



Municipal Planning Commission Meeting
Thursday, September 18, 2025 at **6:00 PM**

Farragut Town Hall
11408 Municipal Center Drive

AGENDA

- I) Call to Order
- II) Approval of Agenda
- III) Approval of Minutes
 - A) Minutes from August 21, 2025 meeting
- IV) Action Items
 - A) Request for approval to extend fiber optic cable for Comcast along a portion of the east side of Concord Road south of Kingston Pike to service 116 Concord Road (Comcast, Applicant)
 - B) Request for approval to extend fiber optic cable for Charter along a portion of the overhead utility line system along the south side of Kingston Pike from 13020 Kingston Pike to 13128 Kingston Pike and then crossing Kingston Pike on an overhead utility line system with a directional bore of 540 feet to service 13123 Kingston Pike (MasTec, Applicant)
 - C) Request for approval to extend fiber optic cable for Comcast along the west side of S. Campbell Station Road using directional boring from Kingston Pike south to service 109 S. Campbell Station Road (Comcast, Applicant)
 - D) Discussion and public hearing on approval of Ordinance 25-15, an ordinance to amend various provisions of the Farragut Municipal Code, Chapter 22., Article 5. - Driveways and Other Access Ways (Town of Farragut, Applicant)
 - E) Discussion and public hearing on a resolution to amend the Farragut Subdivision Regulations by replacing Appendix A. - Sample Irrevocable Letter of Credit, with an updated Sample Irrevocable Letter of Credit (Town of Farragut, Applicant)

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

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

V) Discussion Items

- A) Discussion and public hearing on a plan of services and the initiation of a study of the plan of services associated with the requested annexation of a portion of Parcel 007, Knox County Tax Map 151, Located at 424 N. Watt Road (Benjamin Mullins, Applicant)
- B) Discussion and public hearing on a request to amend the Future Land Use Map for Parcel 007, Knox County Tax Map 151, 424 N. Watt Road, from Open Space Cluster Residential to Low Density Residential (3-6 Dwelling Units per Acre), 48.38 Acres with 29.58 Acres in the Town of Farragut and 18.8 Acres to be annexed into the Town (Benjamin Mullins, Applicant)
- C) Discussion on a request to amend the Farragut Zoning Map for Parcel 007, Knox County Tax Map 151, 424 N. Watt Road, from Agricultural (A) to Attached Single-Family Residential (R-4), 48.38 Acres with 29.58 Acres in the Town of Farragut and 18.8 Acres to be annexed into the Town (Benjamin Mullins, Applicant)

VI) Approval of Utilities

VII) Citizens Forum

**The Farragut Municipal Planning Commission welcomes and invites
Farragut residents to participate in public meetings.**

Public Participation Guidelines for Farragut Municipal Planning Commission meetings

At the end of each business meeting, there will be time reserved for public comment under the Citizen Forum agenda item. If you are interested in speaking, please fill out a blue comment card and turn it in to a staff member. This time is set aside specifically for comments on items that are not on the Planning Commission's agenda for the meeting. Each speaker will be given three (3) 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 a staff member;
3. Speakers shall come to the podium and identify themselves by name and street address;
4. Public comment shall be limited to three (3) 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 view 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;
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 three (3) 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.

1. 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.
2. A violation of this section is a Class A misdemeanor.

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Minutes from August 21, 2025 meeting

Introduction & Background: N/A

Discussion & Recommendations: N/A

Recommended By:

Proposed Motion: To approve the minutes as submitted.



Town of Farragut, Tennessee
Municipal Planning Commission Meeting

Farragut Town Hall
11408 Municipal Center Drive

Thursday, August 21, 2025 at 6:00 PM

MINUTES

I) Roll Call

Chairman Pinchok called the meeting to order at 6:00 PM. Roll Call for attendance: Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; Vice-Mayor Meyer and Commissioner Devlin were absent; in addition to staff and members of the press.

II) Approval of Agenda

Motion was made to approve the agenda as presented. Moved by Commissioner Povlin, seconded by Commissioner Greene; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

III) Approval of Minutes

A) Minutes from July 17, 2025 Meeting

Motion was made to approve the minutes from July 17, 2025 meeting. Moved by Commissioner Myers, seconded by Commissioner Povlin; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

IV) Action Items

A) Request for approval of the McFee Dog Park Design (Town of Farragut, Applicant)

Motion was made to approve design concept for the Dog Park at McFee Park. Moved by Commissioner Povlin, seconded by Commissioner Greene; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

B) Request for approval of preliminary plans for Virtue Road/Boyd Station Road Improvements south of Needlegrass Lane to Willow Cove Way (Town of Farragut, Applicant)

Motion was made to approve the preliminary plans for the Virtue Road/Boyd Station Road improvements as presented. Moved by Mayor Williams, seconded by Commissioner Povlin; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston,

Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

- C) Request for approval to extend fiber optic cable for Charter along a portion of the overhead utility line system from the N. Campbell Station Road entrance to the Campbell Station Inn and then across N. Campbell Station Road to service the property at 160 N. Campbell Station Road (Mastec, Applicant).**

Motion was made to approve the fiber optic extension subject to obtaining a right of way permit through the Town's engineering department and coordinating with the service owner on the extension of fiber to the building. Moved by Commissioner Meyers, seconded by Commissioner Povlin; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

- D) Request for approval to extend fiber optic cable for Comcast along a portion of the overhead utility line system on the west side of Concord Road south of Kingston Pike and then crossing Concord Road to service 116 Concord Road (Comcast, Applicant)**

Motion was made to approve the cable extension project subject to the open trench section being directional boring and obtaining a right of way permit from the Town's engineering department. Moved by Commissioner Povlin, seconded by Mayor Williams; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

- E) Request for approval for a water line relocation associated with improvements to Boyd Station Road, including the roundabout at the access to the Grove at Boyd Station Subdivision (FUD, Applicant)**

Motion was made to approve the water line relocation subject to obtaining a right of way permit through the Town's engineering department. Moved by Commissioner Povlin, seconded by Mayor Williams; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

- F) Request for approval for a sewer line relocation along Union Road just west of Brochardt Boulevard associated with the Union Road improvement project (FUD, Applicant)**

Motion to approve the installation of 335' of 20" iron pipe sewer line to replace and relocate the existing line which will be abandoned in place. The approval is subject to obtaining a right of way permit through the Town's engineering department, which includes erosion and traffic control and platting a new sanitary sewer line easement.

Moved by Commissioner Greene, seconded by Commissioner Myers; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice- Mayor Meyer and Commissioner Devlin were absent; motion Passed.

G) Discussion and public hearing on approval of a site plan for a children's wing addition at the Concord United Methodist Church, 11020 Roane Drive, Zoned General Single- Family Residential (R-2) (Cannon & Cannon, Applicant)

Motion was made to approve the site plan subject to the following:

1. Please make sure the date is through the civil engineer's seal on the final plan set.
2. Please provide a drainage fee for \$471.
3. A landscape plan will be required for replacement trees.

Moved by Commissioner Myers, seconded by Mayor Williams; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

H) Discussion and public hearing on approval of a site plan for Horizon Plaza Phase 2, 11011 Kingston Pike, Zoned General Commercial (C-1) and Floodplain District (FPD), (Urban Engineering, Applicant)

Motion was made to approve the site plan subject to the following conditions:

1. FUD will need to approve the water and sewer sheets.
2. On Sheet A3.1, the required masonry percentage is at least 75% of the net facade area. Please adjust the materials and plans to reflect this.
3. Please double check to make sure the roof mounted HVAC units will be screened by the building parapet so they are not visible from adjacent properties or rights of ways.
4. Please update the cross access location per discussions with the owner of the Stonecrest Shopping Center.
5. Please ensure that the architect's signature and date break the seal on Sheets A1.1 and A3.1.
6. Please include a parking summary to show that the number of compact car spaces is not more than 20% of the total required parking spaces.
7. Please complete a stormwater maintenance agreement for this development.

Moved by Commissioner Povlin, seconded by Mayor Williams; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

I) Discussion and public hearing on approval of a site plan for four commercial buildings associated with the Kingston Pike Village - Phase 2 Planned Commercial Development, 13104-13124 Kingston Pike, Zoned Planned Commercial Development (PCD), (Kingston Pike Properties 2, LLC, Applicant)

Motion was made to approve the site plan subject to the following conditions:

1. FUD will need to approve the water and sewer sheets.
2. On Sheet A3.1, the required masonry percentage is at least 75% of the net facade area. Please adjust the materials and plans to reflect this.
3. Please double check to make sure the roof mounted HVAC units will be screened by the building parapet so they are not visible from adjacent properties or rights of ways.
4. Please update the cross access location per discussions with the owner of the Stonecrest Shopping Center.
5. Please ensure that the architect's signature and date break the seal on Sheets A1.1 and A3.1.
6. Please include a parking summary to show that the number of compact car spaces is not more than 20% of the total required parking spaces.
7. Please complete a stormwater maintenance agreement for this development.

Moved by Mayor Williams, seconded by Commissioner Povlin; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

J) Discussion and public hearing on approval of a site plan for 7 Brew Coffee, 11495 Parkside Drive, Zoned Regional Commercial (C-2), (Black Design Architecture, Applicant)

Motion was made to approve the site plan subject to the following conditions:

1. In the final site plan set, please include the building elevation sheets and all exterior lighting cut sheets and information is included with the remainder of the site plan so that all site-related information is in one set.
2. Please more clearly show each lighting fixture cut sheet and how it will meet the Town's Outdoor Site Lighting requirements.
3. The Planning Commission's approval of the appropriate accent trim color consistent with the Town's adopted color palette.
4. Please ensure that the signature and date break the seal on the engineer's stamp.
5. A landscape plan is going to the VRRB on August 26.
6. A grading permit is required which will also cover the demolition.

Moved by Commissioner Povlin, seconded by Mayor Williams; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok, Commissioner Wright; voting nay, None; Vice-Mayor Meyer and Commissioner Devlin were absent; motion Passed.

Commissioner Wright left at 7:10 PM.

K) Discussion and public hearing on amendments to the Farragut Code of Ordinances, Appendix A – Zoning, Chapter 2, Definitions; and Chapter 4., Section VI., Customary Home Occupations (Town of Farragut, Applicant)

Motion was made to approve Resolution PC-25-06, which recommends approval of Ordinance 25-13 to the Board of Mayor and Aldermen.

Moved by Commissioner Povlin, seconded by Mayor Williams; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Commissioner Preston, Chairman Pinchok; voting nay, None; Vice-Mayor Meyer, Commissioner Devlin, and Commissioner Wright were absent; motion Passed.

V) Discussion Items

A) Discussion on updates to the Driveways and Other Access Ways Ordinance concerning how accesses are approved and opportunities to streamline the approval process where possible (Town of Farragut, Applicant)

Discussion purposes only.

VI) Approval of Utilities

VII) Citizens Forum

Greg Wiberley, 12603 Evans Rd

Planning Commission Secretary

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Request for approval to extend fiber optic cable for Comcast along a portion of the east side of Concord Road south of Kingston Pike to service 116 Concord Road (Comcast, Applicant)

Introduction & Background: This project was reviewed last month as a mostly aerial installation of fiber optic cable along a portion of the west side of Concord Road and then crossing Concord Road with an aerial line to service 116 Concord Road. The applicant was unable to proceed as originally planned and is now requesting to extend the fiber along the east side of Concord Road using directional boring from the south side of Kingston Pike to ultimately service 116 Concord Road.

Discussion & Recommendations: The east side of Concord Road has a sidewalk. The directional boring will be at a depth of at least 36 inches. The work will be performed by Source Broadband and they have a letter of credit on file with the Town to ensure that any affected areas are restored to their previous condition. The staff recommends approval of this project subject to obtaining a right of way permit through the Town's engineering department.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: To approve the project subject to obtaining a right of way permit through the Town's engineering department.

NOTES:

- CONSTRUCTION TYPE: NEW BUILD
- COMCAST WILL FOLLOW ALL TRAFFIC CONTROL PER THE CURRENT EDITION OF THE MUTCD
- COMCAST WILL NOT DISTURB ANY PAVEMENT
- TRENCH AT MINIMUM DEPTH OF 36" AND WITHIN BACK 5' OF ROW
- ALL ROAD BORES WILL BE DIRECTIONAL BORE AT A MINIMUM DEPTH OF 48"
- NO LANES WILL BE BLOCKED BEFORE 9 AM OR AFTER 4 PM

ALL UTILITIES REPRESENTATIONS SHOWN ON THIS PERMIT ARE DIAGRAMMATIC IN NATURE. THE ACTUAL LOCATION WILL BE DETERMINED IN CONSTRUCTION IN ACCORDANCE WITH OGCA 25-9-1

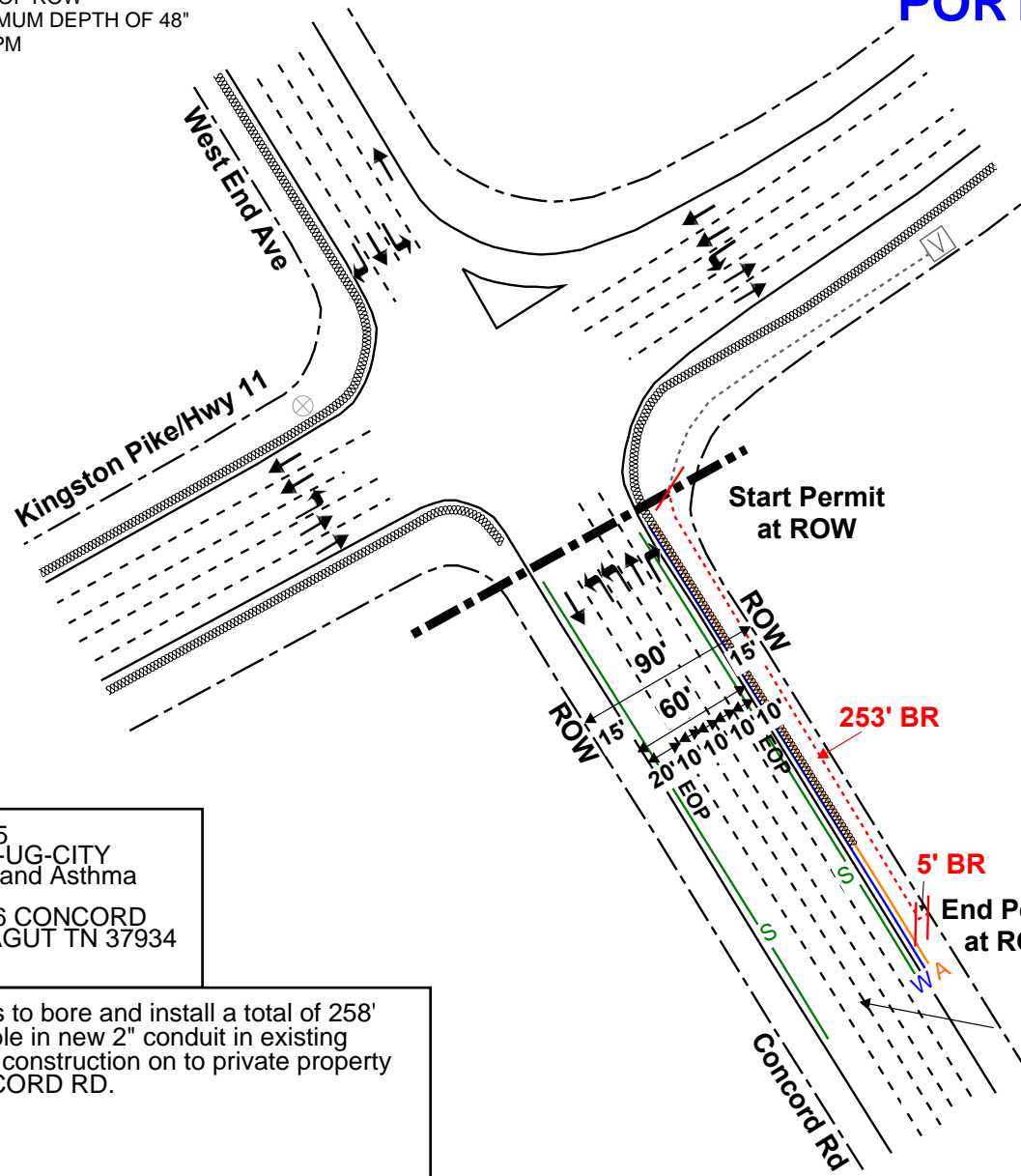
PORTAL#BP12172

UNDERGROUND LEGEND

- - - - - PROPOSED UG
- - - - - EXISTING CONDUIT
- / - NUL (TRANSITION)
- □ - PEDESTAL
- ▽ - VAULT
- [MH] - MAN HOLE
- W - WATER
- P - POWER
- S - STORM
- A - ATT
- S - SEMC
- M - MCI
- S - SPECTRUM
- C - COMCAST
- SIDEWALK
- DWB - DRIVEWAY BORE
- RB - ROAD BORE
- SWB - SIDEWALK BORE
- TR - TRENCH
- PT - PULL THROUGH
- BR - BORE

AERIAL LEGEND

- - - - - PROPOSED OVERLASH
- - - - - PROPOSED NEW AERIAL
- ⊙ - DROP POLE
- ○ - TELEPHONE POLE
- ⊗ - JOINT USE POLE
- ⊠ - JOINT USE POLE W/ TRANSFORMER
- × - POWER POLE
- ⬡ - STEEL POLE
- ⬢ - CONCRETE POLE



North Arrow

SPEED LIMIT 45 MPH

116

JOB# JB0002273535
 PERMIT# INCR116-UG-CITY
 OPP NAME: Allergy and Asthma Affiliates
 OPP ADDRESS: 116 CONCORD RD STE 200 FARRAGUT TN 37934

DESC: COMCAST is to bore and install a total of 258' new .625 coaxial cable in new 2" conduit in existing ROW, then continue construction on to private property to service 116 CONCORD RD.

