



Municipal Planning Commission Meeting
Thursday, October 16, 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 the September 18, 2025 meeting
- IV) Action Items
 - A) Request for approval to extend fiber cable for AT&T from the north side of Parkside Drive near 11471 Parkside Drive to the south side of Parkside Drive to serve the property located at 11440 Parkside Drive (AT&T, Applicant)
 - B) Discussion and public hearing on a resolution, Resolution PC-25-05, to amend the Farragut Municipal Code, Appendix B - Subdivisions, Article III., Subsection A. Streets, 1., to provide for context sensitive street cross section requirements, as illustrated in a new appendix to the Subdivision Regulations, referenced as Appendix F, in lieu of existing requirements in the Subdivision Regulations (Town of Farragut, Applicant)
- 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

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

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)
- D) Discussion on a concept plan for West End Phase III, 129 West End Avenue (Sprinkle Engineering, 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 the September 18, 2025 meeting

Introduction & Background: This item involves a request for approval of the September 18, 2025 minutes.

Discussion & Recommendations: Staff recommends approval of the minutes as submitted.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: To approve the September 18, 2025 minutes as submitted.



Town of Farragut, Tennessee
Municipal Planning Commission Meeting

Farragut Town Hall
11408 Municipal Center Drive

Thursday, September 18, 2025 at 6:00 PM

MINUTES

I) Call to Order

Chairman Pinchok called the meeting to order at 6:05 PM. Roll Call for attendance: Mayor Williams, Vice-Mayor Meyer, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Chairman Pinchok, Commissioner Wright, Commissioner Devlin; in addition to staff and members of the press.

II) Approval of Agenda

Motion was made to approve the agenda with items V) A, B, and C postponed at the request of the applicant. Moved by Commissioner Myers, seconded by Commissioner Devlin; voting yes, Mayor Williams, Vice-Mayor Meyer, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Chairman Pinchok, Commissioner Wright, Commissioner Devlin; voting nay, None; Commissioner Preston was absent; motion Passed.

III) Approval of Minutes

A) Minutes from August 21, 2025 meeting

Motion was made to approve the minutes from August 21, 2025 meeting. Moved by Mayor Williams, seconded by Commissioner Myers; voting yes, Mayor Williams, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Chairman Pinchok, Commissioner Wright; voting nay, None; abstaining from the vote, Commissioner Devlin, Vice-Mayor Meyer; Commissioner Preston was absent; motion Passed.

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)

Motion was made to approve the extension of fiber optic cable for Comcast along a portion of the east side of Concord Road south of Kingston Pike to service 116 Concord Road. Moved by Commissioner Povlin, seconded by Commissioner Myers; voting yes, Mayor Williams, Vice-Mayor Meyer, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Chairman Pinchok, Commissioner Wright, Commissioner Devlin; voting nay, None; Commissioner Preston was absent; motion Passed.

- 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)**

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

- 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)**

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

- 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)**

Motion was made to approve Resolution PC-25-07, with the modifications noted by staff. Staff proposed that Section 5, (4)a, in Ordinance 25-15 be changed with the new language as follows:

- a. **Width.** The maximum width of a driveway for a single-family dwelling shall be 24 feet within the public right of way. The maximum flare or radius at the access to the street shall be between three feet and five feet.

Resolution PC-25-07 recommends 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. Moved by Commissioner Povlin, seconded by Commissioner Myers; voting yes, Mayor Williams, Vice-Mayor Meyer, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Chairman Pinchok, Commissioner Wright, Commissioner Devlin; voting nay, None; Commissioner Preston was absent; motion Passed.

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)

Motion was made to approve Resolution PC-25-08 to amend the Farragut Subdivision Regulations by replacing Appendix A. - Sample Irrevocable Letter of Credit, with an updated Sample Irrevocable Letter of Credit. Moved by Commissioner Povlin, seconded by Commissioner Wright; voting yes, Mayor Williams, Vice-Mayor Meyer, Commissioner Greene, Commissioner Myers, Commissioner Povlin, Chairman Pinchok, Commissioner Wright, Commissioner Devlin; voting nay, None; Commissioner Preston was absent; motion Passed.

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)

Removed from agenda.

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)

Removed from agenda.

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)

Removed from agenda.

VI) Approval of Utilities

VII) Citizens Forum

Meeting adjourned at 6:27 p.m.

Planning Commission Secretary

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Request for approval to extend fiber cable for AT&T from the north side of Parkside Drive near 11471 Parkside Drive to the south side of Parkside Drive to serve the property located at 11440 Parkside Drive (AT&T, Applicant)

Introduction & Background: This project involves a request to extend fiber cable under Parkside Drive to service the building at 11440 Parkside Drive, the Turkey Creek Medical Center.

