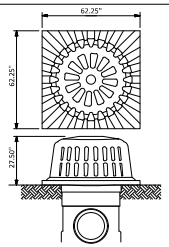


SECTION

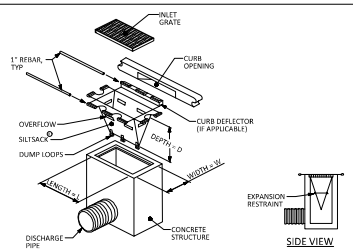
NOTES:
1. EROSION CONTROL MATTING FOR SLOPE PROTECTION SHALL BE WESTERN EXCELSIOR, EXCEL S-2 OR EQUAL.
2. ENSURE SUBGRADE IS READY FOR PLACEMENT AND HAS COMPLETE SOIL CONTACT. DO NOT PLACE OVER WHEEL RUTS, GULLEYS, RILLS, ETC.
3. INSTALL MATTING PER MANUFACTURER'S SPECIFICATIONS.

1 C SLOPE PROTECTION
NTS



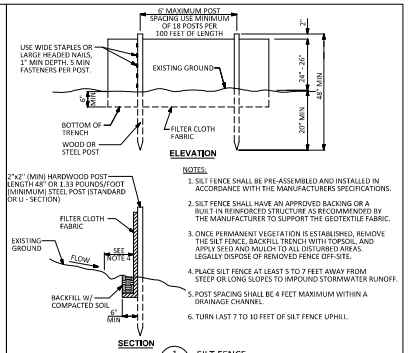
NOTES:
1. SILT SAVER SQUARE FRAME AND FILTER, MODEL NO. SS-200A OR APPROVED EQUAL FOR INLETS IN OPEN AREAS.
2. TO BE USED ON ALL STRUCTURES WHILE GRADING ACTIVITIES ARE ONGOING. REPLACE INLET PROTECTION WITH AN INTERNAL SYSTEM ONCE DRAINS ARE LOCATED IN PAVED AREAS.
3. ONCE PERMANENT VEGETATION IS ESTABLISHED, REMOVE THE INLET PROTECTION, BACKFILL TRENCH WITH TOPSOIL, AND APPLY SEED AND MULCH TO ALL DISTURBED AREAS.

1 C INLET PROTECTION
NTS



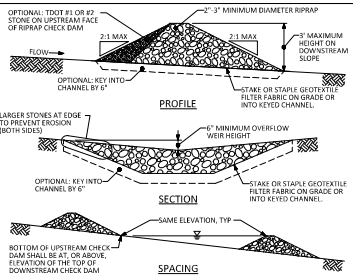
NOTE:
1. THE INLET SEDIMENT CONTROL DEVICE SHALL BE SILTSACK OR EQUIVALENT, FOR USE ON STORM STRUCTURES LOCATED IN PAVED AREAS WHERE THERE IS A POTENTIAL FOR RECEIVING SEDIMENT LADEN RUNOFF.
2. REMOVE ONCE PERMANENT VEGETATION IS ESTABLISHED.

1 C INLET SEDIMENT CONTROL DEVICE
NTS



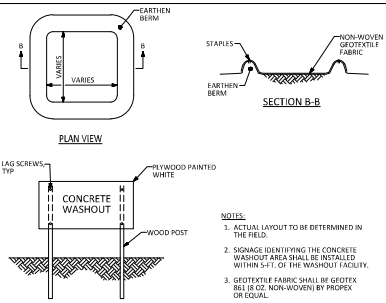
NOTES:
1. SILT FENCE SHALL BE PRE-ASSEMBLED AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATIONS.
2. SILT FENCE SHALL HAVE AN APPROVED BACKING OR A BUILT-IN REINFORCED STRUCTURE AS RECOMMENDED BY THE MANUFACTURER TO SUPPORT THE GEOTEXTILE FABRIC.
3. ONCE PERMANENT VEGETATION IS ESTABLISHED, REMOVE THE SILT FENCE, BACKFILL TRENCH WITH TOPSOIL, AND APPLY SEED AND MULCH TO ALL DISTURBED AREAS. LEGALLY DISPOSE OF REMOVED FENCE OFF-SITE.
4. PLACE SILT FENCE AT LEAST 5 TO 7 FEET AWAY FROM STEEP OR LONG SLOPES TO IMPOUND STORMWATER RUNOFF.
5. POST SPACING SHALL BE 4 FEET MAXIMUM WITHIN A DRAINAGE CHANNEL.
6. TURN LAST 7 TO 10 FEET OF SILT FENCE UPHILL.

1 C SILT FENCE
NTS



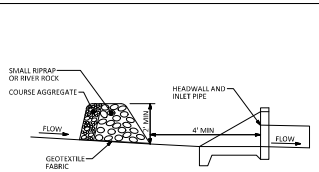
NOTES:
1. GEOTEXTILE SEPARATION FABRIC SHALL BE GEOTEX 801 (8 OUNCE NON-WOVEN) BY PROPEX OR EQUAL.
2. CONSTRUCT, MAINTAIN, AND REMOVE IN ACCORDANCE WITH THE TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK.

1 C TEMPORARY ROCK CHECK DAM
NTS



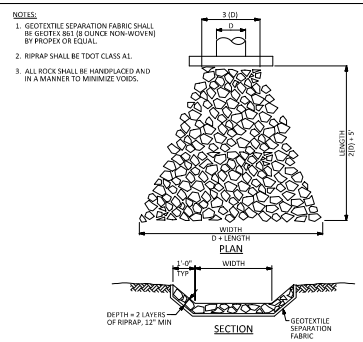
NOTES:
1. ACTUAL LAYOUT TO BE DETERMINED IN THE FIELD.
2. SIGNAGE IDENTIFYING THE CONCRETE WASHOUT AREA SHALL BE INSTALLED WITHIN 5-FT. OF THE WASHOUT FACILITY.
3. GEFOTEXTILE FABRIC SHALL BE GEOTEX 861 (8 OZ. NON-WOVEN) BY PROPEX OR EQUAL.

1 C CONCRETE WASHOUT AREA
NTS



NOTES:
1. THE SMALL RIPRAP STONE SHALL BE TDOT CLASS A-1 (CLEAN FROM FINES) WITH STONE SIZES FROM 2" TO 15".
2. THE COURSE AGGREGATE SHALL BE TDOT #57 (CLEAN FROM FINES).
3. CONSTRUCT, MAINTAIN, AND REMOVE IN ACCORDANCE WITH THE TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK.

1 C STONE FILTER RING
NTS



1 C RIPRAP APRON
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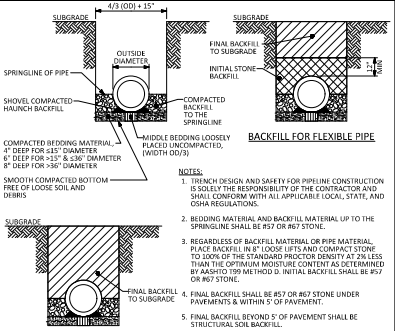
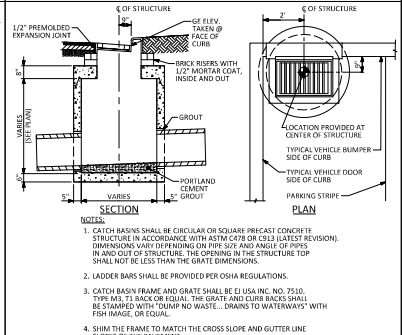


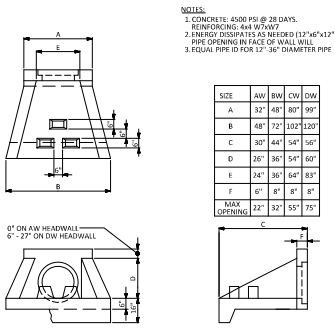
NOTES:
1. TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.
2. BEDDING MATERIAL AND BACKFILL MATERIAL UP TO THE SPRINGLINE SHALL BE #57 OR #67 STONE.
3. REGARDLESS OF BACKFILL MATERIAL OR PIPE MATERIAL, PLACE BACKFILL IN 8" LOOSE LIFTS AND COMPACT STONE TO 100% OF THE STANDARD PROCTOR DENSITY AT 2% LESS THAN THE OPTIMUM MOISTURE CONTENT AS DETERMINED BY AASHTO 199 METHOD D. INITIAL BACKFILL SHALL BE #57 OR #67 STONE.
4. FINAL BACKFILL SHALL BE #57 OR #67 STONE UNDER PAVEMENTS & WITHIN 5' OF PAVEMENT.
5. FINAL BACKFILL BEYOND 5' OF PAVEMENT SHALL BE STRUCTURAL SOIL BACKFILL.

1 C PIPE BEDDING AND BACKFILL
NTS



NOTES:
1. CATCH BASINS SHALL BE CIRCULAR OR SQUARE PRECAST CONCRETE STRUCTURE IN ACCORDANCE WITH ASTM C478 OR C913 (LATEST REVISION). DIMENSIONS VARY DEPENDING ON PIPE SIZE AND ANGLE OF PIPES IN AND OUT OF STRUCTURE. THE OPENING IN THE STRUCTURE TOP SHALL NOT BE LESS THAN THE GRATE DIMENSIONS.
2. LADDER BARS SHALL BE PROVIDED PER OSHA REGULATIONS.
3. CATCH BASIN FRAME AND GRATE SHALL BE EJ USA INC. NO. 7510, TYPE M3. T1 BACK OR EQUAL. THE GRATE AND CURB BACKS SHALL BE STAMPED WITH "DUMP NO WASTE... DRAINS TO WATERWAYS" WITH FISH IMAGE, OR EQUAL.
4. SHIM THE FRAME TO MATCH THE CROSS SLOPE AND GUTTER LINE SLOPES OF THE PAVEMENT.

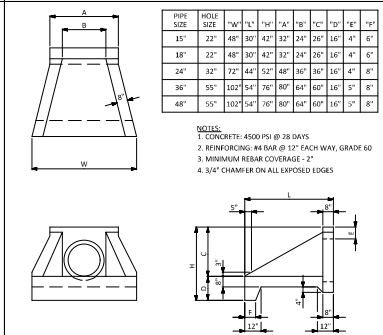
1 C SINGLE CATCH BASIN
NTS



NOTES:
1. CONCRETE: 4500 PSI @ 28 DAYS. REINFORCING: 4x4 W7xW7
2. ENERGY DISSIPATES AS NEEDED (12'x6'x12') PIPE OPENING IN FACE OF WALL WILL
3. EQUAL PIPE ID FOR 12"-36" DIAMETER PIPE

SIZE	AW	BW	CW	DW
A	32"	48"	80"	99"
B	48"	72"	102"	120"
C	30"	44"	54"	56"
D	26"	36"	54"	60"
E	24"	36"	64"	83"
F	6"	8"	8"	8"
MAX OPENING	22"	32"	55"	75"

1 C PRECAST CONCRETE HEADWALL W/DISSIPATORS
NTS



PIPE SIZE	HOLE SIZE	"W"	"L"	"H"	"A"	"B"	"C"	"D"	"E"	"F"
15"	22"	48"	30"	42"	32"	24"	26"	16"	4"	6"
18"	22"	48"	30"	42"	32"	24"	26"	16"	4"	6"
24"	32"	72"	44"	52"	48"	36"	36"	16"	4"	8"
36"	55"	102"	54"	76"	80"	64"	60"	16"	5"	8"
48"	55"	102"	54"	76"	80"	64"	60"	16"	5"	8"

NOTES:
1. CONCRETE: 4500 PSI @ 28 DAYS
2. REINFORCING: #4 BAR @ 12" EACH WAY, GRADE 60
3. MINIMUM REBAR COVERAGE - 2"
4. 3/4" CHAMFER ON ALL EXPOSED EDGES

1 C PRECAST CONCRETE HEADWALL
NTS

MHM

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865.246.2700
www.mhminc.com

Project Information:

24002

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FARRAGUT, TN 37934

KNOX COUNTY SCHOOLS
400 W SUMMIT HILL DR
KNOXVILLE, TN 37902
knoxschools.org

Seal:

DESIGN DEVELOPMENT

PRELIMINARY PACKAGE:
NOT FOR CONSTRUCTION

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Checked By:	A GRAY

Sheet Information:

C-802

DETAILS (RIGHT OF WAY)

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NEW FARRAGUT ELEMENTARY SCHOOL

Transportation Impact Analysis

Kingston Pike (US 11/US 70)

Farragut, TN

A Transportation Impact Analysis for the New Farragut Elementary School

Submitted to

Town of Farragut

September 6, 2024
Ardurra Project No. 550.004

Submitted By:

ARDURRA

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Executive Summary

The Knox County School Board is proposing a new elementary school in Farragut, TN. The proposed school site will be built on Boring Road east of Smith Road and north of Kingston Pike (US 11/US 70) in Farragut, Tennessee. The proposed school will accommodate approximately 1,400 elementary students.

The New Farragut Elementary School has two proposed driveway connections. Driveway #1 at Village Commons Boulevard will be used for student drop-off/pick-up. Access to Driveway #1 will be at the signalized intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard/Peterson Road. Driveway #2 at Boring Road will be used for bus traffic and access to the staff parking lot. Access to Driveway #2 will be at the two-way stop-controlled intersection of Smith Road at Boring Road/Dominick Point.

Based on the results of the traffic analysis conducted to determine the impacts caused by the New Farragut Elementary School on the studied intersections, the following observations have been made:

Smith Road at Boring Road
After the completion of the full buildout of the New Farragut Elementary School the two-way stop-controlled intersection of Smith Road at Boring Road/Dominick Point Way operates as follows: the northbound and southbound approaches (Smith Road) operate at a LOS A during both the AM and PM peak hours, the eastbound approach (Dominick Point) operates at a LOS B during the AM peak hour and a LOS A during the PM peak hour and the westbound approach (Boring Road) operates at a LOS E during the AM peak hour and a LOS C during the PM peak hour.

Neither a southbound left turn lane nor a northbound right turn lane is warranted at the intersection of Smith Road at Boring Road per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The existing, background and full buildout conditions do not meet the requirements for signal warrant per the "Manual of Uniform Traffic Control Devices, 11th Edition" (MUTCD) published by the Federal Highway Administration in 2023.

Kingston Pike (US 11/US 70) at Smith Road
After the completion of the New Farragut Elementary School the traffic conditions for the intersection of Kingston Pike (US 11/US 70) at Smith Road will operate at an overall LOS B during the AM peak hour and a LOS C during the PM peak hour.

Kingston Pike (US 11/US 70) at Village Commons Blvd
After the completion of the New Farragut Elementary School the traffic conditions for the intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard/Peterson Road will operate at an overall LOS E during the AM peak hour and a LOS B during the PM peak hour.

Kingston Pike (US 11/US 70) at Federal Boulevard
After the completion of the New Farragut Elementary School the traffic conditions for the intersection of Kingston Pike (US 11/US 70) at Federal Boulevard will operate at an overall LOS C during the AM peak hour and a LOS B during the PM peak hour.

Kingston Pike (US 11/US 70) at Boring Road
No school traffic will be allowed to enter or exit at this intersection.

After the completion of the full buildout of the New Farragut Elementary School the two-way stop-controlled intersection of Kingston Pike (US 11/US 70) at Boring Road operates as follows: the eastbound approach (Kingston Pike) operates at a LOS B during both the AM and PM peak hours, the westbound approach (Kingston Pike) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (Driveway) operates at a LOS E during the PM peak hour and the southbound approach (Boring Road) operates at a LOS E during the AM peak hour and a LOS F during the PM peak hour.

Village Commons Blvd at Driveway #1
After the completion of the full buildout of the New Farragut Elementary School the two-way stop-controlled intersection of Village Commons Boulevard at Driveway #1 operates as follows: the westbound approach (Driveway #1) operates at a LOS F during the AM peak hour and a LOS B during the PM peak hour.

The proposed on-site vehicle storage is measured at 2,245 feet of double stacking vehicles and an additional 275 feet for single stacking vehicles for a total of 4,765 feet of on-site vehicle storage.

Recommendations
In order to maintain or provide an acceptable level-of-service for each of the intersections studied, some recommendations are presented.

- Recommended mitigation at Smith Road at Boring Road
    - Install crosswalk and ADA accessible sidewalk ramps in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

  - Widen Boring Road to match the existing pavement width between the property line and the proposed Driveway #2.
  - Implement a school zone speed limit of 20 mph between the hours of 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. and install school speed limit signs on Smith Road.
  - All signs and pavement markings should be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).
- Recommended mitigation at Kingston Pike (US 11/US 70) at Smith Road
  - The eastbound left turn lane (Kingston Pike) exceeds capacity during the PM peak hour during both background and full buildout conditions; however, there are no recommended improvements due to the limitations caused by the existing geometry at the signalized intersection.
- Recommended mitigation at Kingston Pike (US 11/US 70) at Village Commons Boulevard
  - Re-stripe the eastbound left turn lane (Kingston Pike) with a storage length of 200 feet
  - Convert the existing southbound left turn lane (Village Commons Boulevard) to left/thru lane with a 250 feet minimum storage length.
  - A section of the boulevard on Village Commons Boulevard will need to be removed in order to accommodate the lengthened turn lane, but no widening on Village Commons Boulevard will be necessary in order to accommodate the improvements.
- Connect existing sidewalks along Boring Road and Village Commons Boulevard to the New Farragut Elementary School.
- Implement School Zone signing in the vicinity of the school as per requirements specified in the Manual of Uniform Traffic Control Devices.

1 Introduction

1.1 Project Description

This report provides a summary of a transportation impact analysis that was performed for the New Farragut Elementary School. The proposed school site will be built on Boring Road east of Smith Road and north of Kingston Pike (US 11/US 70) in Farragut, Tennessee. The site is located in the Knox County School District jurisdiction. The location of the site is shown in Figure 1.

The proposed school will accommodate approximately 1,400 elementary students.

The New Farragut Elementary School has two proposed driveway connections. Driveway #1 at Village Commons Boulevard will be used for student drop-off/pick-up. Access to Driveway #1 will be at the signalized intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard/Peterson Road. Driveway #2 at Boring Road will be used for bus traffic and access to the staff parking lot. Access to Driveway #2 will be at the two-way stop-controlled intersection of Smith Road at Boring Road/Dominick Point.

The preliminary site layout is shown in Figure 2.

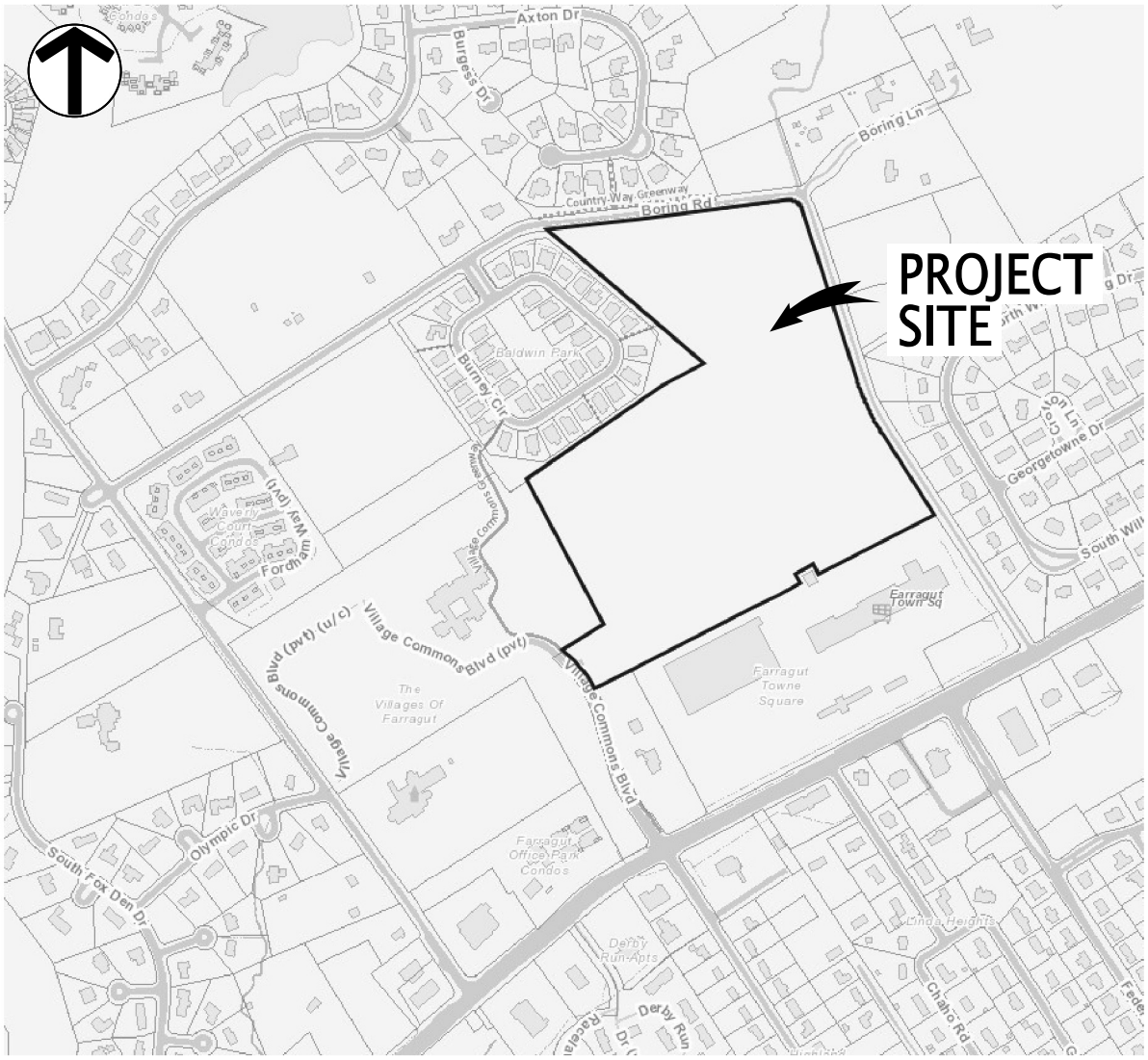


Figure 1: Location Map

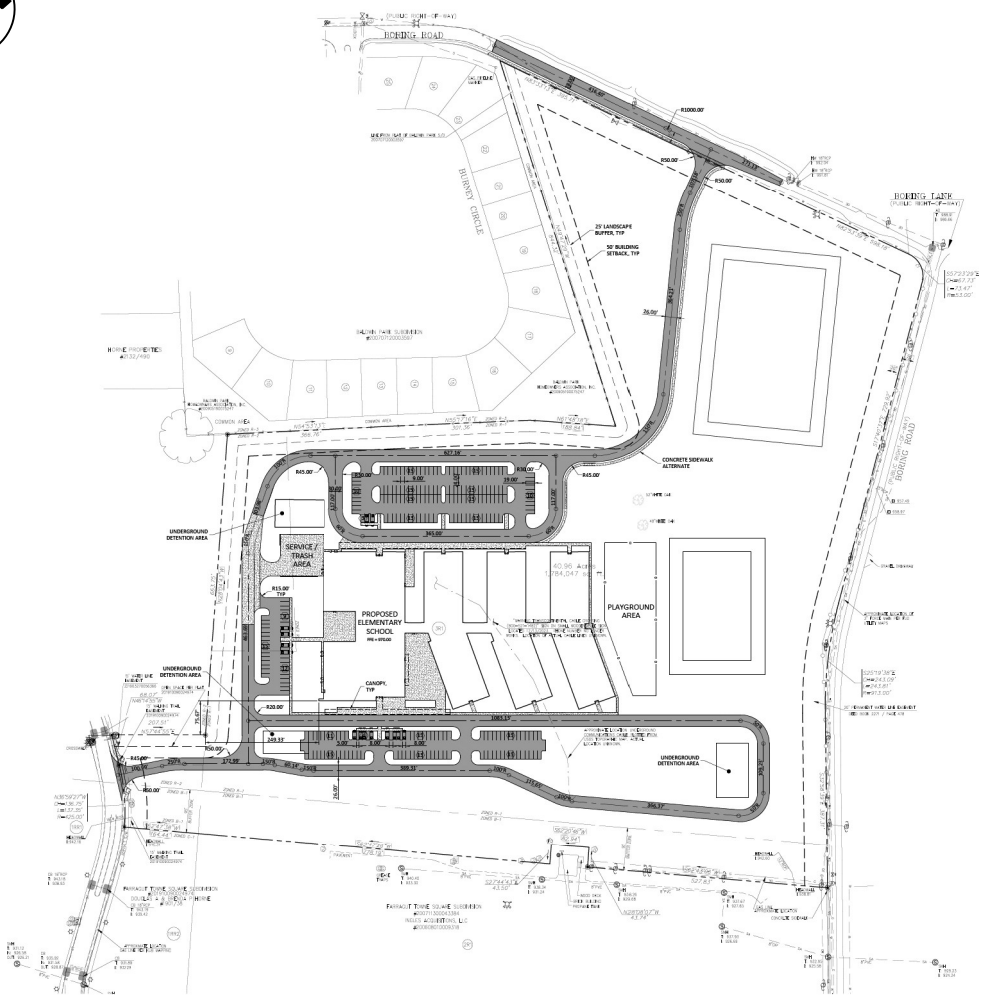


Figure 2: Preliminary Site Plan

1.2 Study Area

The purpose of this study is to evaluate the impacts to the traffic conditions caused by the proposed development. Kingston Pike (US 11/US 70) and Boring Road (SR are considered north-south orientated roadways and Smith Road, Village Commons Blvd, Peterson Road, Federal Boulevard and Boring Road are considered east-west oriented roadways. The existing intersections and existing traffic control are summarized in Table 1.2-1 Study Area.

Table 1.2-1
New Farragut Elementary School
Study Area

Intersection	Existing Traffic Control
Smith Road at Boring Road/Dominick Point	TWSC
Kingston Pike (US 11/US 70) at Smith Road	Signalized
Kingston Pike (US 11/US 70) at Village Commons Blvd / Peterson Road	Signalized
Kingston Pike (US 11/US 70) at Federal Blvd	Signalized
Kingston Pike (US 11/US 70) at Boring Road	TWSC

1.3 Existing Site Conditions

Roadway geometry and posted speed limits were obtained by field observations. The Knoxville-Knox County Planning "2018 Major Road Plan" and the Farragut Municipal Planning Commission "Major Road Plan Update 2021" were used to determine road classification. This information is summarized in Table 1.3-1 Existing Site Conditions.

Table 1.3-1
New Farragut Elementary School
Existing Site Conditions

Roadway	Speed Limit	Lanes	Road Width	Major Road Plan
Smith Road	40 mph	2	~ 24 feet	Minor Arterial
Boring Road	Not Posted	2	~ 14-28 feet	Major Collector
Peterson Road	25 mph	2	~ 18 feet	Local Collector

Kingston Pike (US 11/US 70)	45 mph	5	~55 feet	Major Arterial
Village Commons Blvd	25 mph	2	~ 38 feet	Not Classified (Local Road)
Federal Boulevard	25 mph	2	~ 54 feet	Not Classified (Local Road)
Dominick Point	Not posted	2	~ 22 feet	Not Classified (Local Road)

Kingston Pike (US 11/US 70) is a five-lane road with a two-way left turn lane in the vicinity of the proposed development.

At the signalized intersection of Kingston Pike (US 11/US 70) at Smith Road the eastbound approach has a left turn lane with an approximate storage length of 150. The westbound approach has a right turn lane with an approximate storage length of 110 feet and a left turn lane with an approximate storage length of 100 feet. The northbound approach has a separate right turn lane with an approximate storage length of 25 feet. The southbound approach has a separate right turn lane with an approximate storage length of 220 feet.

At the signalized intersection of Kingston Pike (US 11/US 70) at Village Commons Blvd/Peterson Road the eastbound approach has a separate left turn lane with an approximate storage length of 50 feet. The westbound approach has a separate right turn lane with an approximate storage length of 60 feet and a separate left turn lane with an approximate storage length of 65 feet. The northbound approach has a separate left/thru lane with an approximate storage length of 250 feet. The southbound approach has a separate left turn lane with an approximate storage length of 130 feet.

At the signalized intersection of Kingston Pike (US 11/US 70) at Federal Boulevard the eastbound approach has a left turn lane with an approximate storage length of 80 feet. The westbound approach has a left turn lane with an approximate storage length of 110 feet and a right turn lane with an approximate storage length of 175 feet. The southbound approach has a separate right turn lane with an approximate storage length of 160 feet. The northbound approach has a separate right turn lane with an approximate storage length of 115 feet.

Aerial photos of the existing intersections are included in Attachment 1.

1.4 Pedestrian/Bicycle Network

Kingston Pike (US 11/US 70) has existing sidewalks on both sides of the roadway between Boring Road and Smith Road.

Smith Road has an existing sidewalk between Kingston Pike (US 11/US 70) and Grigsby Chapel Road on the east side of the roadway.

Boring Road has an existing sidewalk between Smith Road and Boulder Crest Lane on the south side of the road which connects to the Country Lane Greenway on the north side of the road. The Country Lane Greenway is approximately 700 feet in length extending the length of the Fox Den Subdivision property line.

Peterson Road has existing sidewalks that extend south from Kingston Pike (US 11/US 70) to the Access Road approximately 250 feet.

The Village Commons Greenway is approximately 2,000 feet in length between Kingston Pike (US 11/US 70) and Burney Circle.

Federal Boulevard has existing sidewalks that extend south from Kingston Pike (US 11/US 70) to Farragut Crossing Drive and north approximately 150 feet into the commercial parking lot.

Crosswalks are located at the signalized intersections for pedestrians crossing on both minor street approaches and on Kingston Pike (US 11/US 70).

The website walkscore.com grades the "walkability", "bikeability" and transit availability based on any address using a patented system. Walk Score awards points based on the distance to amenities in various categories (businesses, schools, parks, etc.). Walk score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

The address for the Senior Living Facility across the street from the proposed Driveway #2 at 230 Village Commons Boulevard was used to determine the "walkability" and "bikeability" of the proposed New Farragut Elementary School.

The Walk Score is 17 out of 100 meaning that the area is car-dependent and almost all errands will require a car.

The Bike Score is 36 out of 100 meaning that the area is somewhat bikeable with minimal bike infrastructure.

1.5 Existing School Information

Concord Christian School
Concord Christian School is a private school serving grades preschool through twelfth grade. Concord Christian School has three access points to Kingston Pike (US 11/US 70). The driveway (north) and driveway (south) operate as a right-turn exiting traffic only during pick-up and drop-off with all exiting traffic making a left turn onto Kingston Pike (US 11/US 70) will use the signalized intersection of Kingston Pike (US 11/US 70) at Federal Boulevard.

Preschool student drop-off between 8:25 – 8:40 a.m. and pick-up at 1:00 p.m. Elementary student drop-off between 7:30 – 8:00 a.m. and pick-up at 2:50 p.m. Preschool and Elementary students are supposed to enter at the signalized intersection of Kingston Pike (US 11/US 70) at Federal Boulevard and exit at the driveway (south) right-turn only and left at the signalized intersection at Federal Boulevard.

Middle School and High School student drop-off between 7:30 – 8:00 a.m. and pick-up at 3:15 p.m. Middle School and High School students are supposed to enter at either the driveway (north) or driveway (south) and exit at the driveway (south) right-turn only and left at the signalized intersection at Federal Boulevard.