JB0002273535

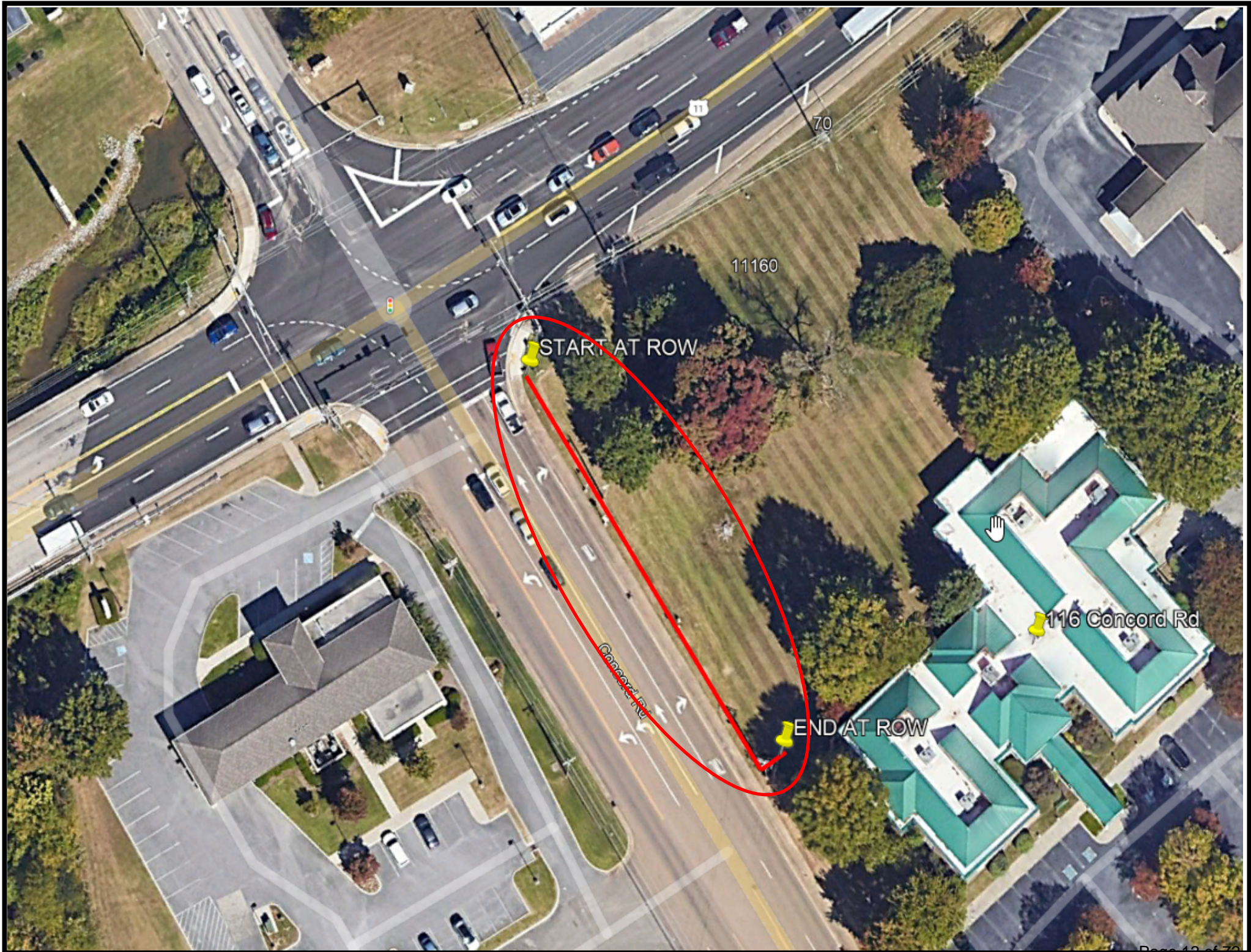
Submitted by:

COMCAST

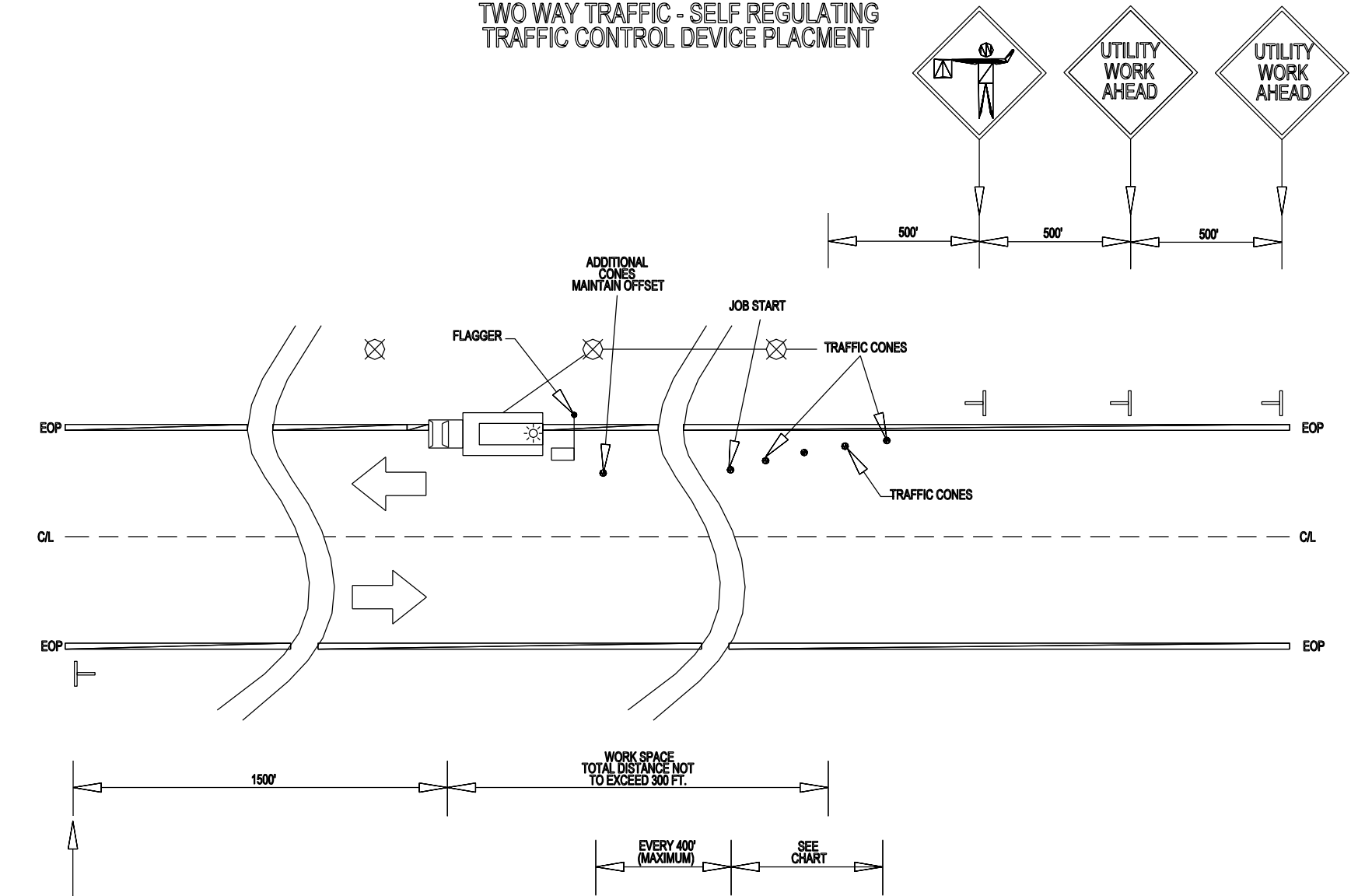
COMCAST CABLE
 5720 Asheville Hwy
 Knoxville, TN 37924

ALL WORK TO BE DONE IN BACK 5' OF ROW

FARRAGUT CITY
 PERMIT APPLICATION



MOVING OPERATION TWO WAY TRAFFIC - SELF REGULATING TRAFFIC CONTROL DEVICE PLACEMENT



- NOTES: 1. NO PARKING OF VEHICLES/EQUIPMENT ON THE ROADWAY SHOULDER OPPOSITE OF THE WORK AREA.
 2. DIAGRAM SHOWN FOR SPEED LIMIT OF 55MPH; FOR OTHER SPEED LIMITS, SEE CHART
 3. OPEN PORTION OF AFFECTED TRAFFIC LANE MUST BE AT LEAST TEN (10) FEET IN WIDTH.
 4. WHEN AERIAL FACILITIES ARE BEING PLACED WITH EQUIPMENT PARTIALLY ON THE TRAVELED PORTION OF THE HIGHWAY PLACE WARNING DEVICES AS ILLUSTRATED
 *MAY USE "LANE NARROWS"

CONE AND WARNING SIGN SPACING AND TAPER LENGTHS					
SPEED LIMIT (MPH)	CONE SPACING (FT)	TAPER LENGTH (FT)	NUMBER OF CONES REQD	WARNING SIGN SPACING (FT)	MINIMUM SIGN SIZE
25	25	125	6	250	36"X36"
35	35	245	8	250	36"X36"
45	45	540	13	500	48"X48"
55	55	660	13	500	48"X48"
INTERSTATE, EXPRESSWAY AND LIMITED-ACCESS ROADWAYS				1000	48"X48"
				2640	48"X48"
				5280	48"X48"

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Request for approval to extend fiber optic cable for Charter along a portion of the overhead utility line system along the south side of Kingston Pike from 13020 Kingston Pike to 13128 Kingston Pike and then crossing Kingston Pike on an overhead utility line system with a directional bore of 540 feet to service 13123 Kingston Pike (MasTec, Applicant)

Introduction & Background: This project involves the extension of fiber optic cable for Charter Communications mostly along an existing section of overhead utility lines on the south side of Kingston Pike starting just east of the Advance Auto store at 13020 Kingston Pike and extending west to the Y-12 Federal Credit Union at 13128 Kingston Pike. Then the fiber optic cable would extend across Kingston Pike on an existing overhead utility line system to the property under construction for a new Publix grocery store. The fiber would then be extended underground to service the building under construction at 13123 Kingston Pike.

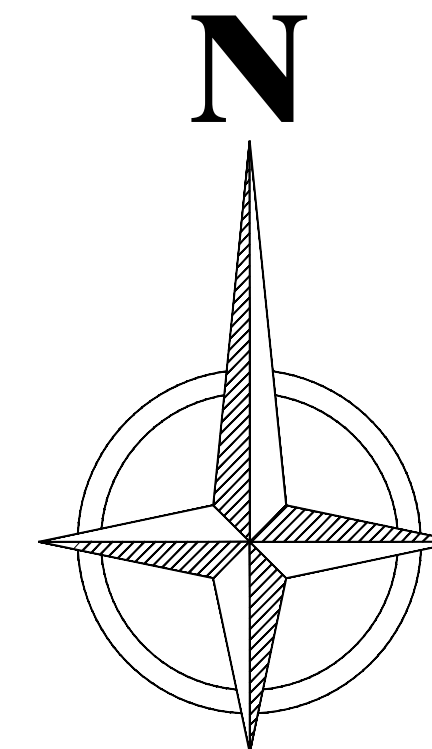
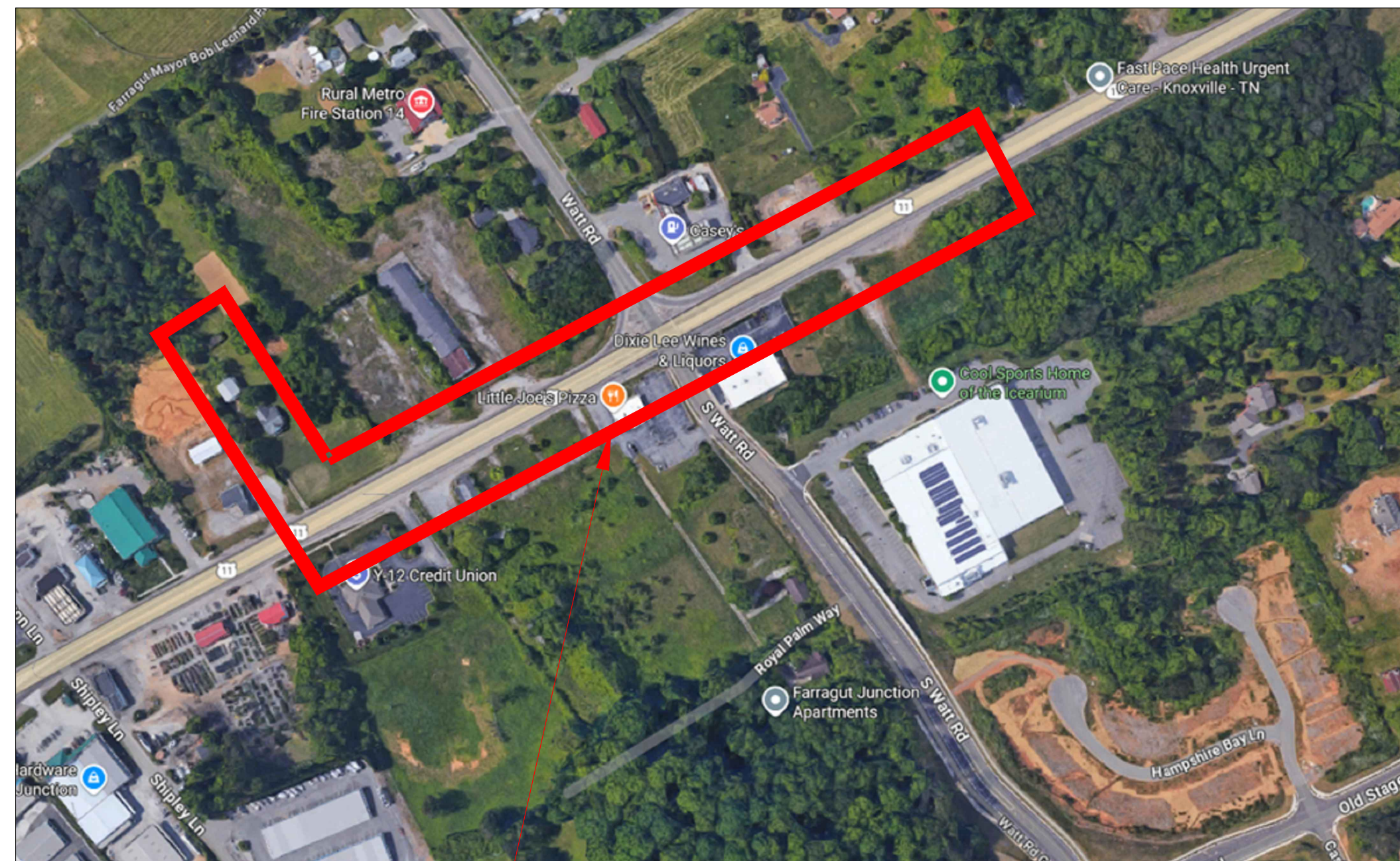
Discussion & Recommendations: Most of this project is using an existing overhead utility line system. The underground portion is on the property at 13123 Kingston Pike. The work is being completed by MasTec Communications and they have an existing letter of credit to cover the restoration of any areas affected by the installation. Since this work is mostly within the TDOT right of way, a right of way permit from TDOT will be required in addition to the right of way permit required through the Town's engineering department. The staff recommends approval of this project subject to obtaining the right of way permit from TDOT and the Town's engineering department.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: To approve the proposed project subject to obtaining the right of way permit from TDOT and the Town's engineering department.

5942867 - 1439586 - PERMIT 01 - TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934

CHARTER COMMUNICATIONS PROPOSES TO PLACE RISER DOWN 25 FT, PLOW 540 FT, NEW AERIAL ATTACHMENT 175 FT AND AERIAL OVERLASH 1,786 FT TO INSTALL FIBER OPTIC CABLE TO PROVIDE SERVICE TO TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934 INSIDE THE ROW OF THE STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION.



LEGEND

	- PROPOSED BORE PIT
	- EX. HAND HOLE
	- EX. PEDESTAL
	- DEMARCATION POINT
	- PROPOSED PEDESTAL
	- EX. CIRCULAR PEDESTAL
	- PROPOSED CIRCULAR PEDESTAL
	- EX. CATV VAULT
	- PROPOSED CATV VAULT
	- ANCHOR
	- WATER METER
	- PLOW ROUTE
	- CATV BORE ROUTE
	- STORM DRAINAGE
	- WATER
	- SEWER
	- STORM SEWER
	- CATV AERIAL ROUTE
	- PRIVATE FENCE
	- STORM DRAIN INLET
	- CATCH BASIN
	- STORM MANHOLE
	- JOINT USE POLE
	- EX. JOINT USE POLE
	- JOINT USE POLE WITH TRANSFORMER
	BOC - BACK OF CURB
	EOP - EDGE OF PAVEMENT
	D/W - DRIVEWAY
	ROW - RIGHT OF WAY
	- AERIAL RISER

WORK AREA

VICINITY MAP

BUILD		
DESCRIPTION	QUANTITY	UNIT
PLOW	540	FT
DIRECTIONAL BORING	0	FT
OVERPULL EXISTING CONDUIT	0	FT
BORE PITS	0	EA
NEW VAULTS	0	EA
EXISTING VAULTS	0	EA
NEW PEDESTALS	1	EA
EXISTING PEDESTALS	0	EA
NEW HANDHOLES	0	EA
DEMARCATION POINT	1	EA
AERIAL RISER	25	FT
OVERLASH	1,786	FT
NEW STRAND	175	FT
ANCHORS	0	EA
EXISTING ANCHORS	3	EA
NEW POLES	0	EA
EXISTING POLES	11	EA
TOTAL PROJECT FOOTAGE	2,526	FT

SHEET INDEX

- 01. COVER PAGE
- 02. PLAN OVERVIEW
- 03-04. PLAN VIEWS 01-02
- 05. TYPICAL DETAILS

SHEET NO. 01 OF 05

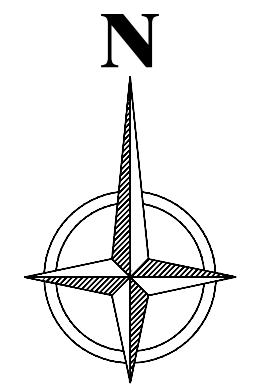
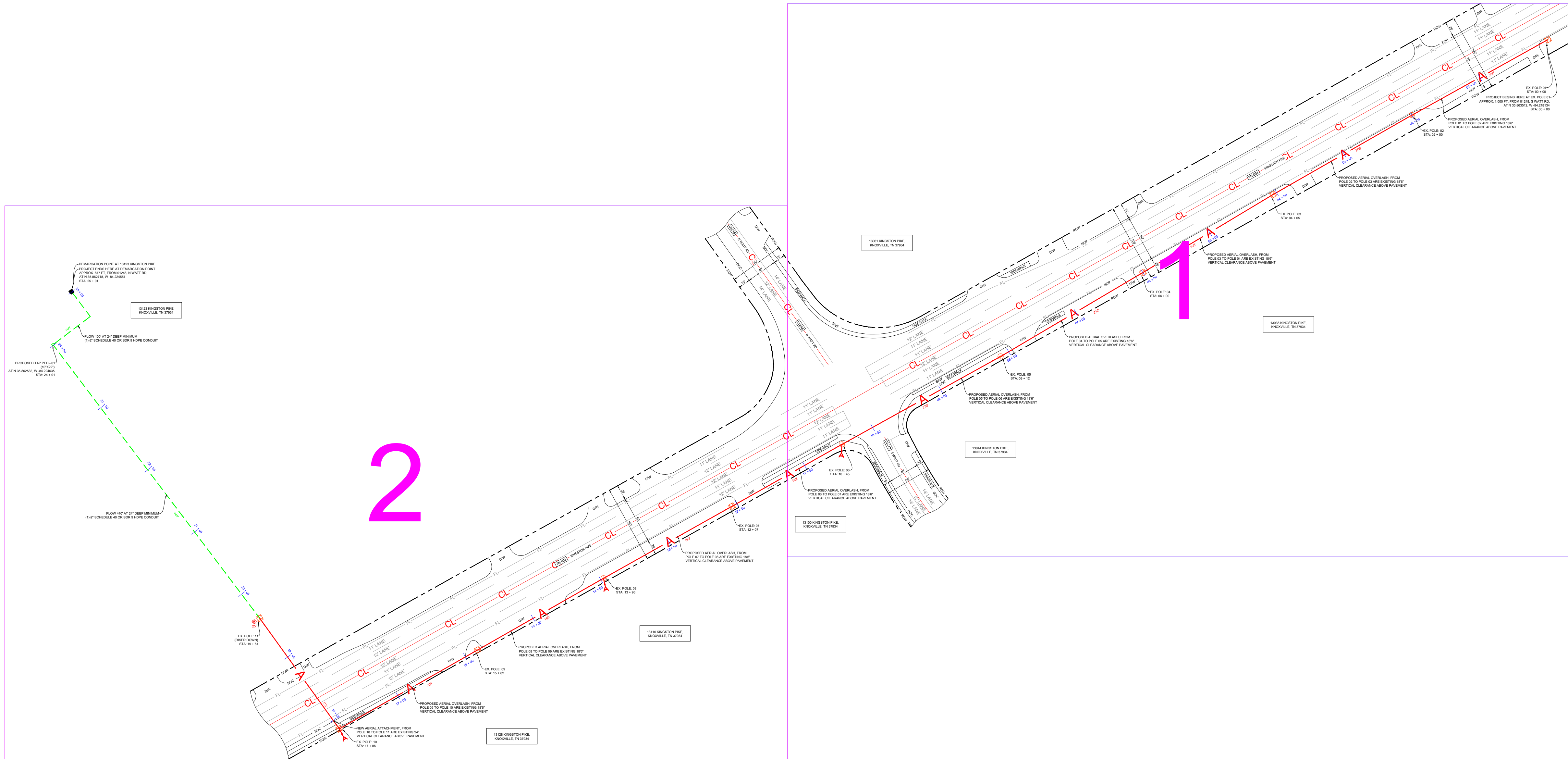
THIS IS A CHARTER DOCUMENT, PROPERTY & CONFIDENTIAL			
DESIGN BY: GIBSON TECHNICAL SERVICES	REV	DESCRIPTION	DATE
DRAWN BY:			
APPROVED:			
APPROVED:			
APPROVED:			