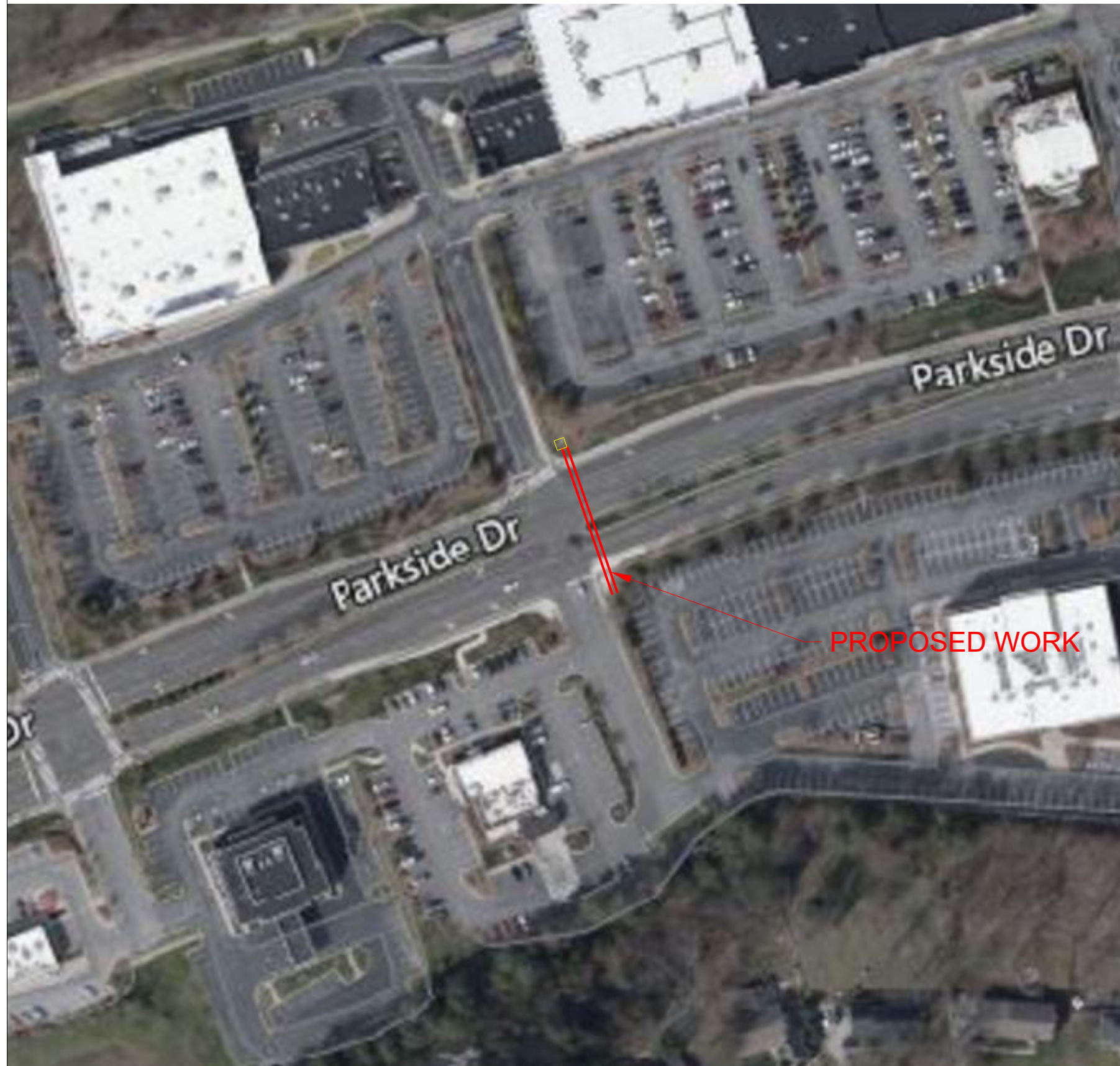
Discussion & Recommendations: This project will involve directional boring under Parkside Drive. The contractor has a bond to cover the restoration of any affected areas. This fiber cable will provide AT&T with service to the Turkey Creek Medical Center. The staff recommends approval subject to obtaining a right of way permit through the Town's Engineering Department.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: To approve the fiber cable extension subject to obtaining a right of way permit through the Town's Engineering Department.

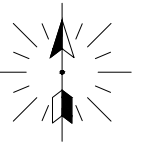
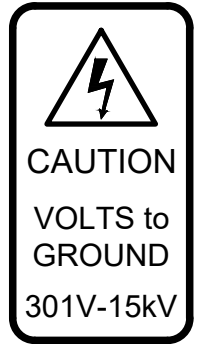
VICINITY MAP

NOT TO SCALE



SYMBOL LEGEND

Proposed	Existing	Description
		AERIAL CABLE
		BURIED CABLE
		PIPE/CONDUIT
	N/A	DBORE
		POWER POLE
		AT&T POLE
		GUY & ANCHOR
		HANDHOLE MANHOLE



AT&T WILL:

- NOT CLOSE STREET TO WORK.
- BE RESPONSIBLE FOR TRAFFIC CONTROL.
- RESTORE ANY PRE-CONSTRUCTION CONDITION.
- DO LOCATES FOR OTHER UTILITIES LOCATED IN THE PUBLIC RIGHT-OF-WAY.

TRAFFIC FLOW WILL BE MAINTAINED ACCORDING TO TDOT REGULATIONS ALONG WITH AT&t SPECIFICATIONS.

GENERAL NOTE:

- RIGHT-OF-WAY MEASUREMENTS ARE SHOWN APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

SCOPE OF WORK:

AT&T TO:

- DIRECTIONAL BORE INNERDUCT TO PULL THROUGH BURIED FIBER CABLE ACROSS PARKSIDE DR.
- TOTAL FOOTAGE 120'

KNOW WHAT'S BELOW.
CALL BEFORE YOU DIG.

TWO FULL BUS. DAYS BEFORE YOU DIG

IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION AS THE LOCATION OF UTILITIES SHOWN ON THIS PLAT ARE APPROXIMATE AND POSSIBLY INCOMPLETE. THEREFORE CERTIFICATION TO THE LOCATION OF ALL UNDERGROUND UTILITIES IS WITHHELD.

PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF FARRAGUT

11440 PARKSIDE DR

NPANNX: 865690

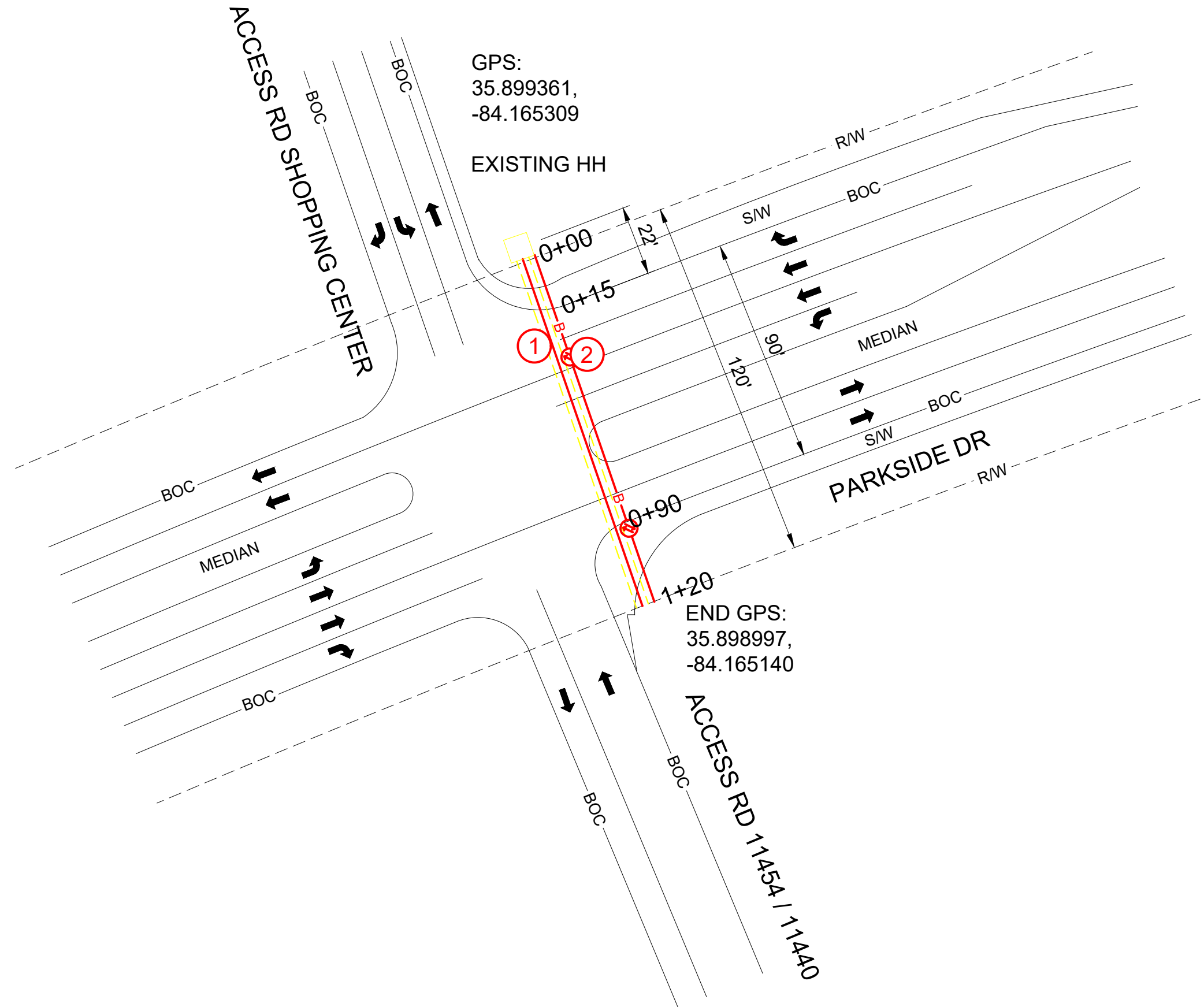
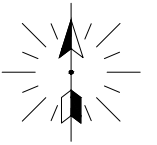
Designer: MORGAN MEADE

Phone: 865-539-8548

Project #: A058PKL

Sheet #: PRINT 1 OF 2

- ① PROPOSED 1.25" INNERDUCT-2
- ② PROPOSED 48CT BURIED FIBER CABLE



PROPOSED TELEPHONE FACILITIES
ON RIGHT OF WAY OF
FARRAGUT

11440 PARKSIDE DR

NPANNX:
865690

Designer:
MORGAN MEADE

Phone:
865-539-8548

Project #:
A058PKL

Sheet #: PRINT 2 OF 2

AT&T PROPRIETARY (INTERNAL USE ONLY): NOT FOR USE OR DISCLOSURE OUTSIDE THE AT&T COMPANIES EXCEPT UNDER WRITTEN AGREEMENT.

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Discussion and public hearing on a resolution, Resolution PC-25-05, to amend the Farragut Municipal Code, Appendix B - Subdivisions, Article III., Subsection A. Streets, 1., to provide for context sensitive street cross section requirements, as illustrated in a new appendix to the Subdivision Regulations, referenced as APPENDIX F, in lieu of existing requirements in the Subdivision Regulations (Town of Farragut, Applicant)

Introduction & Background:

This agenda item has been discussed at two previous Planning Commission meetings and involves an amendment to the Town's Subdivision Regulations, as those regulations would otherwise apply to certain streets that are identified in a new appendix to the Subdivision Regulations and that is part of Resolution PC-25-05 which is included in the packet.