Listed on their website the total enrollment for the 2022-2023 school year was 1,015 students (Preschool through Grade 12).

St. John Neumann Catholic School
St. John Neumann Catholic School is a parochial school serving grades preschool through eighth grade. The school day begins at 7:55 a.m. for all students. Preschool students dismiss at 2:45 p.m., Grade K-4 students dismiss at 3:00 p.m. and Grades 5-8 students dismiss at 3:20 p.m.

Listed on their website the total enrollment for the 2022-2023 school year was 420 students (PK3 thru Grade 8).

2 Existing Traffic Volumes

Ardurra conducted a peak hour turning movement count at the two-way stop-controlled intersection of Smith Road at Boring Road on Thursday April 18, 2024. The AM peak hour occurred between 7:15 a.m. and 8:15 a.m. with an AM PHF of 0.84 and a peak hour volume of 679 vehicles per hour. The PM peak hour occurred between 3:00 p.m. and 4:00 p.m. with a PM PHF of 0.93 and a peak hour volume of 761 vehicles per hour.

Ardurra conducted a peak hour turning movement count at the signalized intersection of Kingston Pike (US 11/US 70) at Smith Road on Thursday April 18, 2024. The AM peak hour occurred between 7:45 a.m. and 8:45 a.m. with an AM PHF of 0.93 and a peak hour volume of 2,280 vehicles per hour. The PM peak hour occurred between 4:15 p.m. and 5:15 p.m. with a PM PHF of 0.99 and a peak hour volume of 3,251 vehicles per hour.

Ardurra conducted a peak hour turning movement count at the signalized intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard/Peterson Road on Wednesday April 17, 2024. The AM peak hour occurred between 7:30 a.m. and 8:30 a.m. with an AM PHF of 0.86 and a peak hour volume of 2,501 vehicles per hour. The PM peak hour occurred between 4:45 p.m. and 5:45 p.m. with a PM PHF of 0.96 and a peak hour volume of 2,752 vehicles per hour.

Ardurra conducted a peak hour turning movement count at the signalized intersection of Kingston Pike (US 11/US 70) at Federal Boulevard on Thursday April 23, 2024. The AM peak hour occurred between 7:15 a.m. and 8:15 a.m. with an AM PHF of 0.87 and a peak hour volume of 2,739 vehicles per hour. The PM peak hour occurred between 4:30 p.m. and 5:30 p.m. with a PM PHF of 0.97 and a peak hour volume of 2,998 vehicles per hour.

Ardurra conducted a peak hour turning movement count at the two-way stop-controlled intersection of Kingston Pike (US 11/US 70) at Boring Road on Tuesday April 23, 2024. The AM peak hour occurred between 7:15 a.m. and 8:15 a.m. with an AM PHF of 0.91 and a peak hour volume of 2,521 vehicles per hour. The PM peak hour occurred between 4:15 p.m. and 5:15 p.m. with a PM PHF of 0.97 and a peak hour volume of 2,743 vehicles per hour.

The existing volumes including the AM and PM peak hour traffic volumes at the count locations are shown in Figure 3, and the count data collected is included in Attachment 2.

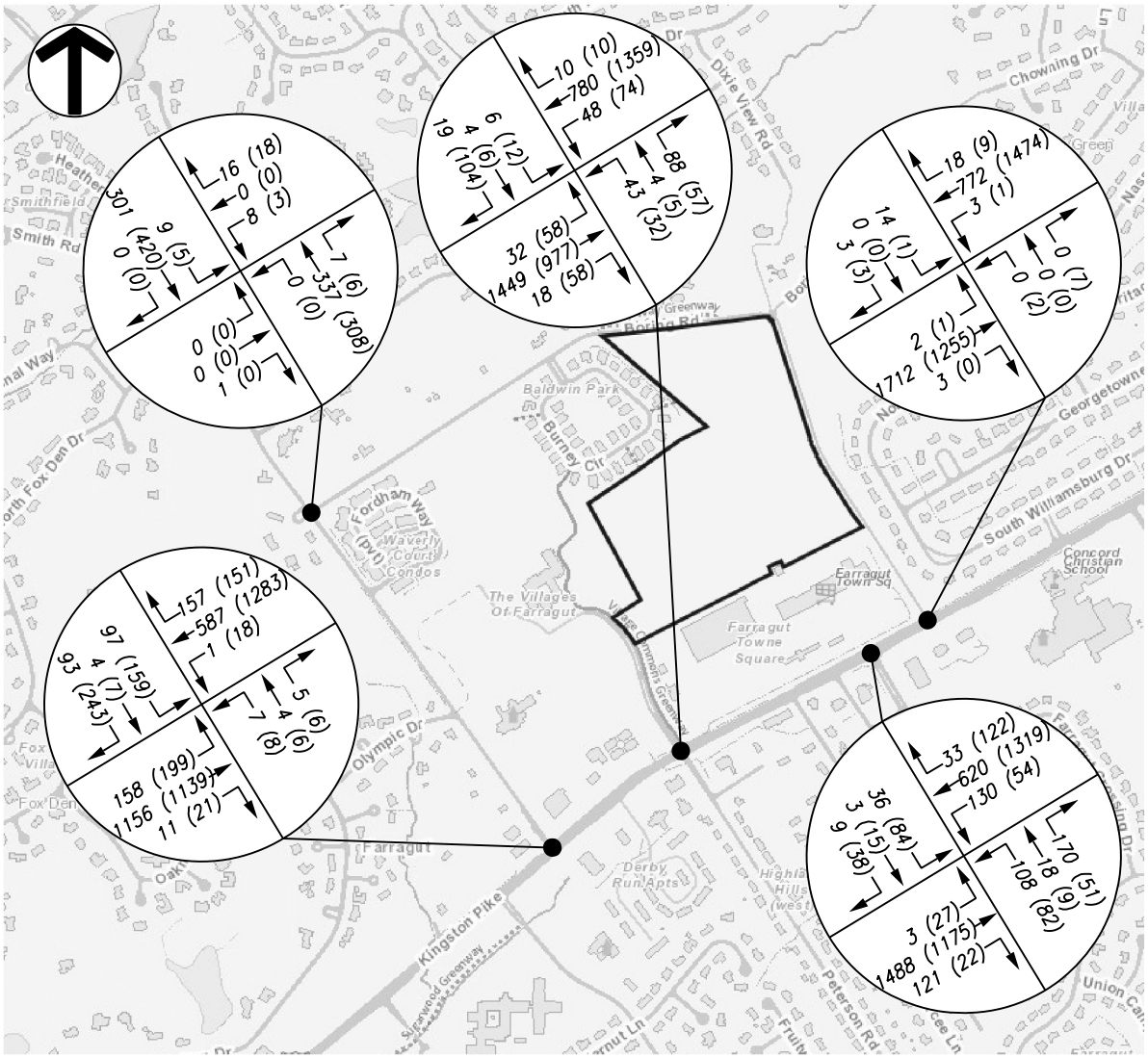


Figure 3: 2024 Existing Peak Hour Traffic

3 Background Growth

The Tennessee Department of Transportation (TDOT) and Knoxville Regional Transportation Planning Organization (TPO) maintain count stations in the vicinity of the proposed development.

TDOT count station ID 47000363 is located on Kingston Pike (US 11/US 70) east of Old Stage Road in Farragut, TN. The annual growth rate for this station over the last twenty years is approximately 1.29%. The 2022 ADT was 24,520 vehicles per day.

TDOT count station ID 47000547 is located on Peterson Road south of the intersection with Kingston Pike (US 11/US 70) in Farragut, TN. The annual growth rate for this station over the last five years is approximately 1.01%. The 2022 ADT was 2,726 vehicles per day.

TPO count station ID 093M402 is located on Kingston Pike (US 11/US 70) west of Jamestown Boulevard. The annual growth rate for this station between 2021 and 2022 is approximately 5.53%. The 2022 ADT was 31,670 vehicles per day.

TPO count station ID 093M075 is located on Smith Road north of Kingston Pike (US 11/US 70). The annual growth rate for this station over the last twenty years is approximately 1.27%. The 2022 ADT was 7,860 vehicles per day.

For the purpose of this study, an annual growth rate of 1.5% was assumed for traffic at the studied intersections until full occupancy is reached in 2031. Attachment 3 shows the trend line growth charts for the TDOT and TPO count stations.

3.1 The Villages of Farragut

The proposed Villages of Farragut Development is a mixed-use senior housing and assisted living with a memory care facility. The development is located northeast of the signalized intersection of Kingston Pike (US 11/US 70) at Smith Road on Village Commons Boulevard. Phase 1 of the development is complete, including the Senior Living Facility with Memory Care and 95 assisted living units. Phase 2 of the development is currently under construction and includes 64 Elderly Detached Housing Units.

CDM Smith conducted a traffic impact study for this development "Villages at Farragut Traffic Impact Study" dated May, 2016.

Village Commons Boulevard with access to the Senior Living Facility Building was built during Phase 1 of the development. The site plan layout shows a proposed private driveway connection to Smith Road at the intersection with Olympic Drive

that will be built during Phase 2 of the Villages of Farragut Development and a future access to the north.

CDM Smith assumed that 40% of entering/exiting traffic would use the proposed private driveway connection to Smith Road and 60% of entering/exiting traffic would use the signalized intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard/Peterson Road. Traffic was assumed to be distributed equally about the site with 5% south, 30% east, 35% west and 30% north.

Senior Adult Housing – Single Family or Land Use (251) was used to calculate the site trips for the proposed Phase 2 of the Villages of Farragut. The site trips were calculated using the average rates from the *Trip Generation, 11th Edition,* published by the Institute of Transportation Engineers. The land use worksheets are included in Attachment 4.

A trip generation summary is shown in Table 3.1-1.

Table 3.1-1
Villages of Farragut – Phase 2
Trip Generation Summary

Land Use	Density	Daily Trips	AM Peak Hour Enter	AM Peak Hour Exit	PM Peak Hour Enter	PM Peak Hour Exit
Elderly Detached (LUC 251)	64 Units	405	9	19	19	12

The total combined new trips generated by the Phase 2 of the Villages of Farragut were estimated to be 405 daily trips. The estimated trips are 28 trips during the AM peak hour and 31 trips during the PM peak hour.

Figure 4 shows the proposed site trips for Phase 2 of the Villages of Farragut. Figure 5 shows the 2031 combined background peak hour traffic including the trips from the Villages of Farragut.

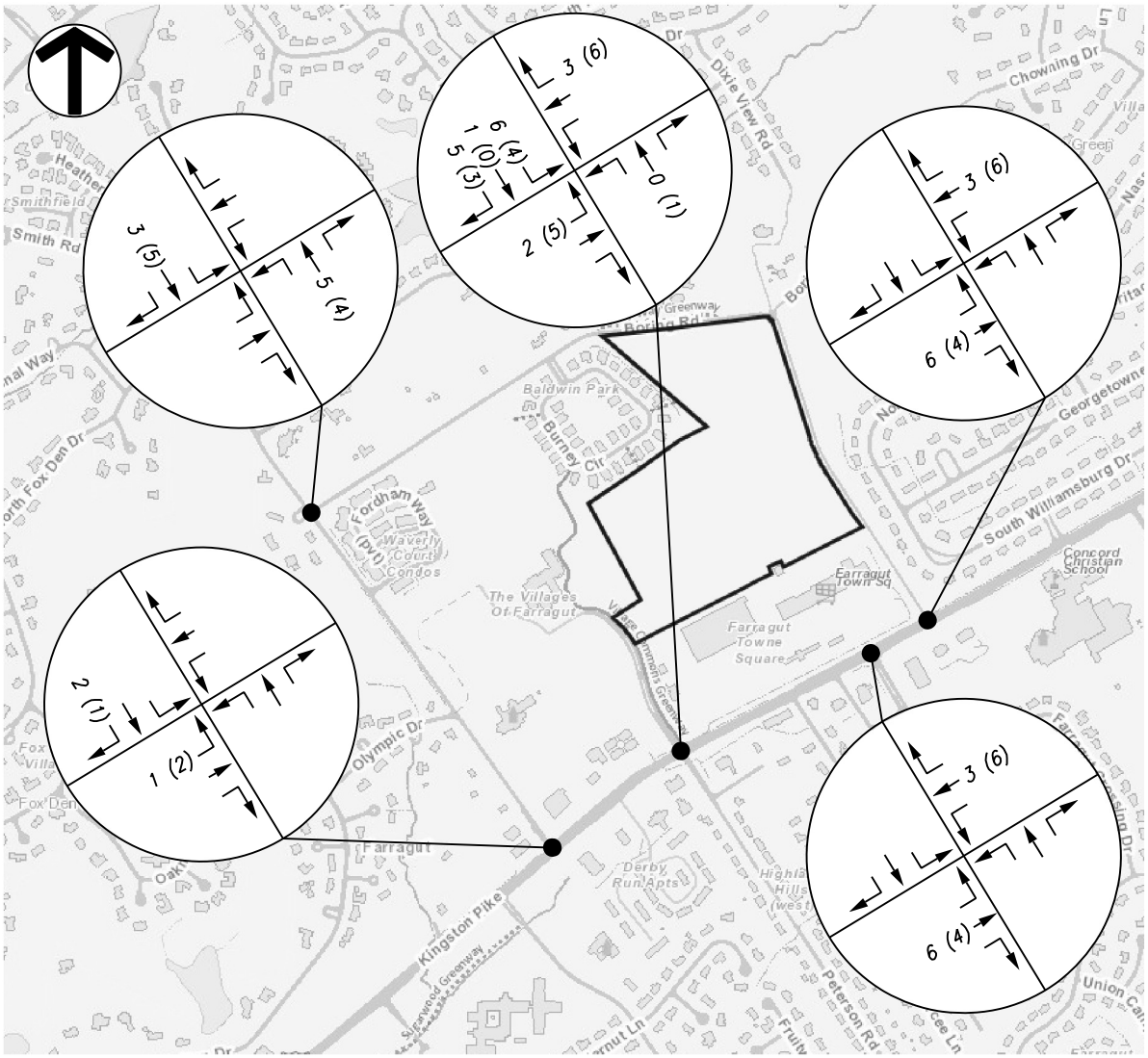
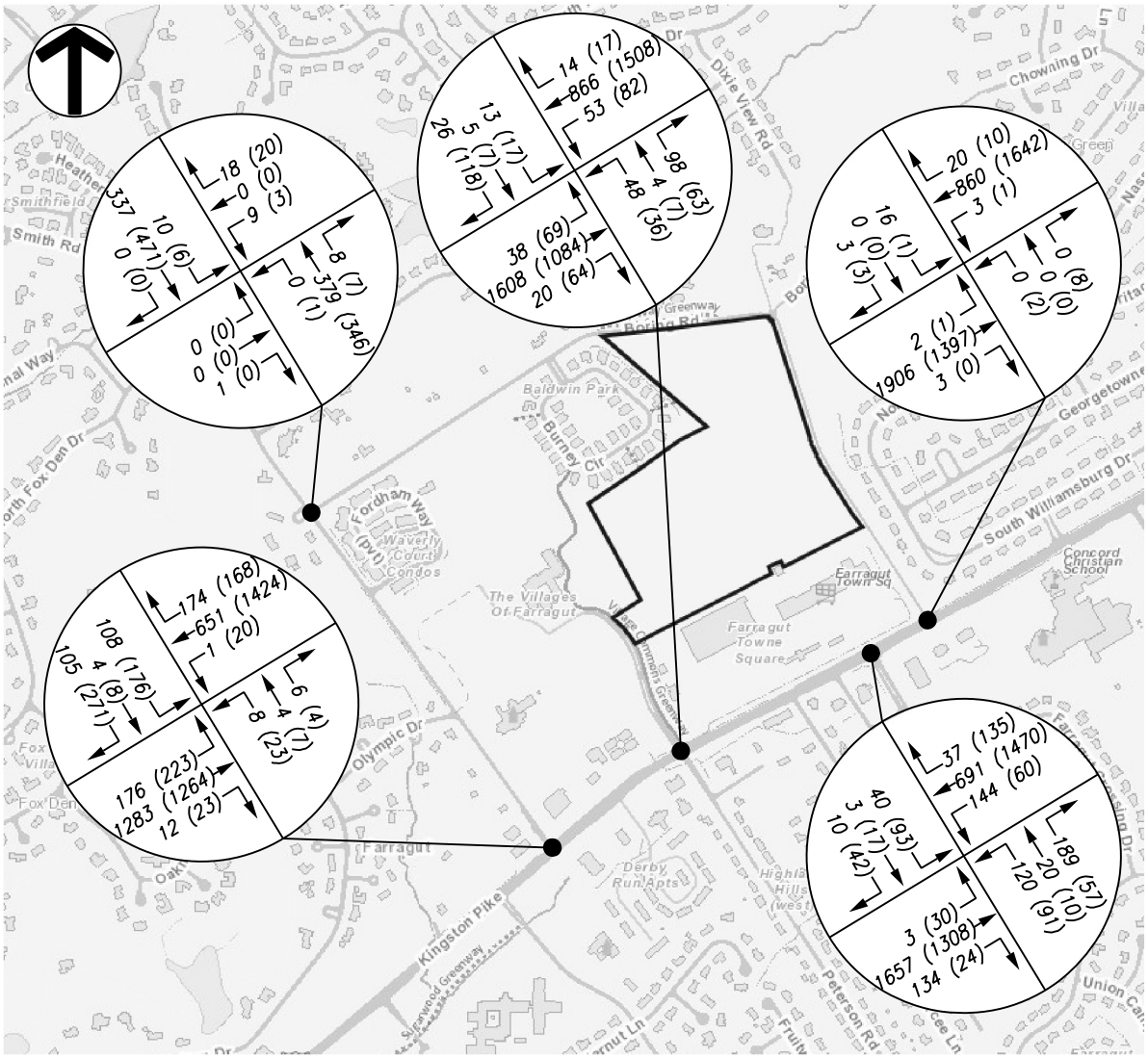


Figure 4: Villages at Farragut - Phase 2 Peak Hour Site Trips



LEGEND:

← 5 (16) TURNING MOVEMENT VOLUME AM (PM)

Figure 5: 2031 Background Peak Hour Traffic

4 Trip Generation and Trip Distribution

The proposed school will accommodate approximately 1,400 elementary students.

Elementary School or Land Use (520) was used to calculate the site trips for the proposed New Farragut Elementary School. The site trips were calculated using the average rates from the *Trip Generation, 11th Edition,* published by the Institute of Transportation Engineers. The land use worksheets are included in Attachment 4.

The total combined new trips generated by the New Farragut Elementary School were estimated to be 3,178 daily trips. The estimated trips are 1,036 trips during the AM peak hour and 224 trips during the PM peak hour.

A trip generation summary is shown in Table 4-1.

Table 4-1
New Farragut Elementary School
Trip Generation Summary

Land Use	Density	Daily Trips	AM Peak Hour Enter	AM Peak Hour Exit	PM Peak Hour Enter	PM Peak Hour Exit
Elementary School (LUC 520)	1,400 Students	3,178	559	477	103	121

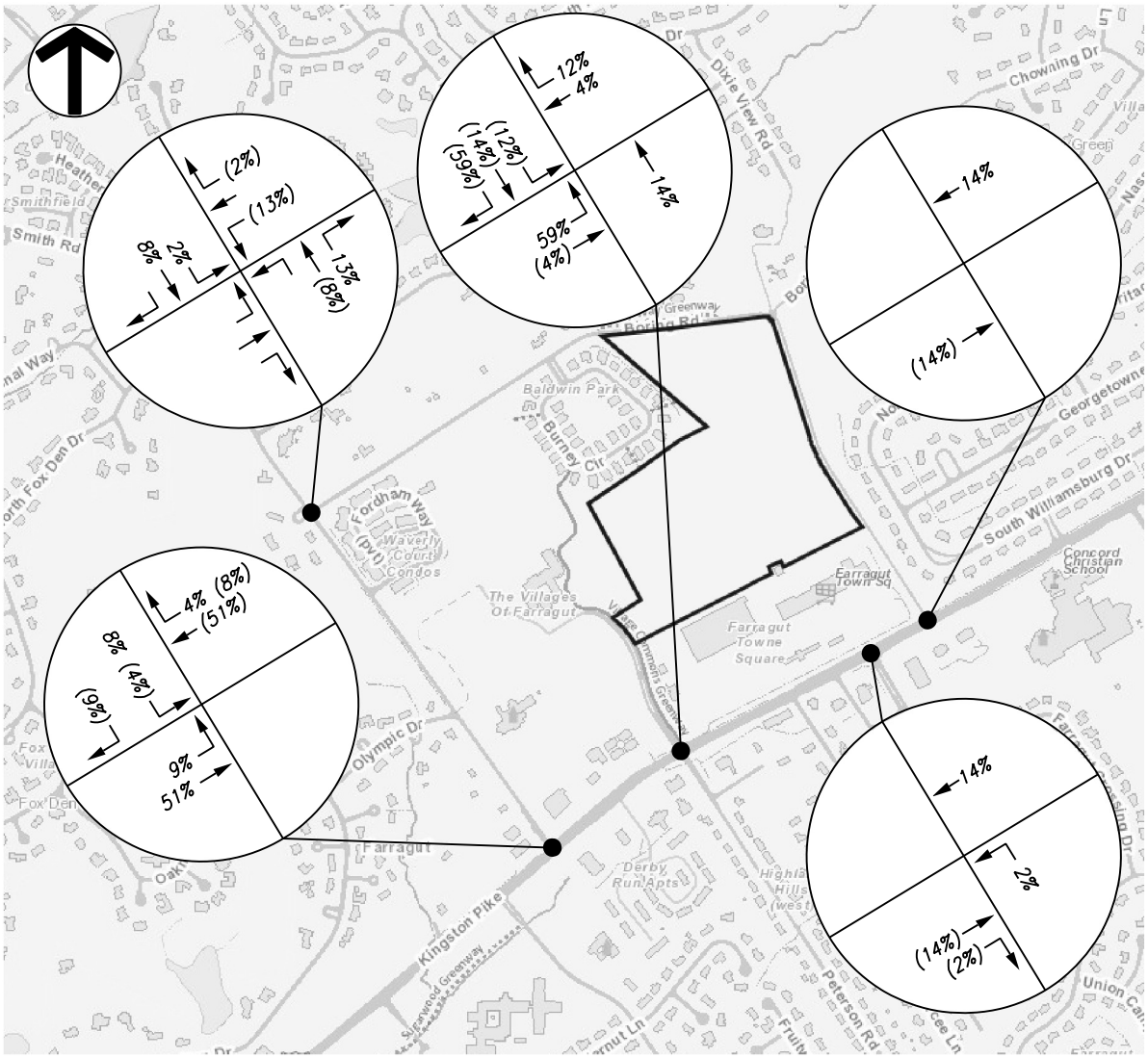
Kingston Pike (US 11/US 70) with Village Commons Boulevard has an existing trip distribution of 65% eastbound and 35% westbound during the AM peak hour and 40% eastbound and 60% westbound during the PM peak hour.

The directional distribution of the traffic generated by the New Farragut Elementary School was determined based on the existing school zoning maps with input from the Knox County School Board. The entering/exiting traffic was assumed to be 60% Kingston Pike (US 11/US 70) west towards Watt Road, 14% Kingston Pike (US 11/US 70) east towards Campbell Station Road, 10% Smith Road north of Boring Road, 14% Peterson Road and 2% Federal Boulevard.

Ardurra assumed that 85% of traffic from the New Farragut Elementary School would enter/exit at Driveway #1 at Village Commons Boulevard and 15% of traffic would enter/exit Driveway #2 at Boring Road. Driveway #1 at Village Commons Boulevard will be used for student drop-off/pick-up and Driveway #2 at Boring Road will be used for bus traffic and access to the staff parking lot.

Figure 6 shows the Elementary School peak hour trip distribution and Figure 7 shows the Elementary School peak hour site trips.

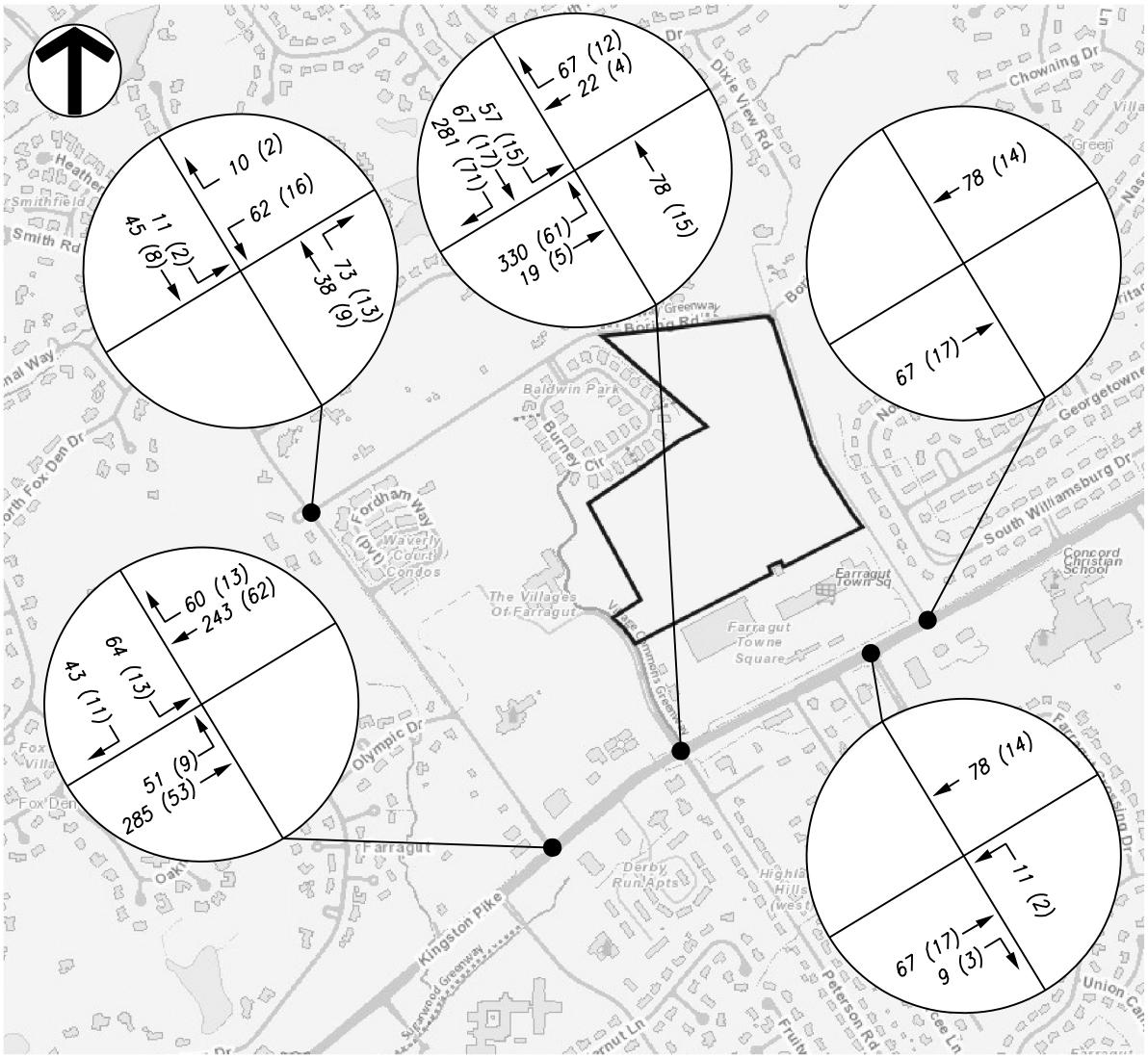
Figure 8 shows the 2031 full buildout peak hour traffic including the background growth and the peak hour site trips for the New Farragut Elementary School and Figure 9 shows the 2031 full buildout peak hour traffic for the driveway locations.