GIBSON TECHNICAL SERVICES, 230 MOUNTAIN BROOK CT
CANTON, GEORGIA 30115



CHARTER COMMUNICATIONS PROPOSES TO INSTALL FIBER OPTIC CABLE.
PROJECT BEGINS HERE AT EX. POLE 01 APPROX. 1,000 FT. FROM 01248 S WATT RD, PROPOSES TO PLACE RISER DOWN 25 FT, PLOW 540 FT, NEW AERIAL ATTACHMENT 175 FT AND AERIAL OVERLASH 1,786 FT. PROJECT ENDS HERE AT DEMARCATION POINT APPROX. 877 FT. FROM 01248 N WATT RD INSIDE THE ROW OF THE STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION.
TOTAL PROJECT FOOTAGE: = 2,526'

COVER PAGE	
PROJECT ADDRESS	
5942867 - 1439586 - PERMIT 01 - TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934	
CONSTRUCTION TYPE: AERIAL AND UNDERGROUND (CNB)	
SYSTEM: TENNESSEE	
NODE: EA1330	SCALE: NTS



SHEET NO. 02 OF 05

THIS IS A CHARTER DOCUMENT, PROPERTY & CONFIDENTIAL

DESIGN BY:	REV	DESCRIPTION	DATE
GIBSON TECHNICAL SERVICES			
DRAWN BY:			
APPROVED:			
APPROVED:			
APPROVED:			



GIBSON TECHNICAL SERVICES, 230 MOUNTAIN BROOK CT
CANTON, GEORGIA 30115



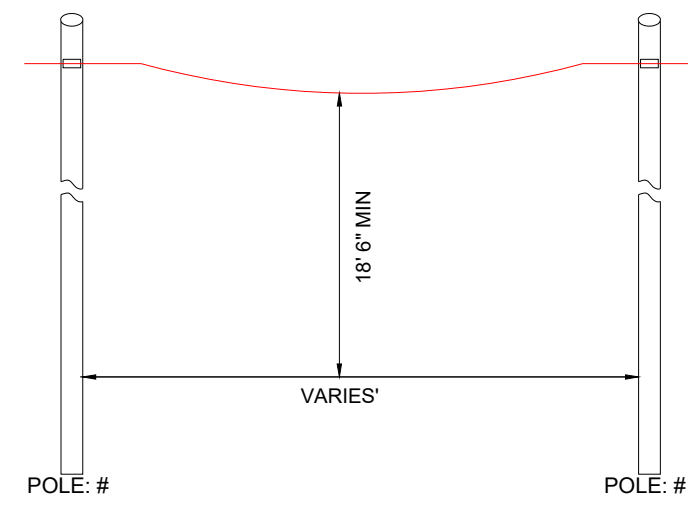
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TOTAL PROJECT FOOTAGE: = 2,526'

PLAN OVERVIEW
PROJECT ADDRESS
5942867 - 1439586 - PERMIT 01 - TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934
CONSTRUCTION TYPE: AERIAL AND UNDERGROUND (CNB)
SYSTEM: TENNESSEE
NODE: EA1330
SCALE: 1:80

TYPICAL AERIAL PARALLEL DETAIL

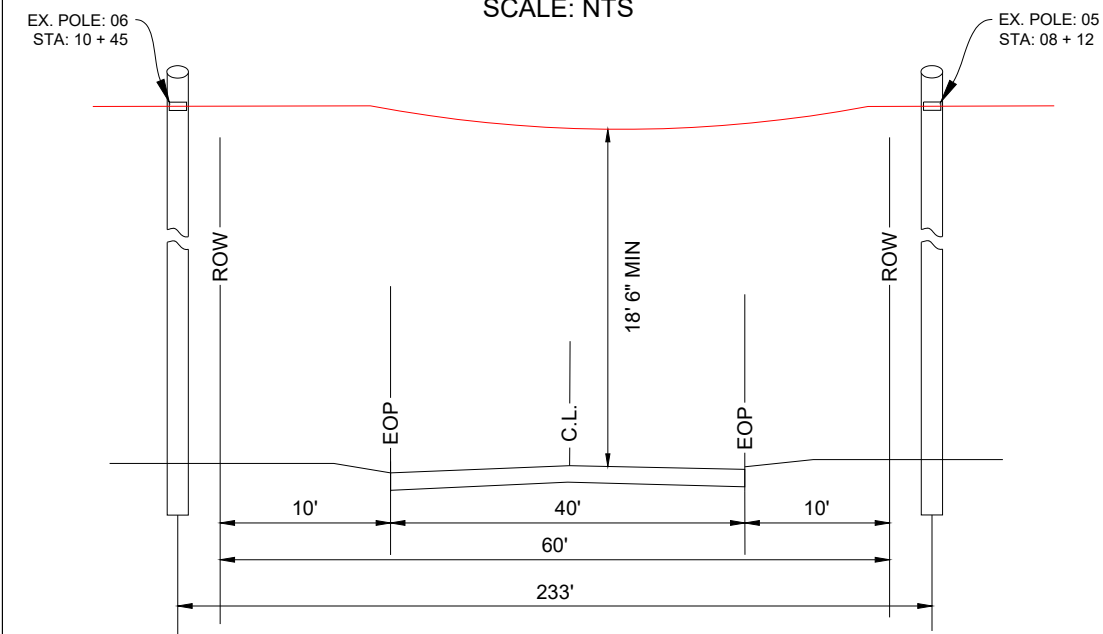
SCALE: NTS



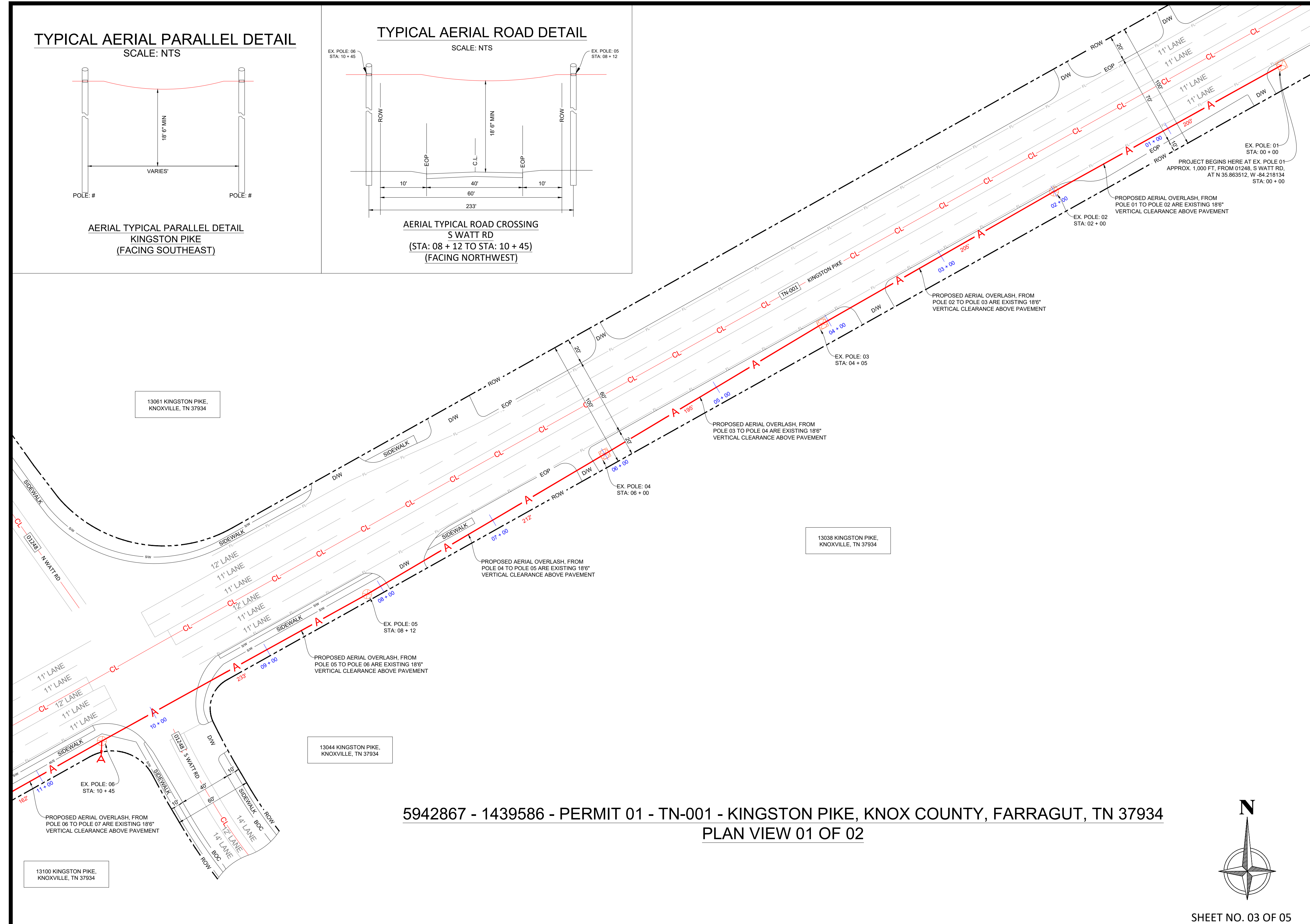
AERIAL TYPICAL PARALLEL DETAIL
KINGSTON PIKE
(FACING SOUTHEAST)

TYPICAL AERIAL ROAD DETAIL

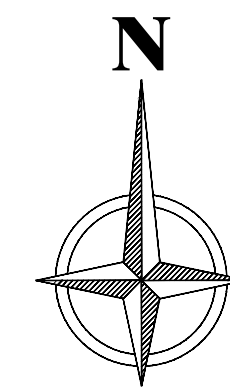
SCALE: NTS



AERIAL TYPICAL ROAD CROSSING
S WATT RD
(STA: 08 + 12 TO STA: 10 + 45)
(FACING NORTHWEST)



5942867 - 1439586 - PERMIT 01 - TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934
PLAN VIEW 01 OF 02



SHEET NO. 03 OF 05

NOTES:

- CONTRACTOR SHALL CALL TDOT LOCATES AT 1-800-351-1111 AND TENNESSEE ONE SYSTEM AT 811, A MINIMUM OF 72 HOURS PRIOR TO START CONSTRUCTION.
- ALL RIGHT OF WAY INSTALLATIONS SHALL BE BETWEEN THE BACKSLOPE OF THE DITCH AND THE BACK SIDE OF THE RIGHT OF WAY.
- THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL UNDERGROUND FACILITIES BEFORE COMMENCING WORK AND AGREE TO BE FULLY RESPONSIBLE FOR ALL DAMAGES CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UNDERGROUND FACILITIES.
- ALL EXCESS EXCAVATION TO BE REMOVED FROM THE ROAD RIGHT-OF-WAY AT THE END OF EACH DAY.
- DITCHES TO BE OPENED AT THE END OF EACH DAY TO ASSURE ADEQUATE DRAINAGE.
- ROAD MUST BE KEPT OPEN TO TRAFFIC AND CONTRACTOR MUST PROVIDE ADEQUATE FLAGMEN, SIGNALS, ETC., TO PROVIDE COMPLETE SAFETY TO THE PUBLIC.
- IF IT BECOMES NECESSARY FOR EQUIPMENT TO OPERATE ON A PORTION OF THE PAVEMENT, PRECAUTIONS MUST BE TAKEN TO PREVENT ANY DAMAGE WHATSOEVER TO THE PAVEMENT.
- CONDITION OF ROAD UPON COMPLETION OF JOB SHALL BE AS GOOD OR BETTER THAN PRIOR TO STARTING.
- CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE NATIONAL ELECTRICAL SAFETY CODE (NEC) REQUIREMENTS, KNOX COUNTY POLE ATTACHMENT GUIDELINES & PROCEDURES AND ALL APPLICABLE LOCAL REQUIREMENTS AND REGULATIONS FOR PLACEMENT OF AERIAL CABLE FACILITIES. 18"6" MIN. VERTICAL CLEARANCE.
- ANNULAR VOIDS GREATER THAN ONE INCH BETWEEN THE BORE HOLE AND CARRIER LINE (OR CASING, IF USED) SHALL BE FILLED WITH SLURRY GROUT OR OTHER FLOWABLE FILL ACCEPTABLE TO THE DEPARTMENT TO PREVENT SETTLEMENT OF ANY PART OF THE HIGHWAY FACILITY OVER THE LINE OR CASING.

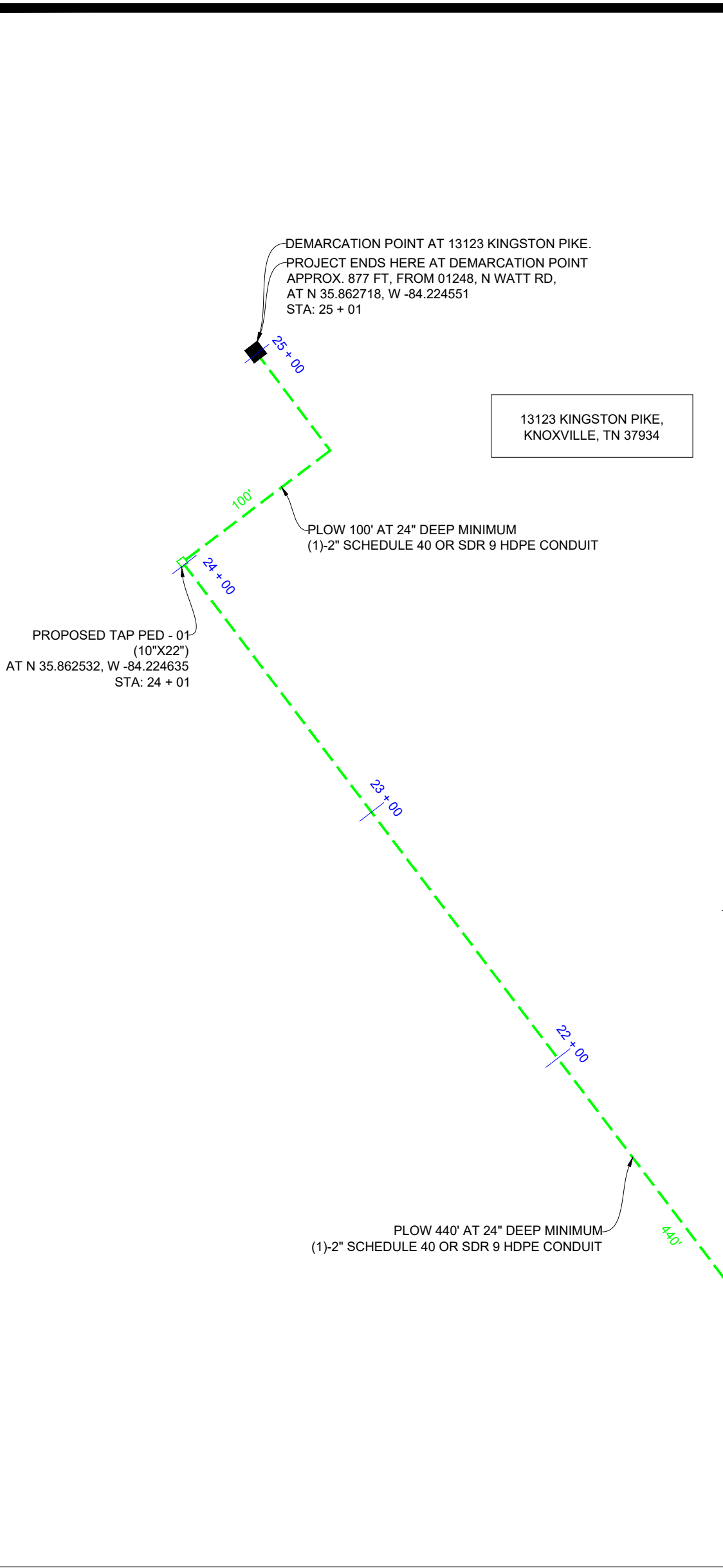
THIS IS A CHARTER DOCUMENT, PROPERTY & CONFIDENTIAL

DESIGN BY:	REV	DESCRIPTION	DATE
GIBSON TECHNICAL SERVICES			
DRAWN BY:			
APPROVED:			
APPROVED:			
APPROVED:			

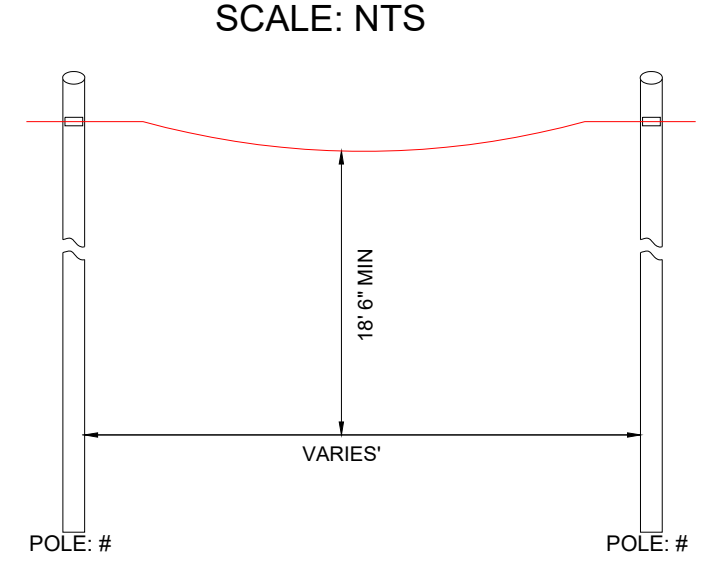
GIBSON TECHNICAL SERVICES, 230 MOUNTAIN BROOK CT
CANTON, GEORGIA 30115

CHARTER COMMUNICATIONS PROPOSES TO INSTALL FIBER OPTIC CABLE.
PROJECT BEGINS HERE AT EX. POLE 01 APPROX. 1,000 FT. FROM 01248 S WATT RD, PROPOSES TO PLACE RISER DOWN 25 FT, PLOW 540 FT, NEW AERIAL ATTACHMENT 175 FT AND AERIAL OVERLASH 1,786 FT. PROJECT ENDS HERE AT DEMARCATION POINT APPROX. 877 FT, FROM 01248 N WATT RD INSIDE THE ROW OF THE STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION.
TOTAL PROJECT FOOTAGE: = 2,526'

PLAN VIEW 01	
PROJECT ADDRESS	
5942867 - 1439586 - PERMIT 01 - TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934	
CONSTRUCTION TYPE: AERIAL (CNB)	
SYSTEM: TENNESSEE	
NODE: EA1330	SCALE: 1:40

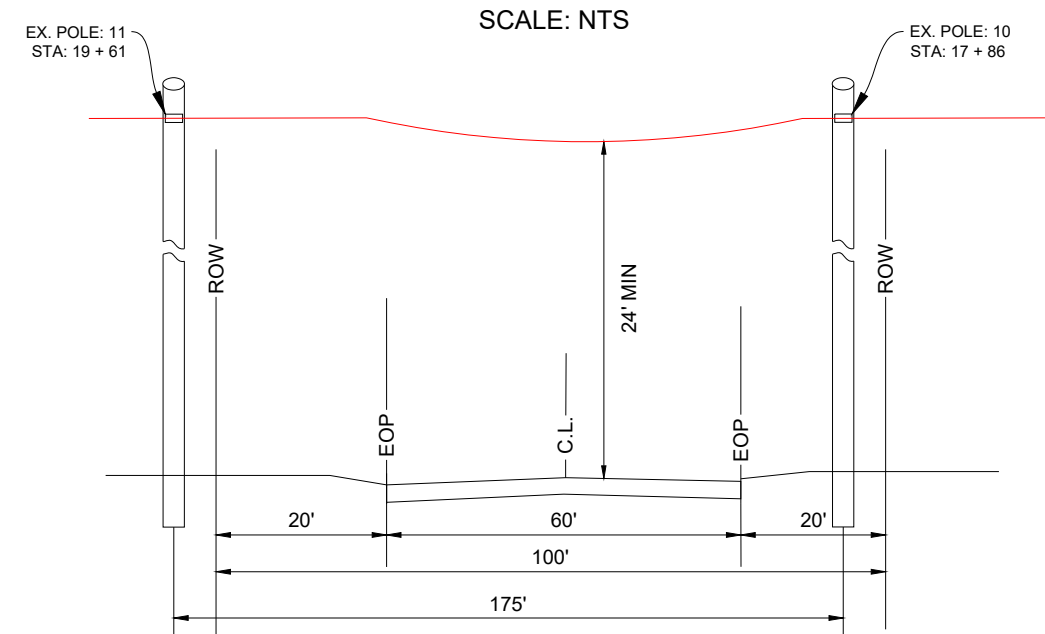


TYPICAL AERIAL PARALLEL DETAIL

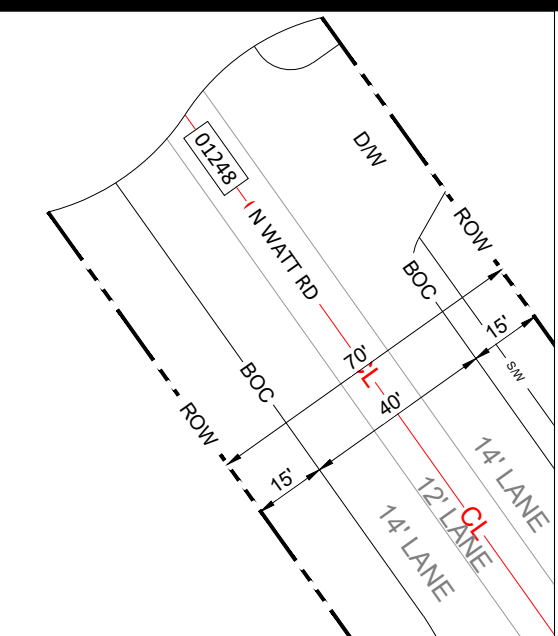


AERIAL TYPICAL PARALLEL DETAIL
KINGSTON PIKE
(FACING SOUTHEAST)