In Article III of the Subdivision Regulations, Subsection A. Streets, the different street classifications that are shown on the Town's Major Road Plan include requirements for right of way widths, drainage along streets (e.g., extruded curb, curb and gutter, open ditch), lane widths, and other design related elements. In addition, there is also the requirement to conform to the Town's Pedestrian and Bicycle Plan - 2010, as amended. This plan requires facilities to be provided for pedestrians and bicyclists as part of new and/or improved streets.

Originally, this amendment was viewed as an amendment to the Major Road Plan but, since the current requirements in the Subdivision Regulations would be replaced rather than the street classifications on the Major Road Plan being changed, Resolution PC-25-05 amends the Subdivision Regulations rather than the Major Road Plan. There are no changes to the street classifications that are shown on the existing Major Road Plan. This clarification has also been discussed with the Town Attorney along with the language included in Resolution PC-25-05, and he is in support of the proposed resolution.

Discussion & Recommendations:

Throughout its history, the Town has been proactive in ensuring that its infrastructure can accommodate the substantial growth that the Town has experienced since its incorporation in 1980. For streets that are not interior to a subdivision and which are typically classified as either collector or arterial on the Major Road Plan, when a development occurs along such street, the development's frontage is required to be brought up to the requirements provided for in the above-referenced section of Article III of the Subdivision Regulations. These same requirements are also typically used as a guide for Town initiated improvements to streets that are classified as collector or arterial.

When the Union Road project was initially discussed with the community, there were requests to try to retain, to the greatest extent possible, the rural character of the road while still making improvements to the road and providing for all users of the transportation system. This consideration of the context led to reduced lane widths and other design exceptions from what would otherwise be required in the Subdivision Regulations. Resolution PC-25-05 includes changes to the Subdivision Regulations that provide for this same context-sensitive approach to be applied to some of the remaining streets in the Town that are currently either substandard or incomplete in terms of providing for all users of the transportation system. These streets are reflected in a new appendix (APPENDIX F) to the Subdivision Regulations that is part of Resolution PC-25-05. There is also language within the main Subdivision Regulations that is being amended in Resolution PC-25-05 that cross references this new appendix (APPENDIX F) and provides for an opportunity to consider this same context sensitive approach on other streets that are not included in APPENDIX F.

For clarity purposes, Resolution PC-25-05 is intended to advance strategies in the Comprehensive Land Use Plan that encourage providing for all users of a transportation system while also minimizing impacts to the natural beauty of the Town. The cross sections included in APPENDIX F are not proposing specific projects on the affected streets. These are simply cross sections that would replace the existing Subdivision Regulations *should these streets be improved at some point in the future*. The cross sections in APPENDIX F would provide for complete streets, be more functional (e.g., the shared use path that is generally recommended could be used by a wider range of users due to its

increased width in comparison to a sidewalk), lower cost, and substantially lessen impacts on abutting property owners. Some examples of the differences between the proposed context sensitive cross sections and what would otherwise be required in the Subdivision Regulations are illustrated in the Power Point slides that are included in the packet.

These examples show the following specific differences for the streets included in APPENDIX F:

1. **Allen Kirby Road**, which is a Major Collector, would be required in the existing Subdivision Regulations 30 inch curb and gutter, 12 foot lanes, and a shared use path or sidewalk on both sides of Allen Kirby Road. The context sensitive cross section that would replace this requirement as part of Resolution PC-25-05 would retain the open ditch drainage, provide for 11 foot lanes, and a shared use path on only one side of the street (this is consistent with the concept plan requirements approved for the Allen Kirby Road frontage of the Bridgemore Subdivision).
2. **Boring Road**, which is a Major Collector, would be required in the existing Subdivision Regulations 30 inch curb and gutter, 12 foot lanes, and a shared use path or sidewalk on both sides of Boring Road. The context sensitive cross section (excluding the section being constructed by the Knox County School System) that would replace this requirement as part of Resolution PC-25-05 would retain the open ditch drainage, provide for 10 foot lanes, and a shared use path on only one side of the street.
3. **Evans Road**, which is a Major Collector, would be required in the existing Subdivision Regulations 30 inch curb and gutter, 12 foot lanes, and a shared use path or sidewalk on both sides of Evans Road. The context sensitive cross section that would replace this requirement as part of Resolution PC-25-05 would retain the open ditch drainage, provide for 10 foot lanes, and a shared use path on only one side of the street.
4. **Herron Road**, which is a Minor Collector, would be required in the existing Subdivision Regulations an 8 inch extruded curb, 13 foot lanes, and a shared use path or sidewalk on both sides of Herron Road. The context sensitive cross section that would replace this requirement

as part of Resolution PC-25-05 would retain the open ditch drainage. retain the existing 9 foot lanes, and incorporate a shared use path on only one side of the street.

5. **N. Campbell Station Road (north of I40 and the Overlook Apartments)**, which is a Minor Arterial, would be required in the existing Subdivision Regulations 30 inch curb and gutter, 12 foot lanes, and a shared use path or sidewalk on both sides of N. Campbell Station Road. The context sensitive cross section that would replace this requirement as part of Resolution PC-25-05 would provide for 30 inch curb and gutter, 11 foot lanes, and a shared use path or sidewalk on both sides of N. Campbell Station Road.
6. **Red Mill Lane**, which is a Minor Collector, would be required in the existing Subdivision Regulations an 8 inch extruded curb, 13 foot lanes, and a shared use path or sidewalk on both sides of Red Mill Lane. The context sensitive cross section that would replace this requirement as part of Resolution PC-25-05 would retain the open ditch drainage, retain the existing 12 foot lanes, and incorporate a shared use path on only one side of the street.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: To approve Resolution PC-25-05.