LEGEND:

← 50% (50%) TRIP DISTRIBUTION ENTERING (EXITING)

Figure 6: Elementary School Peak Hour Trip Distribution



LEGEND:

← 5 (16) TURNING MOVEMENT VOLUME AM (PM)

Figure 7: Elementary School Peak Hour Site Trips

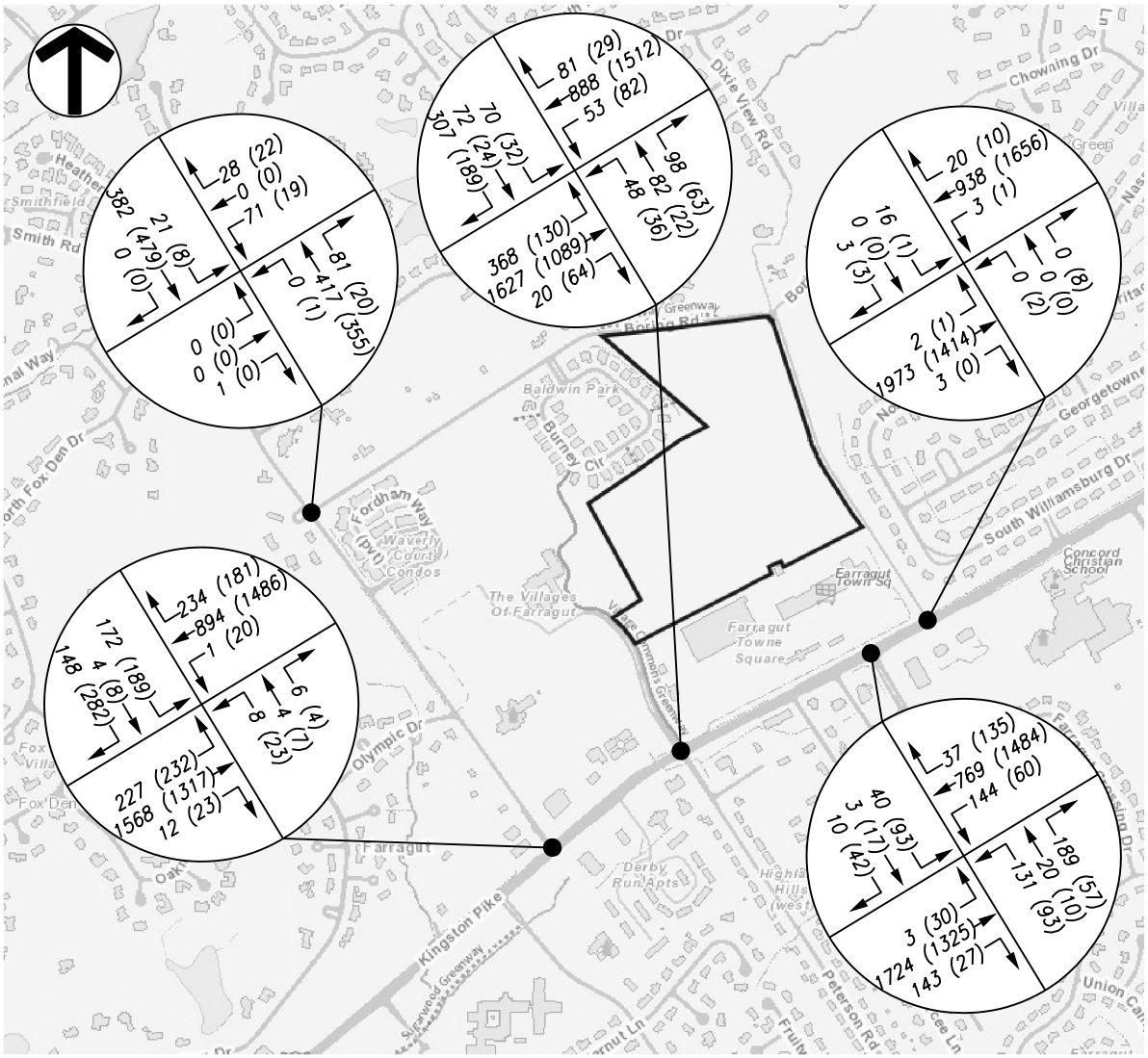


Figure 8: 2031 Full Buildout Peak Hour Traffic

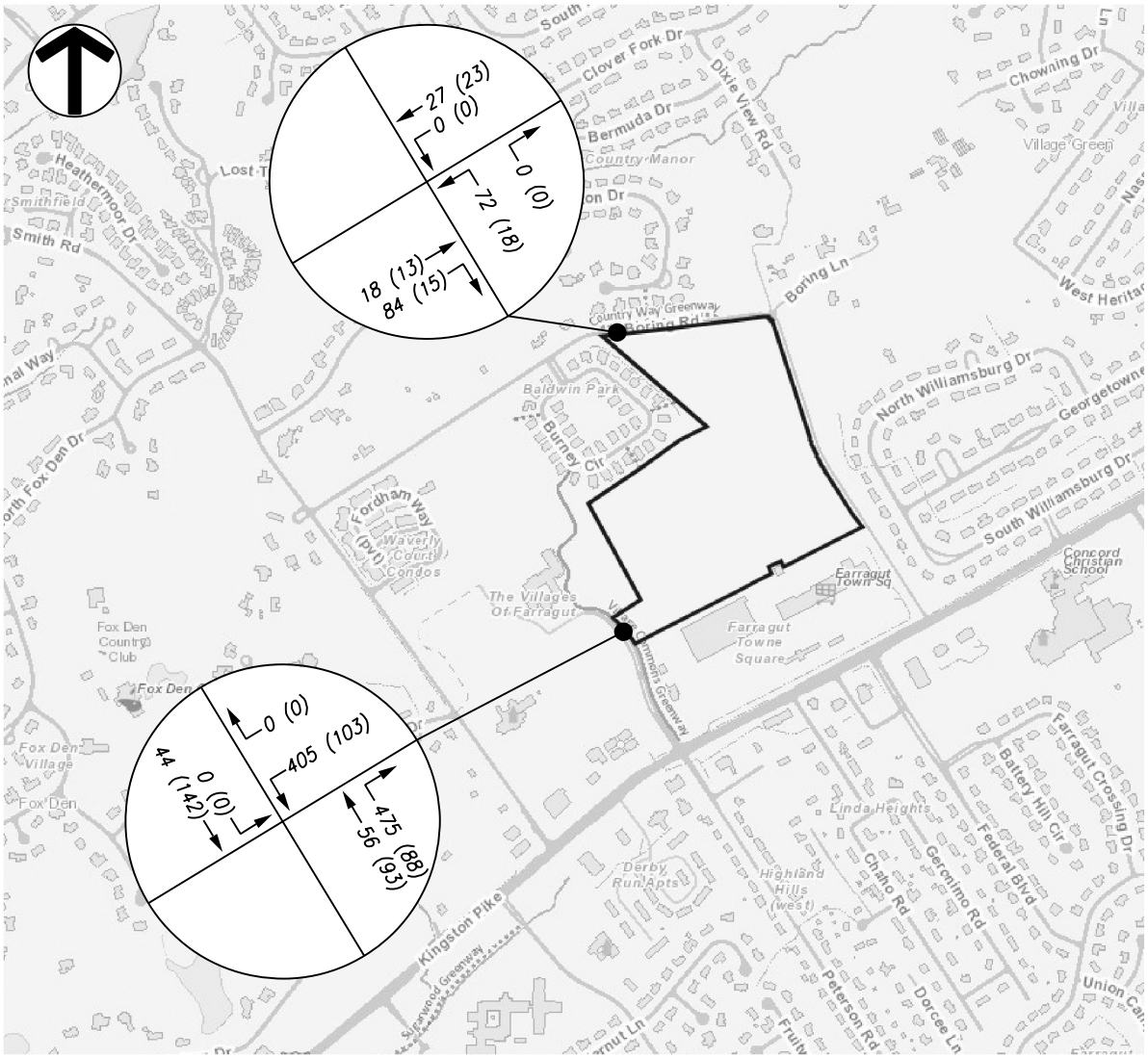


Figure 9: 2031 Full Buildout Peak Hour Traffic - Driveways

5 Projected Capacity and Level of Service

Unsignalized intersection capacity analyses were performed using the Synchro 11 software at the intersections of Smith Road at Boring Road/Dominick Point and Kingston Pike (US 11/US 70) at Boring Road in order to evaluate the AM and PM peak hours for the existing, background and full buildout conditions.

Signalized intersection capacity analyses were performed using the Synchro 11 software at the intersections of Kingston Pike (US 11/US 70) at Smith Road, Kingston Pike (US 11/US 70) at Village Commons Blvd/Peterson Road and Kingston Pike (US 11/US 70) at Federal Boulevard in order to evaluate the AM and PM peak hours for the existing, background and full buildout conditions. The existing signal timing at the signalized intersection was provided by the Town of Farragut and is included in Attachment 5. All background and full build-out traffic signal evaluations assumed optimized signal timing. Network optimized signal timing lengths for the Full Build-Out conditions were 130 seconds for the AM peak hour and 110 seconds during the PM peak hour.

The existing peak hour factor for the intersections of Smith Road at Boring Road and Kingston Pike (US 11/US 70) at Village Commons Boulevard were updated to account for school related traffic during both the AM and PM peak hours for full buildout conditions. A weighted average was calculated assuming a PHF of 0.50 for all school related traffic.

Level of Service

The results from the analyses are expressed with a term "level of service" (LOS), which is based on the amount of delay experienced at the intersection. The LOS index ranges from LOS A, indicating excellent traffic conditions with minimal delay, to LOS F indicating very congested conditions with excessive delay. LOS D generally is considered the minimum acceptable condition in urban areas. Table 5-1 shows the LOS index range for signalized and unsignalized intersections as defined by the Highway Capacity Manual (HCM).

Table 5-1
Level of Service (LOS) Index

Level of Service	Signalized Intersection	Unsignalized Intersection
LOS A	≤ 10 sec	≤ 10 sec
LOS B	10 – 20 sec	10 – 15 sec
LOS C	20 – 35 sec	15 – 25 sec
LOS D	35 – 55 sec	25 – 35 sec
LOS E	55 – 80 sec	35 – 50 sec
LOS F	> 80 sec	> 50 sec

The Synchro 11 worksheets are included in Attachments 6, 7, and 8. Table 5-2 shows the results of the capacity analyses.

Table 5-2
Level of Service (LOS) Summary

Intersection	Time Period	Year 2024 Existing (Delay/LOS)	Year 2031 Background (Delay/LOS)	Year 2031 Full Buildout (Delay/LOS)
Smith Road @ Boring Road	**AM Peak**			
	EB Approach	10.3 / B	10.6 / B	11.0 / B
	WB Approach	13.2 / B	14.3 / B	46.7 / E
	SB Approach	0.3 / A	0.4 / A	0.7 / A
	NB Approach	0.0 / A	0.0 / A	0.0 / A
	PM Peak			
	EB Approach	0.0 / A	0.0 / A	0.0 / A
	WB Approach	11.2 / B	11.7 / B	16.4 / C
	SB Approach	0.1 / A	0.2 / A	0.2 / A
	NB Approach	0.0 / A	0.0 / A	0.0 / A
Kingston Pike (US 11/US 70) @ Smith Road	**AM Peak**			
	Intersection	15.6 / B	16.4 / B	17.9 / B
	PM Peak			
	Intersection	23.6 / C	28.5 / C	23.3 / C
Kingston Pike (US 11/US 70) @ Village Commons Blvd/ Peterson Road	**AM Peak**			
	Intersection	11.2 / B	12.8 / B	72.5 / E
	PM Peak			
	Intersection	9.4 / A	9.2 / A	13.1 / B

Kingston Pike (US 11/US 70) @ Federal Blvd	**AM Peak**			
	Intersection	26.5 / C	42.2 / D	27.6 / C
	PM Peak			
	Intersection	14.8 / B	16.7 / B	17.2 / B
Kingston Pike (US 11/US 70) @ Boring Road	**AM Peak**			
	EB Approach	9.7 / A	10.1 / B	10.5 / B
	WB Approach	13.3 / B	16.6 / C	17.3 / C
	NB Approach	0.0 / A	0.0 / A	0.0 / A
	SB Approach	22.0 / C	35.5 / E	41.5 / E
	PM Peak			
	EB Approach	13.4 / B	14.8 / B	14.9 / B
	WB Approach	10.8 / B	11.5 / B	11.6 / B
	NB Approach	31.2 / D	42.5 / E	44.7 / E
	SB Approach	45.5 / E	70.8 / F	74.3 / F
Village Commons @ Proposed Driveway	**AM Peak**			
	WB Approach			230.2 / F
	PM Peak			
	WB Approach			13.0 / B

Note: Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop controlled intersections.

6 Queue Analysis

Table 6-1 presents the Synchro traffic queueing summary for the 95th percentile queue at the study intersections for both the AM and PM peak hour.

Table 6-1
Synchro Queue Summary

Intersection	Movement	Storage Capacity (ft)	Existing Conditions		Background Conditions		Full Buildout Conditions	
			AM	PM	AM	PM	AM	PM
Smith Rd	WB	500+	5	3	6	3	111	13
@ Boring Rd	SB	500+	1	0	1	0	2	1
	SBTL	500+	106	#199	119	#222	234	**#281**
	SBR	220	0	102	31	127	58	108
	NBTL	100	21	40	23	43	28	48
Kingston Pk	NBR	25	0	0	0	0	0	0
@ Smith Rd	EBL	150	58	#117	61	**#199**	107	**#266**
	EBTR	500+	360	326	412	390	715	447
	WBL	100	1	11	1	10	0	4
	WBT	500+	167	334	160	535	136	437
	WBR	110	62	66	56	40	17	1
	EBL	50	5	8	6	9	**228**	**80**
	EBTR	500+	112	90	163	81	294	66
	WBL	65	29	19	28	17	36	18
Kingston Pk	WBT	500+	129	165	118	172	313	167
@ Village	WBR	60	0	0	0	0	0	0
Commons	NBTL	250	63	55	71	63	202	65
Blvd	NBR	500+	23	1	33	6	0	0
	SBL	130	15	26	26	32	**#249**	79
	SBTR	500+	25	54	29	59	0	28
	EBL	80	1	17	1	18	0	17
	EBTR	500+	#666	257	#746	300	256	298
	WBL	110	89	21	145	23	**#210**	23
Kingston Pk	WBT	500+	141	386	155	460	202	488
@ Federal	WBR	175	0	28	0	33	0	34
Blvd	NBTL	500+	#164	106	#256	127	#343	132
	NBR	115	85	0	86	0	93	0
	SBTL	160	53	113	61	125	86	127
	SBR	160	0	0	0	0	0	0
Kingston Pk	NB	50	0	5	0	8	1	8
@ Boring Rd	SB	500+	6	3	13	5	15	6
Driveway #1	WB	4765					973	34

Notes:
The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity.
Bold indicates queue length exceeds available storage capacity.

Bold cells indicate that the queue lengths are more than the available storage. The 95th percentile queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95th percentile queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro assumes a vehicle length of 25 feet.

At the intersection of Kingston Pike (US 11/US 70) at Smith Road the existing eastbound left turn lane (Kingston Pike) has an available storage length of 150 feet. When the eastbound queue exceeds 150 feet the queue will spill into the eastbound thru lanes. The signalized intersection capacity analysis shows the full buildout 95% queue length for the eastbound left turn lane of approximately 107 feet vehicles (5 vehicles) during the AM peak hour and 266 feet (11 vehicles) during the PM peak hour; therefore, the existing storage length will exceed capacity during the PM peak hour.

At the intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard the existing southbound approach (Village Commons Boulevard) has an available storage length of 130 feet for the left turn lane and greater than 500 feet for the thru/right lane. The signalized intersection capacity analysis shows the full buildout 95% queue length for the southbound left turn lane of approximately 249 feet (10 vehicles) during the AM peak hour and 79 feet (4 vehicles) during the PM peak hour.; therefore, the queue will exceed the existing available storage length during the AM peak hour.

At the intersection of Village Commons Boulevard at Driveway #1 has a proposed on-site storage length of 4,765 feet. The capacity analysis shows the full buildout 95% queue length for the westbound approach (Driveway #1) of 973 feet (39 vehicles) during the AM peak hour and 34 feet (2 vehicles) during the PM peak hour.

7 Turn Lane Warrant Analysis

The intersection of Smith Road at Boring Road was evaluated to determine if a northbound right turn lane or a southbound left turn lane are warranted. The Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy," was used to analyze the information.

At the intersection of Smith Road at Boring Road a northbound right turn lane and a southbound left turn lane are not warranted during either the AM and or PM peak hours after the full buildout of the New Farragut Elementary School.

The turn lane warrant worksheets and analysis are included in Attachment 9.

8 Signal Warrant Analysis

The intersection of Smith Road at Boring Road was evaluated to determine if a traffic signal is warranted for the existing, background and full buildout conditions. The "Manual of Uniform Traffic Control Devices, 11th Edition" (MUTCD) published by the Federal Highway Administration in 2023 was used to determine if the intersection met a warrant for a signal. The volume-based warrants including Warrant 1, Eight-Hour Vehicular Volume, Warrant 2, Four-Hour Vehicular Volume and Warrant 3, Peak Hour were evaluated based on existing, background and full buildout conditions.

The existing, background and full buildout conditions do not meet the requirements for Warrant 1, Eight-Hour Vehicular Volume, Warrant 2, Four-Hour Vehicular Volume and Warrant 3, Peak Hour.

The MUTCD states that "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal."

The traffic signal warrant worksheet is included in Attachment 10.

9 Conclusions and Recommendations

9.1 Smith Road at Boring Road

The existing, background and full buildout conditions at the two-way stop-controlled intersection of Smith Road at Boring Road/Dominick Point Way were analyzed using the Synchro 11 software. The existing intersection is a two-way stop-controlled intersection. Dominck Point Way is a public road with a curbed boulevard island with residential access to six residential lots.

The existing and background traffic conditions for the two-way stop-controlled intersection of Smith Road at Boring Road/Dominick Point Way operates as follows: the northbound and southbound approaches (Smith Road) operate at a LOS A during both the AM and PM peak hours, the eastbound approach (Dominick Point) operates at a LOS B during the AM peak hour and a LOS A during the PM peak hour

and the westbound approach (Boring Road) operates at a LOS B during both the AM and PM peak hours.

After the completion of the full buildout of the New Farragut Elementary School the two-way stop-controlled intersection of Smith Road at Boring Road/Dominick Point Way operates as follows: the northbound and southbound approaches (Smith Road) operate at a LOS A during both the AM and PM peak hours, the eastbound approach (Dominick Point) operates at a LOS B during the AM peak hour and a LOS A during the PM peak hour and the westbound approach (Boring Road) operates at a LOS E during the AM peak hour and a LOS C during the PM peak hour.

Ardurra analyzed a scenario for converting the intersection of Smith Road at Boring Road into an All-Way Stop-Controlled intersection. After the completion of the full buildout of the New Farragut Elementary School the all-way stop-controlled intersection would operate at a LOS C during the AM peak hour and a LOS B during the PM peak hour. The average delay per vehicle would be greater if the intersection was converted into an all-way stop-controlled intersection. The capacity analysis reports are included in Attachment 11.

The result of the queue analysis is that the existing storage lengths at the intersection of Smith Road at Boring Road are adequate and no additional improvements are necessary in order to accommodate the New Farragut Elementary School.

Neither a southbound left turn lane nor a northbound right turn lane is warranted at the intersection of Smith Road at Boring Road per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The need for a traffic control signal was analyzed using the "Manual of Uniform Traffic Control Devices, 11th Edition" (MUTCD) published by the Federal Highway Administration in 2023. The intersection of Smith Road at Boring Road does not meet the requirements for Warrant 1, Eight-Hour Vehicular Volume, Warrant 2, Four-Hour Vehicular Volume or Warrant 3, Peak Hour.

Ardurra recommends installing a pedestrian crosswalk with ADA accessible sidewalk ramps on the east side of the intersection of Smith Road at Boring Road.

Sight Distance

The minimum required stopping sight distance and intersection sight distance for the intersection of Smith Road at Boring Road was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 305 feet for a road with a 40 mph design speed. The required intersection sight distance for a road with a 40 mph design speed is 445 feet for a passenger vehicle

and 560 feet for a single-unit truck. A single-unit truck is similar in height and length to a standard school bus.

A driver's eye height of 3.5 feet is recommended for a passenger vehicle and a driver's eye height of 7.6 feet is recommended for a truck.

Smith Road northbound sight distance meets AASHTO requirements for both intersection sight distance and stopping sight distance and Smith Road southbound only meets AASHTO requirements for stopping sight distance. The inadequate intersection sight distance is due to the existing roadway profile. Ardurra recommends implementing a school zone speed limit of 20 mph between the hours of 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. and installing school speed limit signs on Smith Road. All signs and pavement markings should be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Attachment 12 includes pictures of the existing intersection sight distance at the intersection of Smith Road at Boring Road.

Boring Road has an approximate width of 28 feet between the intersection of Smith Road and the property line for the proposed New Farragut Elementary School. At the property line the road width converts to an approximate width of 14 feet until Boring Road intersects with Kingston Pike (US 11/US 70). Ardurra recommends widening Boring Road to match the existing pavement width between the property line and the proposed Driveway #2.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Town of Farragut.

9.2 Kingston Pike (US 11/US 70) at Smith Road

The existing, background and full buildout conditions at the signalized intersection of Kingston Pike (US 11/US 70) at Smith Road were analyzed using the Synchro 11 software. The existing intersection is a signalized four-way intersection.

The existing and background traffic conditions for the signalized intersection of Kingston Pike (US 11/US 70) at Smith Road operate at an overall LOS B during the AM peak hour and a LOS C during the PM peak hour.

After the completion of the New Farragut Elementary School the traffic conditions for the intersection of Kingston Pike (US 11/US 70) at Smith Road will operate at an overall LOS B during the AM peak hour and a LOS C during the PM peak hour.

The result of the queue analysis is that the existing eastbound left turn lane (Kingston Pike) will exceed capacity during the PM peak hour and cause spillback into the thru lanes of eastbound Kingston Pike (US 11/US 70). This condition occurs during both the background conditions and after the completion of the New Farragut Elementary School. There are no recommended improvements to address the limited capacity due to the existing geometry of the signalized intersection and the proximity of the westbound left turn lane onto Sugarwood Drive.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Tennessee Department of Transportation and the Town of Farragut.

9.3 Kingston Pike (US 11/US 70) at Village Commons/Peterson Road

The existing, background and full buildout conditions at the signalized intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard/Peterson Road were analyzed using the Synchro 11 software. The existing intersection is a signalized four-way intersection.

The existing and background traffic conditions for the signalized intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard/Peterson Road operate at an overall LOS B during the AM peak hour and a LOS A during the PM peak hour.

After the completion of the New Farragut Elementary School the traffic conditions for the intersection of Kingston Pike (US 11/US 70) at Village Commons Boulevard/Peterson Road will operate at an overall LOS E during the AM peak hour and a LOS B during the PM peak hour.

The existing southbound left turn lane has an existing storage length of 130 feet. Based on the results of the queue analysis the southbound approach (Village Commons Boulevard) will exceed capacity during the AM peak hour; therefore, Ardurra is recommending that the southbound left turn lane be converted to a left/thru lane with a minimum storage length of 250 feet to accommodate the expected 95% queue during the AM peak hour. This will result in the removal of a section of the raised boulevard on Village Commons Boulevard.

Village Commons Boulevard has an existing width of approximately 40 feet including the raised median; therefore, no widening of Village Commons Boulevard will be necessary in order accommodate the extension of the southbound turn lane.

The existing eastbound left turn lane (Kingston Pike) has a striped 50 foot storage length and an actual storage length of approximately 420 feet before it would interfere with the intersection of Derby Run Drive. Based on the results of the queue

analysis Ardurra is recommending restriping the eastbound left turn (Kingston Pike) at the signalized intersection to increase the storage length to 200 feet.

All signs and pavement markings should be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Tennessee Department of Transportation and the Town of Farragut.

9.4 Kingston Pike (US 11/US 70) at Federal Boulevard

The existing, background and full buildout conditions at the signalized intersection of Kingston Pike (US 11/US 70) at Federal Boulevard were analyzed using the Synchro 11 software. The existing intersection of is a signalized four-way intersection.

The existing traffic conditions for the signalized intersection of Kingston Pike (US 11/US 70) at Federal Boulevard operate at an overall LOS C during the AM peak hour and a LOS B during the PM peak hour.

The background traffic conditions for the signalized intersection of Kingston Pike (US 11/US 70) at Federal Boulevard operate at an overall LOS D during the AM peak hour and a LOS B during the PM peak hour.

After the completion of the New Farragut Elementary School the traffic conditions for the intersection of Kingston Pike (US 11/US 70) at Federal Boulevard will operate at an overall LOS C during the AM peak hour and a LOS B during the PM peak hour.

The reduction in LOS during the AM Peak hour is a result of the optimized signal timing increasing the total cycle length of the signalized intersection.

The result of the queue analysis is that the existing storage lengths at the intersection of Kingston Pike (US 11/US 70) at Federal Boulevard are adequate and no improvements are necessary in order to accommodate the New Farragut Elementary School.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Tennessee Department of Transportation and the Town of Farragut.

9.5 Kingston Pike (US 11/US 70) at Boring Road

The existing, background and full buildout conditions at the two-way stop-controlled intersection of Kingston Pike (US 11/US 70) at Boring Road were analyzed using the Synchro 11 software. The existing intersection of Kingston Pike (US 11/US 70) at Boring Road is a two-way stop-controlled intersection.

No school traffic will be allowed to enter or exit at this intersection.
The existing traffic conditions for the two-way stop-controlled intersection of Kingston Pike (US 11/US 70) at Boring Road operates as follows: the eastbound approach (Kingston Pike) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour, the westbound approach (Kingston Pike) operates at a LOS B during both the AM and PM peak hours, the northbound approach (Driveway) operates at a LOS D during the PM peak hour and the southbound approach (Boring Road) operates at a LOS C during the AM peak hour and LOS E during the PM peak hour.

The background traffic conditions for the two-way stop-controlled intersection of Kingston Pike (US 11/US 70) at Boring Road operates as follows: the eastbound approach (Kingston Pike) operates at a LOS B during both AM and PM peak hours, the westbound approach (Kingston Pike) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (Driveway) operates at a LOS E during the PM peak hour and the southbound approach (Boring Road) operates at a LOS E during the AM peak hour and a LOS F during the PM peak hour.

After the completion of the full buildout of the New Farragut Elementary School the two-way stop-controlled intersection of Kingston Pike (US 11/US 70) at Boring Road operates as follows: the eastbound approach (Kingston Pike) operates at a LOS B during both the AM and PM peak hours, the westbound approach (Kingston Pike) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (Driveway) operates at a LOS E during the PM peak hour and the southbound approach (Boring Road) operates at a LOS E during the AM peak hour and a LOS F during the PM peak hour.

Sight Distance
The minimum required stopping sight distance and intersection sight distance for the intersection of Kingston Pike (US 11/US 70) at Boring Road was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 360 feet for a road with a 45 mph design speed. The required intersection sight distance for a five-lane road with a 45 mph design speed is 565 feet for a passenger vehicle.

Attachment 12 includes pictures of the intersection sight distance at the intersections of Kingston Pike (US 11/US 70) at Boring Road. During a field visit it was noted that the sight distance along Kingston Pike (US 11/US 70) looking eastbound is partially blocked due to existing vegetation located in the right-of-way.

Removal and/or clearing of vegetation located within the site frontage is the responsibility of the property owner. The removal of vegetation should be sufficient to provide adequate intersection sight distance to the existing roadway connection.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Tennessee Department of Transportation and the Town of Farragut.

9.6 Village Commons Blvd at Driveway #1

The full buildout conditions at the proposed two-way stop-controlled intersection of Village Commons Boulevard at Driveway #1 were analyzed using the Synchro 11 software.

After the completion of the full buildout of the New Farragut Elementary School the two-way stop-controlled intersection of Village Commons Boulevard at Driveway #1 operates as follows: the westbound approach (Driveway #1) operates at a LOS F during the AM peak hour and a LOS B during the PM peak hour.

The proposed on-site vehicle storage is measured at 2,245 feet of double stacking vehicles and an additional 275 feet for single stacking vehicles for a total of 4,765 feet of on-site vehicle storage.

The result of the queue analysis is that the proposed storage length of 4,765 feet at the intersection of Village Commons Boulevard at Driveway #1 is adequate and the resulting queue will be contained on school property during the AM and PM peak hours. No additional improvements are recommended in order to accommodate the New Farragut Elementary School.

MEETING DATE: January 16, 2025 **AGENDA ITEM #5**

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a site plan for an expansion to the fuel center at the Costco at 10745 Kingston Pike, 20.68 Acres, Zoned C-1 (AEC, Inc., Applicant)

INTRODUCTION AND BACKGROUND: This item involves a request for approval of a site plan to add six new fuel pump islands and associated site related work for the Costco at 10745 Kingston Pike. As part of this project, five existing trees will need to be removed. The site plan includes a plan for the replacement of the trees and additional landscaping adjacent to the Lovell Road frontage. There will be no change to the parking lot or other paved areas outside the fuel center.

DISCUSSION: As shown on the site plan set included in the packet, the expansion would include three new fuel pump islands to the south of existing islands and a new row of three fuel pump islands to the east of the existing islands closest to Lovell Road.

RECOMMENDATION: The staff recommends approval of the site plan subject to the following conditions being satisfactorily addressed:

1. Please ensure that the proposed curbline is at least 20 feet from the Lovell Road right of way.
2. The landscape plan will require a separate application and a review and approval from the Visual Resources Review Board.
3. On Sheet SE-1 please label the property line, properly date the seal, and include the height of the proposed light poles associated with this expansion.
4. Obtaining a building permit for the project.
5. If there are any modifications to signage those will require a separate application and approval.

GENERAL NOTES

1. ZONING FOR THIS PROPERTY IS C-4
2. SURVEY BY GEOSURVEY DATED 2/21/2024.
3. THE BASIS OF BEARING FOR THIS SURVEY IS THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83/2011). ALL DISTANCES SHOWN HEREON ARE GROUND (NOT GRID) DISTANCES. THE VERTICAL DATUM IS NAVD 88.
4. ALL CONSTRUCTION MUST CONFORM TO THE TOWN OF FARRAGUT STANDARDS AND CONSTRUCTION SPECIFICATIONS, WHETHER OR NOT REVIEW COMMENTS WERE MADE.
5. AEC CONTACT - JULIE MILLER @ (770) 641-1942.
6. MIXING OF TOPSOIL SHALL BE ALLOWED AS APPROVED BY A GEOTECHNICAL ENGINEER.
7. THERE IS NO FLOODPLAIN ON THIS PROPERTY FROM A WATER COURSE WITH A DRAINAGE AREA EXCEEDING 100 ACRES OR FLOODPLAIN PER FIRM PANEL (F.I.R.M.) NO. 47093C0264G DATED AUGUST 5, 2013.
8. THE TOWN OF FARRAGUT INSPECTORS SHALL BE NOTIFIED 24 HOURS PRIOR TO ANY CONSTRUCTION ON THIS SITE.
9. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES BEFORE CONSTRUCTION STARTS. EXISTING UTILITIES ARE SHOWN USING THE BEST AVAILABLE INFORMATION. CONTRACTOR IS EXPECTED TO COORDINATE ALL WORK WITH OWNER AND UTILITY COMPANIES TO MINIMIZE DISRUPTION AND DAMAGE TO PROPERTY.
10. ALL LANDSCAPING AND OTHER IMPROVEMENTS SHALL BE REPLACED IN A CONDITION SIMILAR TO THAT WHICH EXISTED ON THE SITE BEFORE CONSTRUCTION.
11. EXISTING UTILITY LINES SHALL BE LOCATED BY THE CONTRACTOR.
12. CONTRACTOR IS RESPONSIBLE FOR OBTAINING REQUIRED GOVERNMENTAL PERMITS AND INSPECTIONS.
13. ALL EARTHWORK WILL BE DONE IN ACCORDANCE WITH SPECIFICATIONS TO BE PROVIDED BY OWNER'S GEOTECHNICAL ENGINEERS.
14. SEDIMENT AND EROSION CONTROL APPROVAL BY THE TOWN OF FARRAGUT.
15. CONTRACTOR RESPONSIBLE FOR LOCATING ALL UTILITIES. CALL "UTILITIES PROTECTION CENTER" PRIOR TO CONSTRUCTION AT 1-800-282-7411 OR 525-5000.
16. UTILITY PROVIDERS:
    WATER SERVICE - FIRST UTILITY DISTRICT OF KNOX COUNTY
    ELECTRIC SERVICE - LENOIR TOWN UTILITIES BOARD
    COMMUNICATIONS SERVICE - N/A. TO BE PROVIDED FROM COSTCO WAREHOUSE
    SANITARY SEWER - FIRST UTILITY DISTRICT OF KNOX COUNTY
    GAS SERVICE - KNOXVILLE UTILITIES BOARD
17. THERE ARE NO WETLANDS BEING DISTURBED ON THIS SITE.
18. ALL SILT BARRIERS MUST BE PLACED AS ACCESS IS OBTAINED DURING INSTALLATION AND DETENTION FACILITIES ARE CONSTRUCTED.
19. SILT BARRIERS TO BE PLACED AS SHOWN AND/OR AS DIRECTED BY PROJECT ENGINEER AND/OR TOWN OF FARRAGUT INSPECTOR.
20. AS-BUILT DRAWINGS OF ROADWAYS, STORM DRAINS, SEWERS AND WATER; FIELD APPROVALS BY THE INSPECTOR, AND ALL APPLICABLE BONDS REQUIRED PRIOR TO ACCEPTANCE OR ISSUANCE OF CERTIFICATE OF OCCUPANCY.
21. OFF-STREET PARKING TO BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.
22. ALL IMPROVEMENTS TO CONFORM TO CITY OF WILMINGTON CONSTRUCTION STANDARDS AND SPECIFICATIONS, LATEST EDITION.
23. STREET NAME TO BE VERIFIED AND APPROVED BY THE TOWN OF FARRAGUT ENGINEERING DEPARTMENT.
24. ALL EROSION AND SEDIMENTATION CONTROLS, AND TREE PROTECTION MEASURES SHALL BE INSTALLED PRIOR TO GRADING.
25. SIGNING AND STRIPING TO BE PROVIDED BY THE DEVELOPER ACCORDING TO TOWN OF FARRAGUT SPECIFICATIONS.
26. FINAL PLAT TO BE PROVIDED PRIOR TO DEDICATION TO THE TOWN OF FARRAGUT.
27. ALL REVISIONS TO THESE PLANS MUST BE SUBMITTED TO TOWN OF FARRAGUT SITE PLAN REVIEW DEPARTMENT PRIOR TO CONTINUING CONSTRUCTION.
28. BURY PITS ARE NOT ALLOWED.
29. IRRIGATION SYSTEMS ARE PROHIBITED ON ALL EXISTING AND PROPOSED COUNTY RIGHT-OF-WAY AND CONSIDERED TO BE A VIOLATION OF THE COUNTY'S ORDINANCE PROHIBITING UNPERMITTED RIGHT-OF-WAY ENCROACHMENT.
30. IRRIGATION SPRAY ONTO PUBLIC ROADWAYS IS NOT ALLOWED.
31. IRRIGATION SYSTEMS MUST BE SHUT OFF OR OPERATED MANUALLY DURING THE WINTER MONTHS TO PREVENT UNNECESSARY ICE ON ROADS.
32. CONSTRUCTION OF A PRIVATELY MAINTAINED ROAD REQUIRES PRIOR APPROVAL BY THE BOARD OF COMMISSIONERS.
33. STREET ENTRANCE MONUMENTS, IF PROVIDED, MUST BE IN PLACE PRIOR TO THE APPROVAL OF A FINAL PLAT.
34. REQUIRED LANDSCAPING MUST BE IN PLACE PRIOR TO THE APPROVAL OF A FINAL PLAT.
35. THERE ARE NO LAKES WITHIN 500' DOWNSTREAM OF THE SITE.
36. ANY AMENITIES AREA MUST BE PERMITTED AND UNDER CONSTRUCTION BEFORE THE ISSUANCE OF A FINAL PLAT.
37. TREE/LANDSCAPE PLAN SHALL BE REVIEWED AND APPROVED BY TOWN OF FARRAGUT ARBORIST PRIOR TO INSTALLATION.