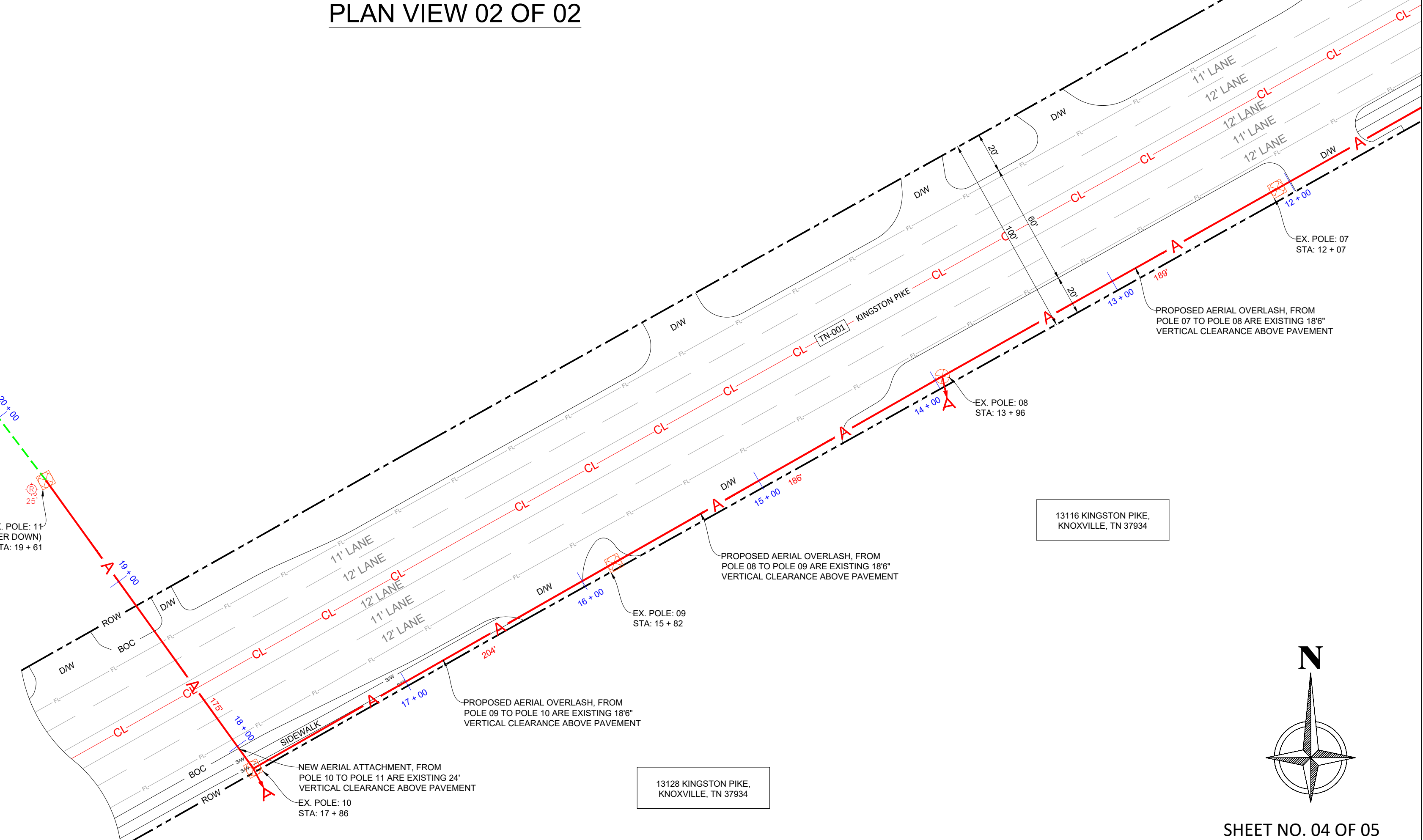
TYPICAL AERIAL ROAD DETAIL



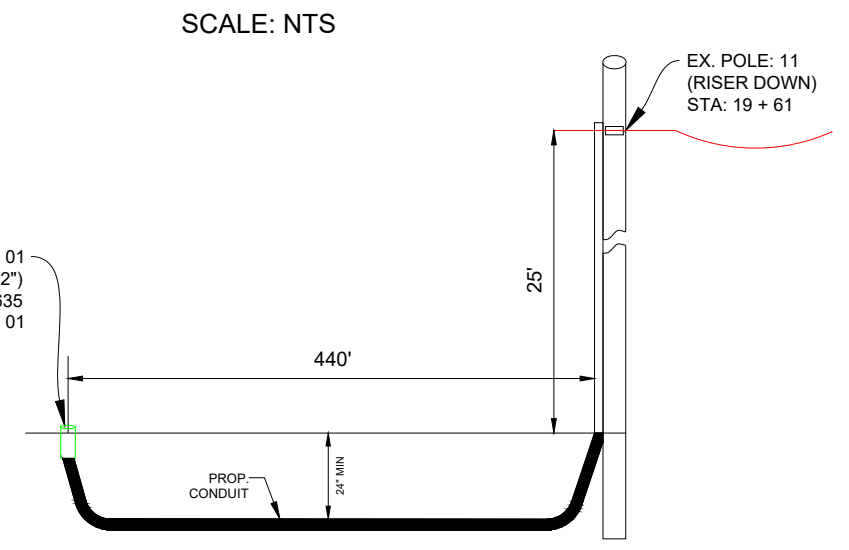
AERIAL TYPICAL ROAD CROSSING
KINGSTON PIKE
(STA: 17 + 86 TO STA: 19 + 61)
(FACING NORTHEAST)



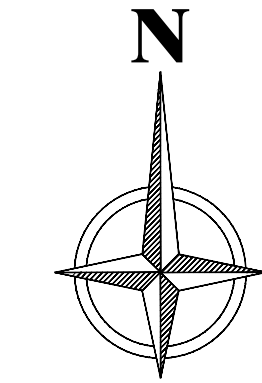
5942867 - 1439586 - PERMIT 01 - TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934
PLAN VIEW 02 OF 02



TYPICAL AERIAL RISER DETAIL



AERIAL RISER DOWN DETAIL
(STA: 19 + 61 TO STA: 24 + 01)
KINGSTON PIKE



SHEET NO. 04 OF 05

- NOTES:
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 - ANNULAR VOIDS GREATER THAN ONE INCH BETWEEN THE BORE HOLE AND CARRIER LINE (OR CASING, IF USED) SHALL BE FILLED WITH SLURRY GROUT OR OTHER FLOWABLE FILL ACCEPTABLE TO THE DEPARTMENT TO PREVENT SETTLEMENT OF ANY PART OF THE HIGHWAY FACILITY OVER THE LINE OR CASING.

THIS IS A CHARTER DOCUMENT, PROPERTY & CONFIDENTIAL

DESIGN BY:	REV	DESCRIPTION	DATE
GIBSON TECHNICAL SERVICES			
DRAWN BY:			
APPROVED:			
APPROVED:			
APPROVED:			

GIBSON TECHNICAL SERVICES, 230 MOUNTAIN BROOK CT
CANTON, GEORGIA 30115

CHARTER COMMUNICATIONS PROPOSES TO INSTALL FIBER OPTIC CABLE.

PROJECT BEGINS HERE AT EX. POLE 01 APPROX. 1,000 FT. FROM 01248 S WATT RD, PROPOSES TO PLACE RISER DOWN 25 FT, PLOW 540 FT, NEW AERIAL ATTACHMENT 175 FT AND AERIAL OVERLASH 1,786 FT. PROJECT ENDS HERE AT DEMARCATION POINT APPROX. 877 FT, FROM 01248 N WATT RD INSIDE THE ROW OF THE STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION.

TOTAL PROJECT FOOTAGE: = 2,526'

PLAN VIEW 02	
PROJECT ADDRESS	
5942867 - 1439586 - PERMIT 01 - TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934	
CONSTRUCTION TYPE: AERIAL AND UNDERGROUND (CNB)	
SYSTEM: TENNESSEE	
NODE: EA1330	SCALE: 1:40



* Representative image

DT243624 Assembly, Sheet Molded Compound (SMC) Cover and HDPE Box

By Pencil

Catalog ID: DT243624C2H00009

PenCell load rated and ANSI/SCTE 77 certified enclosure assemblies house and protect critical utility components for the Commercial & Industrial, Communications, Electric Utility and Water markets nationwide.

- Meets ANSI/SCTE 77
- Lightweight box and cover

[SHOW MORE](#)

[CONTACT US](#)

More Options

[Get a Quote](#)
Let Hubbell give you a price

[Product Details](#) [Resources and Downloads](#)

Product Details

General

Color: Gray

Insulated?: No

Load Rating (ANSI Tier): T22

Material: HDPE Plastic

Dimensions

Dimensions: 36 in x 24 in x 24 in

Height: 24 in

Length: 36 in

Weight: 118 lb

Width: 24 in

NOTES:
PROPER ANSI-SCTE STANDARDS INCLUDE THE FOLLOWING LOAD READINGS:

- TIER 22, DRIVEWAY, PARKING LOT AND OFF ROADWAY APPLICATIONS, HEAVY DUTY TRUCK UP TO CLASS 8

SHEET NO. 05 OF 05

THIS IS A CHARTER DOCUMENT, PROPERTY & CONFIDENTIAL			
DESIGN BY:	REV	DESCRIPTION	DATE
GIBSON TECHNICAL SERVICES			
DRAWN BY:			
APPROVED:			
APPROVED:			
APPROVED:			

GTS
GIBSON TECHNICAL SERVICES, 230 MOUNTAIN BROOK CT
CANTON, GEORGIA 30115



CHARTER COMMUNICATIONS PROPOSES TO INSTALL FIBER OPTIC CABLE.
PROJECT BEGINS HERE AT EX. POLE 01 APPROX. 1,000 FT, FROM 01248 S WATT RD, PROPOSES TO PLACE RISER DOWN 25 FT, PLOW 540 FT, NEW AERIAL ATTACHMENT 175 FT AND AERIAL OVERLASH 1,786 FT. PROJECT ENDS HERE AT DEMARCATION POINT APPROX. 877 FT, FROM 01248 N WATT RD INSIDE THE ROW OF THE STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION.
TOTAL PROJECT FOOTAGE: = 2,526'

TYPICAL DETAILS	
PROJECT ADDRESS	
5942867 - 1439586 - PERMIT 01 - TN-001 - KINGSTON PIKE, KNOX COUNTY, FARRAGUT, TN 37934	
CONSTRUCTION TYPE: UNDERGROUND (CNB)	
SYSTEM: TENNESSEE	
NODE: EA1330	SCALE: NTS

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Request for approval to extend fiber optic cable for Comcast along the west side of S. Campbell Station Road using directional boring from Kingston Pike south to service 109 S. Campbell Station Road (Comcast, Applicant)

Introduction & Background: This item involves the installation using directional boring of fiber cable in a new two-inch conduit on the west side of S. Campbell Station Road beginning at the Kingston Pike right of way and extending south to service 109 S. Campbell Station Road.

Discussion & Recommendations: The directional boring for this project will be at a depth of at least 36 inches under mostly sidewalk along S. Campbell Station Road. Source Broadband Services will be doing the installation, and they have a letter of credit in place to cover any items that may need to be corrected as a result of the project. The staff recommends approval of this project subject to obtaining a right of way permit from the Town's engineering department.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: To approve the fiber extension subject to obtaining a right of way permit from the Town's engineering department.

- NOTES:
- CONSTRUCTION TYPE: NEW BUILD
 - COMCAST WILL FOLLOW ALL TRAFFIC CONTROL PER THE CURRENT EDITION OF THE MUTCD
 - COMCAST WILL NOT DISTURB ANY PAVEMENT
 - TRENCH AT MINIMUM DEPTH OF 36" AND WITHIN BACK 5' OF ROW
 - ALL ROAD BORES WILL BE DIRECTIONAL BORE AT A MINIMUM DEPTH OF 48"
 - NO LANES WILL BE BLOCKED BEFORE 9 AM OR AFTER 3 PM

SPEED
LIMIT
40
MPH



ALL UTILITIES REPRESENTATIONS SHOWN ON THIS PERMIT ARE DIAGRAMMATIC IN NATURE. THE ACTUAL LOCATION WILL BE DETERMINED IN CONSTRUCTION IN ACCORDANCE WITH OGCA 25-9-1

UNDERGROUND LEGEND

- - - - - PROPOSED UG
- - - - - EXISTING CONDUIT
- / — NUL (TRANSITION)
- PEDESTAL
- ∇ VAULT
- MH MAN HOLE
- W — WATER
- P — POWER
- G — GAS
- A — ATT
- S — SEMC
- M — MCI
- T — SPECTRUM
- C — COMCAST
- ▨ SIDEWALK
- DWB DRIVEWAY BORE
- RB ROAD BORE
- SWB SIDEWALK BORE
- TR TRENCH
- PT PULL THROUGH
- BR BORE

PORTAL#BP11841

109

DESC: COMCAST is to bore and install a total of 239' 24CT of .5 fiber cable in new 2" conduit, including 239' bore in existing ROW, then continue construction on to private property to service 109 S CAMPBELL STATION RD. JB0002251228

END PERMIT AT ROW

JOB# JB0002251228
 PERMIT# TNCSR109-UG-CITY
 OPP NAME: PACIFIC DENTAL SERVICES
 OPP ADDRESS: 109 S CAMPBELL STATION RD. CONCORD, TN 37934

Submitted by:

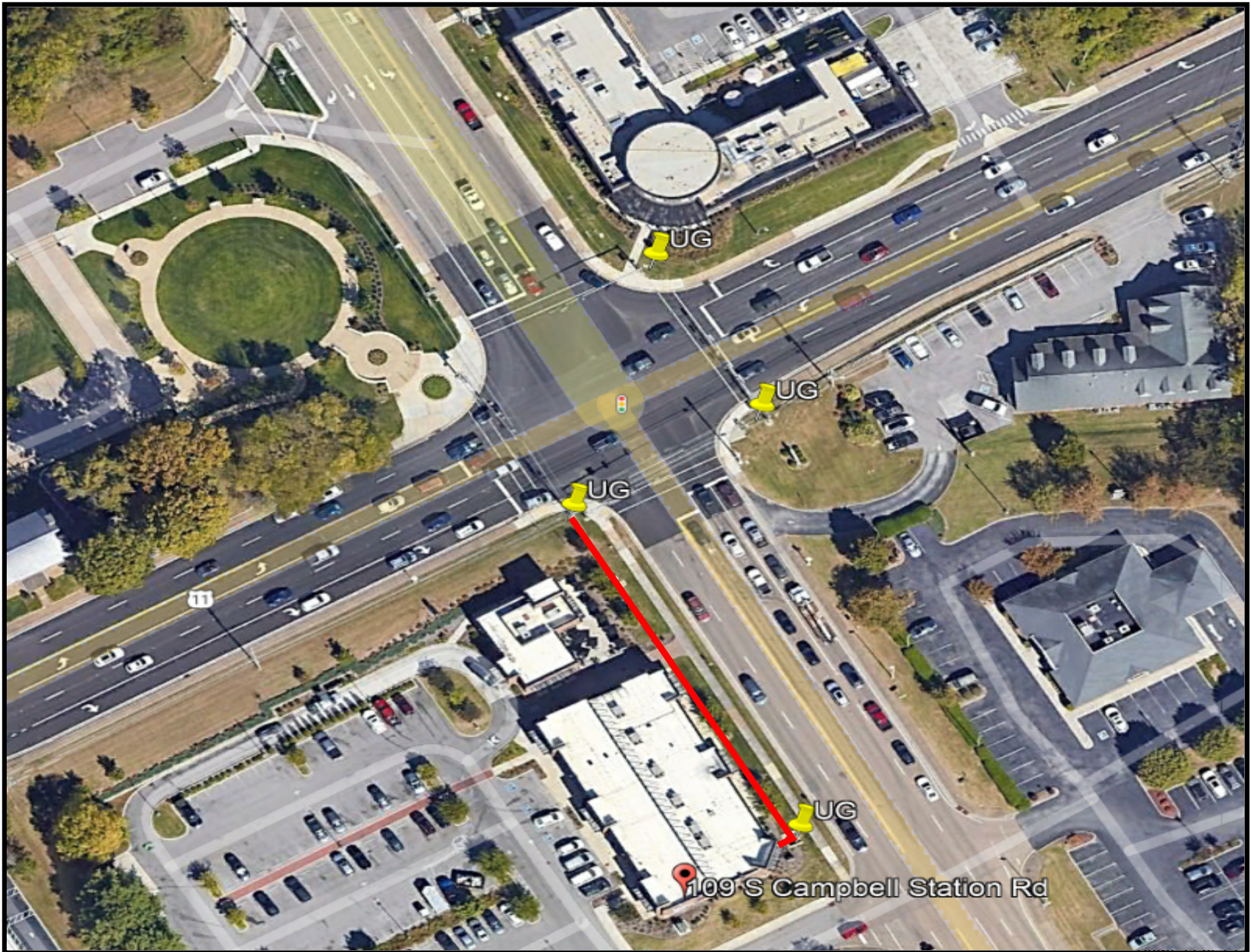


COMCAST CABLE

5720 Asheville Hwy
 Knoxville, TN 37924

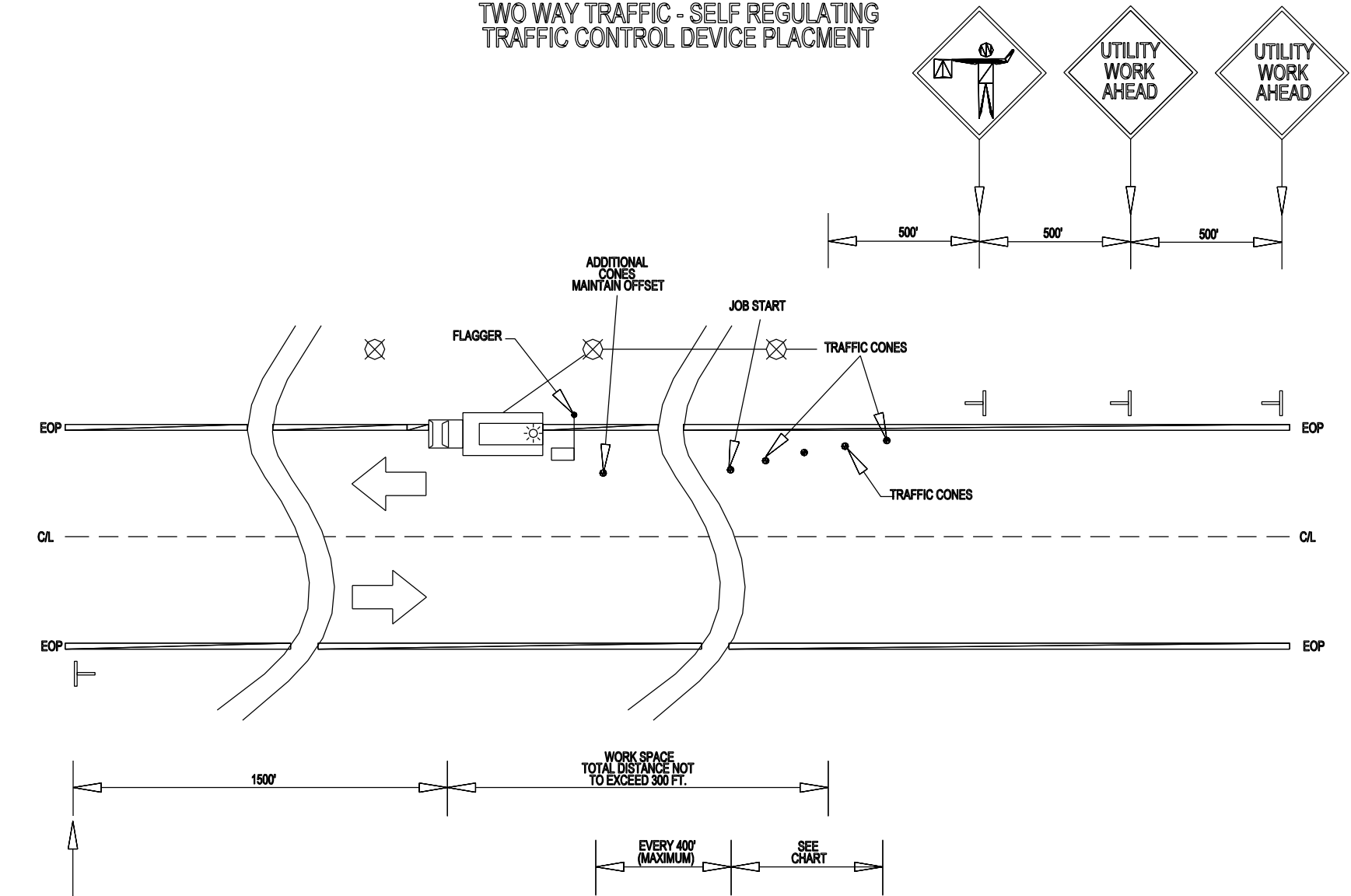
FARRAGUT CITY

PERMIT APPLICATION



109 S Campbell Station Rd

MOVING OPERATION TWO WAY TRAFFIC - SELF REGULATING TRAFFIC CONTROL DEVICE PLACEMENT



- NOTES:**
1. NO PARKING OF VEHICLES/EQUIPMENT ON THE ROADWAY SHOULDER OPPOSITE OF THE WORK AREA.
 2. DIAGRAM SHOWN FOR SPEED LIMIT OF 55MPH; FOR OTHER SPEED LIMITS, SEE CHART
 3. OPEN PORTION OF AFFECTED TRAFFIC LANE MUST BE AT LEAST TEN (10) FEET IN WIDTH.
 4. WHEN AERIAL FACILITIES ARE BEING PLACED WITH EQUIPMENT PARTIALLY ON THE TRAVELED PORTION OF THE HIGHWAY PLACE WARNING DEVICES AS ILLUSTRATED
*MAY USE "LANE NARROWS"

CONE AND WARNING SIGN SPACING AND TAPER LENGTHS					
SPEED LIMIT (MPH)	CONE SPACING (FT)	TAPER LENGTH (FT)	NUMBER OF CONES REQ'D	WARNING SIGN SPACING (FT)	MINIMUM SIGN SIZE
25	25	125	6	250	36"X36"
35	35	245	8	250	36"X36"
45	45	540	13	500	48"X48"
55	55	660	13	500	48"X48"
INTERSTATE, EXPRESSWAY AND LIMITED-ACCESS ROADWAYS				1000	48"X48"
				2640	48"X48"
				5280	48"X48"

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Discussion and public hearing on approval of Ordinance 25-15, an ordinance to amend various provisions of the Farragut Municipal Code, Chapter 22., Article 5. - Driveways and Other Access Ways (Town of Farragut, Applicant)

Introduction & Background: This item has been discussed at two separate Planning Commission workshops. As noted during those sessions, the original Driveways and Other Access Ways Ordinance dates back to 1997 and there are many provisions that are out of date and that need to better reflect current practice. There are also some provisions where the review and approval process could be streamlined to take into consideration site-specific conditions that may warrant a simpler approval process.

Over the years, different sections of this ordinance have been updated. The most recent involved traffic impact studies and the need for those to specifically take into consideration impacts to pedestrians and bicyclists. Recent traffic impact studies have included these considerations, and this has helped enhance safety for all users of the transportation system.

Discussion & Recommendations: The amendments that are reflected in Ordinance 25-15 would replace and/or modify a number of sections that have been reviewed at previous workshops. These updates remove outdated language and, most notably, clearly outline how different types of accesses are approved and what is required for an access related application. Some language has also been added to help shorten the review and approval process for certain types of access requests.

Along with Ordinance 25-15, included in the packet is Resolution PC-25-07, which recommends approval of Ordinance 25-15. Also included is a copy of the existing language showing where the changes are proposed. The staff recommends approval of

Resolution PC-25-07.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: To recommend approval of Resolution PC-25-07.

RESOLUTION PC-25-07

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO RECOMMEND APPROVAL OF AMENDMENTS TO THE FARRAGUT MUNICIPAL CODE, CHAPTER 22., ARTICLE 5. – DRIVEWAYS AND OTHER ACCESS WAYS, TO DELETE THE EXISTING LANGUAGE IN SECTIONS 22-145, 22-146, 22-148, 22-149, 22-151 AND 22-153 AND REPLACING WITH NEW LANGUAGE; MODIFYING EXISTING SECTIONS 22-150, 22-152 AND 22-154; AND RE-NUMBERING ALL AFFECTED SECTIONS

WHEREAS, the Tennessee Code Annotated, Section 6-2-201, delegates the authority to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of their citizenry; and

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

WHEREAS, the Driveways and Other Access Ways Ordinance is, among other objectives, intended to provide for access control to promote public safety and distribute access opportunities that acknowledge variations in property use; and

WHEREAS, a public hearing was held on this request on September 18, 2025;

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission hereby recommends approval to the Farragut Board of Mayor and Aldermen an ordinance, Ordinance 25-15, amending the Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways.

ADOPTED this 18th day of September 2025.

Ron Pinchok, Chairman

Shannon Preston, Secretary

ORDINANCE:	25-15
PREPARED BY:	Shipley
REQUESTED BY:	Staff
1ST READING:	_____
2ND READING:	_____
PUBLISHED IN:	_____
DATE:	_____

AN ORDINANCE TO AMEND THE FARRAGUT MUNICIPAL CODE, CHAPTER 22., ARTICLE 5. – DRIVEWAYS AND OTHER ACCESS WAYS, TO DELETE THE EXISTING LANGUAGE IN SECTIONS 22-145, 22-146, 22-148, 22-149, 22-151 AND 22-153 AND REPLACING WITH NEW LANGUAGE; MODIFYING EXISTING SECTIONS 22-150, 22-152 AND 22-154; AND RE-NUMBERING ALL AFFECTED SECTIONS

WHEREAS, the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, wishes to amend various provisions of the Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways;

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, that the Farragut Municipal Code is hereby amended as follows:

SECTION 1.

The Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways, is amended by deleting the existing language in Section 22-145 and Section 22-146 and replacing with the following language and sections:

Sec. 22-145. Purpose, intent, and general scope.

- (a) The purpose and intent of this chapter is the following:
 - (1) Promote safety by ensuring that access requests take into consideration sight distance, topography, nearby access points, nearby intersections, street classifications and design speeds.
 - (2) Evaluate the trip generation and trip distribution associated with a project and its access points in terms of impacts to all users of the transportation system (motorists, pedestrians, bicyclists).
 - (3) Coordinate access to provide for connectivity options and account for future development and/or road improvement projects.
 - (4) Promote aesthetic considerations in relation to access, particularly in residential developments.

Sec. 22-146. Provisions declared to be minimum requirements.

The provisions of this chapter are considered to be minimum requirements. Wherever there is a discrepancy between the minimum standards noted in this chapter and those contained in any other lawfully adopted regulation or ordinance of the town, the strictest standard shall apply.

Sec. 22-147. Severability.

If any section, subsection, sentence, clause, or phrase of this chapter is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter.

SECTION 2.

The Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways, is amended by renumbering the existing Section 22-147 to Section 22-148.

SECTION 3.

The Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways, is amended by deleting the existing language in Section 22-148 and Section 22-149 and replacing with the following language and sections:

Sec. 22-149. Access Approval Process.

(a) In addition to the applicable traffic impact study requirements in Section 22-148, the provisions in this section outline the access approval process. The process varies depending on the nature of the access, the street classification on which the access is requested, what the access is associated with, and whether the access can comply with the provisions of this chapter without a request for a variance.

(1) **Local Street Access Approval.** On streets that are classified as local on the adopted Major Road Plan, new access associated with a residential lot shall be shown on the residential site plan required for a building permit and approved through the building permit process. New access or modifications to existing access associated with a residential lot that is not part of a building permit, shall be submitted to the Town’s engineering and planning staff for review and approval. Depending on the scope of work, such modifications may require a right-of-way permit submitted through the Town’s electronic permitting system. A variance request from any provision of this chapter involving a street classified as local on the adopted Major Road Plan shall be reviewed and approved by the planning commission.

(2) **Town Engineer Approval.** Site plans involving residential drives onto non-local streets that serve only one dwelling unit may be reviewed and approved by the Town engineer. Minor revisions to existing drives involving non-local streets may also be reviewed and approved by the Town engineer. Where a concern is raised by the Town engineer regarding

an access request that the Town engineer could otherwise approve, such request shall be presented to the planning commission for approval.

- (3) **Planning Commission Approval.** For streets that are classified as collector or arterial on the adopted Major Road Plan, new or modified access associated with a site plan or subdivision plat that requires a review from the Town’s planning commission shall be approved as part of the site plan or subdivision plat process. An access that serves more than one dwelling unit or a non-residential use but is not part of a larger site plan or subdivision plat shall also be reviewed and approved by the planning commission.
- (4) **Board of Mayor and Aldermen Approval.** Except as provided for in this part, board of mayor and aldermen approval of access shall only be required where a variance from any provision of this chapter is requested in association with a property’s access to a non-local street. In such case, the planning commission shall make a recommendation to the board of mayor and aldermen.

On streets that are classified as “collector” on the adopted Major Road Plan, the planning commission may approve a variance from the distance between driveways as part of a site plan or subdivision plat approval where the nearest driveway that is within the minimum distance required serves only one dwelling unit. In this case, such variance does not need approval from the board of mayor and aldermen.

- (5) **Tennessee Department of Transportation (TDOT) Approval.** New or modified access involving a State of Tennessee highway shall be approved by TDOT in addition to any required town approval.
- (6) **Temporary Access Approval.** Temporary construction access ways may be granted by the town engineer or his designee to facilitate construction. The length of time shall be determined by the town engineer based on the specifics of the project. Where a concern is raised by the Town engineer regarding a temporary access request that the Town engineer could otherwise approve, such request shall be presented to the planning commission for approval.

Sec. 22-150. Access Submittal Requirements.

- (a) The provisions in this section address the general submittal requirements for different types of access requests. Additional information may be required, as applicable, depending on the nature of the requested access.
 - (1) **Local Street Access.** Where associated with a building permit, the residential site plan shall include the driveway and turn around location (where proposed), and dimensions and square footage of the driveway, turning radii, and turn around. For corner lots, the distance of the driveway edge, exclusive of turning radius, from the nearest intersecting curb or pavement edge (where curbing does not exist) shall be provided.
 - (2) **Local Street Access (non-building permit).** A new or modified residential access to a local street that is not associated with a building permit shall include the same information that would apply to a residential site plan along with an update on the total lot coverage that would result from the access addition or modification. This may be approved by the

engineering or planning staff and uploaded into the project address. If the scope of the project requires a right-of-way permit the site plan will be submitted through the Town's electronic permitting system.

- (3) **Non-Local Street Access – Town Engineer Approval.** Where the Town engineer may approve an access or a modified access to a non-local street, a site plan shall be submitted that shows the location and dimensions of the proposed access and the distance from the proposed access to the nearest access on both sides of the street. This dimension shall be measured from the nearest edges of driveway pavement, excluding the turning radius of each access. The site plan shall also include an update on the total lot coverage that would result from the access addition or modification.
- (4) **Non-Local Street Access – Planning Commission Approval.** Where an access to a non-local street requires planning commission approval or is part of a site plan or subdivision plat that requires a review from the Town's planning commission, the access shall reflect and be consistent with the requirements associated with site plan and subdivision plat submittals. This would include the location and dimensions of the proposed access and the distance from the proposed access to the nearest access on both sides of the street. This dimension shall be measured from the nearest edges of driveway pavement, excluding the turning radius of each access.

SECTION 4.

The Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways, is amended by renumbering the existing Section 22-150 to Section 22-151 and amending the introductory paragraph with the following new section:

- (a) The following constitutes minimum specifications for access to streets, roads, and highways within the town and additional reasonable specifications may be imposed as required for public safety through the corresponding approval process.

SECTION 5.

The Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways, is amended by deleting the existing Subsections (3) and (4) in the existing Section 22-150 and adding to the new Section 22-151 the following:

- (3) **Deceleration Lanes and Requirements for Access Between Properties.** Access to a collector or arterial street shall generally require a deceleration lane and reviewed as part of the site plan or subdivision plat approval process. Also, to help lessen the number of access points to a collector or arterial street and provide more route options, cross access to abutting properties shall be required (unless topographically prohibitive or impossible due to the layout of an existing development on an adjacent property) and shall be reviewed as part of the site plan or subdivision plat approval process. Appropriate access easements shall be platted once the access is complete. All accesses approved through the site plan or

subdivision platting process shall comply with applicable provisions in the Subdivision Regulations and Zoning Ordinance.

(4) **Single Family Residential Driveway Dimension and Composition Requirements.** In addition to other requirements in this chapter, new or modified accesses associated with a single-family residential lot shall comply with the following requirements associated with their dimensions and composition:

- a. **Width.** The maximum width of a driveway for a single-family dwelling shall be 24 feet throughout its length, excluding a turn around that is not within the public right of way. The maximum flare or radius shall be between three feet and five feet.
- b. **Composition.** Within the public right of way, a single-family residential driveway shall be paved with concrete or bituminous material. For purposes of this chapter, the right of way shall be a distance of at least 12 feet from the curb or street pavement edge (where curbing does not exist).

SECTION 6.

The Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways, is amended by deleting the existing Section 22-152 and substituting it with the following:

Section 22-152. Variance.

A variance request from any provision of this chapter shall be in accordance with the Access Approval Process outlined in Section 22-149.

SECTION 7.

The Farragut Municipal Code, Chapter 22., Article 5. – Driveways and Other Access Ways, is amended by deleting the existing Section 22-153 and re-numbering the existing Section 22-154 to Section 22-153 and replacing it with the following:

Section 22-153. Appeals.

- (a) An appeal from an access related denial from the town engineer or planning commission shall be to the board of mayor and aldermen. The appeal request shall be in writing to the town recorder within 30 days of the denial. The applicant shall include specific justification for the appeal. The request will then be placed on a board of mayor and alderman agenda for their consideration. The determination by the board of mayor and aldermen is administratively final.

SECTION 8.

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 _____, 2025,
with approval recommended.

Ron Pinchok, Chairman

Shannon Preston, Secretary

FARRAGUT MUNICIPAL PLANNING COMMISSION

ARTICLE 5. DRIVEWAYS AND OTHER ACCESS WAYS

EXISTING ORDINANCE WITH PROPOSED CHANGES SHOWN (New provisions are in red)

Sec. 22-145. Policy.

The efficiency and safety of a street, road, or highway is greatly affected by vehicles entering, leaving, or crossing the roadway. Commercial, office, and residential developments are major contributors to increased volume of traffic upon municipal streets, roads, and highways. Such developments also give rise to increased traffic volume of a type and pattern characterized by frequent ingress and egress to the same. Therefore, such development significantly affects the efficiency and safety of streets, roads, or highways within the municipality. In the interests of safety, the town must regulate access to the streets, roads, and highways within its town limits in a uniform manner that is fair to the general public, land owners, and developers.

(Code 2007, § 16-401; Ord. No. 96-30, 1-1997)

Sec. 22-146. General provisions.

- (a) All access ways shall meet the minimum access requirements of this article or as determined by a traffic impact study.
- (b) The town municipal planning commission shall review access requests through the site plan review process and forward its recommendation to the board of mayor and aldermen.
- (c) The town municipal planning commission shall review new proposed roadway accesses to an existing public road through the subdivision platting process. These roadway accesses shall meet the minimum access requirements of this article or as determined by a traffic impact study.
- (d) The board of mayor and aldermen shall review access applications as provided in this article, except new roadway accesses to an existing public road created through the subdivision platting process.
- (e) Developments requiring the submittal of a site plan or a preliminary subdivision plat may require a traffic impact study.
- (f) The town municipal planning commission may require a traffic impact study as part of the rezoning submittal process when the requested zoning change increases the overall density from the base zone.

~~(g) State department of transportation access permits shall be the responsibility of the applicant.~~

~~(Code 2007, § 16-402; Ord. No. 96-30, 1-1997; Ord. No. 14-18, § 2, 12-11-2014)~~

Sec. 22-145. Purpose, intent, and general scope.

(a) The purpose and intent of this chapter is the following:

- (1) Promote safety by ensuring that access requests take into consideration sight distance, topography, nearby access points, nearby intersections, street classifications and design speeds.
- (2) Evaluate the trip generation and trip distribution associated with a project and its access points in terms of impacts to all users of the transportation system (motorists, pedestrians, bicyclists).
- (3) Coordinate access to provide for connectivity options and account for future development and/or road improvement projects.
- (4) Promote aesthetic considerations in relation to access, particularly in residential developments.

Sec. 22-146. Provisions declared to be minimum requirements.

The provisions of this chapter are considered to be minimum requirements. Wherever there is a discrepancy between the minimum standards noted in this chapter and those contained in any other lawfully adopted regulation or ordinance of the town, the strictest standard shall apply.

Sec. 22-147. Severability.

If any section, subsection, sentence, clause, or phrase of this chapter is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter.

Sec. 22-147.8. Traffic impact study requirements.

(a) **Generally.**

- (1) The submission of a traffic impact study shall be required with rezoning, site plan and preliminary plat requests in accordance with the following table:

24-Hour Trip Generation	Traffic Study Scope
0—750 ADT	Level I
750—6,000 ADT	Level II
> 6,000 ADT	Level III

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- (2) Trip generation rates for proposed uses shall be calculated using the ITE trip generation manual, latest edition.
 - (3) Upon being provided proof by the developer's traffic engineer that a lower level traffic impact study would be adequate for a proposed development, or that a traffic study is not warranted, the town engineering staff may reduce the level of study required or waive the requirement.

(b) ***Traffic impact study guidelines and procedures.***

- (1) These traffic impact study guidelines and procedures define when proposed rezoning, site plans and preliminary plat requests warrant a detailed traffic study and what information should be included in it. All applicants will be required to follow the town guidelines.
- (2) The purpose of performing a traffic impact study, as defined by the institute of traffic engineers (ITE), is to:
 - a. Provide guidance for short term and long term planning of site access;
 - b. Provide guidance for on-site circulation and the interface between on-site circulation and off-site traffic;
 - c. Provide guidance for off-site improvements needed to permit the roadway system to function satisfactorily so as to accommodate site and non-site traffic;
 - d. Provide guidance on measures to improve the safety and efficiency of pedestrian and bicycle facilities impacted by the proposed action for which the traffic impact study is being prepared.
 - e. Assist developers and land owners in making land use site planning decisions regarding traffic;
 - f. Identify the contribution a particular development makes to roadway system traffic volumes;
 - g. Provide a basis for estimating roadway improvement requirements attributable to a particular project;
 - h. Assess the compatibility with local transportation plans;
 - i. Enable staff to better evaluate zoning changes and development plans; and
 - j. Allow appointed and elected officials to know implications of their voting decisions.