Changes Shown in Red related to Resolution PC-25-05

A. Streets.

1. *Conformity to the Major Road Plan and the Pedestrian and Bicycle Plan - 2010, as amended.* The town's adopted Major Road Plan, as amended, shall serve as the official document regarding street classifications involving the town's existing and future transportation system. For those streets that are classified on the Major Road Plan as collector or arterial, an abutting subdivision that fronts along such street(s) shall be improved along such frontage as part of the subdivision process to provide for a context appropriate (i.e. appropriate in relation to the proposed development, the street in question, and its physical surroundings) complete streets cross section consistent with the Complete Streets Cross Section exhibits in the Pedestrian and Bicycle Plan - 2010, as amended. Where a subdivision fronts on only one side of a collector or arterial street, only the side of such street abutting the subdivision shall be required to be improved to the complete streets cross section.

Notwithstanding other provisions in these regulations, certain streets and street sections that are reflected in APPENDIX F of the Subdivision Regulations were evaluated to provide an approach that would better relate to the surrounding context, especially given the rural character of some of identified areas. This would help to lessen impacts on abutting property owners, maximize functionality, lower costs, and still provide for all users of the transportation system. These street cross sections offer an alternative that would replace requirements otherwise provided for in the Subdivision Regulations. While APPENDIX F identifies specific streets and street sections, the context sensitive approach reflected in APPENDIX F may also be considered as an alternative on other streets should they be part of a subdivision or an infrastructure improvement project initiated by a governmental entity.

2. *Relation to adjoining street system.* The proposed street system shall extend existing streets within proposed projects at the same or greater width, but in no case less than the required minimum width.
3. *Access streets to subdivision boundaries.* Sufficient access streets to adjoining properties shall be provided in subdivisions to permit harmonious development of the area.
4. *Right-of-way and pavement widths.* The minimum width of any right-of-way is measured from lot line to lot line. The width of pavement is measured from pavement edge to pavement edge, thus excluding the gutter and curb section. Standards for both right-of-way and lane width for applications falling within the jurisdiction of these regulations shall not be less than as follows:

a. *Major arterial streets.*

Right-of-way	100 feet
Curb and gutter (TDOT 6-30)	30 inches
Lane width	12 feet*

Reduction in lane width may be permitted due to existing conditions based on the recommendation of the town engineer.

Such streets are used primarily for fast or heavy traffic and are located on the major road plan. Turn lanes may be required by the Planning Commission if warranted by the traffic impact study.

b. *Minor arterial streets.*

Right-of-way	80 feet
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Curb and gutter (TDOT 6-30)	30 inches
Lane width	12 feet*

Reduction in lane width may be permitted due to existing conditions based on the recommendation of the town engineer.

Such streets are used primarily to handle moderate to high traffic speeds and volumes. These streets should be reflected on the major road plan. Turn lanes may be required by the Planning Commission if warranted by the traffic impact study.

The Planning Commission may, at the recommendation of the town engineer, elect to allow three twelve-foot lanes distributed as follows:

Right-of-way	70 feet
Curb and gutter (TDOT 6-30)	30 inches
Lane width	12 feet*

c. *Major collector streets.*

Right-of-way	60 feet
Curb and gutter (TDOT 6-30)	30 inches
Lane width	12 feet

Such streets are used primarily to carry slow to moderate traffic speeds and volumes. These streets act primarily as the transition between local traffic and through traffic. These streets should be reflected on the major road plan. Turn lanes may be required by the Planning Commission if warranted by the traffic impact study.

d. *Local collector streets.*

Right-of-way	50 feet
Curb, extruded	8 inches
Lane width	13 feet

Such streets are used primarily to carry slow traffic speeds and volumes. The streets primarily serve the internal movements of residential areas to major collector status streets. These streets should be reflected on the major road plan. Turn lanes may be required by the Planning Commission if warranted by the traffic impact.

e. *Local streets.*

Right-of-way	50 feet
Curb, extruded	8 inches

Curb, rolled	24 inches(multi-family residential)
Lane width	13 feet

Such streets are used primarily to serve individual residential lots. Typically, both speeds and volumes are very slow. In such cases where local streets intersect with arterial or major collector streets, the Planning Commission may require a twelve-foot center lane if warranted by the traffic impact study.

f. *Frontage roads.*

Right-of-way	40 feet
Pavement width	30 feet
Curb, extruded	8 inches

Typically, access or frontage roads are used in commercial and/or multi-family developments to facilitate internal traffic movements or reduce the overall number of curb cuts to higher status streets. Such frontage roads shall conform to the radius requirements, at points of ingress and egress, on arterial streets.

NOTE: In extreme cases where topography or other physical conditions make a street of the required minimum width impractical, the Planning Commission may modify the above referenced requirements. However, through proposed neighborhood or local business areas, the street right-of-way width may be increased 11 feet on each side to provide for movement of vehicles into and out of necessary off-street parking areas without interference to traffic.

5. *Additional right-of-way widths on existing streets.* Subdivisions that adjoin existing streets shall dedicate additional right-of-way to meet the above minimum street width requirements.
 - a. The entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing street.
 - b. When the subdivision is located on only one side of the existing street, one-half of the required width of the right-of-way, measured from the center line of the existing roadway, shall be provided.
6. *Restriction of access.* Where a subdivision abuts or contains an existing or proposed major street the Planning Commission may require frontage roads, or such other treatment as may be required to afford separation to through and local traffic. Subdivisions abutting or containing an existing or proposed major street shall comply with the provisions of the driveways and other access ways ordinance.
 - a. Paved acceleration and deceleration lanes may be required along any arterial or collector street or highway at the determination of the commission.
 - b. Frontage roads (roads which parallel the public streets giving access and which extend along the entire frontage of particular properties) shall be constructed in order to provide safe and efficient vehicular movement between specified access points. All frontage roads shall be dedicated as public streets and shall be maintained by the public.