SITE PLANS
FOR
COSTCO FARRAGUT FUEL EXPANSION

10745 KINGSTON PIKE
FARRAGUT, KNOX COUNTY, TENNESSEE 37934

OWNER/DEVELOPER
COSTCO WHOLESALE CORPORATION
999 LAKE DRIVE
ISSAQUAH, WA 98027
NICHOLAS TOSE
PHONE: 703-885-4006
EMAIL: ntose@costco.com

CONTRACTOR
TBD

CIVIL ENGINEER
A::EC
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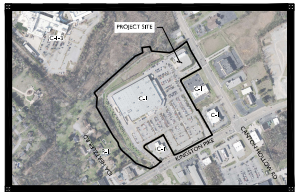
Land Planning | Property Services
Landscape Architecture | Arborist Services
50 Warm Springs Circle
Roswell • Georgia • 30075
(770)641-1942 • www.aecatl.com

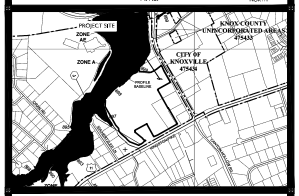
AEC CONTACT:
JULIE MILLER
PHONE: 770-641-1942
EMAIL: jwm@aecatl.com

24 HOUR EROSION CONTROL CONTACT:
TBD

AEC JOB # 23-4967.00
INITIAL SITE PLAN SUBMITTAL: 11/22/2024
QA CHECK SET: 11/25/2024
BUILDING PERMIT SET: 01/06/2025
SITE PLAN SUBMITTAL 2: 1/07/2025



LOCATION MAP
N.T.S.



FEMA MAP
N.T.S.

The survey indicates that this property does not lie within a flood hazard zone as identified on F.I.R.M. Community Panel No's. 47093C0264G for KNOX COUNTY, TENNESSEE dated 08/05/2013 as published by the Federal Emergency Management Agency - Federal Hazard Insurance Administration.

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D1.1	CONSTRUCTION DETAILS
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SE-4	LIGHTING DETAILS

PROJECT DESCRIPTION:
THIS PROJECT INVOLVES THE INTRODUCTION OF SIX (6) NEW PUMP ISLANDS AND TWELVE (12) NEW FUELING POSITIONS AT THE EXISTING COSTCO FUEL FACILITY. THE PROPOSED PROJECT INCLUDES SITE, UTILITY, AND FINE GRADING WORK. FOUR (4) TREES ARE PROPOSED TO BE REMOVED AND REPLACED AS A RESULT OF THIS EXPANSION. THERE WILL BE NO CHANGE TO PARKING.

SITE DATA:
COSTCO SITE AREA: 20.68 ACRES
PROJECT AREA: 0.6 ACRES (27,135.58 SQUARE FEET)
ZONING: C-4
COSTCO SITE PID: 131 03701
TAX MAP: NOT LISTED ON QS
REQUIRED SETBACKS:
FRONT: 50' MIN
SIDE: 20' MIN
REAR: 30' MIN

BUILDING DATA:
CANOPY HEIGHT: 17'-6"

PARKING DATA:
PARKING REQUIRED:
MIN: 592 SPACES (4 SPACES PER 1000 SF)
EXISTING PARKING: 634 SPACES (INCLUDES 14 HC SPACES)
NO CHANGE IN PARKING

PRE & POST DEVELOPMENT AREA DATA:
PRE-DEVELOPMENT IMPERVIOUS AREA WITHIN PROJECT LIMITS: 0.43 ACRES (18,775.86 SF)
POST-DEVELOPMENT IMPERVIOUS AREA WITHIN PROJECT LIMITS: 0.54 ACRES (23,590.48 SF)
NET CHANGE IN IMPERVIOUS AREA WITHIN PROJECT LIMITS: +0.10 ACRES

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SEAL:

COVER

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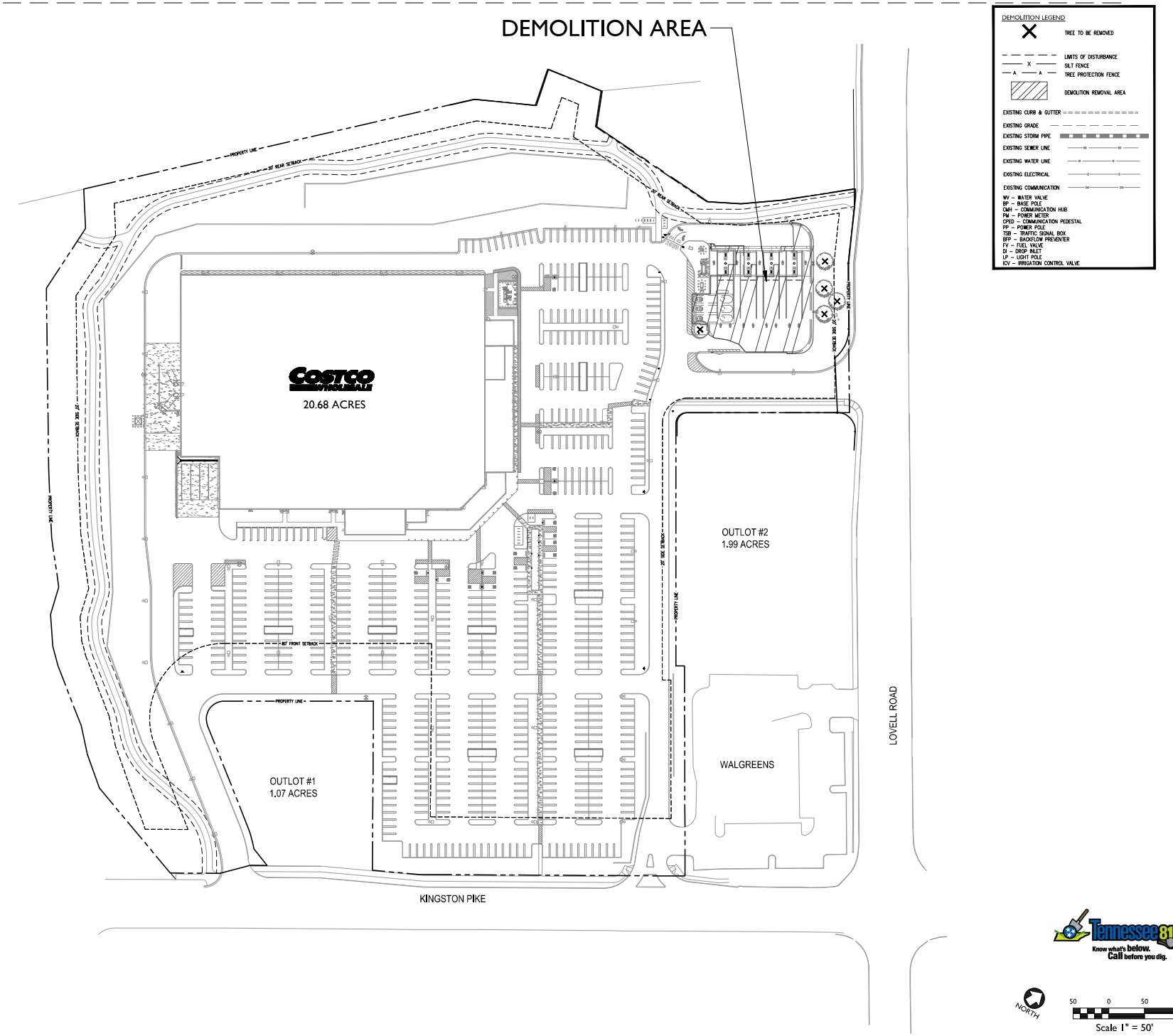
△	DATE	DESCRIPTION
	11/22/2024	INITIAL SITE PLAN SUBMITTAL
	11/25/2024	QA CHECK SET
	01/06/2025	BUILDING PERMIT SET
	01/07/2025	SITE PLAN SUBMITTAL 2

AEC JOB #: 23-4967
DRAWN BY: JWM, ERS
DESIGNED BY: JWM
CHECK BY: JWM, MDV
DATE: 01/06/2025

SHEET NUMBER
C1.0



DEMOLITION LEGEND

- TREE TO BE REMOVED
- LIMITS OF DISTURBANCE
- SILT FENCE
- TREE PROTECTION FENCE
- DEMOLITION REMOVAL AREA
- EXISTING CURB & GUTTER
- EXISTING GRADE
- EXISTING STORM PIPE
- EXISTING SEWER LINE
- EXISTING WATER LINE
- EXISTING ELECTRICAL
- EXISTING COMMUNICATION

WV – WATER VALVE
BP – BASE POLE
CMH – COMMUNICATION HUB
PM – POWER METER
CPED – COMMUNICATION PEDESTAL
PP – POWER POLE
TSB – TRAFFIC SIGNAL BOX
BFP – BACKFLOW PREVENTER
FV – FUEL VALVE
DI – DROP INLET
LP – LIGHT POLE
ICV – IRRIGATION CONTROL VALVE

NORTH

50 0 50 100

Scale 1" = 50'

Know what's below. Call before you dig. Tennessee 811

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OVERALL DEMOLITION PLAN

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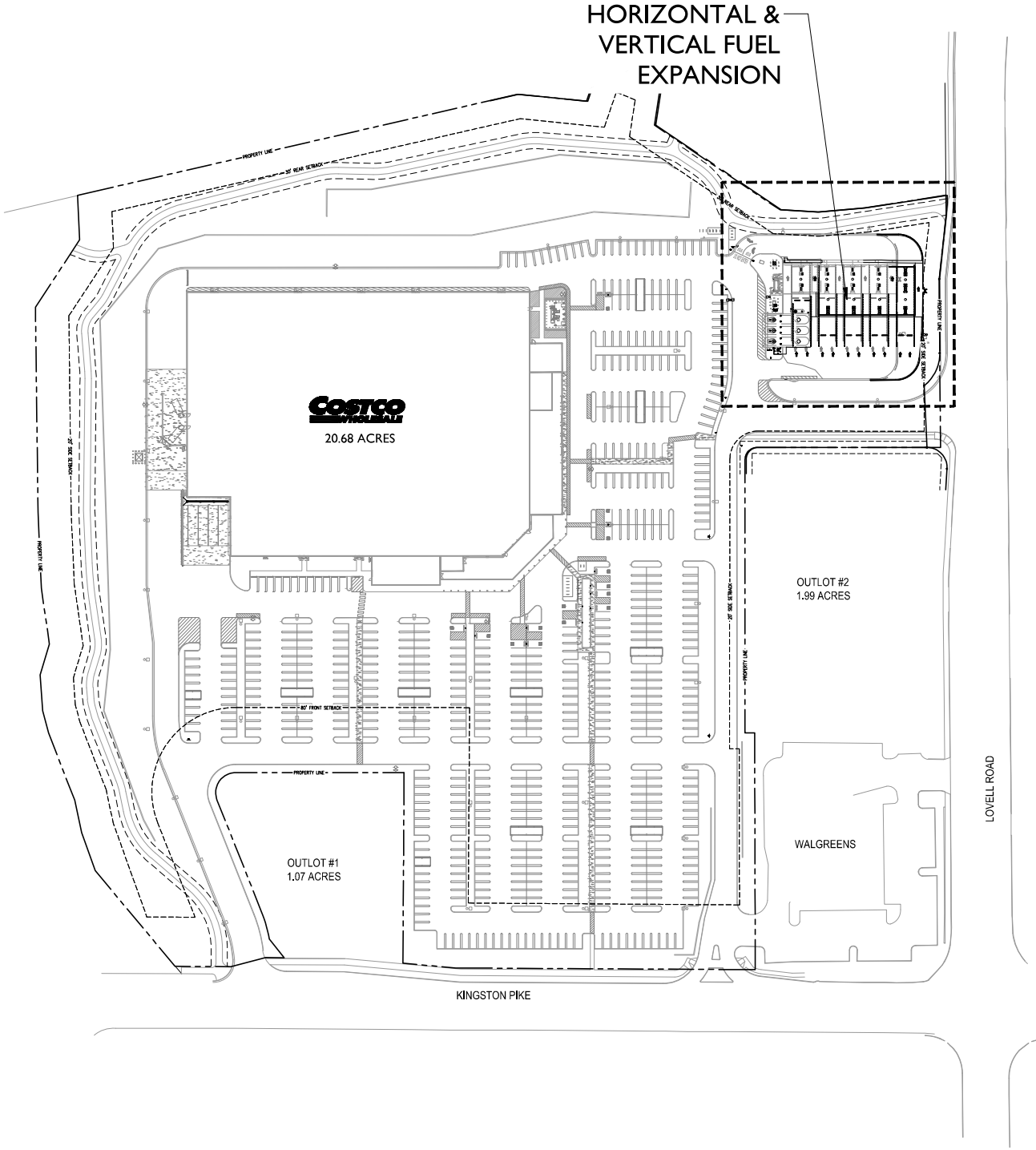

PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	10745 KINGSTON PIKE, FARRAGUT, TN 37934

SITE DATA:

CURRENT SITE AREA:	20.68 ACRES
JURISDICTION:	TOWN OF FARRAGUT
ZONING:	C-1
SETBACKS:	REQUIRED
FRONT:	80' MIN.
SIDE:	20' MIN. (60' TOT)
REAR:	30' MIN.
BOUNDARIES INFORMATION:	THIS PLAN HAS BEEN PREPARED BY AEC, INC. USING A BASE PLAN PROVIDED BY MG2

BUILDING DATA:

TOTAL EX BUILDING FOOTPRINT AREA:	147,809 SF (APPROXIMATE)

EXISTING PARKING DATA:

TOTAL PARKING:	636 STALLS
INCLUDES:	
MAIN LEVEL PARKING PROVIDED:	
10' WIDE STALLS	622 STALLS
ACCESSIBLE STALLS	14 STALLS
NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:	4.30 STALLS
JURISDICTIONAL PARKING REQUIRED: (4 SPACE PER 1000 SF)	592 STALLS

PROPOSED PARKING DATA:

TOTAL PARKING:	636 STALLS
INCLUDES:	
MAIN LEVEL PARKING PROVIDED:	
10' WIDE STALLS	622 STALLS
ACCESSIBLE STALLS	14 STALLS
NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:	4.30 STALLS
JURISDICTIONAL PARKING REQUIRED: (4 SPACE PER 1000 SF)	592 STALLS

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

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OVERALL LAYOUT PLAN

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Tennessee 811
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NORTH

50 0 50 100
Scale 1" = 50'

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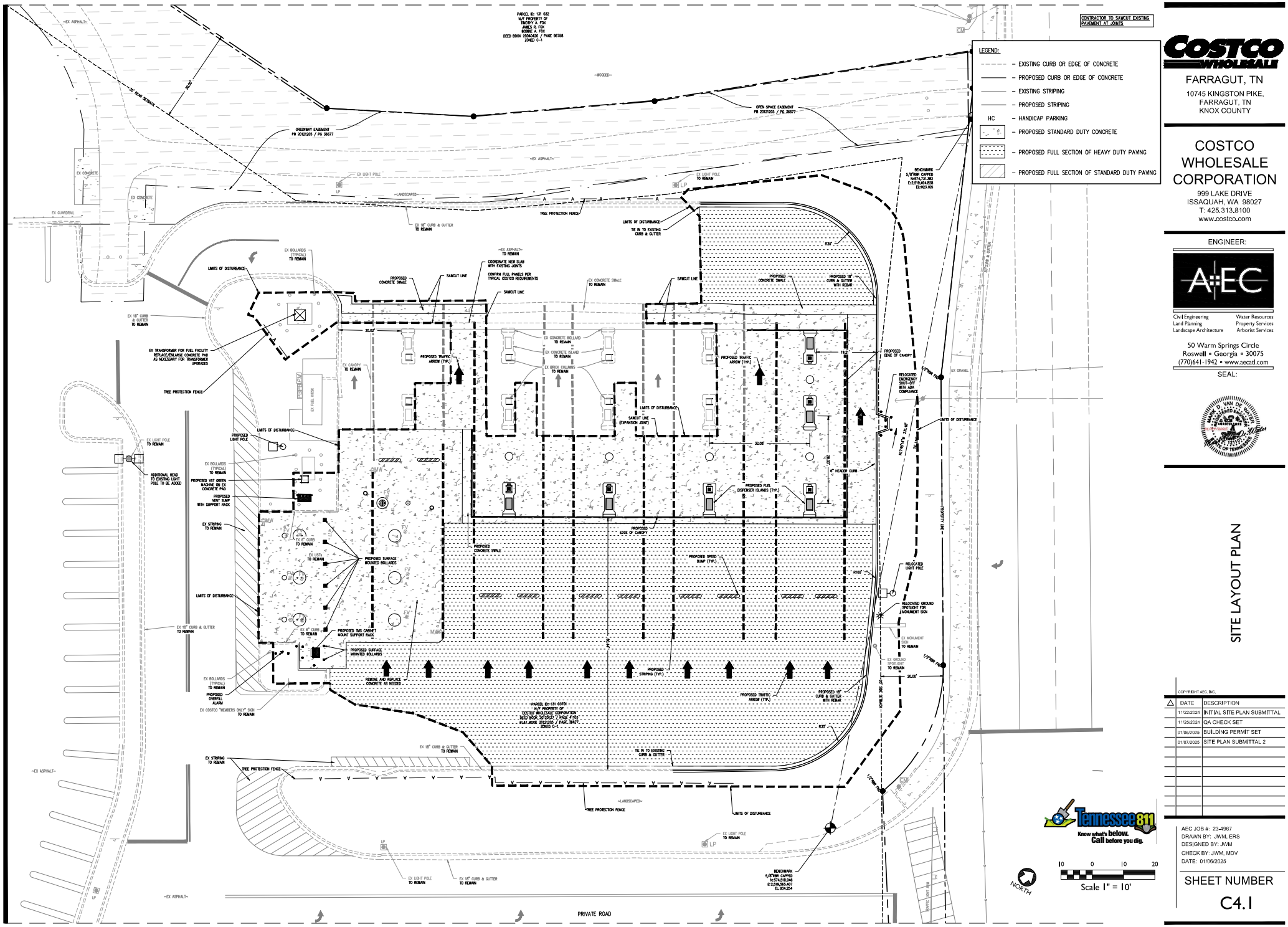

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SITE LAYOUT PLAN

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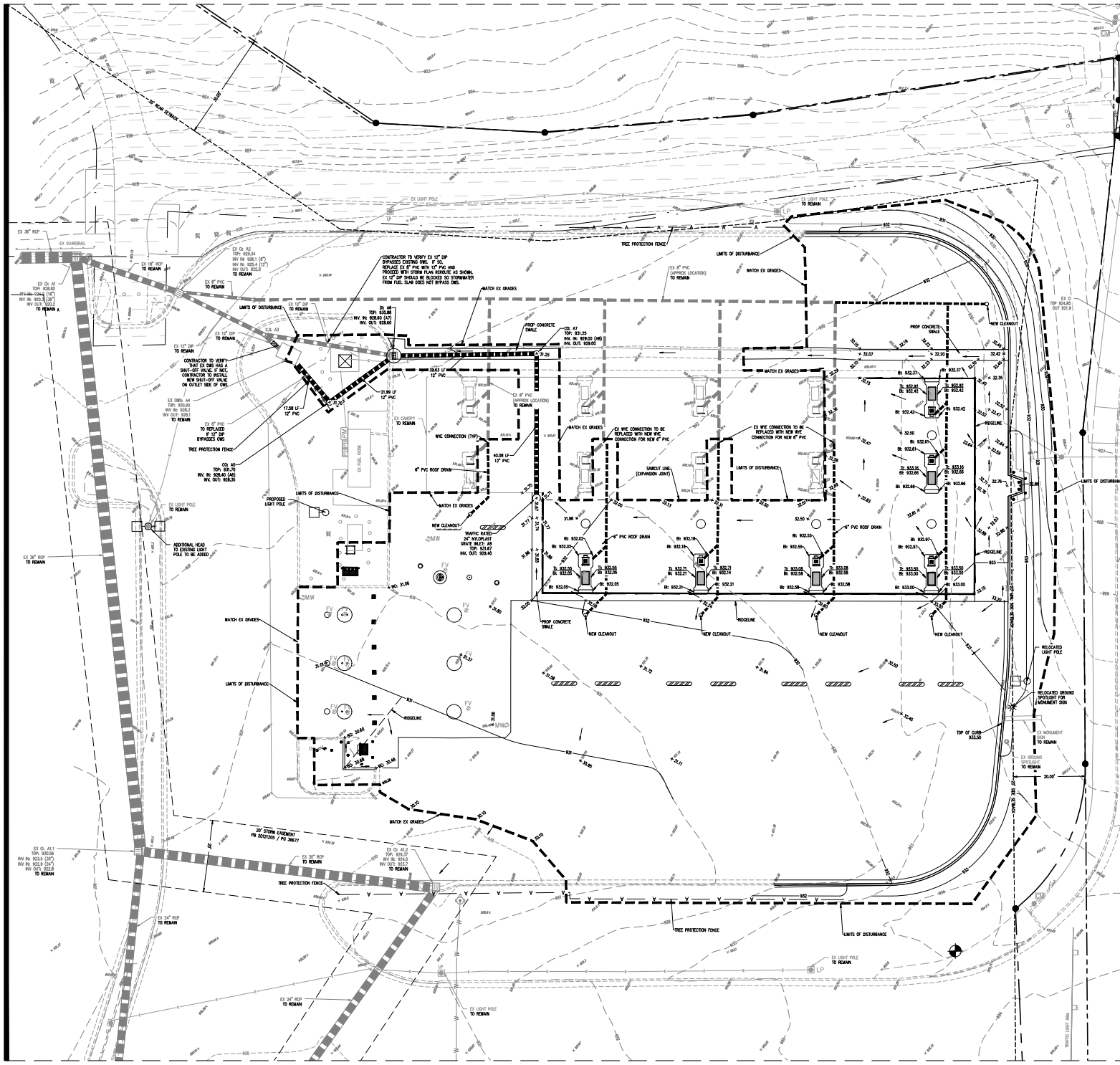

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DETAILED GRADING PLAN

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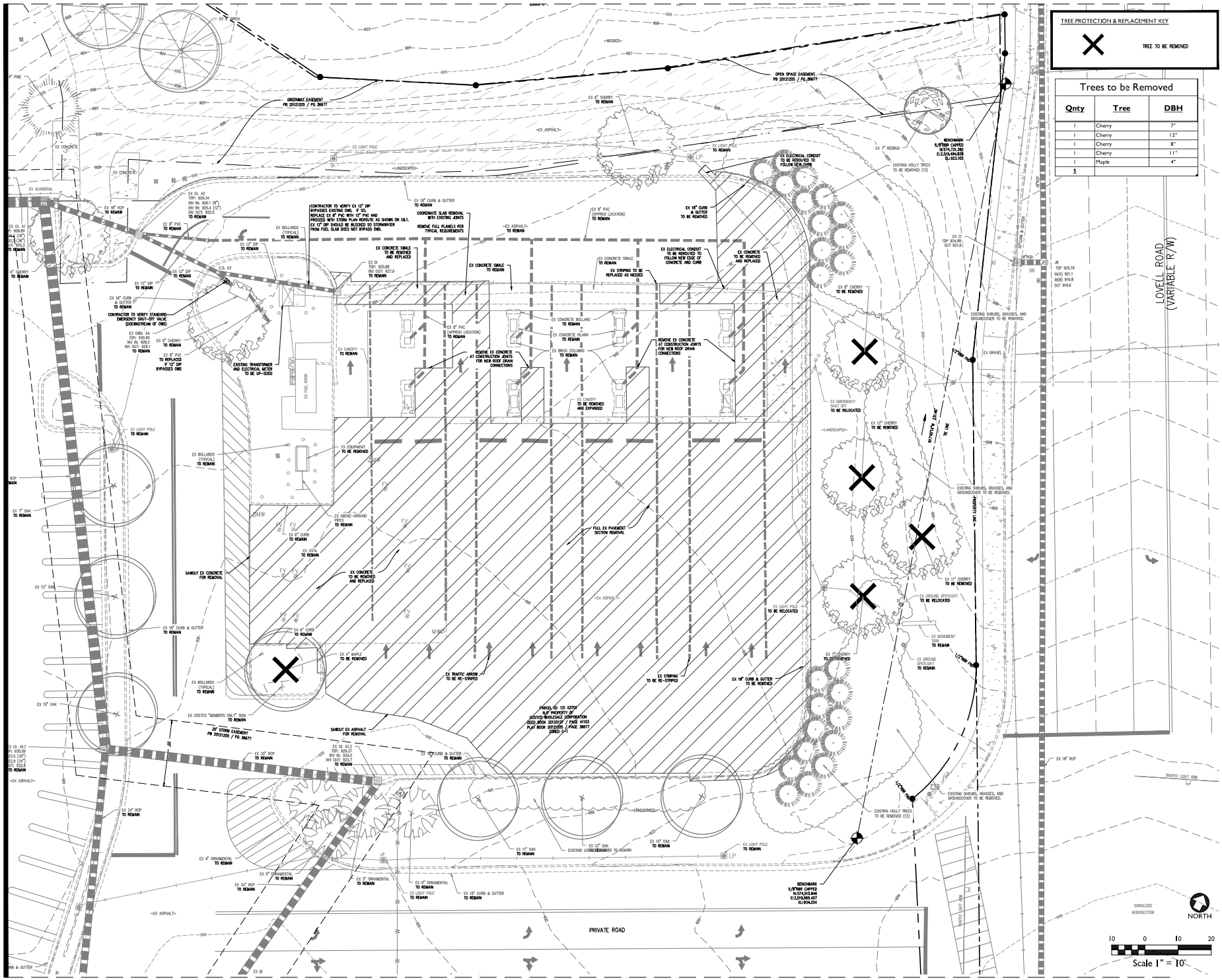

TREE PROTECTION & REPLACEMENT KEY

× TREE TO BE REMOVED

Trees to be Removed

Qnty	Tree	DBH
1	Cherry	7"
1	Cherry	12"
1	Cherry	8"
1	Cherry	11"
1	Maple	4"
5		

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EXISTING CONDTIONS & TREE REMOVAL PLAN

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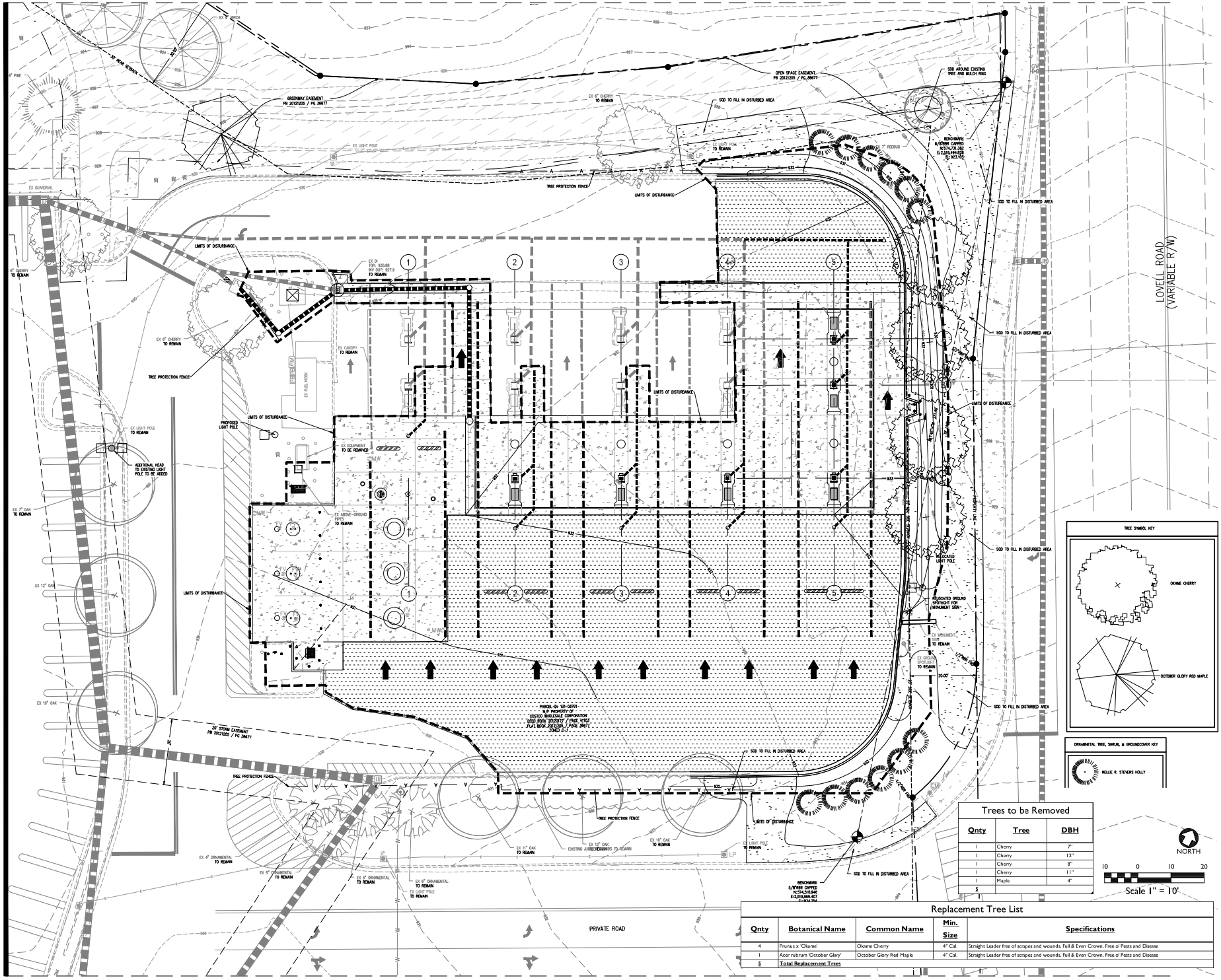