(c) ***Scope of required traffic impact studies.*** Three levels of study have been identified based on the number of trips that a development is projected to generate in a 24-hour period:

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- (1) Level I studies require analysis of each access, per engineering staff, that the development has to an existing roadway. Access points to be analyzed include public and private roads, joint permanent easements, and private drives.
 - (2) Level II studies require analysis of each access that the development has to an existing roadway, and to the first control point beyond those access points. A control point is an intersection controlled by a traffic signal or stop sign on the existing roadway onto which the development has access. For cases where a traffic control device does not exist, engineering staff will determine the extent of the study. If a freeway interchange is near the property to be developed and is not signalized, engineering staff will determine if the ramps need to be included in the study. This level of study is commonly required for larger residential subdivisions, commercial developments, and office complexes.
 - (3) Level III studies require a complete traffic impact study. This study must address each access point, the first control point beyond each access point, and the nearest collector intersection or street of higher classification or as determined by the engineering staff. The exact area to be studied will be determined by the engineering staff with input from the study preparer. Level III studies are uncommon, as they are usually warranted only with very large mixed-use and commercial developments.
- (d) ***Submission and review procedures for traffic impact studies.***
- (1) Applicants should conduct a preliminary trip generation assessment of any proposed rezoning, site plan or preliminary plat request to determine if a traffic impact study will be required. This preliminary assessment should be conducted well in advance of the actual submission of plans.
 - (2) If the preliminary assessment indicates that a traffic impact study will be required, the applicant should consult as early as possible in the plan-development process with the town's engineering staff to verify a development's projected trip generation, and to confirm whether or not a study will be required. If a study is required, the required level can be determined at that time.
 - (3) The applicant shall then select a licensed traffic or transportation engineer to prepare the study, who may need to consult with the engineering staff periodically to review the collected data and any assumptions made in the draft report.
 - (4) An electronic copy of the completed draft traffic impact study shall be submitted along with the development application and all other materials required for submission.
 - (5) The engineering staff shall review the draft traffic impact study in conjunction with the other elements of the development application. If the draft traffic impact study is not of the proper scope or is executed improperly, the applicant shall be notified of the deficiencies and be required to submit corrections on the same schedule that applies to the other elements of the development application. Failure to submit

corrections in a timely manner may lead to a postponement of the application until the next regularly scheduled planning commission meeting.

Since a completed traffic impact study must be submitted at the same time as the application for a development, it is critical that the applicant conduct steps one through three early in their planning of a proposed development. Failure to submit a traffic impact study, or submission of an inadequate study, is likely to slow the review process and may lead to postponements.

(e) **Required qualifications for preparers of traffic impact studies.** Traffic impact studies shall be prepared under the supervision of a qualified engineer who has specific training in traffic and transportation engineering and experience related to preparing traffic studies for existing or proposed developments. The study shall be signed and sealed by the supervising engineer. The ability to forecast and analyze traffic needs for both developments and roadway systems is essential. All design work implementing the recommendations of the traffic impact study shall be completed under the supervision of a registered professional engineer.

(f) **Required specifications for traffic impact studies.**

(1) *Report requirements: Level I studies.*

a. *Intersection.*

1. Description of site including a location map.
2. Type of project.
 - (i) If residential, number and type of units.
 - (ii) If commercial or office, include square footage and occupancy.
3. Site plan with access points shown to scale.

b. *Existing conditions.*

1. Distance from nearest intersection in both directions.
2. Distance to nearest drive or access points in both directions.
3. Location shown relative to opposing street, driveways, or access points.
4. Existing pedestrian and bicycle facilities in the study area.

c. *Proposed conditions.*

1. Width, radius, and markings of proposed street, driveway, or access point.
2. Proposed improvements adjacent to access point, including, but not limited to, acceleration, deceleration lanes, and pavement marking adjustments.
3. Additional pedestrian and bicycle facilities or modifications to existing facilities to improve safety and/or user experience.

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4. Improvements to pedestrian crossings to lessen potential conflicts with motorists.

(2) *Report requirements: Level II studies.*

a. *Introduction.*

1. Description of site including a location map.
2. Type of project.
 - (i) If residential, number and type of dwelling units.
 - (ii) If commercial or office, square footage and type of occupancy.
3. Map of project with proposed access points shown.

b. *Existing conditions.*

1. Directional traffic counts on roads adjacent to property with access to development: Traffic counts should be no more than one year old.
2. Level of service of intersections (if applicable):
 - (i) Highway capacity software is recommended.
 - (ii) Other nationally recognized software can be used.
3. Existing pedestrian and bicycle facilities in the study area.

c. *Trip generation rates.*

1. Listing of trip generation rates.
2. Listing of sources for rates used.
 - (i) ITE trip generation manual, latest edition.
 - (ii) If the type of proposed development is not addressed in the ITE manual, then other rates may be used as long as they are documented and have been approved by engineering staff.
3. Calculation of trip ends by type of generator.
 - (i) Traffic generated by phase.
 - (ii) One hundred percent occupancy and development.
4. An assessment of whether site-generated traffic will have any adverse impacts to pedestrians and/or bicyclists.

d. *Trip distribution.*

1. Assumptions as to the directional distribution of traffic to and from the development.
2. Assumptions as to the peak hour percentages.

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3. Assumptions as to the peak hour directional splits.
 4. Assumptions as to the pass-by trips, if applicable, must be approved by engineering staff.
 5. An assessment of whether modifications to site generated trip distribution will have any adverse impacts to pedestrians and/or bicyclists.
- e. *Analysis.*
1. Level of service (LOS) and capacity analysis for peak periods.
 - (i) Compute the projected LOS and capacity analysis for each access point and control point to the adjacent road system based on the development by phase.
 - A. Highway capacity software is recommended.
 - B. Other nationally recognized software can be used.
 - (ii) Compare LOS before development to LOS after development if applicable.
 - (iii) Link analysis if applicable.
 2. Intersection and roadway geometry; existing and proposed.
 - (i) Distances from existing streets, driveways, and/or median cuts.
 - (ii) Alignment with existing streets, driveways, and/or median cuts.
 - (iii) Intersection layouts.
 - (iv) Sight distance.
 - (v) Right-of-way width.
 - (vi) Lane width.
 3. Site circulation.
 4. Pedestrian facilities.
 - (i) Sidewalks, walking trails.
 - (ii) Crosswalks, crossing distance, pedestrian signals and associated timing.
 - (iii) Transit stops.
 - (iv) School bus stops.
 5. Bicycle facilities.
- f. *Recommendations.*
1. Site access.

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2. Intersection improvements.
 - (i) Traffic control devices: modify existing or need for new.
 - (ii) Left and/or right turn lanes.
 - (iii) Acceleration and/or deceleration lanes.
 - (iv) Length of storage bays.
 - (v) Additional pedestrian and bicycle facilities or modifications to existing facilities to improve safety and/or user experience.
 - (vi) Improvements to pedestrian crossings to lessen potential conflicts with motorists.
 3. Off-site improvements.
 - (i) Modification to existing traffic control devices.
 - (ii) Additional traffic control devices.
 - (iii) Additional lanes at major intersections.
 - (iv) Additional roads.
 - (v) Additional pedestrian and bicycle facilities or modifications to existing facilities to improve safety and/or user experience.
 - (vi) Improvements to pedestrian crossings to lessen potential conflicts with motorists.
 4. Improvements by phasing (if applicable).

g. *Appendix.*

1. Raw traffic count data.
2. Documentation of analysis.

- (3) *Report requirements: Level III studies.* In addition to the preceding information for Level I and II, the following information on trip assignment shall be provided in the report prior to the analysis and recommendation section:

Trip assignment.

1. Show existing ADTs, proposed development traffic, and total traffic for all affected links on map which identifies the project and surrounding roads.
2. Show a.m. and p.m. peak hour turning movements for the existing traffic, the proposed development traffic, and the combined traffic at all project entrance intersections, and effected intersections within the study area.
3. Discuss the effects of phasing of the proposed project.

(g) **Additional information.** Additional information on traffic impact studies can be obtained from the institute of transportation engineers (ITE), among other reputable sources.

(Code 2007, § 16-403; Ord. No. 96-30, 1-1997; Ord. No. 14-18, § 3, 12-11-2014; Ord. No. 24-11, § 1, 7-25-2024)

Sec. 22-148. Permit required.

~~(a) No driveway or other means of access to any right-of-way of any road, street, or highway within the limits of the town shall be constructed nor shall any existing driveway or other means of access be altered except pursuant to a permit issued by the town. The submission of an access permit application shall be required.~~

~~(b) For minor revisions to existing drives and residential drives onto non-local streets, an application for an access permit shall be accompanied by four copies of a plan of access which shall as a minimum, consist of clear drawings or a sketch showing the general layout and dimensions necessary to prove compliance with this article, and a brief description of the proposed use of the property.~~

~~(c) For residential drives onto local streets, an application for an access permit shall be accompanied with the building permit and shown on the required site plan.~~

(Code 2007, § 16-404; Ord. No. 96-30, 1-1997)

Sec. 22-149. Permit approval.

~~(a) The planning commission and the board of mayor and aldermen shall review, as provided for in this article, applications for access requiring the submittal of a site plan. Site plans involving residential drives onto non-local streets that serve only one dwelling unit may be reviewed and approved by the town's engineering staff. Minor revisions to existing drives may also be reviewed and approved by the town's engineering staff. Where a concern is raised by the town's engineering staff regarding an access request that they could otherwise approve, such request shall be presented to the planning commission and board of mayor and aldermen for approval.~~

~~(b) The planning commission, the board of mayor and alderman, and town staff shall review applications for access for compliance with the requirements of this article. The planning commission, the board of mayor and alderman, or the town staff may require such revisions, corrections, and additions to the plans of access and such additional supporting documentation of the plan of access as may be reasonable considering the locations of proposed and existing access, the traffic impact study if required, and considerations of public safety and welfare. All revisions, corrections, and additions required shall be recorded on a final copy of a subdivision plat, site plan, or "drawing or sketch" of the access requested for approval before issuance of a permit.~~

~~(c) An access permit shall be secured before issuance of a building permit.~~

~~(d) No final certificate of occupancy or certificate of completion shall be issued until all applicable access control requirements as outlined in this article and other requirements of the individual access permit have been completed.~~

~~{Code 2007, § 16-405; Ord. No. 96-30, 1-1997; Ord. No. 23-02, § 1, 2-23-2023}~~

Sec. 22-149. Access Approval Process.

(a) In addition to the applicable traffic impact study requirements in Section 22-148, the provisions in this section outline the access approval process. The process varies depending on the nature of the access, the street classification on which the access is requested, what the access is associated with, and whether the access can comply with the provisions of this chapter without a request for a variance.

(1) **Local Street Access Approval.** On streets that are classified as local on the adopted Major Road Plan, new access associated with a residential lot shall be shown on the residential site plan required for a building permit and approved through the building permit process. New access or modifications to existing access associated with a residential lot that is not part of a building permit, shall be submitted to the Town's engineering and planning staff for review and approval. Depending on the scope of work, such modifications may require a right-of-way permit submitted through the Town's electronic permitting system. A variance request from any provision of this chapter involving a street classified as local on the adopted Major Road Plan shall be reviewed and approved by the planning commission.

(2) **Town Engineer Approval.** Site plans involving residential drives onto non-local streets that serve only one dwelling unit may be reviewed and approved by the Town engineer. Minor revisions to existing drives involving non-local streets may also be reviewed and approved by the Town engineer. Where a concern is raised by the Town engineer regarding an access request that the Town engineer could otherwise approve, such request shall be presented to the planning commission for approval.

(3) **Planning Commission Approval.** For streets that are classified as collector or arterial on the adopted Major Road Plan, new or modified access associated with a site plan or subdivision plat that requires a review from the Town's planning commission shall be approved as part of the site plan or subdivision plat process. An access that serves more than one dwelling unit or a non-residential use but is not part of a larger site plan or subdivision plat shall also be reviewed and approved by the planning commission.

(4) **Board of Mayor and Aldermen Approval.** Except as provided for in this part, board of mayor and aldermen approval of access shall only be required where a variance from any provision of this chapter is requested in association with a property's access to a non-local street. In such case, the planning commission shall make a recommendation to the board of mayor and aldermen.

On streets that are classified as “collector” on the adopted Major Road Plan, the planning commission may approve a variance from the distance between driveways as part of a site plan or subdivision plat approval where the nearest driveway that is within the minimum distance required serves only one dwelling unit. In this case, such variance does not need approval from the board of mayor and aldermen.

- (5) **Tennessee Department of Transportation (TDOT) Approval.** New or modified access involving a State of Tennessee highway shall be approved by TDOT in addition to any required town approval.
- (6) **Temporary Access Approval.** Temporary construction access ways may be granted by the town engineer or his designee to facilitate construction. The length of time shall be determined by the town engineer based on the specifics of the project. Where a concern is raised by the Town engineer regarding a temporary access request that the Town engineer could otherwise approve, such request shall be presented to the planning commission for approval.

Sec. 22-150. Access Submittal Requirements.

- (a) The provisions in this section address the general submittal requirements for different types of access requests. Additional information may be required, as applicable, depending on the nature of the requested access.
 - (1) **Local Street Access.** Where associated with a building permit, the residential site plan shall include the driveway and turn around location (where proposed), and dimensions and square footage of the driveway, turning radii, and turn around. For corner lots, the distance of the driveway edge, exclusive of turning radius, from the nearest intersecting curb or pavement edge (where curbing does not exist) shall be provided.
 - (2) **Local Street Access (non-building permit).** A new or modified residential access to a local street that is not associated with a building permit shall include the same information that would apply to a residential site plan along with an update on the total lot coverage that would result from the access addition or modification. This may be approved by the engineering or planning staff and uploaded into the project address. If the scope of the project requires a right-of-way permit the site plan will be submitted through the Town’s electronic permitting system.
 - (3) **Non-Local Street Access – Town Engineer Approval.** Where the Town engineer may approve an access or a modified access to a non-local street, a site plan shall be submitted that shows the location and dimensions of the proposed access and the distance from the proposed access to the nearest access on both sides of the street. This dimension shall be measured from the nearest edges of driveway pavement, excluding the turning radius of each access. The site plan shall also include an update on the total lot coverage that would result from the access addition or modification.

(4) **Non-Local Street Access – Planning Commission Approval.** Where an access to a non-local street requires planning commission approval or is part of a site plan or subdivision plat that requires a review from the Town’s planning commission, the access shall reflect and be consistent with the requirements associated with site plan and subdivision plat submittals. This would include the location and dimensions of the proposed access and the distance from the proposed access to the nearest access on both sides of the street. This dimension shall be measured from the nearest edges of driveway pavement, excluding the turning radius of each access.

Sec. 22-1501. Specifications; permanent access.

(a) The following constitutes minimum specifications for access to streets, roads, and highways within the town and additional reasonable specifications may be imposed as required for public safety **through the corresponding approval process.** ~~Such additional specifications shall be required upon recommendation of the town engineer, his designee, or the planning commission and approval by the board of mayor and aldermen.~~

(1) **Distance requirements.**

a. *Distance from intersections.*

1. The minimum distance of an access point from an intersection, measured from intersecting right-of-way to the edge of the driveway pavement, shall be as follows:

Street Classification	Minimum Distance
Arterial streets	400 feet
Collector streets	200 feet
Local streets ¹	100 feet
Local Streets ²	50 feet

Note:

¹ Denotes commercial and office zoned properties.

² Denotes residential and agricultural zoned properties.

2. Access shall be located and constructed so as to provide adequate stopping sight distance for drivers entering and exiting the property using a design speed of ten miles above the legal speed limit as determined by the town engineer or his designee in accordance with current AASHTO (A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials) and adopted ITE (Institute of Traffic Engineers) standards.

- b. *Distance between driveways.* For the following street classifications, the following requirements specify the minimum allowed distances between driveways¹:

Street classification	Distance between driveways
Arterial streets	400 feet
Collector streets	200 feet
Local streets ²	100 feet

Note:

¹ Town may require joint permanent access easements to minimize the number of curb cuts.

² Residential properties are exempt from local street requirement for the distance between driveways.

- c. *Joint permanent access easements.* Controlled access to a joint permanent access easement shall be maintained for a minimum length of 40 feet perpendicular from the right-of-way or as determined by the traffic impact study.

(2) Access to and from property being developed.

- a. *Number of access points.* The number of access points of a property shall be determined by its road frontage. Lots which front on more than one street shall add total street frontage lengths together to determine total road frontage to calculate the number of driveways permitted.

Street classification	Length of road frontage	Number of access points
Arterial streets	0—400 feet	1
Arterial streets	401—800 feet	2
Collector streets	0—200 feet	1
Collector streets	201—800 feet	2
Local streets	0—200 feet	1 or a circular drive subject to the circular

		drive criteria provided for herein
Local streets	201—800 feet	2 with a circular drive counting as two access points but not subject to the circular drive criteria provided for herein
Local streets corner lot	350 feet and above	2 with 1 of the accesses permitted as a circular drive subject to the circular drive criteria provided for herein
All streets	801 feet and above	2 + 1/each 800 feet of additional road frontage

- b. *Circular drive provisions for lots with less than 200 feet of frontage.* In lieu of one single access point, a lot which fronts a local street for less than 200 feet may be permitted a circular drive provided the following criteria are met:
- (i) The property is zoned residential and the street on which the property fronts is located within a residential subdivision;
 - (ii) The maximum lot coverage in the front yard (area in front of the house): 35 percent;
 - (iii) The maximum driveway width: 15 feet;
 - (iv) The minimum distance between the driveways: 60 feet; and
 - (v) The setback from the side property lines: A total on two sides of at least 40 feet, but not less than ten feet on any one side.
- c. *Circular drive provisions for qualifying corner lots.* A lot with more than 350 feet of frontage and that fronts on more than one local street may be permitted a circular drive on one of the street frontages in lieu of one single access point provided the criteria noted above for circular drives are met.

(3) Deceleration Lanes and Requirements for Access Between Properties. Access to a collector or arterial street shall generally require a deceleration lane and reviewed as part of the site plan or subdivision plat approval process. Also, to help lessen the number of access points to a collector or arterial street and provide more route options, cross access to abutting properties shall be required (unless topographically prohibitive or impossible due to the layout of an existing development on an adjacent property) and shall be reviewed as part of the site plan or subdivision plat approval process.

Appropriate access easements shall be platted once the access is complete. All accesses approved through the site plan or subdivision platting process shall comply with applicable provisions in the Subdivision Regulations and Zoning Ordinance.

- (4) **Single Family Residential Driveway Dimension and Composition Requirements.** In addition to other requirements in this chapter, new or modified accesses associated with a single-family residential lot shall comply with the following requirements associated with their dimensions and composition:
- a. **Width.** The maximum width of a driveway for a single-family dwelling shall be 24 feet throughout its length, excluding a turn around that is not within the public right of way. The maximum flare or radius shall be between three feet and five feet.
 - b. **Composition.** Within the public right of way, a single-family residential driveway shall be paved with concrete or bituminous material. For purposes of this chapter, the right of way shall be a distance of at least 12 feet from the curb or street pavement edge (where curbing does not exist).
- ~~(3) *Paved acceleration and deceleration lane requirement.* Paved acceleration and deceleration lanes may be required along any arterial or collector street or highway at the determination of the board of mayor and alderman upon the recommendation of the town engineer or his designee.~~
- ~~(4) *Circulation drives and frontage roads.* Circulation drives (drives which interconnect all lot access points with all vehicle parking, loading, servicing, and like areas and structures) and frontage roads (roads which parallel the public streets giving access and which extend along the entire frontage of a particular property) shall be constructed in order to provide safe and efficient vehicular movement between specified access points as specified in subsection (2) of this section. The location, width, and design of all circulation drives and frontage roads shall be approved by the board of mayor and aldermen upon recommendation of the town engineer or his designee. All frontage roads shall be dedicated as public streets and shall be maintained by the public.~~
- ~~(5) *Subdivision standards for circulation drives and frontage roads.* Frontage roads and circulation drives shall be constructed in conformance with the subdivision regulations standards. Dedicated right-of-way for frontage roads shall be ten feet greater than the width of the newly constructed frontage road. All circulation drives shall be clearly defined and marked appropriately to assist public circulation into, on, and out of the property and through parking lot areas.~~

(Code 2007, § 16-406; Ord. No. 96-30, 1-1997; Ord. No. 09-14, § 1, 8-27-2009; Ord. No. 20-14, § 1, 9-24-2020)

Sec. 22-151. Access to two or more roads, streets, or highways.