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- c. Frontage roads shall be constructed in conformance with standards of the subdivision regulations. Dedicated right-of-way for frontage roads shall be ten feet greater than the width of the proposed frontage road.
 - d. Items a through c of this subparagraph shall apply in their entirety to commercial property having road frontage greater than the distance between access points specified in the access ordinance. For commercial property of lesser road frontage, the commission may waive or reduce requirements (i.e., require dedicated right-of-way for frontage roads rather than constructed frontage roads).
7. *Street grades.* Grades on streets shall not exceed the following:
 - a. Arterial streets and highways: Seven percent.
 - b. Collector streets: Ten percent.
 - c. Residential streets: 12 percent.
 - d. Dead end and loop streets: 14 percent.
 8. *Horizontal curves.* When a deflection angle of more than six degrees in the alignment of a street occurs, the following radii shall be used:
 - a. Arterial streets and highways: 600 feet.
 - b. Collector streets: 400 feet.
 - c. Residential streets: 150 feet.
 - d. Dead end and loop streets: 100 feet.
 9. *Vertical curves.* Vertical curves shall conform to AASHTO stopping sight distance for the following design speeds:
 - a. Arterial streets and highways: 50 mph.
 - b. Collector streets: 40 mph.
 - c. Residential streets: 35 mph.
 - d. Dead end and loop streets: 30 mph.
 10. *Intersections.* Street intersections shall be as nearly at right angles as possible, and no intersection shall be at an angle of less than 60 degrees.

To permit the construction of a curb having a desirable radius, property line radii at all street intersections shall not be less than 20 feet. Where the angle of the street intersection is less than 90 degrees, the Planning Commission may require a greater radius.

All intersections of two or more streets shall have a grade that does not exceed four percent of the following distance from the intersection:

 - a. Arterial streets and highways: 150 feet.
 - b. Collector streets: 100 feet.
 - c. Residential streets: 60 feet.
 - d. Dead end and loop street: 50 feet.
 11. *Tangents.* Reverse curves in road right-of-way shall be corrected by tangents of not less than the following:
 - a. Arterial streets and highways: 150 feet.
 - b. Collector streets: 100 feet.

-
- c. Residential streets: 75 feet.
 - d. Dead end and loop streets: 50 feet.
12. *Street jogs.* Street jogs of less than 200 feet shall not be allowed, except where both intersecting streets are cul-de-sacs in which case the street jogs with centerline offsets of less than 125 feet shall not be allowed.
13. *Dead end streets and cul-de-sacs.*
- a. The use of dead end streets and cul-de-sacs shall be discouraged in favor of loop and other connected street designs. The planning commission may permit the limited use of dead end streets and cul-de-sacs to enhance the protection of desirable natural features inherent to the property or as a temporary stub out to abutting properties for future connections. When permitted, dead end streets and cul-de-sacs shall be no more than 500 feet in length unless necessitated by topography and approved as a variance by the planning commission.

Dead end streets and cul-de-sacs shall be provided at the closed end with a turn-around having an outside roadway diameter of at least 74 feet and a street right-of-way diameter of at least 94 feet.
 - b. Where dead end streets are stubbed out to abutting properties, such streets shall be provided with a temporary turn-around as recommended by the Town Engineer and Fire Marshal.
14. *Private streets and reserve strips.* Private streets are prohibited. All streets shall be constructed per these regulations and shall be dedicated to the town. There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed with the town under conditions approved by the Planning Commission.
15. *Drainage.* All streets and roads must be so designed as to provide for the discharge of surface water from the right-of-way of all streets and roads by grading and drainage as shall be approved by the planning commission. Where possible, water should be discharged by surface drainage into open ditches or swales. Such open ditches and swales shall be platted on the final plat as water quality drainage easements. In order to reduce run off, such open ditches and swales shall be kept in a vegetated state. No piping or the use of any type of hard surface (rip rap, river rock, etc.) shall be permitted in a water quality drainage easement. Where water cannot be adequately discharged by surface drainage, the planning commission shall require the installation of a storm sewer.

A street shall not carry water for a distance greater than 400 feet from the beginning point of the runoff. Discharge from the street shall be handled by means of a catch basin—The number, size, type, and location to be determined by the town engineer. Pipes under the right-of-way, for purposes of discharging water into the pipe, must be no less than 18 inches in diameter. Drainage shall not discharge into a sinkhole as a means of an outlet for runoff, unless the depression has a storage capacity for a 100-year flood without flooding any adjacent properties, or creating overflow runoff that will adversely affect existing drainage courses.
16. *Street Names.* Proposed streets which are obviously in alignment with others already existing and names shall bear the names of existing streets. In no case shall the name for proposed streets duplicate existing street names, irrespective of the use of the suffix street, avenue, boulevard, drive, place or court. The Planning Commission shall have the power to approve or disapprove street names and if necessary determine and assign names to public rights-of-way on submitted plats.
17. *Street Elevations.* The Planning Commission may require, where necessary, profiles and elevations of streets for determination of proximity to floodplains. No street shall be approved for construction within a floodplain if it is proposed to be constructed more than one foot below the elevation of the 500-year flood as defined in Article III, Section E. Fill may be used for streets provided such fill does not increase upstream flood heights. Drainage openings shall be so designed as to not restrict the flow of floodwaters or increase upstream flood heights.