TREE SYMBOL KEY

OKAME CHERRY

OCTOBER GLORY RED MAPLE

ORNAMENTAL TREE, SHRUB, & GROUNDCOVER KEY

NELLIE R. STEVENS HOLLY

Trees to be Removed

Qnty	Tree	DBH
1	Cherry	7"
1	Cherry	12"
1	Cherry	8"
1	Cherry	11"
1	Maple	4"
5		

Replacement Tree List

Qnty	Botanical Name	Common Name	Min. Size	Specifications
4	Prunus x 'Okame'	Okame Cherry	4" Cal.	Straight Leader free of scrapes and wounds. Full & Even Crown. Free o' Pests and Disease
1	Acer rubrum 'October Glory'	October Glory Red Maple	4" Cal.	Straight Leader free of scrapes and wounds. Full & Even Crown. Free o' Pests and Disease
5	Total Replacement Trees			

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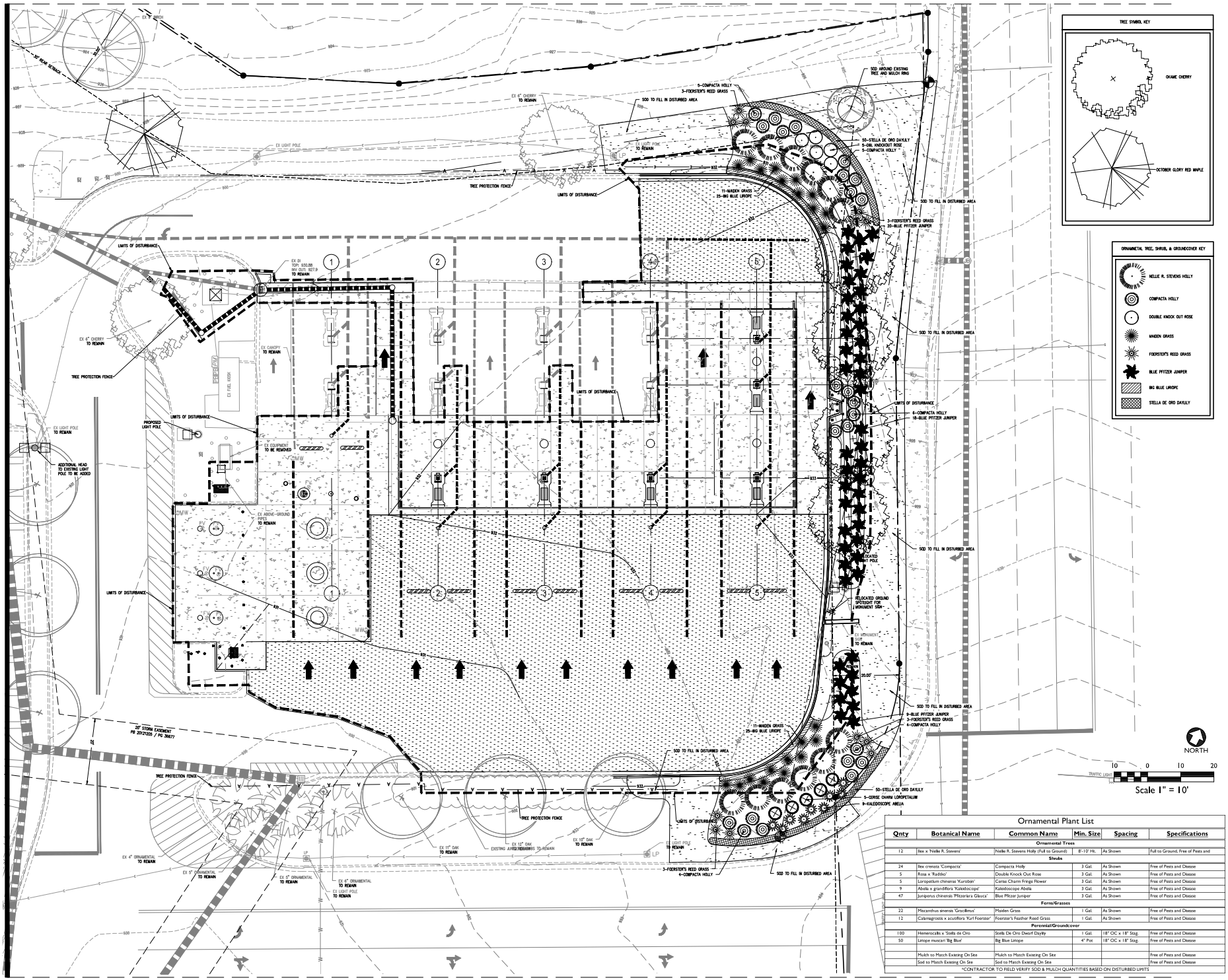
TREE REPLACEMENT PLAN

SHEET NUMBER

L2.0



Ornamental Plant List

Qnty	Botanical Name	Common Name	Min. Size	Spacing	Specifications
Ornamental Trees					
12	Ilex x 'Nellie R. Stevens'	Nellie R. Stevens Holly (Full to Ground)	8'-10' Ht.	As Shown	Full to Ground, Free of Pests and
Shrubs					
24	Ilex crenata 'Compacta'	Compacta Holly	3 Gal.	As Shown	Free of Pests and Disease
5	Rosa x 'Radtko'	Double Knock Out Rose	3 Gal.	As Shown	Free of Pests and Disease
5	Loropetum chinense 'Kurobin'	Cerise Charm Fringe Flower	3 Gal.	As Shown	Free of Pests and Disease
9	Abelia x grandiflora 'Kaleidoscope'	Kaleidoscope Abelia	3 Gal.	As Shown	Free of Pests and Disease
47	Juniperus chinensis 'Pfitzeriana Glauca'	Blue Pfitzer Juniper	3 Gal.	As Shown	Free of Pests and Disease
Ferns/Grasses					
22	Miscanthus sinensis 'Gracillimus'	Maiden Grass	1 Gal.	As Shown	Free of Pests and Disease
12	Calamagrostis x acutiflora 'Karl Foerster'	Foerster's Feather Reed Grass	1 Gal.	As Shown	Free of Pests and Disease
Perennial/Groundcover					
100	Hemerocallis x 'Stella de Oro	Stella De Oro Dwarf Daylily	1 Gal.	18" OC x 18" Stag.	Free of Pests and Disease
50	Liriope muscari 'Big Blue'	Big Blue Liriope	4" Pot	18" OC x 18" Stag.	Free of Pests and Disease
	Mulch to Match Existing On Site	Mulch to Match Existing On Site			Free of Pests and Disease
	Sod to Match Existing On Site	Sod to Match Existing On Site			Free of Pests and Disease

*CONTRACTOR TO FIELD VERIFY SOD & MULCH QUANTITIES BASED ON DISTURBED LIMITS

COSTCO WHOLESALE

FARRAGUT, TN
10745 KINGSTON PIKE,
FARRAGUT, TN
KNOX COUNTY

COSTCO WHOLESALE CORPORATION
999 LAKE DRIVE
ISSAQUAH, WA 98027
T: 425.313.8100
www.costco.com

ENGINEER:
AEC
Civil Engineering | Water Resources
Land Planning | Property Services
Landscape Architecture | Arborist Services
50 Warm Springs Circle
Roswell • Georgia • 30075
(770)641-1942 • www.aecatl.com

SEAL:

OVERALL LANDSCAPE PLAN

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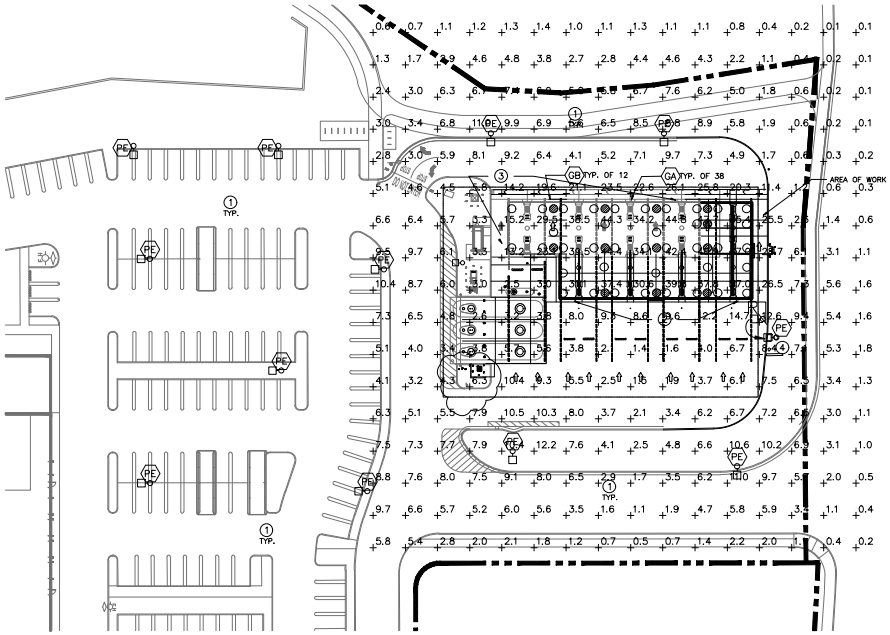
△	DATE	DESCRIPTION
	11/22/2024	INITIAL SITE PLAN SUBMITTAL
	11/25/2024	QA CHECK SET
	01/06/2025	BUILDING PERMIT SET
	01/07/2025	SITE PLAN SUBMITTAL 2

AEC JOB #: 23-4967
DRAWN BY: JWM, ERS
DESIGNED BY: JWM
CHECK BY: JWM, MDV
DATE: 01/06/2025

SHEET NUMBER
L3.0

SYMBOL LEGEND

- WALLPACK
- CANOPY LIGHT
- POLE LIGHT
- SIGN LIGHT
- FLOOD LIGHT



SITE PHOTOMETRIC PLAN
SCALE: 1" =25'-0"

PLAN NOTES:

1. EXISTING LIGHT POLE FIXTURE TO REMAIN.
2. NEW GAS CANOPY FIXTURES
3. EXISTING GAS CANOPY FIXTURES TO BE REMOVED AND REPLACED WITH NEW FIXTURES AS SHOWN. REUSE EXISTING CIRCUITS. PROVIDE MOUNTING ACCESSORIES AS REQUIRED TO MOUNT NEW FIXTURES. FIELD VERIFY EXACT LOCATION IN FIELD.
4. E.C. TO REMOVE AND RELOCATE EXISTING POLE TO NEW LOCATION SHOWN. FIXTURE AND NUMBER OF HEADS SHALL BE PER PLAN. DEMO EXISTING BASE, PROVIDE HEAVY DUTY TRAFFIC RATED J-BOX (AASHTO HS-20) AT EXISTING LOCATION. EXTEND FEEDER TO NEW LOCATION. TRENCH, FILL AND PATCH AS REQUIRED. PROVIDE NEW BASE AT NEW LOCATION. REUSE EXISTING CIRCUIT(S). E.C. HAS OPTION TO REUSE EXISTING FIXTURE FROM EXISTING POLE IF FIXTURE MATCHES THE DENOTED FIXTURE AT THE NEW LOCATION AND IN GOOD CONDITION. FIELD VERIFY.

GAS CANOPY LIGHT DETAIL
SCALE: NTS

LIGHTING FIXTURE SCHEDULE

TYPE	MANUFACTURER	NUMBER	LAMPS	MOUNT	WATT	REMARKS	COLOR
GA	CREE	CPY250-C-F-13L-UL -WH-40K7	LED	SURFACE	86	MOUNT FLUSH WITH BOTTOM OF CANOPY. CLASS 1, DIV, 2 HAZARDOUS LOCATION RATED.	4000K
GB	CREE	CPY250-C-F-2L-UL -WH-40K7	LED	SURFACE	14		
PE	COOPER MCGRAW-EDISON	EXISTING GALLERIA	METAL-HALIDE	WALL	1000		

FUEL FACILITY LIGHTING PLAN

PROJECT NO:24-839

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ARCHITECT REFERENCE NO:09-0098-11

ISSUE DATE: NOVEMBER 2024

REVISION DATE:	
11/20/24	SITE REVISION
12/19/24	PERMIT SET
01/07/25	SITE REVISION

DRAWN: RW

CHECKED: HW/JDM

T.E., Inc.
830 N. RIVERSIDE DRIVE
SUITE #200
MEDFORD, OR 97501
PHONE: 425-970-3753
FAX: 425-970-3756

FUEL EXPANSION

WAREHOUSE #1116
10745 KINGSTON PIKE
FARRAGUT, TN 37934

SE-1

K:\2024\830-839-24-839 - Costco - Farragut (#1116) - TN - Fuel Facility Expansion_839_SE-1.dwg, 1/6/2025 10:58:14 AM, rwaljaja

McGRAW-EDISON®

Catalog #		Type
Project		
Comments		Date
Prepared by		

DESCRIPTION

Galleria's beauty and versatility make it an excellent choice for roadway and general area lighting applications. An aesthetic reveal in the formed aluminum housing gives the Galleria a distinctive look while a variety of mounting options and lamp wattages provide maximum flexibility.

Galleria's superior light distributions makes it the optimum choice for almost any small, medium or large area lighting application.

SPECIFICATION FEATURES

Construction
HOUSING: Formed aluminum housing with stamped reveal has interior-welded seams for structural integrity and is finished in premium TGIC polyester powder coat. U.L. listed and CSA certified for wet locations. DOOR: Formed aluminum door has heavy-duty hinges, captive retaining screws and is finished in premium TGIC polyester powder coat. (Spider mount unit has steel door.)

Electrical
BALLAST TRAY: Ballast tray is hard-mounted to housing interior for cooler operation.

Optical
REFLECTOR: Choice of 14 high efficiency optical systems utilizing horizontal and vertical lamp orientations. Optional high efficiency segmented optical systems constructed of premium 95% reflective anodized aluminum sheet. Optical segments are rigidly mounted inside a thick gauge aluminum housing for superior protection. All segment faces are clean of rivet heads, tabs or other means of attachment which may cause streaking in the light distribution. Standard with mogul-base socket. All optical modules feature quick disconnect wiring plugs and are field rotatable in 90° increments. LENS: Convex tempered glass lens or flat glass.

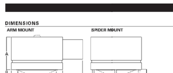
Mounting
Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during assembly. Specify arm-included mounting for contractor-friendly single carton packaging of housing and arm.

GSM/GSL
GALLERIA SQUARE

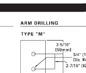
100 - 1000W
Pulse Start Metal Halide
High Pressure Sodium
Metal Halide

ARCHITECTURAL AREA LUMINAIRE

DIMENSIONS



ARM DRILLING



DIMENSIONAL DATA

Fixture	A	B	C	D	E	F
GSM	11" [279mm]	3-1/2" [89mm]	19-1/4" [480mm]	21-3/4" [552mm]	6" [152mm]	15" [381mm]
					14" [356mm]	16" [406mm]
GSL	14-1/2" [279mm]	4-1/4" [108mm]	25-7/8" [657mm]	27" [686mm]	6" [152mm]	18-3/4" [476mm]
					14" [356mm]	19-3/4" [502mm]

NOTE: Top exposed on GSM with 1000W flat glass vertically arranged optics only.

ENERGY DATA

CWA Ballast Input Watts
150W MP HPF (185 Watts)
175W MP HPF (198 Watts)
250W MP HPF (283 Watts)
250W HPS HPF (295 Watts)
400W MP HPF (452 Watts)
400W HPS HPF (457 Watts)
750W MP HPF (820 Watts)
1000W MH HPF (1080 Watts)
1000W HPS HPF (1100 Watts)

EPA
Effective Projected Area: (Sq. Ft.)
[Without Arm]
GSM: 2.40 **GSL:** 3.90
[Spider Mount]
GSM: 2.86 **GSL:** 4.45

SHIPPING DATA
Approximate Net Weight:
GSM: 79 lbs. (36 kgs.)
GSL: 88 lbs. (40 kgs.)

Cooper Lighting by EATON

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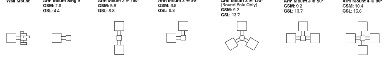
MOUNTING CONFIGURATIONS AND EPAS



ORDERING INFORMATION

Sample Number: GSM-AM-400-MP-MT-3V-SG-BZ-L

Product Family	Mounting Method	Lamp Wattage [4]		Lamp Type	Voltage [9]	Distribution [6]	Lens Type	Color [17]
GSM=Galleria Square Medium **GSL**=Galleria Square Large	**Arm Mount** **AM**=Arm Mount [1] **AIR**=Arm Included for Round Pole [2] **AIS**=Arm Included for Square Pole [2] **Spider Mount** **SM2**=Spider Mount (3" O.D. Tenon) **SM3**=Spider Mount (3-1/2" O.D. Tenon) [3]	**Pulse Start Metal Halide** 150=150W 175=175W 200=200W 250=250W 320=320W 350=350W 400=400W [5] 450=450W [6] 750=750W 875=875W 1000=1000W [7]	**High Pressure Sodium** 100=100W 150=150W 250=250W 400=400W 750=750W 1000=1000W [7] **Metal Halide** [8] 175=175W 250=250W 400=400W 1000=1000W [7]	**MP**=Pulse Start Metal Halide **HPS**=High Pressure Sodium **MH**=Metal Halide [8]	**120V**=120V **208V**=208V **240V**=240V **277V**=277V **347V**=347V **480V**=480V **MT**=Multi-Tap [10] **TT**=Triple-Tap [10] **5T**=5-Tap [11]	**Horizontal Lamp** 1F=Type I Formed [12] 2F=Type II Formed 2S=Type II Segmented [13] 3F=Type III Formed 3S=Type III Segmented [13] 4S=Type IV Segmented [13] 5S=Type V Segmented [13] FT=Forward Throw SL=Spill Light Eliminator [14] CA=Cutoff Asymmetric w/EHS **Vertical Lamp** AR=Area Round AS=Area Square 3V=Type III Vertical RW=Rectangular Wide [15]	**FG**=Flat Glass [16] **SG**=Sag Glass	**AP**=Grey **BZ**=Bronze **BK**=Black **WH**=White **DP**=Dark Platinum **GM**=Graphite Metallic

Options (Add as Suffix)	Accessories (Order Separately) [22]	
CEC=California Title 20 Compliant Ballast (Applies to 175-320W and 400W MP Only) **F**=Single Fuse (120, 277 or 347V) **FF**=Double Fuse (208, 240 or 480V) **L**=Lamp Included **EM**=Quartz Restrike w/Delay [18] **Q**=Quartz Restrike [18] **R**=NEMA Twistlock Photocontrol Receptacle **EHS**=External Adjustable House Side Shield **HS**=House Side Shield [19,20] **VS**=Vandal Shield [21]	**GSM-EXTHS**=External House Side Shield - 2.24 EPA **GSL-EXTHS**=External House Side Shield - 2.46 EPA **MA1004XX**=14" Arm for Square Pole - 1.0 EPA [23] **MA1005XX**=6" Arm for Square Pole - 0.5 EPA **MA1006XX**=Direct Mount Kit for Square Pole **MA1007XX**=14" Arm for Round Pole - 1.0 EPA [23] **MA1008XX**=6" Arm for Round Pole - 0.5 EPA **MA1009XX**=Direct Mount Kit for Round Pole **MA1029XX**=Wall Mount Bracket with 10" Arm **MA1208XX**=11-1/2" Arm and Round Pole Adapter - 0.8 EPA **OA1066XX**=Mast Arm Adapter **MA1010XX**=Single Tenon Adapter for 3-1/2" O.D. Tenon **MA1011XX**=2@180° Tenon Adapter for 3-1/2" O.D. Tenon **MA1012XX**=3@120° Tenon Adapter for 3-1/2" O.D. Tenon **MA1013XX**=4@90° Tenon Adapter for 3-1/2" O.D. Tenon	**MA1014XX**=2@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1015XX**=2@120° Tenon Adapter for 3-1/2" O.D. Tenon **MA1016XX**=3@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1017XX**=Single Tenon Adapter for 2-3/8" O.D. Tenon **MA1018XX**=2@180° Tenon Adapter for 2-3/8" O.D. Tenon **MA1019XX**=3@120° Tenon Adapter for 2-3/8" O.D. Tenon **MA1045XX**=4@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1048XX**=2@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1049XX**=3@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1061**=House Side Shield for GSM - Field Installed [24] **MA1062**=House Side Shield for GSL - Field Installed [24] **OA/RA1016**=NEMA Twistlock Photocontrol - Multi-Tap **OA/RA1027**=NEMA Twistlock Photocontrol - 480V **OA/RA1201**=NEMA Twistlock Photocontrol - 347V

Notes:
1. Arm not included. See Accessories.
2. Arm length varies based on housing size: 11-1/2" for GSM and 14" for GSL.
3. Available on GSL housing only.
4. Standard with mogul-base lamp sockets. Wattage availability varies by housing size, see wattage table.
5. Requires reduced envelope ED-28 lamp when used with GSM housing and flat glass vertically lamped optics.
6. 450W Pulse start metal halide only available in vertical lamp orientations (AR, AS, 3V or RW distributions).
7. Requires reduced envelope BT-37 lamp when used with GSM housing.
8. 175, 250 and 400W Metal halide available for non-US markets only.
9. Products also available in non-US voltages and 50Hz for international markets. Consult factory for availability and ordering information.
10. Multi-Tap ballast is 120/208/240/277V wired 277V. Triple-Tap ballast is 277/347/480V wired 347V.
11. 5 Tap ballast is 120/208/240/277/480V wired 480V. Only available in 400 1000W.
12. Medium housing fixture only.
13. Maximum wattage on segmented optical distributions is 400W. 400W Metal Halide lamp must use reduced envelope ED-28 lamp. Not available in GSL housing.
14. Must use reduced envelope lamp, not available in GSL housing.
15. RW optic not available with flat glass.
16. 1000W GSL with flat glass requires BT-37 lamp and is not available in AS, RW, SL or 3V distributions.
17. Other finish colors available, including a full line of RAL color matches. Consult your Eaton's Cooper Lighting business representative.
18. Quartz options not available with SL optics.
19. House side shield not available with 5S, RW, AS, AR, SL and CA optics.
20. Not available in 1000W.
21. Arm mount only, 400W maximum.
22. Replace XX with color suffix.
23. Use for mounting fixtures at 90° increments.
24. Compatible with sag lens vertical optics only.

Cooper Lighting by EATON

Eaton
1000 Eaton Boulevard
Cleveland, OH 44122
United States
Eaton.com

Eaton's Cooper Lighting Business
1121 Highway 74 South
Peachtree City, GA 30269
P: 770-486-4800
www.cooperlighting.com

Specifications and dimensions subject to change without notice.

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CPY Series - Version C

CPY250® LED Canopy/Soffit Luminaire

Rev. Date: V3 02/01/2022

Product Description

The CPY250® LED Canopy/Soffit Luminaire has an extremely thin profile constructed of rugged cast aluminum. It can be surface mounted easily from below the canopy deck and can be pendant mounted. Direct imaging of the LEDs is eliminated with a highly efficient patterned flat or 0.91" [23mm] drop glass lens.
Applications: Petroleum canopies, CNG fueling stations, soffits

Performance Summary

Assembled in the USA by Cree Lighting from US and imported parts

Initial Delivered Lumens: Up to 21,000

Efficacy: Up to 165 LPW

CRI: Minimum 70 CRI (40K, 50K, 57K); 80 CRI (30K); 90 CRI (40K, 50K)

CCT: 3000K, 4000K, 5000K, 5700K

Limited Warranty†: 10 years on luminaire/10 years on Colorfast DeltaGuard® finish/5 years on PML sensor/1 year on field-installed accessories

IP66 Rated (select models only)

Class I, Division 2 Hazardous Location for select models

See http://creelighting.com/warranty for warranty terms

Accessories

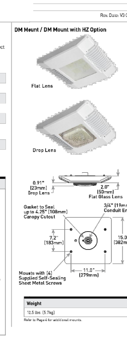
Field-Installed

Direct Mount Luminaires
Canopy Upgrade Kits (18 ga. steel, except where noted)
CPY-AP304* – for use with Cree Lighting CAN-304 luminaires, 16 ga. 5052 aluminum
XA-BXCCMW – for use with Jet-Philips, 21.60" [549mm] square, white
XA-BXCCNW – for use with Elsco Franciscan, 22.06" [560mm] square, white
XA-BXCCPW – for use with LSI Dakota or Masters, 22.50" [572mm] square, white
XA-BXCCQW – for use with Whiteway Riviera or Rig-A-Lite, 20.60" [523mm] square, white
XA-BXCCRW – for use with Elsco Merrit, 18.06" [459mm] square, white
XA-BXCCSW – for use with LSI Richmond or Whiteway Civic, 23.00" [584mm] L x 13.00" [330mm] W, white
Direct Mount Junction Box/Stem Kit
XA-BXCCJBOX – 6.0" [152mm] H x 3/4" [19mm] NPT Stem
- Watertight
- Rated for feed through 8 (4 in, 4 out) #12 AWG conductors
Direct Mount Beauty Plates
XA-BXCCBPW – 26.17" [665mm] Beauty Plate Only (18 ga. steel), white
XA-BXCCBPB12W – 26.17" [665mm] Beauty Plate (18 ga. steel) w/12" [305mm] Backer Plate (16 ga. steel), white
- For use in canopies where deck opening is larger than what is required for mounting the CPY250 luminaire. Maximum deck opening 10.75" x 15" [183mm x 375mm]
XA-BXCCBPB16W – 26.17" [665mm] Beauty Plate (18 ga. steel) w/16" [406mm] Backer Plate (16 ga. steel), white
- For use in canopies where deck opening is larger than what is required for mounting the CPY250 luminaire. Maximum deck opening 12" x 15" [305mm x 375mm]

Pendant Mount Luminaires
Pendant Mount Kits
XA-PS12KIT* – 5" [127mm] pendant
XA-PS18KIT* – 11" [279mm] pendant
XA-PS22KIT* – 15" [381mm] pendant
- Includes two conduit fittings and 3/4-14 NPT pipe threaded on two ends
Hand-Held Remote
XA-SENSREM
- For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required
Synapse® SimplySnap 10V Interface
DIM10-220F
- 120V-277V
- Requires other Synapse components to complete system
- Refer to DIM10-220F spec sheet for details

* Must specify color: BK (Black), BZ (Bronze), SV (Silver) or WH (White)

DM Mount / DM Mount with HZ Option



Weight
12.5 lbs. (5.7kg)

Refer to Page 4 for additional mounts.

Ordering Information

Example: CPY250-C-13L-57K7-D-UL-DM-SV

Product	Version	Lumen Package*	CCT/CRI	Optic	Voltage	Mounting	Color Options	Controls	Options
CPY250	C								
CPY250	C	**2L** 2,000 Lumens **4L** 4,000 Lumens **8L** 8,000 Lumens **13L** 13,000 Lumens **21L** 21,000 Lumens	**30K8** 3000K, 80 CRI **40K7** 4000K, 70 CRI **40K9** 4000K, 90 CRI **50K7** 5000K, 70 CRI **50K9** 5000K, 90 CRI **57K7** 5700K, 70 CRI	**D** 0.91" [23mm] Drop Lens **F** Flat Lens	**UL** Universal 120-277V **UH** Universal 347-480V - Available only in 4L-21L lumen packages	**DM** Direct **HC** Hook & Cord **PD** Pendant **H6** Car Wash	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**BLANK** Non-Dimming **10V** 0-10V Dimming - Control by others - Refer to Dimming spec sheet for details **PML** Programmable Multi-Level - Available with UL voltage only - Refer to PML spec sheet for details	**10KV** 10kV/5kA Surge Suppression - Replaces standard 6kV/3kA surge suppression - Not for use with PML as PML option includes 10kV surge as standard **HZ** Class I, Div. 2 Hazardous Location Certification - Available with DM and PD mounts only - Not available with PML control or K option **K** NSF 2 Certification - Luminaires include NSF certification mark - Suitable for DM mount only - Not available with PML control or HZ option

* Lumen Package codes identify approximate light output only. Actual lumen output levels may vary depending on CCT and optic selection. Refer to Initial Delivered Lumen tables for specific lumen values.

US: creelighting.com T (800) 236-6800
Canada: creelighting-canada.com T (800) 473-1234

CREE LIGHTING

Product Specifications

CONSTRUCTION & MATERIALS
- Slim, low profile design
- Easy mounting and servicing from below the deck
- Luminaire housing is constructed of rugged cast aluminum with integral heat sink specifically designed for LED
- Flat lens is 0.125" tempered Solite® glass
- Drop lens is 0.157" molded borosilicate glass
- Direct mount is suitable for use in single or double skin canopies with a minimum 4.0" [102mm] wide panels and a minimum 22 gauge, 0.030" [0.7mm] canopy thickness
- Direct mount luminaire mounts directly to the canopy deck with the drilling of a single 2" to 4" [51mm to 102mm] round hole, is secured in place with self-sealing screws that provide a weathertight seal and includes 3/4" [19mm] conduit entry for direct wire feed
- Hook and cord mount includes a 3' [0.91m] cord out of the luminaire and is intended to hang from the single hook
- Standard pendant mount includes a mounting bracket and a J-Box for customer wiring and is intended to be mounted by 3/4 IP pendant (by others)
- Hazardous location pendant mount has a threaded hub which accepts 3/4" NPT conduit (by others) and secures with a 1/4"-20 set screw
- H6 mount includes cable gland with 3' [0.91m] cord out of the luminaire and is intended to hang from the single hook
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver and white are available
- **Weight:** 12.5 lbs. (5.7kg)

ELECTRICAL SYSTEM
- **Input Voltage:** 120-277V or 347-480V, 50/60Hz
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 6kV/3kA surge suppression protection standard; 10kV/5kA surge suppression protection optional
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current

CONTROLS
- 10V option provides continuous dimming to 10% with 0-10V DC control protocol
- **Maximum 10V Source Current:** 1mA
- Use only lighting controls with neutral connection or controls intended for use with LED fixtures
- Reference LED Dimming spec sheet for additional dimming information

REGULATORY & VOLUNTARY QUALIFICATIONS
- cULus Listed
- Suitable for wet locations when ordered with DM, DM mount w/HZ option, PD mount w/HZ option, and H6 mounts. Covered ceiling required only when not used with cULus Listed, wet location junction box or XA-BXCCJBOX accessory
- Suitable for damp locations when ordered with HC and PD mounts. Designed for indoor use only
- Enclosure meets IP66 requirements per IEC 60529 when ordered with DM and H6 mounts
- ANSI C136.2 6kV/3kA (standard) and 10kV/5kA (optional) surge protection, tested in accordance with IEEE/ANSI C62.41.2. PML option includes 10kV surge protection
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- RoHS compliant. Consult factory for additional details
- Class I, Division 2 Hazardous Location rated when ordered with the DM or PD mount and the HZ option. Not available with K or PML options. Rated for Groups A, B, C & D. Bears a T3C (160°C) temperature classification within a 25°C ambient
- NSF Certified when ordered with DM mount and K option. Not available with HZ or PML options. Refer to http://info.nsf.org/Certified/Food/ for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT and Flat Lens (F). Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information
- DLC Premium qualified for Fuel Pump Canopies. DLC Standard qualified for High-Bay/Low Bay Luminaires when ordered with 8L and 30K8, 40K9 and 50K9 CCTs, 13L or 21L lumen packages with all CCTs. Please refer to https://www.designlights.org/search/ for most current information
- ⚠ **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

Electrical Data*							
Lumen Package	System Watts 120-480V**	Total Current (A)					
		120V	208V	240V	277V	347V	480V
2L	14	0.11	0.07	0.06	0.05	N/A	N/A
4L	31	0.26	0.15	0.13	0.11	0.09	0.07
8L	53	0.45	0.26	0.22	0.19	0.15	0.11
13L	86	0.73	0.42	0.36	0.32	0.25	0.19
21L	132	1.13	0.64	0.56	0.49	0.38	0.28

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/- 10%.
** 2L not available in 347-480V.