In the event a parcel of land abuts and lies adjacent to two or more separate roads, streets, or highways, the board of mayor and alderman may limit or prohibit access to one or more such roads (provided that access to at least one such road shall always be permitted) if the safety and welfare of the public will be promoted by so doing. In so limiting or prohibiting access, consideration shall be first given to limiting or prohibiting access to the more heavily traveled abutting or adjacent road, street, or highway. Any party aggrieved by any action taken under the provisions of this section shall have the burden of establishing that such action taken does not promote the safety and welfare of the public.

(Code 2007, § 16-407; Ord. No. 96-30, 1-1997)

Sec. 22-152. Variance.

A variance request from any provision of this chapter shall be in accordance with the Access Approval Process outlined in Section 22-149.

Notwithstanding anything contained herein to the contrary, the board of mayor and aldermen may grant approval for access and/or frontage roads other than as specifically herein permitted, provided such an access is reviewed with a recommendation by the town engineer or his designee and the planning commission.

(Code 2007, § 16-408; Ord. No. 96-30, 1-1997)

Sec. 22-153. Temporary access.

- (a) Temporary access ways may be granted by the board of mayor and alderman upon review with a recommendation by the town engineer or his designee and the planning commission at locations other than specified for permanent access where it is expedient for the purpose of staged development. Temporary access ways shall cease to exist at such time that any other means of access to a property occurs which more nearly conforms to the requirements of this article.
- (b) Temporary construction access ways may be granted by the town engineer or his designee to facilitate construction. The length of time shall be based on the duration of the grading permit.

(Code 2007, § 16-410; Ord. No. 96-30, 1-1997)

Sec. 22-154~~3~~. Appeals.

- (a) ~~An appeal from~~ adverse determinations on any application for an access permit shall be to the board of mayor and aldermen. Any party aggrieved or refused issuance of an access permit shall notify in writing the town recorder of applicant's desire to appeal the action taken. Such notice shall be given within 30 days of denial of the permit. ~~an access related denial from the town engineer or planning commission shall be to the board of mayor and aldermen. The appeal request shall be in writing to the town recorder within 30 days of the denial. The applicant shall include specific justification for the appeal. The request will then be placed on a board of mayor and alderman agenda for their consideration.~~
- (b) ~~Upon receipt of notice of appeal the town recorder shall place the appeal for consideration before the board of mayor and aldermen within 30 days of receipt of notice of appeal. The town engineer or his designee shall appear at such scheduled meeting, and the applicant may appear, to present the matter to the board of mayor and aldermen. The~~ determination by the board of mayor and aldermen is administratively final.

(Code 2007, § 16-411; Ord. No. 96-30, 1-1997)

Secs. 22-155—22-176. Reserved.

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Discussion and public hearing on a resolution to amend the Farragut Subdivision Regulations by replacing Appendix A. - Sample Irrevocable Letter of Credit, with an updated Sample Irrevocable Letter of Credit (Town of Farragut, Applicant)

Introduction & Background:

In the Farragut Municipal Code, the Subdivision Regulations are listed as Appendix B - Subdivisions. Within Appendix B are a number of additional Appendixes that support the Subdivision Regulations. One of those Appendixes is a "Sample Irrevocable Letter of Credit" listed as APPENDIX A. - SAMPLE IRREVOCABLE LETTER OF CREDIT.

The current Sample Irrevocable Letter of Credit, which is included in the packet, was adopted by resolution in January 2009. This document is used as a guide for financial institutions that are preparing letters of credit to cover different requirements associated with property development. As applied to the Subdivision Regulations and site plan related requirements, the Town accepts Irrevocable Letters of Credit but not bonds from insurance companies. This was a change that was made due to issues with cashing bonds. The staff worked with the Town Attorney to create the language that is in the current Farragut Municipal Code to come up with a sample irrevocable letter of credit so that clear guidance could be provided in terms of what format the Town expected for such documents.

Discussion & Recommendations:

Recently, the Town re-evaluated its sample letter of credit and consulted with the Town Attorney on updated language that was more consistent with other municipalities. The updated sample that the Town has been sending to financial institutions recently and that was approved by the Town Attorney is included in Resolution PC-25-08. The language is very similar to what is used by Knox County and this helps streamline the process for financial institutions that provide letters of credit for developments in the

Town and that are already familiar with the format used by Knox County.

The staff recommends approval of Resolution PC-25-08 to replace the existing Sample Irrevocable Letter of Credit with an updated Sample Irrevocable Letter of Credit.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: To approve Resolution PC-25-08.

APPENDIX A. SAMPLE IRREVOCABLE LETTER OF CREDIT

Full Address of Financial Institution

Phone and Fax # of Financial Institution and Contact Person

Date

Irrevocable Standby Credit Number (Include Number Assigned)

Applicant: (Include Full Address of Applicant and Contact Person)

Beneficiary:

Town of Farragut—Attention (Include staff person's name)

Farragut Town Hall

11408 Municipal Center Drive

Farragut, TN 37934

Amount (Include Dollar Amount of Letter of Credit)

Expiration (Include Expiration Date of Letter of Credit)

We hereby issue in beneficiary's favor this irrevocable standby letter of credit which is available against presentation of beneficiary's draft at sight drawn on (Name of Financial Institution) bearing the clause: "Drawn under credit number (Include Number Assigned) of (Name of Financial Institution)."

This letter of credit covers the following: (Include the specific items or measures to be covered under this letter of credit; e.g., erosion control, completion of landscaping, maintenance of streets, maintenance of landscaping, etc.) associated with (Include the name and specific location of the project or development; e.g., name and phase of the Subdivision, name of the business and associated street address, etc.).

We hereby engage with you that drafts drawn under and in compliance with the terms of this credit will be duly honored on presentation.

This letter of credit is subject to the International Standby Practices (ISP98) International Chamber of Commerce Publication No. 590 which is effective as of January 1, 1999 (or most recent).

In the event of a draw under this letter of credit, the beneficiary is required to present to (Name and full address of financial institution where documents are to be presented) the following:

1. The original letter of credit and any amendments thereto; and
2. A sight draft bearing the clause: "Drawn under credit number (Include Number Assigned) of (Name of Financial Institution).["]

Include Authorized Signature of Financial Institution Representative.

(Res. No. PC-09-01, § 1, 1-15-2009)

RESOLUTION PC-25-08

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO AMEND THE FARRAGUT MUNICIPAL CODE, APPENDIX B – SUBDIVISIONS, ARTICLE VI., APPENDIX A. – SAMPLE IRREVOCABLE LETTER OF CREDIT, BY REPLACING IT IN ITS ENTIRETY WITH A NEW AND UPDATED SAMPLE IRREVOCABLE LETTER OF CREDIT

WHEREAS, the Farragut Municipal Planning Commission has adopted regulations governing the subdivision of land within the Town in the manner provided for in Section 13-4-303, Tennessee Code Annotated,

WHEREAS, the Farragut Municipal Planning Commission may amend the Subdivision Regulations in the manner provided for in Section 13-4-303, Tennessee Code Annotated, and after a public hearing has been held thereon;

WHEREAS, such public hearing was held on September 18, 2025; and

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission recommends approval of an amendment to the Farragut Municipal Code, Appendix B – Subdivisions, Article VI., Appendix A. – Sample Irrevocable Letter of Credit, by replacing it in its entirety with a new and updated Sample Irrevocable Letter of Credit as follows:

SECTION 1.

APPENDIX A – SAMPLE IRREVOCABLE LETTER OF CREDIT

**[FINANCIAL INSTITUTION FULL
NAME]
[ADDRESS]
[ADDRESS]**

**[FINANCIAL CONTACT PERSON]
[PHONE NUMBER]
[EMAIL ADDRESS]**

IRREVOCABLE STANDBY LETTER OF CREDIT

Date: _____

Credit Number: _____

BENEFICIARY: Town of Farragut, Tennessee
Attn: Letters of Credit Administrator
Farragut Town Hall
11408 Municipal Center Drive

Farragut, TN 37934

FOR THE ACCOUNT OF:

[NAME OF CUSTOMER]
[PROJECT NAME]
[ADDRESS OF CUSTOMER]
[ADDRESS OF CUSTOMER]
[PHONE NUMBER OF CUSTOMER]
[EMAIL OF CUSTOMER]

AMOUNT:

\$ _____

EXPIRATION:

It is a condition of this letter of credit that it shall be deemed automatically extended without amendment for one year from the expiration date hereof, or any future expiration date unless, sixty (60) days prior to the expiration [FINANCIAL INSTITUTION FULL NAME] sends notice to you by receipted registered mail or receipted overnight courier, that the [FINANCIAL INSTITUTION FULL NAME] elects not to consider this letter of credit renewed for any such additional period. Upon receipt of such notification, the Town of Farragut has the right to draw on the full amount of the letter of credit. Letter of credit non-extension notice shall be sent to the beneficiary at the address as stated above, or as amended.

Dear Sir or Madam:

We hereby issue this Irrevocable Standby Letter of Credit for the benefit of the Town of Farragut, Tennessee, available on the following terms:

1. Drafts: The Town of Farragut’s drafts must be presented on or before [EXPIRATION DATE]. Each draft must state on its face “drawn under standby letter of credit number [CREDIT NUMBER], dated [DATE ISSUED] of [ISSUER NAME].
2. Address: Drafts may be presented in person, by mail **or overnight delivery, (i.e. UPS, FedEx, etc.)** at the following address: [PHYSICAL ADDRESS WHERE MAIL MAY BE RECEIVED AND SIGNED FOR]. Drafts may also be negotiated in person at any branch office of the issuer.
3. Amount: The sum of all drafts drawn under this letter of credit may not exceed [AMOUNT].
4. Purpose: This credit guarantees satisfactory (please list in this section what requirements the letter of credit is covering – e.g., erosion control, landscaping, sidewalk completion, etc.) at [PROJECT NAME] according to Town of Farragut’s specifications.

5. Documents: Drafts must be accompanied by a written statement signed by a representative of the Beneficiary stating that “[CUSTOMER NAME] has not completed work at [PROJECT NAME].”
6. Obligation of Issuer: [ISSUER NAME] agrees that drafts made in compliance with this letter of credit will be honored upon due presentation.
7. Construction and Jurisdiction: This agreement shall be construed in accordance with laws of the State of Tennessee. For the purpose of resolving a dispute arising under this letter of credit, the parties hereto consent to the jurisdiction in the courts of Knox County, Tennessee.
8. Other Provisions: None

[ISSUER NAME]

BY: _____
Signature

ITS: _____
Title

State of _____)
County of _____)

Before me, the undersigned Notary Public of the state and county mentioned, personally appeared _____ (name of signatory), with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath, claimed to be the _____ (agency position or signatory) of the [ISSUER] and thereupon executed the foregoing Letter of Credit for the purpose therein contained.

Witness my hand and seal, at office in this _____ day of _____, 20...

Notary Public

My Commission Expires: _____

SECTION 2.

This amendment shall be in full force and effect from and after the date of passage of this Resolution.

RESOLUTION passed September 18, 2025.

Ron Pinchok, Chairman

Shannon Preston, Secretary

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Discussion and public hearing on a plan of services and the initiation of a study of the plan of services associated with the requested annexation of a portion of Parcel 007, Knox County Tax Map 151, Located at 424 N. Watt Road (Benjamin Mullins, Applicant)

Introduction & Background: This agenda item is serving as a public notice but no action is to be taken. As background, on July 29, 2025, the Town received a notarized request for the annexation of approximately 18.9 acres of Parcel 007, Knox County Tax Map 151 (a map of the parcel is included in the packet) that lies contiguous to the corporate limits of the Town of Farragut along N. Watt Road. The property currently has a single-family residence with open fields and wooded areas and is addressed at 424 N. Watt Road.

Discussion & Recommendations: As provided for in the Tennessee Code Annotated (TCA), Section 6-51-102, a plan of services shall be adopted by the governing body (the Farragut Board of Mayor and Aldermen) prior to approval of the annexation ordinance by the governing body. TCA, Section 6-51-102(b)(4), further requires that before the adoption of a plan of services by the governing body, the proposed plan of services must be submitted to the local planning commission for study and the preparation of a report within 90 days of submission to the planning commission.

For purposes of annexation, the plan of services includes the services that the area to be annexed would receive. Those services are listed in Resolution PC-25-09, which is included in the packet and was mostly prepared by the Town Attorney. The Town has limited services, but the annexed area would receive, upon annexation, the same services that other residents/property owners receive. The Planning Commission's role at this stage is to study the plan of services in Resolution PC-25-09 and determine if such services are inclusive and appropriate. The Commission would

then prepare a report to coincide with approval of Resolution PC-25-09 at the October 16, 2025 Planning Commission meeting.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: There is no action being taken on this item other than documenting any comments commissioners may have on the plan of services for the purpose of preparing a report to coincide with approval of Resolution PC-25-09.

RESOLUTION PC-25-09

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO ADOPT A PLAN OF SERVICES FOR THE ANNEXATION OF A PORTION OF PARCEL 007, KNOX COUNTY TAX MAP 151, LOCATED AT 424 N. WATT ROAD, BY THE TOWN OF FARRAGUT, TENNESSEE

WHEREAS, the property owner, A G & D Millikan Properties, LP, as provided for in the Tennessee Code Annotated Section 6-51-104, has requested that the property described as follows be annexed by the Town of Farragut, Tennessee:

A portion of the Millikan property referred to as Parcel 007, Knox County Tax Map 151, located at 424 N. Watt Road, as shown on Exhibit A;

WHEREAS, Tennessee Code Annotated Section 6-51-102, as amended, requires that a plan of services be adopted by the governing body of a town prior to approval of the annexation ordinance by the local governing body; and

WHEREAS, as required by Tennessee Code Annotated Section 6-51-102(b)(4), before the adoption by the governing body of a plan of services for the area proposed for annexation, the proposed plan of services must be submitted to the local planning commission for study, the preparation of a report and the holding by the planning commission of a public hearing; and

WHEREAS, the proposed parcel of land being considered for annexation is a portion of Parcel 007, Knox County Tax Map 151 consisting of approximately 18.9 acres that lies adjacent and contiguous to the corporate limits of the Town of Farragut, along N. Watt Road having an existing use of a single-family residence and open fields and wooded areas, and, if annexed and rezoned, would accommodate an age targeted planned townhome development; and

WHEREAS, as required by Tennessee Code Annotated Section 6-51-102(b)(4)(A) a public hearing was held on the plan services by the Planning Commission on September 18, 2025.

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission hereby approves the following Plan of Service for Parcel 007, Knox County Tax Map 151, located at 424 N. Watt Road, and recommends approval to the Farragut Board of Mayor and Aldermen for annexation.

SECTION 1.

Pursuant to the provisions of Tennessee Code Annotated Section 6-51-102, there is hereby recommended by the Farragut Municipal Planning Commission for adoption by the Board of Mayor and Aldermen, for the area bounded as described above, the following plan of service to inform interested residents and property owners in the area:

I. Police Protection:

This area is currently served by the Knox County Sheriff's Department and will continue to be so served upon annexation.

II. Fire Protection:

This area is currently served by the Rural Metro Fire Department and will continue to be so served upon annexation.

III. Water Service:

The entire area is located within the First Utility District water service area. First Utility District has full responsibility for the expansion, operation and maintenance of their utility system. The developers of this property will be responsible for obtaining necessary water services from First Utility District for extending new water lines and installing fire hydrants in conformance with the rules and regulations of the utility district and the Town of Farragut.

IV. Electric Service

The area to be annexed will receive electric service from Lenoir City Utilities Board (LCUB). Electric service extension shall be provided by the developer in conformance with the rules and regulations of the utility provider and the Town of Farragut.

V. Sanitary Sewer Service:

The entire area is located within the First Utility District sanitary sewer service area. First Utility District has full responsibility for the expansion, operation and maintenance of their utility system. The developers of this property will be responsible for working with First Utility District to coordinate sanitary sewer service to this area in conformance with the rules and regulations of the utility district and the Town of Farragut.

VI. Solid Waste Collection

The Town currently does not provide refuse service for existing residents and therefore cannot extend these services to the newly annexed areas. Property owners will continue to utilize private hauling services.

VII. Road and Street Construction and Repair:

Routine road maintenance service (paving, pot-hole repair, striping, traffic control and street signs, snow removal, stormwater runoff management, clearing of obstructions, and right of way mowing) will begin in the annexed area on the effective date of annexation for all existing roads that are officially accepted and maintained by the Town in a manner consistent with current service delivery in the Town limits.

VIII. Recreational Facilities and Programming:

The Town’s parks, greenways, and programming are available currently and will remain available upon annexation.

IX. Street Lighting

In all newly developed areas, all street lighting will be in compliance within the existing subdivision regulations and zoning ordinance of the Town of Farragut.

X. Planning, Zoning, and Codes Services:

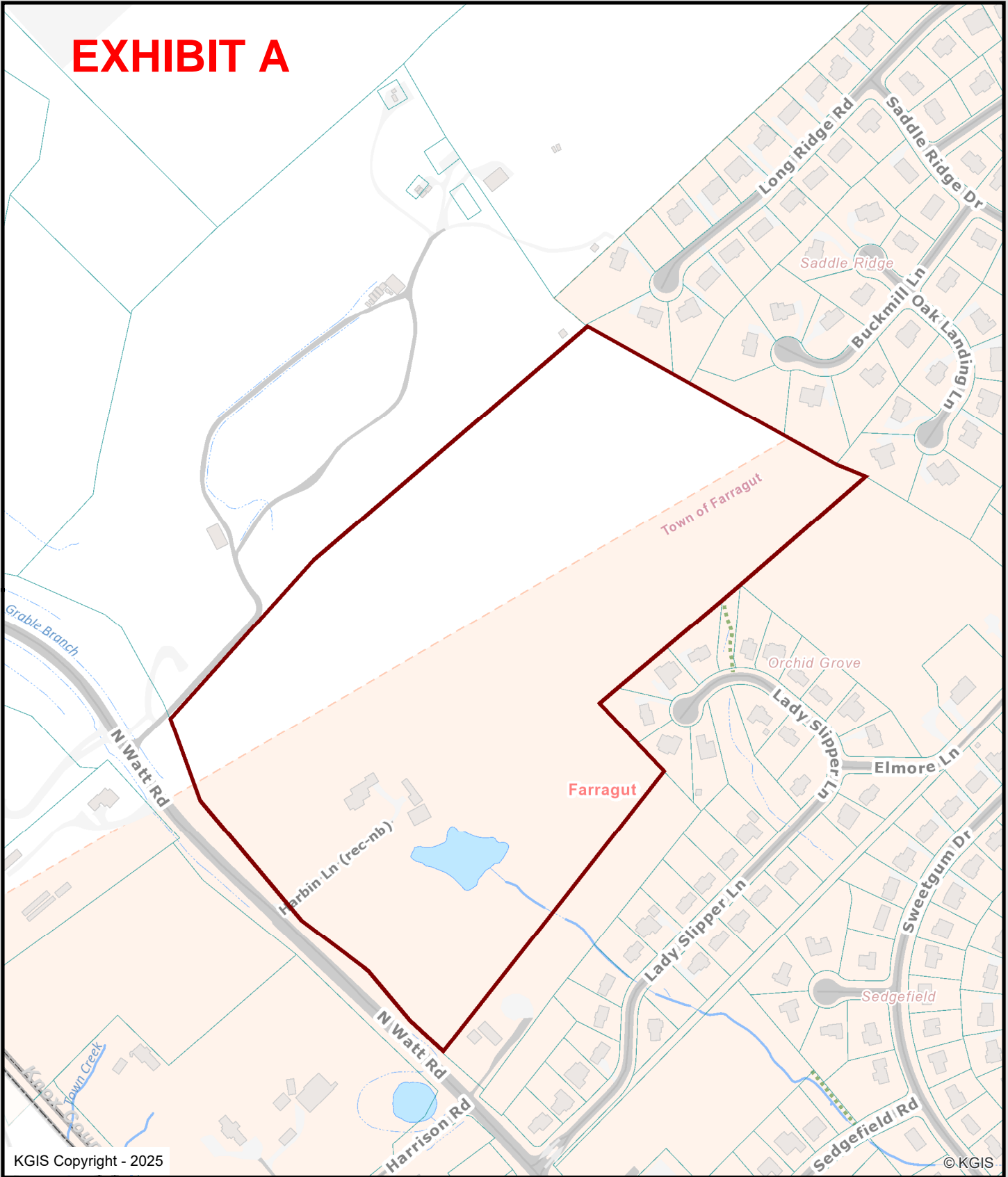
All planning, zoning, subdivision regulations, and building and property maintenance codes of the Town will extend to the annexed area on the effective date of annexation. Existing personnel will handle oversight and enforcement of existing regulations.