-
18. *Connectivity.* The subdivision shall provide for both vehicular and pedestrian/shared-use path connectivity to abutting properties. The subdivision shall have more than one public street vehicular access into and out of the development. The Planning Commission may consider waiving this requirement in cases where 1) All of the abutting properties have been developed as existing house lots of less than one acre in size and are so located to physically preclude (block) such connections; or 2) Where very significant topographic issues, not created by the design of the subdivision, would effectively prohibit connections; or 3) The subdivision will have thirty (30) or less dwelling units.

(Ord. of 10-1987; Ord. of 2-2006; Res. No. PC-09-08, § 2, 5-21-2009; Res. PC-17-01, § 1, 2-16-2017; Ord. No. 18-04, § 1, 1-18-2018; Res. No. PC 18-04, § 2, 1-18-2018; Res. No. PC-19-11 § 3, 12-19-2019)

RESOLUTION PC-25-05

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO AMEND THE FARRAGUT MUNICIPAL CODE, APPENDIX B - SUBDIVISIONS, ARTICLE III. GENERAL REQUIREMENTS AND MINIMUM STANDARDS OF DESIGN, SUBSECTION A. STREETS. 1., TO PROVIDE FOR CONTEXT SENSITIVE STREET CROSS SECTION REQUIREMENTS, AS ILLUSTRATED IN A NEW APPENDIX TO THE SUBDIVISION REGULATIONS, REFERENCED AS APPENDIX F, IN LIEU OF EXISTING REQUIREMENTS IN THE FARRAGUT SUBDIVISION REGULATIONS

WHEREAS, consistent with the Tennessee Code Annotated, Section 13-4-201, the Farragut Municipal Planning Commission has adopted the Comprehensive Land Use Plan Update (the Plan) to help guide the development of and/or modifications to regulations that help administer the strategies identified in the Plan, and

WHEREAS, the Plan has identified the need to provide for all users of a transportation system while also minimizing impacts to the natural beauty of the Town, and

WHEREAS, as one of the Town's regulatory tools to help implement the Plan, 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, and

WHEREAS, the Subdivision Regulations provide for certain standards in association with the new construction of and/or improvements to existing streets, shared use paths, sidewalks, drainage systems, and streetscaping, and

WHEREAS, certain collector and arterial streets that currently do not meet the street cross section requirements provided for in the Subdivision Regulations were evaluated for what would be desired should they be improved, and

WHEREAS, the physical character of the area (namely the predominant land uses, existing infrastructure, and housing density) where these streets are situated was taken into consideration in terms of developing a more context sensitive street cross section than would be required in the Subdivision Regulations, and

WHEREAS, the context sensitive street cross sections recommended in Resolution PC-25-05 provide for all users of the transportation system but, in comparison to the requirements in the Subdivision Regulations, lessen development costs and impacts to property owners that front along such streets, and

WHEREAS, the Farragut Municipal Planning Commission of the Town of Farragut has evaluated these context sensitive street cross sections, and is recommending through this resolution to adopt them in lieu of the requirements in the Subdivision Regulations and include these cross sections as APPENDIX F of the Subdivision Regulations, and

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; and

WHEREAS, such public hearing was held on October 16, 2025;

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission adopts the following amendments to the Farragut Municipal Code, Appendix B - SUBDIVISIONS:

SECTION 1.

Article III. General Requirements and Minimum Standards of Design, Subsection A. Streets. 1., is amended by adding a second paragraph as follows:

Notwithstanding other provisions in these regulations, certain streets and street sections that are reflected in APPENDIX F of the Subdivision Regulations were evaluated to provide an approach that would better relate to the surrounding context, especially given the rural character of some of identified areas. This would help to lessen impacts on abutting property owners, maximize functionality, lower costs, and still provide for all users of the transportation system. These street cross sections offer an alternative that would replace requirements otherwise provided for in the Subdivision Regulations. While APPENDIX F identifies specific streets and street sections, the context sensitive approach reflected in APPENDIX F may also be considered as an alternative on other streets should they be part of a subdivision or an infrastructure improvement project initiated by a governmental entity.

SECTION 2.

Adding a new appendix, referenced as APPENDIX F, as shown in the attached document. The street cross sections in APPENDIX F show these streets as they currently exist as of the date of this resolution. Below the existing street cross sections are proposed context sensitive street cross sections for each street.