CPY Series (Version C) Ambient Adjusted Lumen Maintenance[1]						
Ambient	Luminaire Mounting Surface	Initial LMF	25K hr Reported[2] LMF	50K hr Reported[2] LMF	75K hr Estimated[3] LMF	100K hr Estimated[3] LMF
5°C (41°F)	2L-13L Plywood/ 2L-21L Metal	1.02	0.99	0.96	0.94	0.92
	21L Plywood	1.02	0.99	0.96	0.93	0.90
10°C (50°F)	2L-13L Plywood/ 2L-21L Metal	1.02	0.98	0.96	0.93	0.91
	21L Plywood	1.02	0.98	0.95	0.92	0.90
15°C (59°F)	2L-13L Plywood/ 2L-21L Metal	1.01	0.98	0.95	0.93	0.91
	21L Plywood	1.01	0.98	0.95	0.92	0.89
20°C (68°F)	2L-13L Plywood/ 2L-21L Metal	1.01	0.97	0.95	0.92	0.90
	21L Plywood	1.01	0.97	0.94	0.91	0.89
25°C (77°F)	2L-13L Plywood/ 2L-21L Metal	1.00	0.97	0.94	0.92	0.90
	21L Plywood	1.00	0.96	0.94	0.91	0.88
30°C (86°F)	2L-13L Plywood/ 2L-21L Metal	0.99	0.96	0.94	0.91	0.89
	21L Plywood	0.99	0.96	0.93	0.90	0.87
35°C (95°F)	2L-13L Plywood/ 2L-21L Metal	0.99	0.95	0.93	0.91	0.88
	21L Plywood	0.99	0.93	0.89	0.84	0.80
40°C (104°F)	2L-13L Plywood/ 2L-21L Metal	0.98	0.95	0.92	0.90	0.88
45°C (113°F)	2L-4L Plywood/ 2L-13L Metal	0.98	0.93	0.89	0.86	0.82
50°C (122°F)	2L-4L Metal	0.97	0.90	0.84	0.78	0.73

[1] Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED.
[3] Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

Operating Temperature Range				
Lumen Package	Direct Mount to Plywood	Direct Mount to Sheet Metal/Suspended	Class 1, Division 2 Hazardous Location	
			Direct Mount to Plywood	Direct Mount to Sheet Metal/Suspended
2L	-40°C to +45°C	-40°C to +50°C	-40°C to +25°C	
4L	-40°C to +45°C	-40°C to +50°C		
8L	-40°C to +40°C	-40°C to +45°C		
13L	-40°C to +40°C	-40°C to +45°C		
21L	-40°C to +35°C	-40°C to +40°C		

NOTE: Standard luminaires are UL rated at 40°C, and hazardous location luminaires are UL rated at 25°C, but will operate in the ambients listed above
WARNING: Exceeding maximum operating temperature may result in thermal foldback

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Canada: creelighting-canada.com T (800) 473-1234

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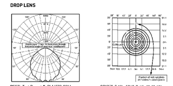
Photometry

All published luminaire photometric testing performed to IES LM-79 standards.
To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/canopy-and-soffit/cpy-series

DROP LENS



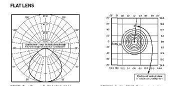
RESTL Test Report #: PL16573-001A
CPY250-C-13L-57K7-D-UL-**-**-***
Initial Delivered Lumens: 13,260

CPY250-C-13L-57K7-D-UL-**-**-***
Mounting Height: 15' (4.6m) A.F.G.
Initial Delivered Lumens: 13,750
Initial FC at grade

Drop Lens Distribution						
Lumen Package	3000K		4000K/5000K		4000K/5000K/5700K	
	80 CRI		90 CRI		70 CRI	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
2L	2,100	B1 U1 G1	1,730	B1 U1 G1	2,310	B1 U1 G1
4L	4,440	B2 U2 G1	3,670	B2 U1 G1	4,890	B2 U2 G1
8L	7,675	B3 U2 G1	6,325	B2 U2 G1	8,475	B3 U2 G1
13L	12,450	B3 U2 G1	10,225	B3 U2 G1	13,750	B3 U2 G1
21L	19,200	B4 U2 G2	15,700	B3 U2 G2	21,300	B4 U2 G2

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

FLAT LENS



RESTL Test Report #: PL16548-004A
CPY250-C-13L-57K7-F-UL-**-**-***
Initial Delivered Lumens: 14,015

CPY250-C-13L-57K7-F-UL-**-**-***
Mounting Height: 15' (4.6m) A.F.G.
Initial Delivered Lumens: 14,015
Initial FC at grade

Flat Lens Distribution						
Lumen Package	3000K		4000K/5000K		4000K/5000K/5700K	
	80 CRI		90 CRI		70 CRI	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
2L	2,100	B1 U0 G0	1,730	B1 U0 G0	2,310	B1 U0 G0
4L	4,440	B2 U0 G1	3,670	B2 U0 G1	4,890	B2 U0 G1
8L	7,675	B3 U0 G1	6,325	B2 U0 G1	8,475	B3 U0 G1
13L	12,450	B3 U0 G1	10,225	B3 U0 G1	13,750	B3 U0 G1
21L	19,200	B4 U0 G1	15,700	B3 U0 G1	21,300	B4 U0 G1

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

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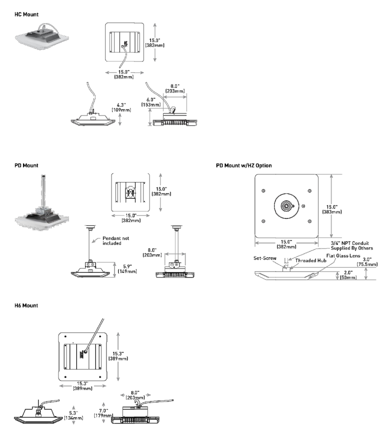

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A COMPANY OF IDEAL INDUSTRIES, INC.

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LIGHTING DETAILS

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△	DATE	DESCRIPTION
	11/22/2024	INITIAL SITE PLAN SUBMITTAL
	11/25/2024	QA CHECK SET
	01/06/2025	BUILDING PERMIT SET
	01/07/2025	SITE PLAN SUBMITTAL 2

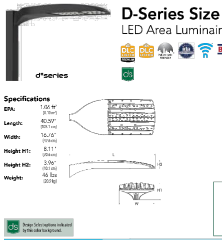
Tennessee811 Know what's below. Call before you dig.

AEC JOB #: 23-4967
DRAWN BY: JWM, ERS
DESIGNED BY: JWM
CHECK BY: JWM, MDV
DATE: 01/06/2025

SHEET NUMBER
SE-2

D-Series Size 2
LED Area Luminaire

d"series



Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	1.06 ft² (0.10 m²)
Length:	40.59" (103.1 cm)
Width:	16.76" (42.6 cm)
Height H1:	8.11" (20.6 cm)
Height H2:	3.96" (10.1 cm)
Weight:	46 lbs (20.9 kg)

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of up to 80% vs. 1000W HID and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Design Select options indicated by this color background.

Ordering Information

EXAMPLE: DSX2 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX2 LED

- **Series:** DSX2 LED
- **LEDs:** Forward optics: P1, P2, P3, P4, P5, P6, P7, P8. Rotated optics: P10[1], P11[1], P12[1], P13[1], P14[1]
- **Color temperature[2] / Color Rendering Index[2]:** (this section 70CRI only) 30K 3000K 70CRI; 40K 4000K 70CRI; 50K 5000K 70CRI. (this section 80CRI only, extended lead times apply) 27K 2700K 80CRI; 30K 3000K 80CRI; 35K 3500K 80CRI; 40K 4000K 80CRI; 50K 5000K 80CRI
- **Distribution:** AFR Automotive front row; T1S Type I short; T2M Type II medium; T3M Type III medium; T3LG Type III low glare[3]; T4M Type IV medium; T4LG Type IV low glare[3]; TFTM Forward throw medium; T5M Type V medium; T5LG Type V low glare; T5W Type V wide; BLC3 Type III backlight control[3]; BLC4 Type IV backlight control[3]; LCCO Left corner cutoff[3]; RCCO Right corner cutoff[3]
- **Voltage:** MVOLT (120V-277V)[4]; HVOLT (347V-480V)[5,6]; XVOLT (277V - 480V)[7,8]; 120[16,26]; 208[16,26]; 240[16,26]; 277[16,26]; 347[16,26]; 480[16,26]
- **Mounting:** Shipped included: SPA Square pole mounting (#8 drilling); RPA Round pole mounting (#8 drilling); SPA5 Square pole mounting #5 drilling[9]; RPA5 Round pole mounting #5 drilling[9]; SPA8N Square narrow pole mounting #8 drilling; WBA Wall bracket[10]; MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options — Shipped installed: NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc[11,12,20,21]; PIR High/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc[13,20,21]; PER NEMA twist-lock receptacle only (controls ordered separate)[14]; PER5 Five-pin receptacle only (controls ordered separate)[14,21]; PER7 Seven-pin receptacle only (controls ordered separate)[14,21]; FAO Field adjustable output[15,21]; BL30 Bi-level switched dimming, 30%[16,21]; BL50 Bi-level switched dimming, 50%[16,21]; DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17]; DS Dual switching[18,19,21]

Other options — Shipped installed: SPD20KV 20KV surge protection; HS Houseside shield (black finish standard)[22]; L90 Left rotated optics[1]; R90 Right rotated optics[1]; CCE Coastal Construction[23]; HA 50°C ambient operation[24]; BAA Buy America(n) Act Compliant; SF Single fuse (120, 277, 347V)[26]; DF Double fuse (208, 240, 480V)[26]; 3G Vibration rated for 3G[27]. Shipped separately: EGSR External Glare Shield (reversible, field install required, matches housing finish); BSDB Bird Spikes (field install required)

Finish (required): DDBXD Dark Bronze; DBLXD Black; DNAXD Natural Aluminum; DWHXD White; DDBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white

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Ordering Information

Accessories
Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[25]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[25]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[25]
DSHORT SBK	Shorting cap[25]
DSX2HS P#	House-side shield (enter package number 1-13 in place of #)
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)
DSXRPA5 (FINISH)	Round pole adapter #5 drilling (specify finish)
DSX2EGSR (FINISH)	External glare shield (specify finish)
DSX2BSDB (FINISH)	Bird spike deterrent bracket (specify finish)

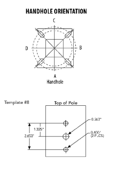
NOTES
1. Rotated optics available with packages P10, P11, P12, P13 and P14. Must be combined with option L90 or R90.
2. 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
3. T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6. HVOLT not available with package P10 when combined with option NLTAIR2 PIRHN or option PIR.
7. XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
8. XVOLT not available in package P10. XVOLT not available with fusing (SF or DF).
9. SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
10. WBA cannot be combined with Type 5 distributions plus photocell (PER).
11. NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this link
12. NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P10 using HVOLT. NLTAIR2 PIRHN not available with P10 using XVOLT.
13. PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. PIR not available with P10 using HVOLT. PIR not available with P10 using XVOLT.
14. PER/PER5/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
15. FAO not available with other dimming control options NLTAIR2 PIRHN, PIR, PER5, PER7, BL30, BL50, DMG and DS.
16. BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for 208, 240 or 480V.
17. DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DS.
18. DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
19. DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of loads on P1, P2, P3, P4, P5 (2 drivers). Note: Provides 60/40 operation using (2) different sets of leads on P6, P7, P8, P9, P10, P11, P12, P13, P14 (3 drivers).
20. Reference Motion Sensor Default Settings table on page 4 to see functionality.
21. Reference Controls Options table on page 4.
22. HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
23. CCE option not available with option BS and EGSR. Contact Technical Support for availability.
24. Option HA not available with performance packages P5, P6, P7, P8, P13 and P14.
25. Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
26. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).
27. Option 3G for use with (MA) mast arm mount only when 3G vibration is required.

Shield Accessories

External Glare Shield (EGSR) House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
Minimum Acceptable Outside Pole Dimension							
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	3"	3"	3"	3"		3"
RPA5	#5	3"	3"	3"	3"	3"	3"
SPA8N	#8	3"	3"	3"	3"		3"

DSX2 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
DSX2 with SPA	1.06	2.12	1.84	2.32	—	2.33
DSX2 with SPA5, SPA8N	1.07	2.14	1.90	2.43	—	2.44
DSX2 with RPA, RPA5	1.07	2.14	1.90	2.43	2.31	2.44
DSX2 with MA	1.20	2.40	2.12	3.00	2.92	3.00

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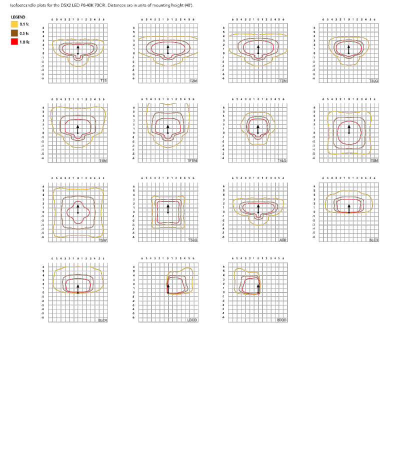
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's homepage.

Isofootcandle plots for the DSX2 LED P8 40K 70CRI. Distances are in units of mounting height (40').



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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.03
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.95
50,000	0.90
100,000	0.82

FAO Dimming Settings

FAO Position	% Wattage	% Lumen Output
8	100%	100%
7	93%	95%
6	80%	85%
5	66%	73%
4	54%	61%
3	41%	49%
2	29%	36%
1	15%	20%

*Note: Calculated values are based on original performance package data. When calculating new values for given FAO position, use published values for each package based on input watts and lumens by optic type.

Electrical Load

	Performance Package	LED Count	Drive Current (mA)	Wattage	Current (A) 120V	208V	240V	277V	347V	480V
Forward Optics (Non-Rotated)	P1	80	530	135	1.12	0.65	0.56	0.49	0.39	0.28
	P2	80	700	181	1.49	0.86	0.75	0.65	0.52	0.37
	P3	80	850	222	1.83	1.05	0.91	0.79	0.63	0.46
	P4	80	1050	277	2.27	1.31	1.14	0.98	0.79	0.57
	P5	80	1250	333	2.72	1.57	1.36	1.18	0.94	0.68
	P6	100	1050	345	2.85	1.64	1.42	1.23	0.98	0.71
	P7	100	1250	414	3.41	1.97	1.70	1.48	1.18	0.85
	P8	100	1400	466	3.85	2.22	1.93	1.67	1.33	0.96
Rotated Optics (Requires L90 or R90)	P10	90	530	152	1.27	0.73	0.63	0.55	0.44	0.32
	P11	90	700	203	1.69	0.97	0.84	0.73	0.58	0.42
	P12	90	850	249	2.06	1.19	1.03	0.89	0.71	0.52
	P13	90	1200	358	2.95	1.70	1.47	1.28	1.02	0.74
	P14	90	1400	421	3.46	2.00	1.73	1.50	1.20	0.87

LED Color Temperature / Color Rendering Multipliers

	70CRI Lumen Multiplier	Availability	80CRI Lumen Multiplier	Availability	90CRI Lumen Multiplier	Availability
5000K	102%	Standard	92%	Extended lead-time	71%	(see note)
4000K	100%	Standard	92%	Extended lead-time	67%	(see note)
3500K	100%	(see note)	90%	Extended lead-time	63%	(see note)
3000K	96%	Standard	87%	Extended lead-time	61%	(see note)
2700K	94%	(see note)	85%	Extended lead-time	57%	(see note)

Note: Some LED types are available as per special request. Contact Technical Support for more information.

Motion Sensor Default Settings

Option	Unoccupied Dimmed Level	High Level (when occupied)	Phototcell Operation	Dwell Time	Ramp-up Time	Dimming Fade Rate
PIR	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min
PIRHN	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS (not available on DSX0)	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire. Cannot be used with other controls options that need the 0-10V leads.
PIR	Motion sensor with integral photocell. Sensor suitable for 8' to 40' mounting height.	Luminaires dim when no occupancy is detected.	Acuity Controls rSBG	Cannot be used with other controls options that need the 0-10V leads.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSBG	nLight AIR sensors can be programmed and commissioned from the ground using the CLAIRity Pro app. Cannot be used with other controls options that need the 0-10V leads.
BL30 or BL50	Integrated bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output	BLC device provides input to 0-10V dimming leads on all drivers providing either 100% or dimmed (30% or 50%) control by a secondary circuit	BLC UVOLT1	BLC device is powered off the 0-10V dimming leads, thus can be used with any input voltage from 120 to 480V

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Performance Data

Lumen Output

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Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K Lumens	B	U	G	LPW	40K Lumens	B	U	G	LPW	50K Lumens	B	U	G	LPW
P1	135W	80	530	T1S	19,946	2	0	3	148	20,787	2	0	3	155	21,192	2	0	3	158
				T2M	18,477	3	0	4	137	19,256	3	0	4	143	19,632	3	0	4	146
				T3M	18,691	3	0	5	139	19,480	3	0	5	145	19,859	3	0	5	148
				T3LG	16,696	2	0	2	124	17,400	2	0	2	129	17,740	2	0	2	132
				T4M	18,970	3	0	5	141	19,770	3	0	5	147	20,155	3	0	5	150
				T4LG	17,253	2	0	2	128	17,981	2	0	2	134	18,331	2	0	2	136
				TFTM	19,101	3	0	5	142	19,907	3	0	5	148	20,295	3	0	5	151
				T5M	19,517	5	0	3	145	20,341	5	0	3	151	20,737	5	0	3	154
				T5W	19,834	5	0	3	147	20,670	5	0	3	154	21,073	5	0	3	157
				T5LG	19,574	4	0	2	146	20,400	4	0	2	152	20,797	4	0	2	155
				BLC3	13,595	0	0	3	101	14,169	0	0	3	105	14,445	0	0	3	107
				BLC4	14,042	0	0	4	104	14,634	0	0	4	109	14,919	0	0	4	111
				RCCO	13,718	1	0	3	102	14,297	1	0	3	106	14,576	1	0	3	108
				LCCO	13,718	1	0	3	102	14,297	1	0	3	106	14,576	1	0	3	108
				AFR	19,946	2	0	3	148	20,787	2	0	3	155	21,192	2	0	3	158
P2	179W	80	700	T1S	25,520	3	0	3	142	26,597	3	0	3	148	27,116	3	0	3	151
				T2M	23,641	3	0	5	132	24,638	3	0	5	137	25,118	3	0	5	140
				T3M	23,915	3	0	5	133	24,924	3	0	5	139	25,410	3	0	5	142
				T3LG	21,363	3	0	3	119	22,264	3	0	3	124	22,698	3	0	3	127
				T4M	24,272	3	0	5	135	25,296	3	0	5	141	25,789	3	0	5	144
				T4LG	22,075	3	0	3	123	23,006	3	0	3	128	23,455	3	0	3	131
				TFTM	24,440	3	0	5	136	25,471	3	0	5	142	25,967	3	0	5	145
				T5M	24,972	5	0	3	139	26,026	5	0	3	145	26,533	5	0	4	148
				T5W	25,377	5	0	4	142	26,448	5	0	4	148	26,963	5	0	4	150
				T5LG	25,045	4	0	2	140	26,101	4	0	2	146	26,610	4	0	2	148
				BLC3	17,395	0	0	4	97	18,129	0	0	4	101	18,482	0	0	4	103
				BLC4	17,966	0	0	4	100	18,724	0	0	5	104	19,089	0	0	5	107
				RCCO	17,552	1	0	4	98	18,293	1	0	4	102	18,649	1	0	4	104
				LCCO	17,552	1	0	4	98	18,293	1	0	4	102	18,649	1	0	4	104
				AFR	25,520	3	0	3	142	26,597	3	0	3	148	27,116	3	0	3	151
P3	215W	80	850	T1S	30,127	3	0	4	137	31,398	3	0	4	143	32,010	3	0	4	146
				T2M	27,908	3	0	5	127	29,085	3	0	5	133	29,652	3	0	5	135
				T3M	28,232	3	0	5	129	29,423	3	0	5	134	29,996	3	0	5	137
				T3LG	25,218	3	0	3	115	26,282	3	0	3	120	26,794	3	0	3	122
				T4M	28,652	3	0	5	131	29,861	3	0	5	136	30,443	3	0	5	139
				T4LG	26,059	3	0	3	119	27,159	3	0	3	124	27,688	3	0	3	126
				TFTM	28,851	3	0	5	132	30,068	3	0	5	137	30,654	3	0	5	140
				T5M	29,479	5	0	4	134	30,723	5	0	4	140	31,322	5	0	4	143
				T5W	29,957	5	0	4	137	31,221	5	0	4	142	31,830	5	0	4	145
				T5LG	29,565	4	0	2	135	30,812	5	0	2	140	31,413	5	0	2	143
				BLC3	20,535	0	0	4	94	21,401	0	0	4	98	21,818	0	0	4	99
				BLC4	21,209	0	0	5	97	22,104	0	0	5	101	22,534	0	0	5	103
				RCCO	20,720	1	0	4	94	21,594	1	0	4	98	22,015	1	0	4	100
				LCCO	20,720	1	0	4	94	21,594	1	0	4	98	22,015	1	0	4	100
				AFR	30,127	3	0	4	137	31,398	3	0	4	143	32,010	3	0	4	146
P4	273W	80	1050	T1S	35,879	3	0	4	132	37,392	3	0	4	137	38,121	3	0	4	140
				T2M	33,236	3	0	5	122	34,638	3	0	5	127	35,313	3	0	5	130
				T3M	33,622	3	0	5	123	35,040	3	0	5	129	35,723	3	0	5	131
				T3LG	30,033	3	0	4	110	31,300	3	0	4	115	31,910	3	0	4	117
				T4M	34,123	3	0	5	125	35,562	3	0	5	130	36,255	3	0	5	133
				T4LG	31,035	3	0	4	114	32,344	3	0	4	119	32,974	3	0	4	121
				TFTM	34,359	3	0	5	126	35,808	3	0	5	131	36,506	3	0	5	134
				T5M	35,108	5	0	4	129	36,589	5	0	4	134	37,302	5	0	4	137
				T5W	35,677	5	0	4	131	37,182	5	0	4	136	37,907	5	0	4	139
				T5LG	35,209	5	0	3	129	36,695	5	0	3	135	37,410	5	0	3	137
				BLC3	24,456	0	0	4	90	25,487	0	0	4	93	25,984	0	0	5	95
				BLC4	25,258	0	0	5	93	26,324	0	0	5	97	26,837	0	0	5	98
				RCCO	24,676	1	0	4	91	25,717	1	0	4	94	26,218	1	0	4	96
				LCCO	24,676	1	0	4	91	25,717	1	0	4	94	26,218	1	0	4	96
				AFR	35,879	3	0	4	132	37,392	3	0	4	137	38,121	3	0	4	140

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Performance Data

Lumen Output

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Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K Lumens	B	U	G	LPW	40K Lumens	B	U	G	LPW	50K Lumens	B	U	G	LPW
P5	327W	80	1250	T1S	41,149	3	0	4	126	42,885	3	0	4	131	43,721	3	0	4	134
				T2M	38,118	4	0	5	117	39,727	4	0	5	122	40,501	4	0	5	124
				T3M	38,561	3	0	5	118	40,187	3	0	5	123	40,971	3	0	5	125
				T3LG	34,445	3	0	4	105	35,898	3	0	4	110	36,598	3	0	4	112
				T4M	39,135	3	0	5	120	40,786	3	0	5	125	41,581	3	0	5	127
				T4LG	35,594	3	0	4	109	37,095	3	0	4	114	37,818	3	0	4	116
				TFTM	39,406	3	0	5	121	41,069	3	0	5	126	41,869	3	0	5	128
				T5M	40,265	5	0	4	123	41,964	5	0	4	128	42,782	5	0	5	131
				T5W	40,918	5	0	5	125	42,644	5	0	5	131	43,475	5	0	5	133
				T5LG	40,382	5	0	3	124	42,085	5	0	3	129	42,906	5	0	3	131
				BLC3	28,048	0	0	5	86	29,231	0	0	5	90	29,801	0	0	5	91
				BLC4	28,969	0	0	5	89	30,191	0	0	5	92	30,779	0	0	5	94
				RCCO	28,301	2	0	5	87	29,495	2	0	5	90	30,070	2	0	5	92
				LCCO	28,301	2	0	5	87	29,495	2	0	5	90	30,070	2	0	5	92
				AFR	41,149	3	0	4	126	42,885	3	0	4	131	43,721	3	0	4	134
P6	342W	100	1050	T1S	45,968	3	0	4	135	47,907	3	0	5	140	48,841	3	0	5	143
				T2M	42,582	4	0	5	125	44,379	4	0	5	130	45,244	4	0	5	132
				T3M	43,076	4	0	5	126	44,894	4	0	5	131	45,769	4	0	5	134
				T3LG	38,479	3	0	4	113	40,102	3	0	4	117	40,884	3	0	4	120
				T4M	43,719	4	0	5	128	45,563	4	0	5	133	46,451	4	0	5	136
				T4LG	39,762	3	0	4	116	41,439	3	0	4	121	42,247	3	0	4	124
				TFTM	44,021	3	0	5	129	45,878	4	0	5	134	46,772	4	0	5	137
				T5M	44,980	5	0	5	132	46,878	5	0	5	137	47,792	5	0	5	140
				T5W	45,710	5	0	5	134	47,638	5	0	5	139	48,566	5	0	5	142
				T5LG	45,111	5	0	3	132	47,014	5	0	3	138	47,930	5	0	3	140
				BLC3	31,333	0	0	5	92	32,655	0	0	5	96	33,291	0	0	5	97
				BLC4	32,361	0	0	5	95	33,726	0	0	5	99	34,384	0	0	5	101
				RCCO	31,615	2	0	5	93	32,949	2	0	5	96	33,591	2	0	5	98
				LCCO	31,615	2	0	5	93	32,949	2	0	5	96	33,591	2	0	5	98
				AFR	45,968	3	0	4	135	47,907	3	0	5	140	48,841	3	0	5	143
P7	409W	100	1250	T1S	52,692	3	0	5	129	54,915	3	0	5	134	55,986	3	0	5	137
				T2M	48,811	4	0	5	119	50,871	4	0	5	124	51,862	4	0	5	127
				T3M	49,378	4	0	5	121	51,461	4	0	5	126	52,464	4	0	5	128
				T3LG	44,107	3	0	4	108	45,968	3	0	4	112	46,864	3	0	4	115
				T4M	50,114	4	0	5	122	52,228	4	0	5	128	53,246	4	0	5	130
				T4LG	45,579	3	0	4	111	47,501	3	0	4	116	48,427	3	0	4	118
				TFTM	50,460	4	0	5	123	52,589	4	0	5	129	53,614	4	0	5	131
				T5M	51,560	5	0	5	126	53,735	5	0	5	131	54,783	5	0	5	134
				T5W	52,396	5	0	5	128	54,607	5	0	5	133	55,671	5	0	5	136
				T5LG	51,710	5	0	4	126	53,891	5	0	4	132	54,941	5	0	4	134
				BLC3	35,916	1	0	5	88	37,431	1	0	5	91	38,161	1	0	5	93
				BLC4	37,095	0	0	5	91	38,660	0	0	5	94	39,413	0	0	5	96
				RCCO	36,240	2	0	5	89	37,769	2	0	5	92	38,505	2	0	5	94
				LCCO	36,240	2	0	5	89	37,769	2	0	5	92	38,505	2	0	5	94
				AFR	52,692	3	0	5	129	54,915	3	0	5	134	55,986	3	0	5	137
P8	462W	100	1400	T1S	57,662	3	0	5	125	60,094	4	0	5	130	61,266	4	0	5	132
				T2M	53,415	4	0	5	116	55,668	4	0	5	120	56,753	4	0	5	123
				T3M	54,034	4	0	5	117	56,314	4	0	5	122	57,412	4	0	5	124
				T3LG	48,267	3	0	5	104	50,304	3	0	5	109	51,284	4	0	5	111
				T4M	54,840	4	0	5	119	57,154	4	0	5	124	58,268	4	0	5	126
				T4LG	49,877	3	0	5	108	51,981	3	0	5	112	52,994	3	0	5	115
				TFTM	55,219	4	0	5	119	57,549	4	0	5	124	58,671	4	0	5	127
				T5M	56,423	5	0	5	122	58,803	5	0	5	127	59,949	5	0	5	130
				T5W	57,338	5	0	5	124	59,757	5	0	5	129	60,921	5	0	5	132
				T5LG	56,586	5	0	4	122	58,974	5	0	4	128	60,123	5	0	4	130
				BLC3	39,303	1	0	5	85	40,962	1	0	5	89	41,760	1	0	5	90
				BLC4	40,593	0	0	5	88	42,306	0	0	5	91	43,130	0	0	5	93
				RCCO	39,658	2	0	5	86	41,331	2	0	5	89	42,137	2	0	5	91
				LCCO	39,658	2	0	5	86	41,331	2	0	5	89	42,137	2	0	5	91
				AFR	57,662	3	0	5	125	60,094	4	0	5	130	61,266	4	0	5	132