ADOPTED this 16th day of October, 2025.

_____, Chairman

_____, Secretary

EXHIBIT A



KGIS Copyright - 2025

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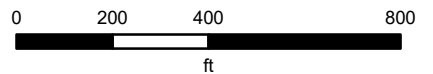
Map of 424 N Watt Rd.

Knoxville - Knox County - KUB Geographic Information System

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REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Discussion and public hearing on a request to amend the Future Land Use Map for Parcel 007, Knox County Tax Map 151, 424 N. Watt Road, from Open Space Cluster Residential to Low Density Residential (3-6 Dwelling Units per Acre), 48.38 Acres with 29.58 Acres in the Town of Farragut and 18.8 Acres to be annexed into the Town (Benjamin Mullins, Applicant)

Introduction & Background: Though serving as a public hearing since this involves a change to the Future Land Use Map, this agenda item is for discussion purposes only and is related to the previous agenda item.

Discussion & Recommendations: The applicant that has requested the annexation in the previous agenda item would like to develop a townhome subdivision. This will require an amendment to the Zoning Map since the property in both the Town and the County is zoned Agricultural. When considering a change to the Zoning Map, an associated consideration is how the land is designated on the Future Land Use Map. On the current Future Land Use Map, the Farragut portion of the parcel is shown as Open Space Cluster Residential. A few years ago, a workshop was conducted regarding future development along the Watt Road corridor. This led to a number of changes to the Future Land Use Map. The parcel that is the subject of this agenda item was changed from Open Space and Agricultural to Open Space Cluster Residential. The existing Future Land Use Map area of this parcel is included in the packet.

This parcel has some steep slopes, particularly on the northern portion of the parcel. The parcel also has a large farm pond and some forested areas mainly to the north and east. Given these physical characteristics, but also taking into consideration the property's frontage on a major arterial street, the Open Space Cluster Residential was seen as a future land use that would allow for a clustered housing development that could work better with the property's physical features.

The portion of Parcel 007, Tax Map 151 that is requested for annexation is currently shown on Knox County's Comprehensive Land Use Plan as Rural Conservation (RC) with a Hilltop Protection (HP) overlay. A map of this portion of the County's Plan and a description of the RC land use is included in the packet. The RC land use is similar to the Town's Open Space Cluster Residential land use and also accounts for the property's physical characteristics.

When initially discussing the Future Land Use Map with the applicant, the staff reviewed the current designation and noted that it was a fairly recent map amendment. The staff noted that the zoning district most compatible with the Open Space Cluster Residential land use and that could provide for townhomes was the Open Space Mixed Residential (OSMR) Zoning District. It was noted that this district would allow for a mix of attached and detached dwelling units and the ability to cluster the units on smaller portions of the land to help work with the land and lessen development costs. The applicant decided to request a new land use designation and corresponding zoning district that may allow more density.

As will be discussed in the next agenda item, the applicant is requesting a rezoning to Attached Single-Family Residential (R-4). The future land use designation that is most compatible with the R-4 Zoning District, which provides for potentially up to six units per acre, is the Low Density Residential Land Use (3-6 Dwelling Units per Acre).

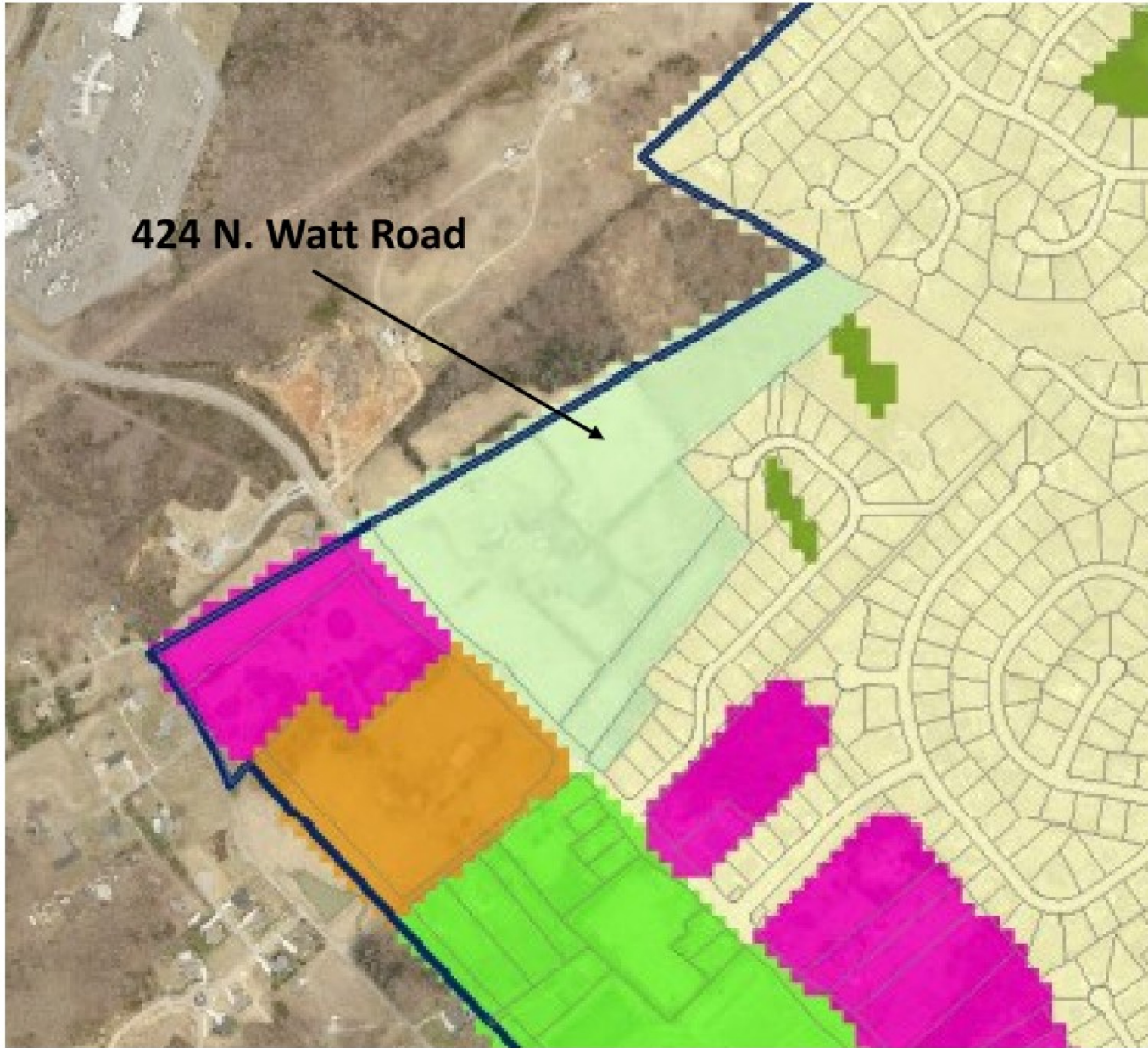
During discussion at the staff/developer meeting on September 2, the staff noted that, even if rezoned to R-4, the likely developed density of this parcel would be closer to three than six. The R-4 Zoning District doesn't have the flexibility of lot sizes, street frontages, and setbacks as the OSMR and thus more of the land is needed for development. This increases development cost and doesn't capitalize on the physical characteristics of the land. Though no action is being taken at this time, the staff would encourage the applicant to re-visit the OSMR Zoning District and retain the existing Future Land Use Map designation given the property's physical characteristics.

Recommended By:

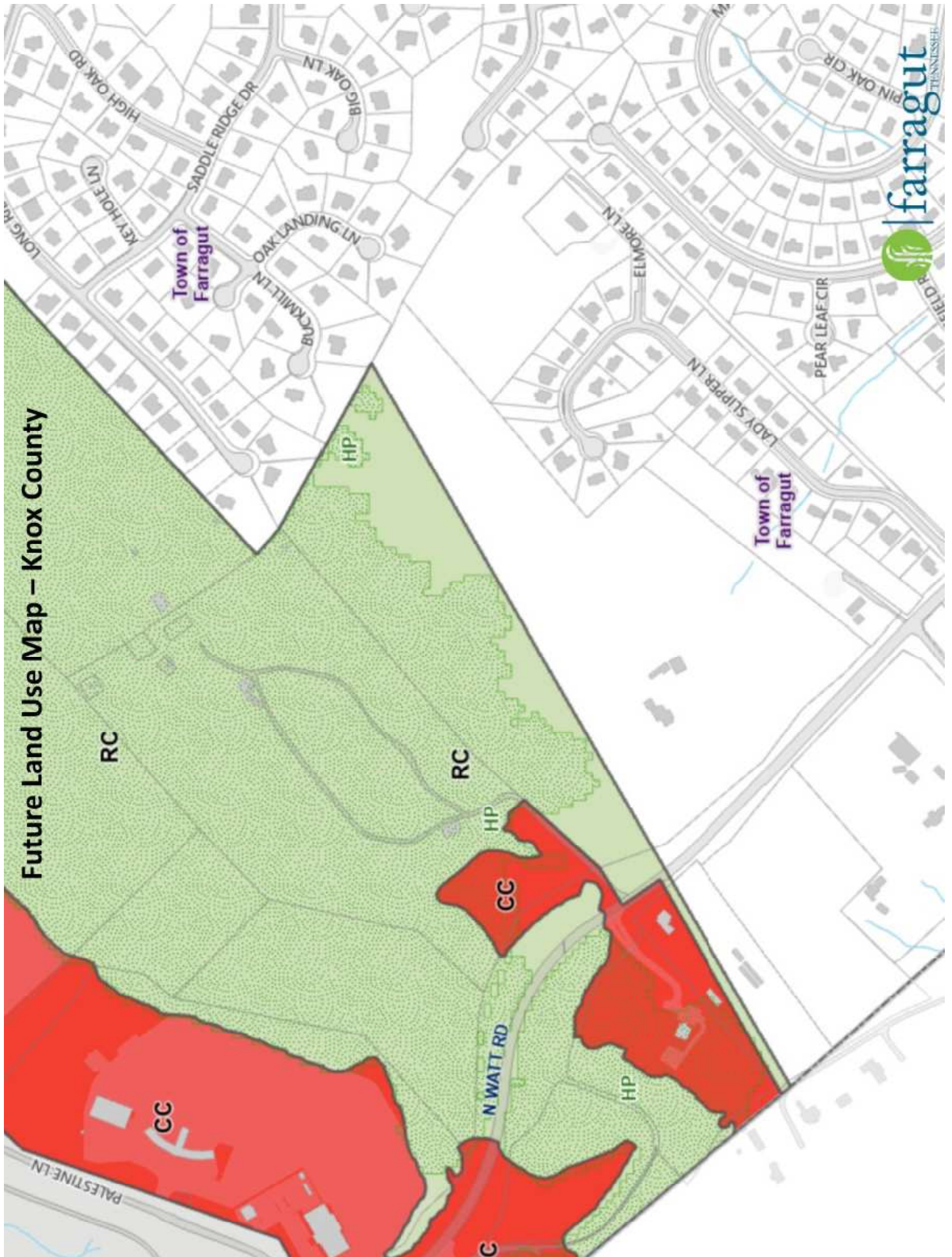
Mark Shipley, Community Development Director

Proposed Motion: This is for discussion purposes only.

Future Land Use Map - Farragut



Future Land Use Map – Knox County



Rural Conservation

Rural Conservation areas are intended to conserve forested areas, ridges, wetlands, and other significant natural areas by clustering development and minimizing land disturbance. Generally, these areas conserve between 50-70 percent of a site as natural open space.

In growth areas, corridors and pockets of rural conservation indicate places that may be subject to development similar to the adjacent place types, but where more compact and low impact site design is expected.

In rural areas, these places are appropriate for residential development in a conservation pattern with lots that are smaller than typical rural lots and are clustered to leave natural areas undeveloped.

LAND USE MIX

Primary Uses

Residential, Single family (conservation pattern)

Secondary Uses

Residential, Attached (conservation pattern)
Civic

HOUSING MIX

- Single family residential subdivisions shall be clustered in a pattern that preserves 50 percent or more open space on a given site

FORM ATTRIBUTES*

BUILDING FORM

Height

1-2 stories

Setback

Varies

TRANSPORTATION

Primary Mode(s)

Automobile

Secondary Mode(s)

n/a

Parking

Private off-street.

Streets

Primarily automobile access. Subdivisions have long blocks and meandering streets. Sidewalks are uncommon.

OPEN SPACE

Mostly private. May have trail access.

EXAMPLE PATTERN



EXAMPLE CHARACTER



Conservation design (above, left) yields the same number of homes on a given parcel as a conventional subdivision design (above, right). The conservation design results in less pavement, shorter distances to run utilities, and greater open space preservation.

*See page 42 for more information on form attributes.

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Discussion on a request to amend the Farragut Zoning Map for Parcel 007, Knox County Tax Map 151, 424 N. Watt Road, from Agricultural (A) to Attached Single-Family Residential (R-4), 48.38 Acres with 29.58 Acres in the Town of Farragut and 18.8 Acres to be annexed into the Town (Benjamin Mullins, Applicant)

Introduction & Background: This agenda item is for discussion purposes only and is related to the two previous agenda items. As discussed in the previous items, the applicant has requested that the County portion of Parcel 007, Knox County Tax Map 151 be annexed into the Town. The applicant would like to develop a townhome community on the property. Currently, both the County and the Town portions of this parcel are zoned Agricultural. As a result, the applicant is requesting an amendment to the Zoning Map which would also apply to the County portion of the parcel once annexed into the Town.

Discussion & Recommendations: The applicant has applied for a rezoning from Agricultural (A) to Attached Single-Family Residential (R-4). The R-4 Zoning District provides for a density of up to six dwelling units per acre. Given the physical characteristics of this property, should the rezoning to R-4 be approved, the developed density would likely be closer to three rather than six dwelling units. This is not atypical for R-4 developments, as most of their developed densities are well below six units per acre. For example, the Townhomes of Wentworth has a developed density of 2.9 units per acre, Park Place has a developed density of 2.96 units per acre, and Waverly Court has a developed density of 4.3 units per acre.

The R-4 District requires a 25-foot buffer strip around the side and rear periphery of the entire parcel and 10% open space, exclusive of the required buffer and stormwater detention basins. The R-4 also has the requirement to conserve, in so far as practical, natural features on the site, including trees. As noted in the previous

agenda item, when you factor in the requirements associated with the R-4 Zoning District and evaluate the realistic developed density and construction costs, the Open Space Mixed Residential (OSMR) may be a better option for this property. Both the Cottages at Pryse Farms and the Grove at Boyd Station Subdivision are zoned OSMR and were able to cluster housing on the more developable portions of their land. These subdivisions also featured physical characteristics that made them challenging to develop under less flexible zoning districts.

The staff would encourage the applicant to re-visit the requested zoning district given the physical characteristics of the parcel. This would also help to transition better with the Orchid Grove and Saddle Ridge Subdivisions that abut portions of this parcel and that are zoned General Single-Family Residential (R-2). Though this is only a workshop discussion item, prior to proceeding for a recommendation on the rezoning, a traffic impact study will be required to evaluate the traffic impact resulting from the change of zoning. This would be required for any rezoning that increases the development density on a property.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: For discussion purposes only.












Zoning Request

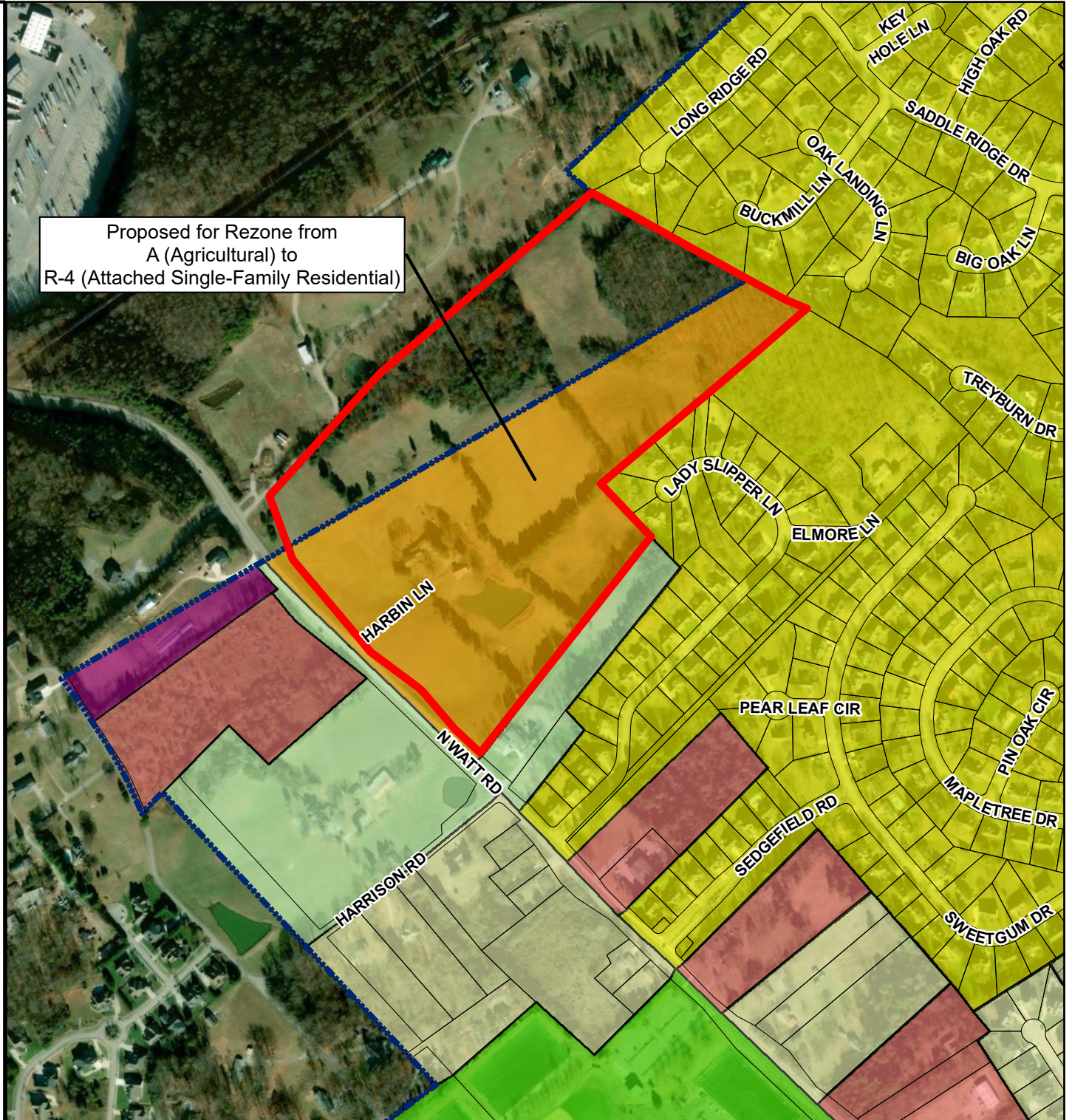
Rezoning of 424 N. Watt Road
Parcel 151, Tax Map 007

Proposed for Rezone from
A (Agricultural) to
R-4 (Attached Single-Family Residential)

Proposed for Rezone from
A (Agricultural) to
R-4 (Attached Single-Family Residential)

Legend

-  Subject Area
-  Parcels
-  Subject Area
-  A, Agricultural
-  OS-P, Open Space/Park
-  R-1, Rural Single-Family Residential
-  R-2, General Single-Family Residential
-  R-4, Attached Single-Family Residential
-  R-1/OSR, Open Space Residential Overlay
-  Neighborhood/Convenience Commercial
-  C-1, General Commercial



1 in = 550 ft