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Performance Data

Lumen Output

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Rotated Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K Lumens	B	U	G	LPW	40K Lumens	B	U	G	LPW	50K Lumens	B	U	G	LPW
P10	152W	90	530	T1S	22,798	4	0	4	150	23,760	4	0	4	156	24,223	4	0	4	159
				T2M	21,119	5	0	5	139	22,010	5	0	5	145	22,439	5	0	5	148
				T3M	21,361	5	0	5	141	22,262	5	0	5	147	22,696	5	0	5	149
				T3LG	19,084	4	0	4	126	19,889	4	0	4	131	20,277	4	0	4	133
				T4M	21,679	5	0	5	143	22,594	5	0	5	149	23,034	5	0	5	152
				T4LG	19,717	4	0	4	130	20,549	4	0	4	135	20,950	4	0	4	138
				TFTM	21,833	5	0	5	144	22,754	5	0	5	150	23,197	5	0	5	153
				T5M	22,305	5	0	3	147	23,246	5	0	3	153	23,699	5	0	3	156
				T5W	22,667	5	0	3	149	23,623	5	0	4	155	24,084	5	0	4	158
				T5LG	22,370	4	0	2	147	23,314	4	0	2	153	23,768	4	0	2	156
				BLC3	15,539	4	0	4	102	16,194	4	0	4	107	16,510	4	0	4	109
				BLC4	16,048	4	0	4	106	16,725	4	0	4	110	17,051	4	0	4	112
				RCCO	15,679	1	0	3	103	16,340	1	0	3	108	16,659	1	0	3	110
				LCCO	15,679	1	0	3	103	16,340	1	0	3	108	16,659	1	0	3	110
				AFR	22,798	4	0	4	150	23,760	4	0	4	156	24,223	4	0	4	159
P11	203W	90	700	T1S	29,222	4	0	4	144	30,455	4	0	4	150	31,048	4	0	4	153
				T2M	27,070	5	0	5	134	28,212	5	0	5	139	28,762	5	0	5	142
				T3M	27,380	5	0	5	135	28,535	5	0	5	141	29,091	5	0	5	144
				T3LG	24,462	4	0	4	121	25,493	4	0	4	126	25,990	4	0	4	128
				T4M	27,788	5	0	5	137	28,960	5	0	5	143	29,525	5	0	5	146
				T4LG	25,273	4	0	4	125	26,339	4	0	4	130	26,853	4	0	4	133
				TFTM	27,985	5	0	5	138	29,165	5	0	5	144	29,734	5	0	5	147
				T5M	28,591	5	0	4	141	29,797	5	0	4	147	30,377	5	0	4	150
				T5W	29,054	5	0	4	143	30,280	5	0	4	149	30,870	5	0	4	152
				T5LG	28,673	4	0	2	142	29,883	4	0	2	148	30,465	5	0	2	150
				BLC3	19,917	4	0	4	98	20,757	4	0	4	102	21,162	4	0	4	104
				BLC4	20,570	5	0	5	102	21,437	5	0	5	106	21,855	5	0	5	108
				RCCO	20,097	1	0	4	99	20,945	1	0	4	103	21,353	1	0	4	105
				LCCO	20,097	1	0	4	99	20,945	1	0	4	103	21,353	1	0	4	105
				AFR	29,222	4	0	4	144	30,455	4	0	4	150	31,048	4	0	4	153
P12	248W	90	850	T1S	34,526	5	0	5	139	35,983	5	0	5	145	36,684	5	0	5	148
				T2M	31,984	5	0	5	129	33,333	5	0	5	135	33,983	5	0	5	137
				T3M	32,350	5	0	5	131	33,715	5	0	5	136	34,372	5	0	5	139
				T3LG	28,902	4	0	4	117	30,121	4	0	4	122	30,708	4	0	4	124
				T4M	32,832	5	0	5	133	34,217	5	0	5	138	34,884	5	0	5	141
				T4LG	29,861	4	0	4	121	31,120	4	0	4	126	31,727	5	0	4	128
				TFTM	33,064	5	0	5	134	34,459	5	0	5	139	35,131	5	0	5	142
				T5M	33,780	5	0	4	136	35,205	5	0	4	142	35,891	5	0	4	145
				T5W	34,327	5	0	4	139	35,776	5	0	4	145	36,473	5	0	4	147
				T5LG	33,878	5	0	3	137	35,307	5	0	3	143	35,995	5	0	3	145
				BLC3	23,532	5	0	5	95	24,525	5	0	5	99	25,003	5	0	5	101
				BLC4	24,303	5	0	5	98	25,328	5	0	5	102	25,822	5	0	5	104
				RCCO	23,745	1	0	4	96	24,747	1	0	4	100	25,229	1	0	4	102
				LCCO	23,745	1	0	4	96	24,747	1	0	4	100	25,229	1	0	4	102
				AFR	34,526	5	0	5	139	35,983	5	0	5	145	36,684	5	0	5	148

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Rotated Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K Lumens	B	U	G	LPW	40K Lumens	B	U	G	LPW	50K Lumens	B	U	G	LPW
P13	354W	90	1200	T1S	45,748	5	0	5	129	47,678	5	0	5	135	48,608	5	0	5	137
				T2M	42,380	5	0	5	120	44,168	5	0	5	125	45,029	5	0	5	127
				T3M	42,865	5	0	5	121	44,673	5	0	5	126	45,544	5	0	5	129
				T3LG	38,296	5	0	5	108	39,911	5	0	5	113	40,689	5	0	5	115
				T4M	43,503	5	0	5	123	45,339	5	0	5	128	46,222	5	0	5	131
				T4LG	39,566	5	0	5	112	41,235	5	0	5	117	42,039	5	0	5	119
				TFTM	43,811	5	0	5	124	45,659	5	0	5	129	46,549	5	0	5	132
				T5M	44,760	5	0	5	126	46,648	5	0	5	132	47,557	5	0	5	134
				T5W	45,485	5	0	5	129	47,404	5	0	5	134	48,328	5	0	5	137
				T5LG	44,889	5	0	3	127	46,783	5	0	3	132	47,695	5	0	3	135
				BLC3	31,181	5	0	5	88	32,496	5	0	5	92	33,130	5	0	5	94
				BLC4	32,202	5	0	5	91	33,561	5	0	5	95	34,215	5	0	5	97
				RCCO	31,463	2	0	5	89	32,790	2	0	5	93	33,429	2	0	5	94
				LCCO	31,463	2	0	5	89	32,790	2	0	5	93	33,429	2	0	5	94
				AFR	45,748	5	0	5	129	47,678	5	0	5	135	48,608	5	0	5	137
P14	415W	90	1400	T1S	51,272	5	0	5	123	53,435	5	0	5	129	54,476	5	0	5	131
				T2M	47,497	5	0	5	114	49,500	5	0	5	119	50,465	5	0	5	121
				T3M	48,040	5	0	5	116	50,067	5	0	5	121	51,043	5	0	5	123
				T3LG	42,919	5	0	5	103	44,730	5	0	5	108	45,602	5	0	5	110
				T4M	48,756	5	0	5	117	50,813	5	0	5	122	51,803	5	0	5	125
				T4LG	44,343	5	0	5	107	46,214	5	0	5	111	47,115	5	0	5	113
				TFTM	49,101	5	0	5	118	51,172	5	0	5	123	52,169	5	0	5	126
				T5M	50,164	5	0	5	121	52,280	5	0	5	126	53,299	5	0	5	128
				T5W	50,977	5	0	5	123	53,127	5	0	5	128	54,163	5	0	5	130
				T5LG	50,309	5	0	4	121	52,432	5	0	4	126	53,453	5	0	4	129
				BLC3	34,945	5	0	5	84	36,420	5	0	5	88	37,130	5	0	5	89
				BLC4	36,090	5	0	5	87	37,613	5	0	5	91	38,346	5	0	5	92
				RCCO	35,261	2	0	5	85	36,749	2	0	5	88	37,465	2	0	5	90
				LCCO	35,261	2	0	5	85	36,749	2	0	5	88	37,465	2	0	5	90
				AFR	51,272	5	0	5	123	53,435	5	0	5	129	54,476	5	0	5	131

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LIGHTING DETAILS

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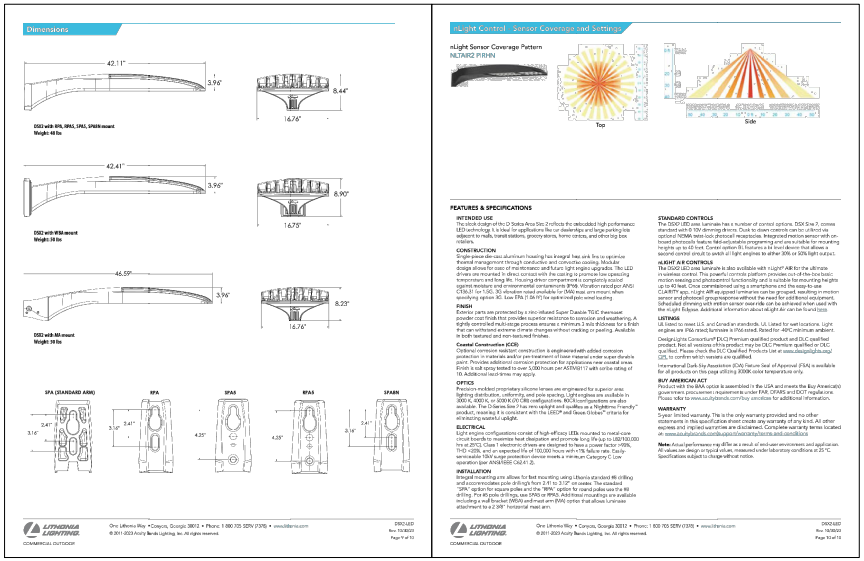
△	DATE	DESCRIPTION
	11/22/2024	INITIAL SITE PLAN SUBMITTAL
	11/25/2024	QA CHECK SET
	01/06/2025	BUILDING PERMIT SET
	01/07/2025	SITE PLAN SUBMITTAL 2

AEC JOB #: 23-4967
DRAWN BY: JWM, ERS
DESIGNED BY: JWM
CHECK BY: JWM, MDV
DATE: 01/06/2025

SHEET NUMBER
SE-3



Dimensions

42.11"
3.96"
8.44"
16.76"
DSX1 with RPA, RPA5, SPA5, SPABN mount
Weight: 48 lbs

42.41"
3.96"
8.90"
16.75"
DSX1 with WBA mount
Weight: 58 lbs

46.59"
3.96"
8.23"
16.76"
DSX1 with MA mount
Weight: 58 lbs

SPA (STANDARD ARM)
RPA
SPA5
RPA5
SPABN

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DSX1-LED
Rev. 10/30/23
Page 9 of 12

nLight Control - Sensor Coverage and Settings

nLight Sensor Coverage Pattern
NLTAIR2 P7RHN

Top
Side

FEATURES & SPECIFICATIONS

INTENDED USE
The sleek design of the D-Series Area Size 2 reflects the embedded high performance LED technology. It is ideal for applications like car dealerships and large parking lots adjacent to malls, transit stations, grocery stores, home centers, and other big box retailers.

CONSTRUCTION
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through convection and conduction cooling. Modular design simplifies maintenance, enhances serviceability and future upgradability. The LED drivers are mounted in direct contact with the casting to maximize heat-spreading, temperature and long life. Housing driver compartment is completely sealed against moisture and environmental contaminants (IP66). Vibration rated per ANSI C136.31 for 1.5G, 3G vibration rated available for DMG mast arm mount, when specifying option 3G. See PRA (1.5x10) for side-mount/pole-arm rated loading.

FINISH
Exterior parts are protected by a thermoset Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A five-stage electrostatically controlled multi-stage process ensures uniform paint quality and a durable finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

Coastal Construction (CCE)
Optional corrosion resistant construction is engineered with added corrosion protection in materials and/or pre-treatment of base material under super durable paint. Provides additional corrosion protection for applications near coastal areas. Finish is salt spray tested to over 3,000 hours per ASTM B117 with a rating of 10. Additional lead times may apply.

OPTICS
Precision-molded proprietary silicone lenses are engineered for superior area lighting performance. Delivered lumens from 5,000 to 40,000 (system). Available in 3000 K, 4000 K, or 5000 K CRI configurations. BUG rated locations are also available. The D-Series Size 2 has zero uplight and qualifies as a "Nighttime Friendly" product, meaning it is consistent with the IDA's "Model Lighting Ordinance" criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L92/100,000 hrs at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily-serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION
Integral mounting arm allows for fast mounting using Lithonia standard #8 drilling and accommodates pole drilling from 2.5" to 3.25" on center. The standard "SPA" option for square poles and the "RPA" option for round poles use the #8 drilling. Pre-#8 pole drillings, see DMA or RPA5. Additional mountings are available including a wall bracket (WBA) and mast arm (MA) option that allows luminaire attachment to a 2 3/8" horizontal mast arm.

STANDARD CONTROLS
The DSX0 LED area luminaire has a number of control options. DSX Size 2, comes standard with 0-10V dimming drivers. Dusk to dawn photocell can be ordered as optional NEMA twist-lock photocell receptacles. Integrated motion sensor with on-board photocell, features field-adjustable programming and are suitable for mounting heights up to 40 feet. Control option R3 features a bi-level dimming that allows a reduction of the LED output to 30% at light engines to either 30% or 50% light output.

nLIGHT AIR CONTROLS
The DSX0 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY® app, nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

LISTINGS
DSX0 LED is rated for wet U.S. and Canadian installations. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

BUY AMERICAN ACT
Product with the BAA option is assembled in the USA and meets the Buy American(s) government procurement requirements under FAR, DFARS, and DOT regulations. Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.

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DSX2-LED
Rev. 10/30/23
Page 10 of 12

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△	DATE	DESCRIPTION
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Tennessee 811
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AEC JOB #: 23-4967
DRAWN BY: JWM, ERS
DESIGNED BY: JWM
CHECK BY: JWM, MDV
DATE: 01/06/2025

SHEET NUMBER
SE-4

MEETING DATE: January 16, 2025 **AGENDA ITEM #6**

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on a modification recommended by the Board of Mayor and Alderman on a request to amend the text of the Farragut Zoning Ordinance to permit a second dwelling unit on an existing lot of record that is greater than 1.5 acres in the Rural Single-Family Residential (R-1) Zoning District (Tyler Butler, Applicant)

INTRODUCTION AND BACKGROUND: At the November 21, 2024 Planning Commission meeting Resolution PC-24-17 was unanimously approved. This resolution recommended approval of Ordinance 24-19 to the Board of Mayor and Alderman to provide for the opportunity to have a second dwelling on an existing lot of record in the R-1 Zoning District subject to certain conditions.

DISCUSSION: One of the conditions in Ordinance 24-19 was that the lot of record and both dwelling units shall be served with sanitary sewer and water provided by a public utility. This was included as one of the conditions because in the R-1 Zoning District the minimum lot size for a lot that is on a septic tank is one acre. So, a lot of record that is less than two acres would not be large enough for a second dwelling unit if such lot was not served by sanitary sewer provided by a public utility.

When Ordinance 24-19 was presented to the Board of Mayor and Alderman, the applicant asked if the condition that both dwelling units must be served with sanitary sewer provided by a public utility could be amended to have this only apply to the second dwelling unit and not the existing dwelling unit. The Board of Mayor and Aldermen were generally open to this modification but since this was something specifically discussed with the Planning Commission, the staff recommended that this modification would need to go back to the Planning Commission for their consideration.

RECOMMENDATION: Included in the packet is Ordinance 24-19 with the amended language recommended by the Board of Mayor and Aldermen. The language discussed is shown in red.

ORDINANCE: **24-19**
PREPARED BY: **Shipley**
REQUESTED BY: **Tyler Butler**
CERTIFIED BY FMPC: **November 21, 2024**
PUBLIC HEARING: _____
PUBLISHED IN: _____
DATE: _____
1ST READING: _____
2ND READING: _____
PUBLISHED IN: _____
DATE: _____

AN ORDINANCE TO AMEND THE TEXT OF THE FARRAGUT ZONING ORDINANCE, ORDINANCE 86-16, AS AMENDED, PURSUANT TO AUTHORITY GRANTED BY SECTION 13-4-201, TENNESSEE CODE ANNOTATED, BY AMENDING THE FARRAGUT MUNICIPAL CODE, APPENDIX A., ZONING, CHAPTER 3., SECTION III., RURAL SINGLE-FAMILY RESIDENTIAL DISTRICT (R-1), SUBSECTION B., PERMITTED USES AND STRUCTURES, TO PROVIDE FOR A SECOND DETACHED SINGLE-FAMILY DWELLING UNIT UNDER CERTAIN CONDITIONS

WHEREAS, the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, wishes to amend the Farragut Municipal Code, Appendix A., Zoning, Chapter 3., Section III., Rural Single-Family Residential District (R-1), Subsection B., Permitted Uses and Structures, to provide for a second detached single-family dwelling unit under certain conditions;

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, that the Farragut Zoning Ordinance is hereby amended by replacing Chapter 3., Section III., Subsection B., Permitted Uses and Structures, in its entirety as follows:

SECTION 1.

Sec. III. Rural single-family residential district (R-1).

B. *Permitted uses and structures.*

1. Detached single-family dwellings.
2. A second detached single-family dwelling unit may be permitted on an existing lot of record provided all of the following criteria are met:
    a. The lot is at least one and one-half acres.
    b. It has been determined by Town staff that the lot could not be further subdivided in compliance with the Town's Subdivision Regulations.
    c. The second dwelling unit shall meet the setback requirements for principal dwelling units in the (R-1) District.

d. The second dwelling unit shall be situated so that it is at least 40 feet from the existing dwelling unit.

e. The second dwelling unit shall not create an additional access to a public street. The access shall be shared with the existing dwelling unit.

f. The second dwelling unit shall be able to satisfy all applicable utility, code, and fire suppression requirements.

g. The ~~lot of record and both dwelling units~~ second dwelling unit shall be served with sanitary sewer and water provided by a public utility.

3. Agricultural uses on lots larger than one acre.

4. Recreational facilities and open space which are developed as an integral part of the residential development provided the following development criteria are met:

   a. The maximum coverage for the total building area shall not exceed 35 percent and the total lot coverage shall not exceed 60 percent;

   b. Site plan and landscape plan shall be submitted as regulated in Chapter 4; and

   c. That all non-building structures, except for arbors, are setback a minimum of 20 feet from all front property lines and ten feet from all side and rear property lines. Arbors shall be set back a minimum of ten feet from all property lines.

5. Schools, public and private, and churches and other places of worship provided the following development criteria are met:

   a. Access shall be directly to a street having a designated classification of local collector or greater, or a local street which is not interior to a subdivision. The street on which the school or church accesses must meet the minimum design standards established in the Farragut Subdivision Regulations.

   b. There shall be a minimum lot size of five acres.

   c. There shall be a buffer strip which meets the following minimum development criteria:

      1) The buffer strip shall be a minimum of 25 feet in width on all side and rear property lines;

      2) Existing, mature vegetation shall be preserved and incorporated into the buffer strip;

      3) No grading shall occur in the buffer strip; and

      4) Detention basins, measured from top-of-slope to top-of-slope, and associated structures shall not be located within any buffer strips.

   d. The following setback requirements are met:

      1) *Front yard.* All buildings and structures, excluding signs, shall be set back from the nearest point of any right-of-way no less than 50 feet. For the

purposes of this ordinance, the interstate highway right-of-way shall be considered a side or rear lot line.

2) *Side and rear yards.*

a) All buildings shall be set back a minimum of 50 feet. Setbacks shall be measured from the nearest point of any property line; and

b) All accessory structures, excluding signs and fences, shall be set back a minimum of 30 feet. Setbacks shall be measured from the nearest point of any property line.

e. The maximum coverage for the total building area shall not exceed 35 percent and the total lot coverage shall not exceed 60 percent.

f. A site plan and landscape plan shall be submitted as regulated in Chapter 4.

6. Agricultural accessory uses and structures, provided there is a minimum lot size of one acre.

7. Accessory uses and structures.

8. Customary Home Occupations as regulated in Chapter 4.

9. Cemeteries and historical monuments.

10. Signs as regulated in the [Farragut] Municipal Code.

11. Utility uses.

12. Existing off-premises outdoor advertising as regulated in Chapter 4.

SECTION 2.

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

_____
Ron Williams, Mayor

_____
Allison Myers, Town Recorder

Certified to the Farragut Board of Mayor and Aldermen this _____ day of _____, 2024, with approval recommended.

_____
Scott Russ, Chairman

_____
Shannon Preston, Secretary

MEETING DATE: January 16, 2025 **AGENDA ITEM #7**

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request for an amendment to the text of the Farragut Zoning Ordinance to allow a drive through lane to be permitted for a financial and real estate service in the Mixed-Use Town Center planning area of the General Commercial (C-1) Zoning District (Long, Ragsdale & Waters, P.C., Applicant)

This item is for discussion purposes only and was reviewed initially at the October Planning Commission meeting. Below, in red, is the staff's report from the October meeting.

INTRODUCTION AND BACKGROUND: This item is for discussion purposes only and involves a request to amend the text of the Farragut Zoning Ordinance to provide for a drive-through service lane and window for financial (banks) and real estate services in the Mixed-Use Town Center (MUTC). Currently, a drive-through lane is only permitted in the MUTC for establishments serving food or beverage on lots of record that are a minimum of two acres and subject to a number of additional criteria to basically limit the scale and visibility of the drive-through. A copy of the existing provisions is included in the packet.

DISCUSSION: The applicant's text amendment request refers to the surrounding context as a consideration for permitting a drive-through as requested. Though not necessarily relevant to the text amendment from the staff's perspective, the location where the bank is interested in is to the immediate west of the Campbell Station Inn. There are three banks in close vicinity with drive-through service lanes and windows.

Though this is only a workshop discussion, the staff does not support the text amendment request for the following reasons:

1. Incompatibility with the CLUP. In the Comprehensive Land Use Plan (CLUP), an auto-oriented layout for a bank type use is not consistent with a built environment that prioritizes walkability and pedestrian activity with lively outdoor spaces and places to gather and that include buildings that engage the street and that are inviting to pedestrians. The land to the west of the Campbell Station Inn could include a use that would be consistent with this language and that would complement the activities that take place at McGill Plaza. The text amendment is incompatible with the CLUP.
2. Incompatibility with the Town's Strategic Plan. The Town's Strategic Plan has the Critical Success Factor of Enhancing the Town's Financial Position and one of the Strategic Planning Priorities under this Critical Success Factor is to "Identify potential retailers to increase local sales tax revenue with remaining commercially zoned properties left to develop." The large undeveloped area to the west of the Campbell Station Inn should, consistent with the Strategic Plan, be promoted for a tax revenue generating use that would be consistent with the CLUP and complement the

activities at McGill Plaza. Amending the Zoning Ordinance, as requested by the applicant, would adversely affect this effort and is incompatible with the Strategic Plan.

3. Consistency. When the Chase Bank, which is within the MUTC, approached the Town initially with a layout that included drive-through service lanes and windows, the staff noted that it was not permitted in the MUTC. Chase Bank revised its layout to not include drive-through service lanes for vehicles to pass through and facilities with microphones, underground transport tubes, and windows that allow customers and bank personnel to see, hear, and pass documents to one another so banking business could be completely conducted by the customer from their vehicle. This revised layout, which only has an ATM that is separate from the building, was deemed by the Town Attorney as consistent with the existing language in the Zoning Ordinance and would be permitted. The Chase Bank also added some outdoor seating along its east side to promote this as a place to gather and to complement the restaurant use to the east in a pedestrian friendly interface. To change the ordinance to allow something that Chase Bank was not permitted to do would be an inconsistent application of the ordinance.
4. Precedent. If the surrounding context was a determining factor in what uses and layouts may be provided for future developments in the MUTC, this could be problematic. The area to the west of the Chase Bank, for example, is a gasoline service bay use. The fact is that the Town's MUTC area has older uses, like gasoline service bay areas and banks with drive-through service lanes and windows, that pre-date the current provisions in the MUTC. The provisions in the MUTC portion of the General Commercial (C-1) Zoning District are in place because they are consistent with the CLUP and are designed to incrementally create, with new developments and re-developments, an area that has the look and feel of something different and that could be recognized as the "downtown" of Farragut. If the ordinance were amended to perpetuate a pre-MUTC, more auto oriented site layout, the incremental effort to promote the character described in the CLUP would be compromised and could lead to other precedent setting amendment requests based on existing developments in other portions of the MUTC.

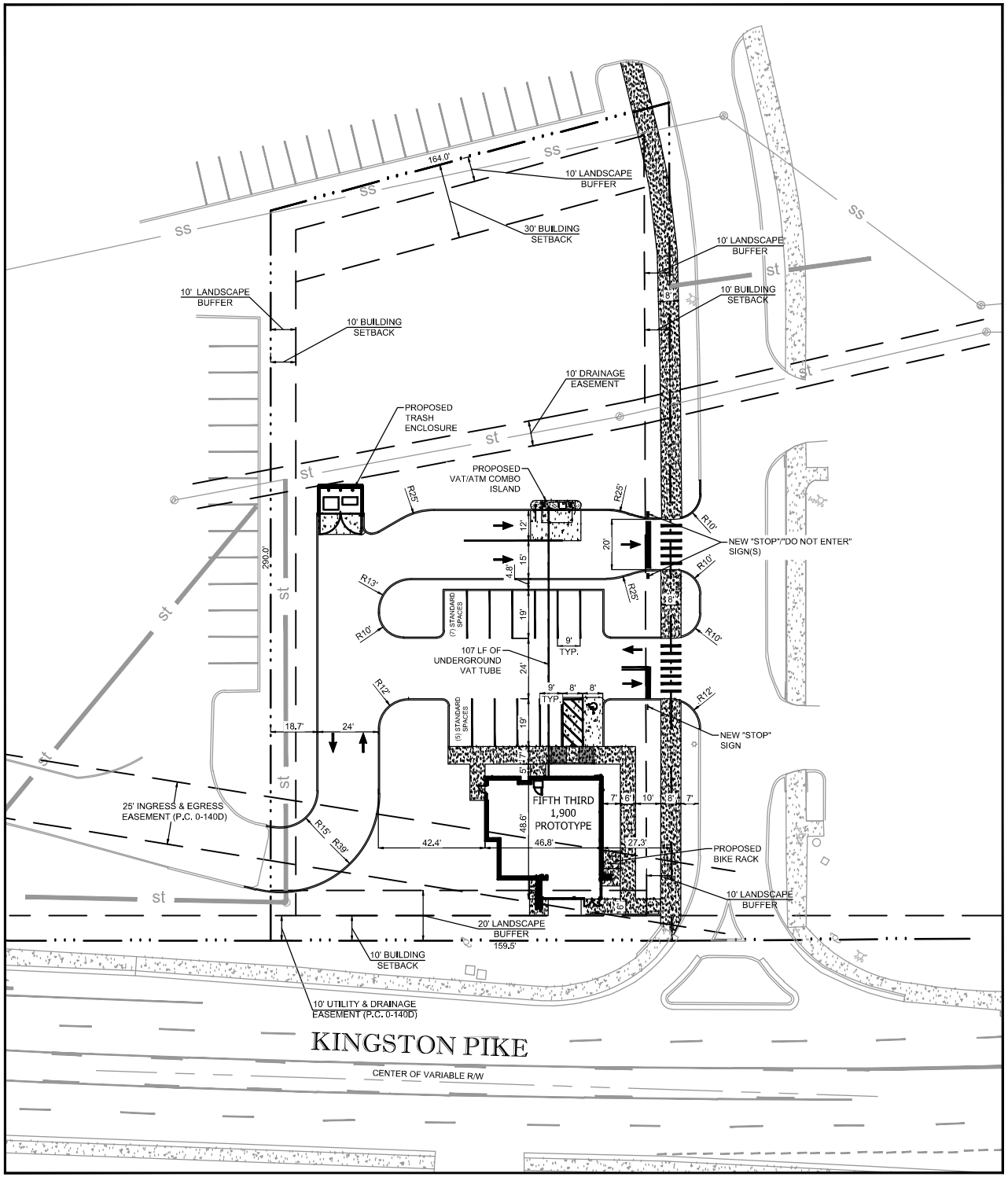
Included in the packet is an updated concept plan and building elevations for the bank that is pursuing the text amendment. The concept plan includes transport tubes that would provide for communication between customers and bank personnel. The Town Attorney has reviewed this concept and his assessment of this in relation to the existing language that prohibits drive-thru service lanes and windows for financial establishments in the MUTC is as follows:

"Thank you for sending me the proposed plan for the Fifth Third Bank branch building for construction in the Town's Mixed Use Town Center. While I don't profess to understand from the Town's viewpoint what is offensive about the traditional bank drive-thru service lane at a bank branch, such facilities are materially different than a simple ATM machine that sits in a bank's parking area similar to what is at the Chase branch at Biddle Farms. You will recall that I distinguished the ATM machine at the Chase Bank branch on the basis that it involved limited service for the customers in their vehicle at the machine, and no communication between the customers and bank personnel inside the building. Moreover, ATM's do not involve windows through which the customer can directly see and transact any type of banking business with personnel inside the building. From my perspective, unlike the Chase ATM machine, I don't see any material difference between the Fifth Third Bank design proposal and a traditional "drive-thru service lanes and windows," and this is what is excluded from banks located in the Mixed Use Town Center area.

Not only is the proposed plan functionally like a traditional drive-thru service lane, but by necessity of passing communications back and forth through the proposed tubes, the traffic generated by the full-service use of this set up would back up for substantially longer periods than the relatively short

transactions normally involved at a ATM machine. For these reasons, I think the language of our ordinance would not permit the proposed design."

As noted above, the staff does not support an amendment to the Zoning Ordinance to provide for drive-through service lanes and windows for financial institutions in the MUTC.



SITE DATA

SITE ADDRESS:	NORTH CAMBELL STATION ROAD KNOXVILLE, TENNESSEE 37934
PIN:	142129
BUILDING AREA:	1,900 SF
EXISTING ZONING:	PLANNED COMMERCIAL
SITE AREA:	49,538 SF / 1.14 AC
EXISTING USE:	UNDEVELOPED OUT PARCEL
FUTURE USE:	BANK WITH DRIVE THRU

PARKING DATA

BANK PARKING REQUIRED:	1 SPACE PER 300 SF OF G.F.A. 1,900 SF x (1 / 300 SF) = 7 SPACES
TOTAL PARKING PROVIDED:	STANDARD PARKING = 12 SPACES ACCESSIBLE PARKING = 1 SPACE TOTAL PARKING PROVIDED = 13 SPACES
PARKING SPACE SIZE:	9' x 19' MINIMUM
DRIVE THROUGH QUEUE:	4 SPACES PER ATM LANE 4 SPACES PER TELLER LANE 10' x 20' QUEUE SIZE
LOADING ZONE:	*NOTE-FINANCIAL INSTITUTIONS DO NOT USE LOADING ZONES FOR SECURITY PURPOSES DELIVERY TRUCK WILL PARK DIRECTLY IN FRONT OF MAIN ENTRANCE.

LANDSCAPE REQUIREMENTS:	REQUIRED
LANDSCAPE BUFFER - FRONT (KINGSTON PIKE)	= 20'
LANDSCAPE BUFFER - SIDE (EAST)	= 10'
LANDSCAPE BUFFER - SIDE (WEST)	= 10'
LANDSCAPE BUFFER - REAR (NORTH)	= 10'

BUILDING REQUIREMENTS:	REQUIRED
BUILDING SETBACK - FRONT (KINGSTON PIKE)	= 10'
BUILDING SETBACK - SIDE (EAST)	= 10'
BUILDING SETBACK - SIDE (WEST)	= 10'
BUILDING SETBACK - REAR (NORTH)	= 30'
MAXIMUM BUILDING HEIGHT	= 35'

FLOOD ZONE:

FLOOD ZONE "X"

SCALE

0 ' 60 ' 120 '

ARCHITECT/ ENGINEER OF RECORD

BDG ARCHITECTS
400 N Ashley Dr Ste 600
Tampa, Florida 33602

P: 813.323.9233
F: 813.323.9238
www.bdgllp.com

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FIFTH THIRD BANK
KINGSTON PIKE

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

FIFTH THIRD BANK

JOB NO.	240619
DATE:	10-23-24
DRAWN BY:	IEG
SCALE:	1" = 60'
SHEET TITLE:	TEST FOR FIT
SHEET NUMBER:	1D

240619

FIFTH THIRD

EXTERIOR FINISH	MANUFACTURER	COLOR	COMMENTS
BRICK-1	ACME BRICK	MOCHA IRONSPOT	MAIN BRICK
BRICK-2	ACME BRICK	DOVE GRAY	ACCENT BRICK
AL-1	KAWNEER / PAC CLAD	BLACK	ANODIZED ALUMINUM STOREFRONT
EIFS-1	DRYVIT	STONE GRAY - 454	EXTERIOR EIFS PAINTED TO MATCH STONE GRAY

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg architects

0

240619

FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg
architects

240619

FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg architects

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FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

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10/28/24

bdg architects

240619

FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

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KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg architects

4

FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg architects

240619

FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg
architects

6

FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg architects

FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg architects

240619

FIFTH THIRD

FIFTH THIRD
VILLAGE GREEN

NORTH CAMPBELL STATION ROAD
KNOXVILLE, TENNESSEE 37934

2C

10/28/24

bdg architects

9

MEETING DATE: January 16, 2025 **AGENDA ITEM #8**

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to amend the text of the Farragut Zoning Ordinance in the Planned Commercial District (PCD) so that a proposed automobile-oriented use that has frontage on a major arterial street may have a drive-through under certain conditions (Kingston Pike Properties 2, LLC, Applicant)

INTRODUCTION: This agenda item is for discussion purposes only and involves a request to amend the requirement in the PCD Zoning District for uses that are automobile oriented, such as fuel centers, drive-throughs, automobile services, retail rental and leasing of automobiles, etc., that are currently required to be arranged so that they are situated internal to the development.

This amendment would not apply to the Mixed-Use Town Center PCD areas since those would fall under the Mixed-Use Town Center section of the General Commercial (C-1) Zoning District.

DISCUSSION: The applicant has included some amended language that is in the packet. The proposed language would add a section that would provide for a drive-through option for an automobile-oriented use that has frontage on a street classified as a major arterial on the Major Road Plan. In addition, the proposed language includes several criteria for when a permissible drive-through is proposed. This language was taken from the Mixed-Use Town Center section of the C-1 Zoning District for those properties and specific uses that may be permitted drive-throughs.

Exhibit A to

Application to Amend Ordinance Text

Town of Farragut, Tennessee

A. CHANGE REQUESTED

1. **Amend the text of Zoning Ordinance, Appendix A, Chapter 3, Section XXVI Planned Commercial District (PCD) as follows:**

   a. Add the following to provision to Section C(1) as Section C(1)(f):

   f. Notwithstanding Section C(1)(b) above, if the proposed automobile-oriented use has frontage on a street classified as a major arterial on the Major Road Plan, then a drive-through may be permitted for any of the uses permitted in this zoning district provided the following criteria are satisfied:

      1) The drive-through is oriented so that stacking lanes do not extend across the front of the building;
      2) If a menu board is used, the following criteria shall be satisfied:

         (i) The menu board and any associated apparatus shall be architecturally compatible with the principal building;
         (ii) The area around the menu board and any associated apparatus shall be landscaped and screened so that, throughout the year, they are not visible from adjacent properties that are zoned residential and/or public rights-of-way;
         (iii) The screening plan for such menu board and associated apparatus shall be reviewed as part of the site and landscape plan review with the applicable standards in the Architectural Design Standards (ADS) also being applied.
         (iv) Menu board signage shall comply with the requirements in the Farragut Sign Ordinance.

      3) The entrance and exit to the drive-through leads to a parking area or service drive. The drive-through lane shall not be directly connected to a public street; and
      4) The design shall minimize vehicle/pedestrian conflicts. The drive-through lane shall not separate parking lots from rear building pedestrian access doors or other pedestrian access ways. Pedestrian routes shall be well delineated and provide

direct access from public streets and sidewalks and parking lots to building entrances.

g. **Necessity of Amendment:**

Petitioner is seeking to amend the PCD district requirement that vehicular-oriented uses be “situated internal to the development” in order to take into account situations where the proposed development has areas fronting on major arterial roads.

The planning commission has recognized that, in certain circumstances where the goal is to promote pedestrian activity to and from adjacent residential uses, it may be more appropriate to locate vehicular-oriented uses to the areas that front major roads like Kingston Pike.

The incorporation of amendment similar to what is proposed herein would serve as a practical approach to providing the Town flexibility to approve and/or deny drive-through’s in PCD on a case-by-case basis, and to situate it in the most appropriate locations based on the merits of each proposal.

MEETING DATE: January 16, 2025 **AGENDA ITEM #9**

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a revised concept plan for the commercial portion of the Kingston Pike Village, Parcel 81.47, Tax Map 151, 18.5 Acres, Zoned PCD (Kingston Pike Properties 2, LLC, Applicant)

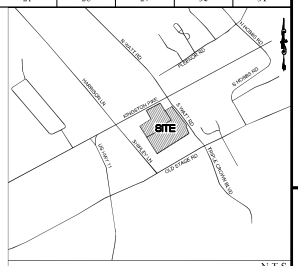
INTRODUCTION: This agenda item is for discussion purposes only and involves a review of the most recent concept plan for the commercial portion of the Kingston Pike Village Planned Commercial District (PCD) project at S. Watt Road and Kingston Pike.

DISCUSSION: The previous concept options for this project were reviewed at the June 20, 2024 Planning Commission meeting. At that time, the applicant was working with someone on a day care facility on the westernmost portion of the site. The latest concept does not include the day care facility or any development in the westernmost portion of the site. The remaining areas have layouts and uses similar to those shown on some of the previous concepts.

One suggestion the staff made at the June 20 meeting was to include with the civil engineering team a land planner to help evaluate how best to transition the arrangement of improvements specifically in the area between the residential and the commercial. The latest concept still includes a loading/unloading area with garbage pickup on the south end of the commercial buildings in the area closest to the residential areas. This should be re-evaluated and possibly flipped so that the outdoor seating areas are closest to the residential area and the loading/unloading areas are more internal to the project. This would also help with potential noise and smells adversely affecting the residential area.

Concept Master Plan
for
Kingston Pike Village

Owner 1: Kingston Pike Properties 2, LLC
P.O. Box 5024
Knoxville, Tennessee 37950
(865) 406-0938



VICINITY MAP N.T.S.

THIS PLAN CONTAINS CONCEPTUAL INFORMATION WHICH IS NOT INTENDED FOR CONSTRUCTION PURPOSES

THE CONCEPTUAL LAYOUT CAN BE DESIGNED TO COMPLY WITH THE TOWN'S APPLICABLE ORDINANCES

Owner 1: Kingston Pike Properties 2, LLC
CLT Map 151, Parcel 81
7.48 Acres

Owner 2: Watt Road Investments, LLC
CLT Map 151, Parcel 97
11.03 Acres

SHEET INDEX

	#	Sheet Title	Date	Revision #
1	CMP-1	Cover Sheet	11/18/2024	
2	CMP-2	Existing Site Conditions with Proposed Site Improvements	11/18/2024	
3	CMP-3	Conceptual Site Layout Plan	11/18/2024	
4	CMP-4	Conceptual Landscape Plan	11/18/2024	

Contacts

Water	Sanitary Sewer	Gas	Electric	Telephone	Transportation	Stormwater
Edwin Deyton First Utility District of Knox County 122 Durwood Rd Knoxville, Tennessee 37922 Phone: (865) 966-9743 Email: newdevelopment@fudknox.org	Edwin Deyton First Utility District of Knox County 122 Durwood Rd Knoxville, Tennessee 37922 Phone: (865) 966-9743 Email: newdevelopment@fudknox.org	New Service Department Knoxville Utility Board 445 S. Gay Street Knoxville, Tennessee 37902 Phone: (865) 524-2911	Jay Hines Lenoir City Utilities Board 136 N. Campbell Station Rd. Farragut, Tennessee 37934 Phone: (865) 986-6591 Fax: (865) 986-0605	Tom Nitz TDS Telecom 11505 Kingston Pike Farragut, Tennessee 37934 Phone: (865) 671-2100 Fax: (865) 671-4595	Wesley Salyers TDOT Region 1 Traffic Office Transportation Mgmt. Center, 2nd Floor 7238 Region Lane Knoxville, TN 37914 Phone: (865) 594-2456	Contact: Darryl Smith Town of Farragut 11408 Municipal Town Center Dr. Farragut, Tennessee 37934 Phone: (865)966-7057 Fax: (865) 966-2096

SITE, INCORPORATED
CIVIL ENGINEERS & SURVEYORS
EST 2007
10215 Technology Drive, Suite 304
Knoxville, TN 37932
(865) 777-4760
www.site-incorporated.com

Cover Sheet

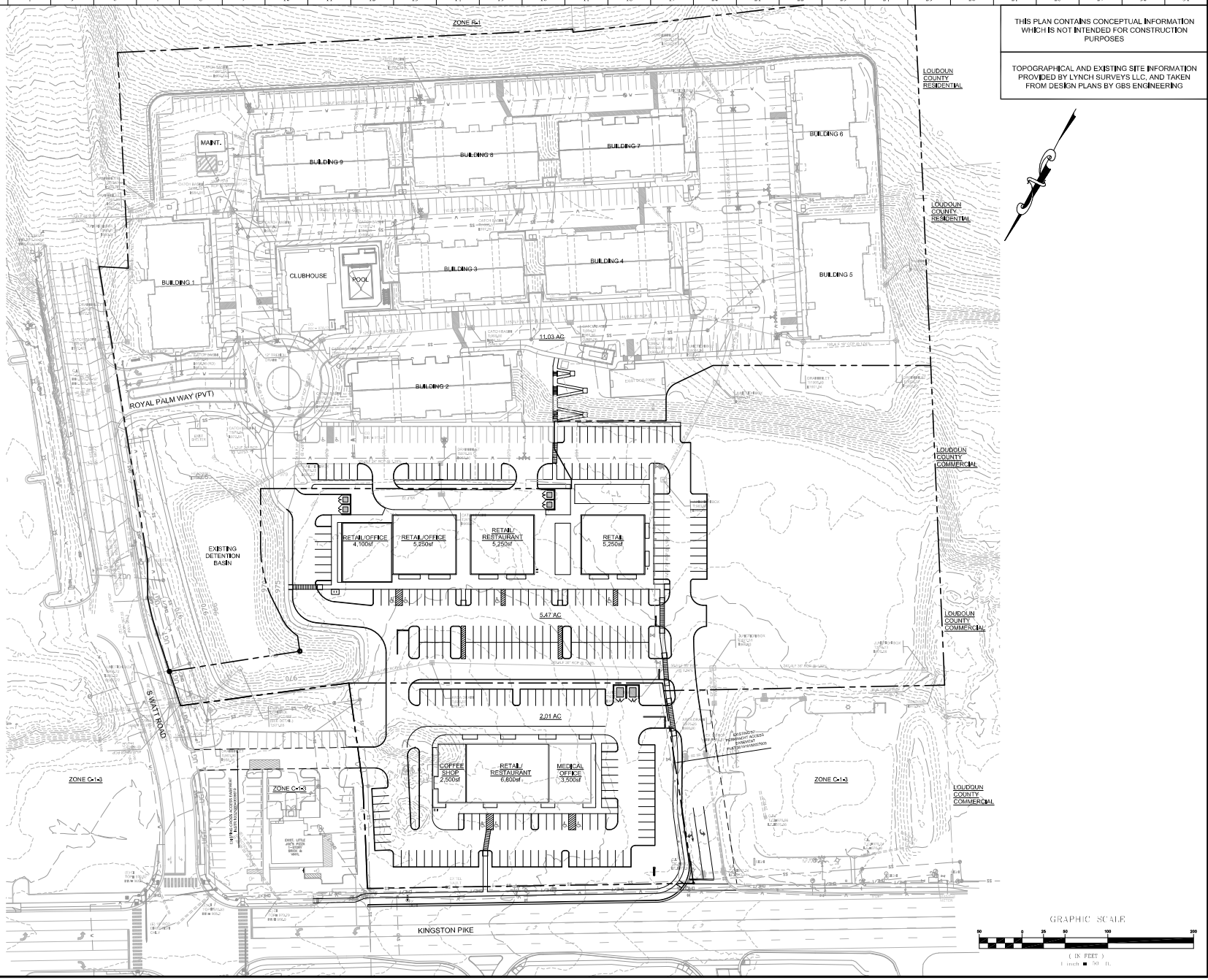
Kingston Pike Village
13140 Kingston Pike
Farragut, Tennessee 37934
Owner: Kingston Pike Properties 2, LLC

REVISIONS

NO.	DATE	COMMENTS

ORIGINAL ISSUE: 11/18/2024
SITE PROJECT #: 2040
FILE: Cover
SHEET: 1 OF: 4

CMP-1



THIS PLAN CONTAINS CONCEPTUAL INFORMATION WHICH IS NOT INTENDED FOR CONSTRUCTION PURPOSES

TOPOGRAPHICAL AND EXISTING SITE INFORMATION PROVIDED BY LYNCH SURVEYS LLC, AND TAKEN FROM DESIGN PLANS BY GBS ENGINEERING

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CIVIL ENGINEERS & SURVEYORS
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Knoxville, TN 37932
(865) 777-4560
www.site-incorporated.com

Existing Site Conditions with Proposed Site Improvements

Kingston Pike Village

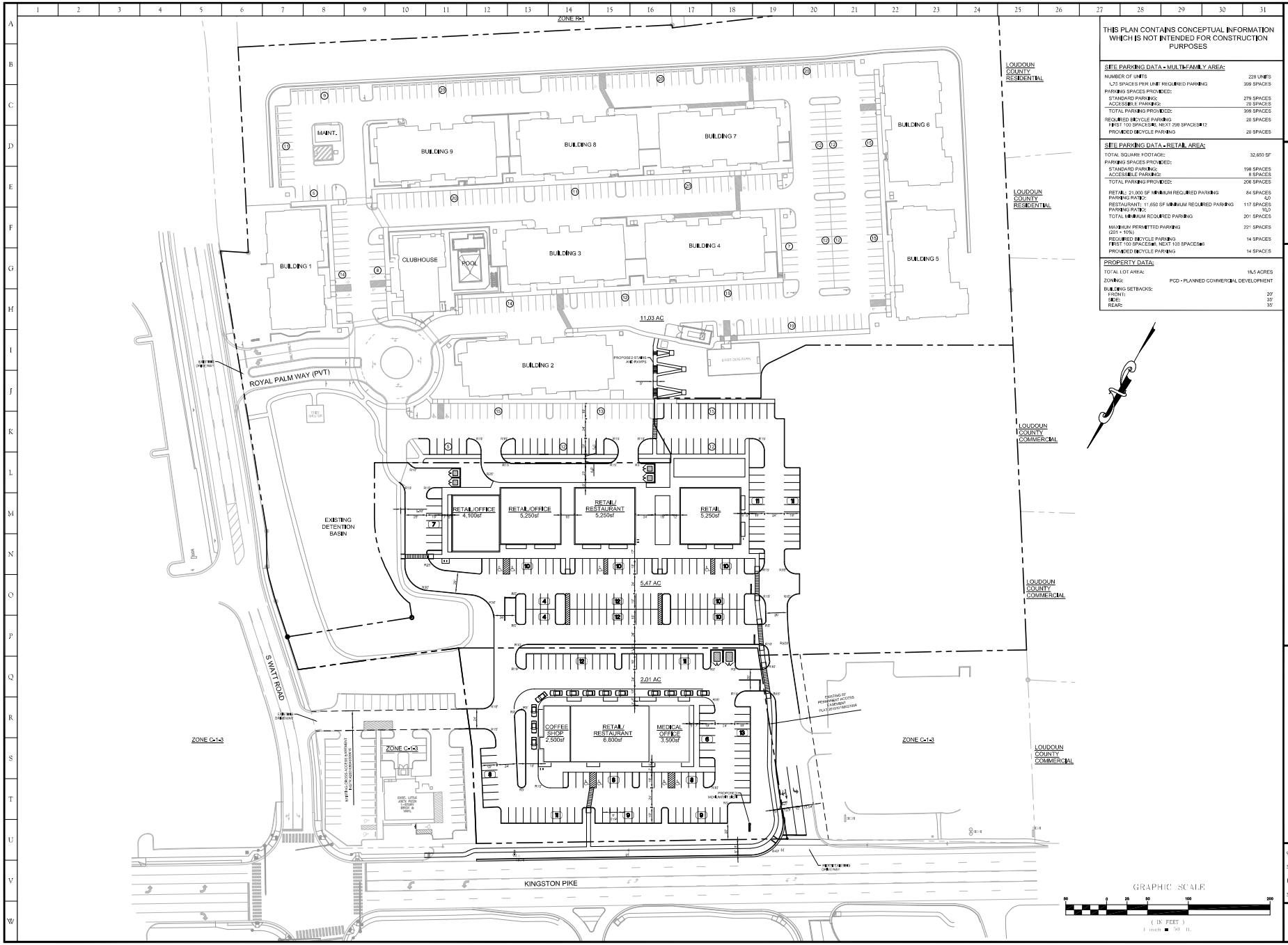
11340 Kingston Pike
Farragut, Tennessee
Owner: Kingston Pike Properties 2, LLC

REVISIONS

NO.	DATE	COMMENTS

ORIGINAL ISSUE: 11/18/2024
SITE PROJECT #: 2040
FILE: CSP-5
SHEET: 2 OF: 4

CMP-2



THIS PLAN CONTAINS CONCEPTUAL INFORMATION WHICH IS NOT INTENDED FOR CONSTRUCTION PURPOSES

SITE PARKING DATA - MULTI-FAMILY AREA:

NUMBER OF UNITS	228 UNITS
1.75 SPACES PER UNIT REQUIRED PARKING	399 SPACES
PARKING SPACES PROVIDED:	
STANDARD PARKING:	279 SPACES
ACCESSIBLE PARKING:	20 SPACES
TOTAL PARKING PROVIDED:	399 SPACES
REQUIRED BICYCLE PARKING FIRST 100 SPACES@5, NEXT 299 SPACES@12	20 SPACES
PROVIDED BICYCLE PARKING	20 SPACES

SITE PARKING DATA - RETAIL AREA:

TOTAL SQUARE FOOTAGE:	32,650 SF
PARKING SPACES PROVIDED:	
STANDARD PARKING:	198 SPACES
ACCESSIBLE PARKING:	8 SPACES
TOTAL PARKING PROVIDED:	206 SPACES
RETAIL: 21,000 SF MINIMUM REQUIRED PARKING PARKING RATIO:	84 SPACES 4.0
RESTAURANT: 11,650 SF MINIMUM REQUIRED PARKING PARKING RATIO:	117 SPACES 10.0
TOTAL MINIMUM REQUIRED PARKING	201 SPACES
MAXIMUM PERMITTED PARKING (201 + 10%)	221 SPACES
REQUIRED BICYCLE PARKING FIRST 100 SPACES@5, NEXT 103 SPACES@8	14 SPACES
PROVIDED BICYCLE PARKING	14 SPACES

PROPERTY DATA:

TOTAL LOT AREA:	18.5 ACRES
ZONING:	PCD - PLANNED COMMERCIAL DEVELOPMENT
BUILDING SETBACKS:	
FRONT:	20'
SIDE:	35'
REAR:	35'

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Knoxville, TN 37932
(865) 777-4560
www.site-incorporated.com

Conceptual Site Layout Plan

Kingston Pike Village

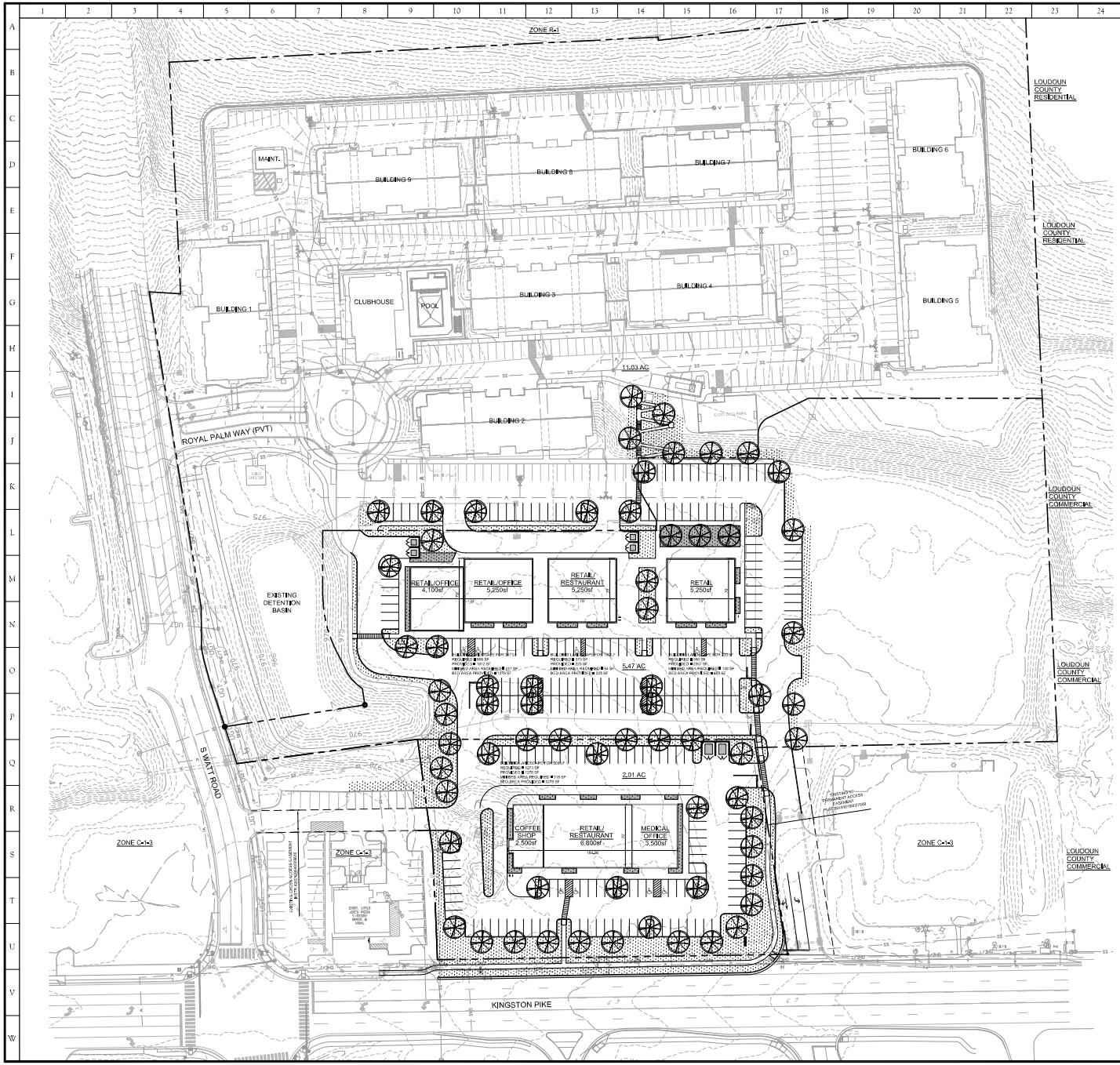
11340 Kingston Pike
Farragut, Tennessee
Owner: Kingston Pike Properties 2, LLC

REVISIONS

NO.	DATE	COMMENTS

ORIGINAL ISSUE: 11/18/2024
SITE PROJECT #: 2040
FILE: CSP-5
SHEET: 3 OF: 4

CMP-3



THIS PLAN CONTAINS CONCEPTUAL INFORMATION WHICH IS NOT INTENDED FOR CONSTRUCTION PURPOSES

SITE AND LANDSCAPE DATA		
TOTAL SITE AREA - RETAIL	326,124 SF (7.49 ACRES)	
TOTAL IMPERVIOUS AREA	164,275 SF	
TOTAL LOT COVERAGE	50.37%	
LANDSCAPING REQUIREMENTS	REQUIRED	PROVIDED
SHADE TREE PLANTING REQUIREMENTS		
1 SHADE TREE/2500 SF IMPERVIOUS AREA (164,275 SF)	66	66
25% SHADE TREES PLANTED IN FRONT YARD	17	15
LANDSCAPING BETWEEN BUILDING AND PARKING LOT		
2.5 X LINEAR FEET OF BUILDING	SEE PLAN	SEE PLAN
25% OF AREA TO CONTAIN LIVE MATERIAL OTHER THAN GRASS	SEE PLAN	SEE PLAN
LANDSCAPING FOR STORMWATER DETENTION BASINS		
LANDSCAPING AROUND BASIN WAS PART OF MULTIFAMILY PHASE	0	0
LANDSCAPING FOR BUFFER STRIP		
NO BUFFER STRIPS REQUIRED		
TREE PRESERVATION		
TREE PRESERVATION WAS PART OF MULTIFAMILY PHASE		

PLANT LEGEND

SYMBOL	TYPE
	SHADE TREE
	LANDSCAPE AREA BETWEEN BUILDING AND PARKING/VEHICULAR ACCESS WAYS. 25% OF THIS AREA WILL BE LANDSCAPED WITH PLANT MATERIAL OTHER THAN GRASS
	GRASS

NO TREE PRESERVATION PLANS ARE REQUIRED FOR THIS PHASE. GRADING OF ENTIRE SITE AND TREE PRESERVATION WAS ADDRESSED IN PHASE ONE (MULTI-FAMILY PHASE) AND REQUIRED TREE CREDITS WERE PLANTED N PHASE ONE DEVELOPMENT.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)

1 inch = 50 ft.

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EST. 2007
10215 Technology Drive, Suite 304
Knoxville, TN 37932
(865) 777-4160
www.site-incorporated.com

REGISTERED ENGINEER
STATE OF TENNESSEE

Conceptual Landscape Plan

Kingston Pike Village

11340 Kingston Pike
Farragut, Tennessee
Owner: Kingston Pike Properties 2, LLC

REVISIONS

NO.	DATE	COMMENTS

ORIGINAL ISSUE: 11/18/2024
SITE PROJECT #: 2040
FILE: CSP-5
SHEET: 4 OF: 4

CMP-4

MEETING DATE: January 16, 2025 **AGENDA ITEM #10**

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion on a request to amend the text of the Farragut Zoning Ordinance to lessen the setback for outdoor fences associated with commercial kennels in the General Commercial (C-1) Zoning District where the kennel abuts property that is not zoned residential or agricultural (Urban Engineering, Applicant)

INTRODUCTION: This agenda item is for discussion purposes only and involves a request to amend the setback requirements for outdoor fences associated with commercial kennel uses in the General Commercial (C-1) Zoning District.

DISCUSSION: Currently, outdoor fences are required to be at least 50 feet from an adjacent property that is not zoned residential or agricultural. The requested amendment would lessen the setback to 25 feet. The required setback from an adjacent property that is zoned residential or agricultural would remain a minimum of 250 feet.

Though this is for discussion purposes only, the staff would include that, for the 25-foot setback, the adjacent property would also not be shown as a residential land use on the Future Land Use Map.

Farragut
Zoning/Municipal Code Text Amendments

Online Request #: PZ10650

Project #: 2024-386-CT

Submitted by:
Chris Sharp
chris@urban-eng.com
(865) 966-1924

Location: **12925 KINGSTON PIKE**

City: **FARRAGUT** State: **TN** Zip: **37934**

Contact Information

Applicant's Contact Information

Title: First Name: **Chris** Last Name: **Sharp** Suffix:

Business Name: **Urban Engineering, Inc.**

Mailing Address: **10330 Hardin Valley Road, Suite 201**

City: **Knoxville** State: **TN** Zip: **37932**

Email Address: **chris@urban-eng.com**

Cell Phone: Work Phone: **(865) 966-1924** Home Phone:

Owner's Contact Information

Title: First Name: **Jeremiah** Last Name: **Webb** Suffix:

Business Name: **JAGG Real Estate, LLC**

Mailing Address: **6812 Sherwood Drive**

City: **Knoxville** State: _ Zip: **37934**

Email Address: **jeremiah.webb@dogtopia.com**

Cell Phone: Work Phone: Home Phone:

Application Questionnaire (* denotes required question)

Ordinance Text Amendment

Project Name *	Dogtopia
Application Acknowledgement * I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS ACCURATE AND COMPLETE AND I AM THE APPLICANT OR THE LEGAL REPRESENTATIVE OF THE APPLICANT FOR THIS PROJECT. enter your full name to acknowledge.	Christopher Sharp
CHANGE REQUESTED * Amend Zoning Ordinance, Sign Ordinance, or Municipal Code text as follows:	Amend Section XII-B-12-C-3 of the zoning ordinance
Proposed Amendment Necessity * The proposed amendment is necessary due to the following changed or changing conditions: (be specific)	Set back at least 25' from an adjacent property that is not zoned residential or agricultural.

Documents Uploaded

The following documents are attached to the Application.

MEETING DATE: January 16, 2025 **AGENDA ITEM #11**

REPORT TO THE FARRAGUT MUNICIPAL PLANNING COMMISSION

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Discussion and public hearing on approval, by resolution, of the Mixed-Use Town Center Vision Plan

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INTRODUCTION: At the November 21, 2024 Planning Commission meeting, Resolution PC-24-19 was presented for public hearing purposes. The staff reviewed the background on this item and how the proposed resolution was structured. As noted, the Town Attorney reviewed Resolution PC-24-19 and agreed with its content and format.

RECOMMENDATION: The staff recommends approval of Resolution PC-24-19. A copy of the resolution is included in the packet.

RESOLUTION PC-24-19

FARRAGUT MUNICIPAL PLANNING COMMISSION

IN ACCORDANCE WITH THE TENNESSEE CODE ANNOTATED, SECTION 13-4-201 AND SECTION 13-4-202, THE FARRAGUT MUNICIPAL PLANNING COMMISSION WISHES TO ACKNOWLEDGE THROUGH THIS RESOLUTION GENERAL SUPPORT FOR THE RECOMMENDATIONS PROVIDED FOR IN CHAPTER 4 OF THE MIXED-USE TOWN CENTER VISION PLAN

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

WHEREAS, the Town of Farragut Comprehensive Land Use Plan Update, December 2012, provides for the strategy of "Bringing About a Downtown,"

WHEREAS, consistent with the strategy of "Bringing About a Downtown," the Farragut Board of Mayor and Aldermen commissioned TSW Consultants to develop a vision plan for the Mixed-Use Town Center portion of the Town,

WHEREAS, TSW Consultants evaluated existing conditions in the Mixed-Use Town Center, as reflected in Chapter 1 of the Mixed-Use Town Center Vision Plan,

WHEREAS, TSW Consultants conducted a market analysis of the Mixed-Use Town Center, as reflected in Chapter 2 of the Mixed-Use Town Center Vision Plan,

WHEREAS, TSW Consultants conducted an extensive public outreach program involving steering committee input, stakeholder input, four community visioning meetings, and two community surveys, as described in Chapter 3 of the Mixed-Use Town Center Vision Plan,

WHEREAS, from the information and input reflected in Chapters 1-3, TSW Consultants developed recommendations and implementation measures, as reflected in Chapters 4 and 5 of the Mixed-Use Town Center Vision Plan,

WHEREAS, the framework plan and key recommendations included in Chapter 4 specifically seek to advance the predominant community goals established through the planning process,

WHEREAS, a public hearing was held on this request on November 21, 2024;

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission hereby wishes to acknowledge general support for the recommendations reflected in Chapter 4 of the Mixed-Use Town Center Vision Plan.

ADOPTED this 16th day of January 2025.

Scott Russ, Chairman

Shannon Preston, Secretary