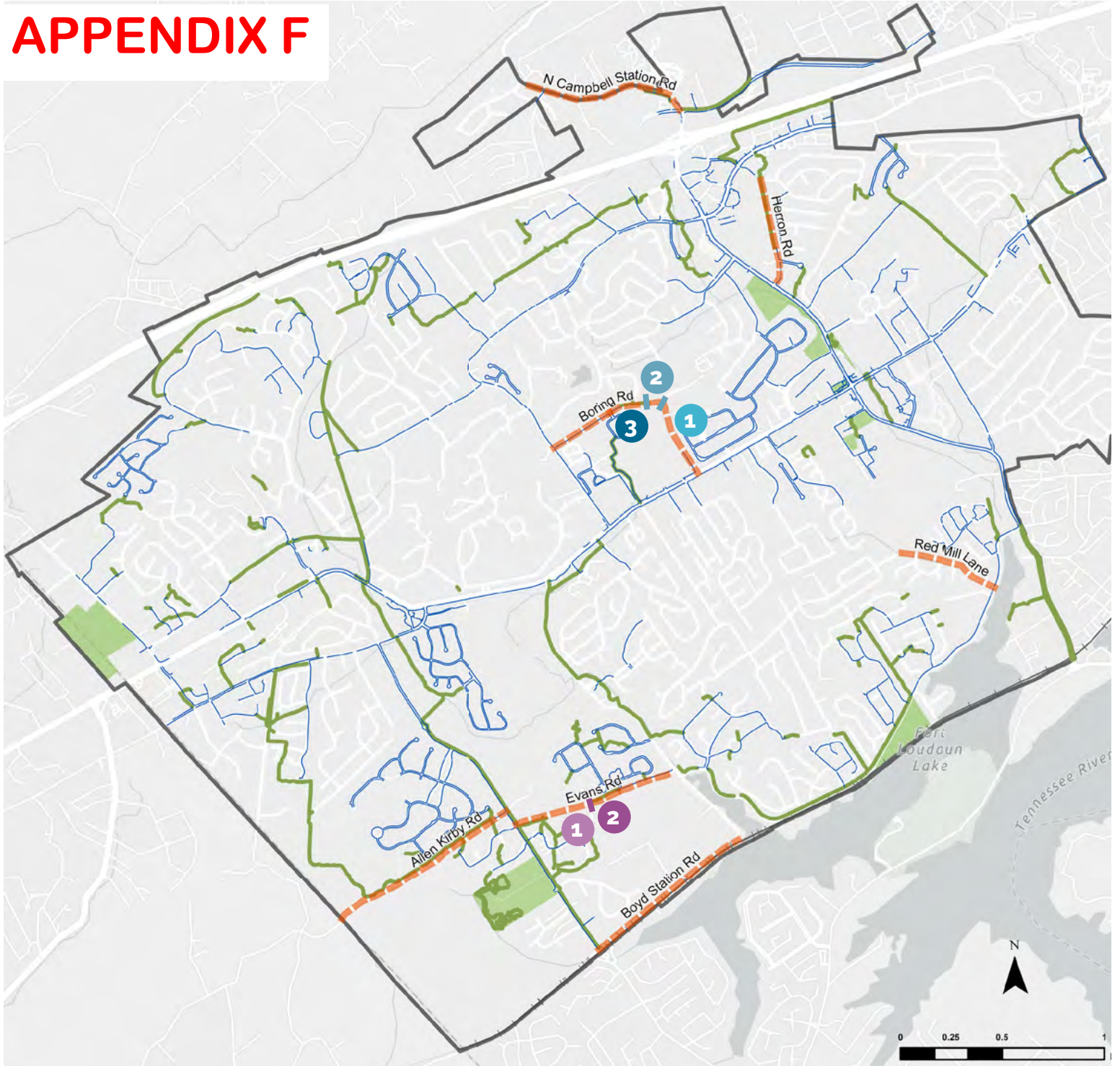
ADOPTED this 16th day of October 2025.








Ron Pinchok, Chairman

Shannon Preston, Secretary

TOWN OF FARRAGUT: STREET SECTIONS

APPENDIX F



-  TownLimit
-  Railroads
-  Streets
-  Parks
-  Greenways
-  Sidewalks
-  Street Sections

Standard Street Sections

Allen Kirby Road

- Boring Road Segment 1**
- Boring Road Segment 2**
- Boring Road Segment 3**

Boyd Station Road

- Evans Road Segment 1**
- Evans Road Segment 2**
- Herron Road**

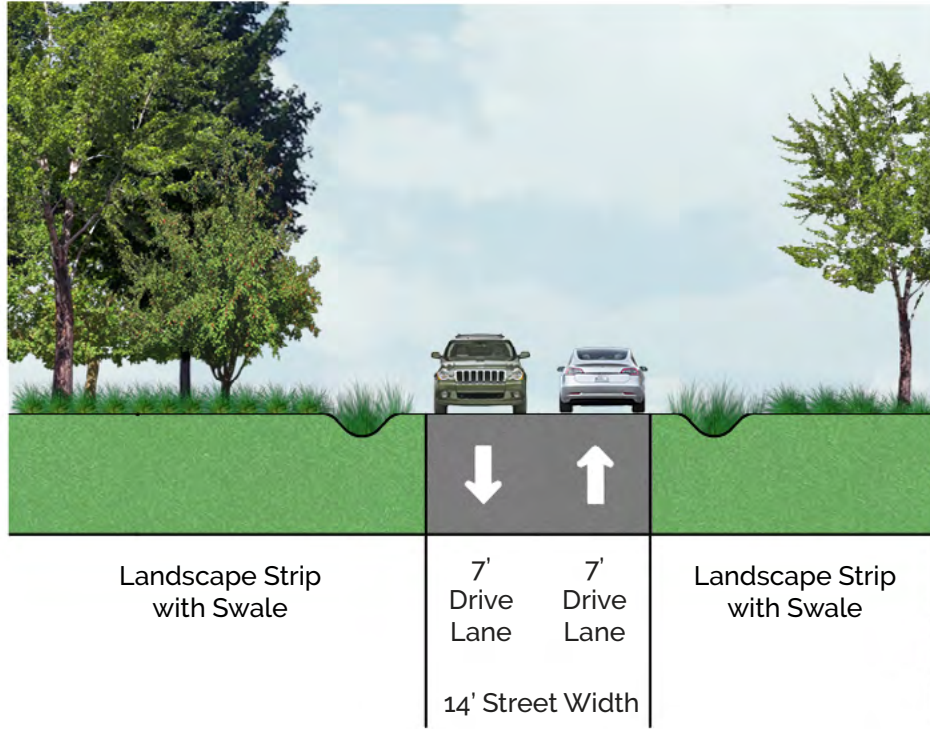
N Campbell Station Road

(north of I-40 & the Overlook Apartments)
Red Mill Lane

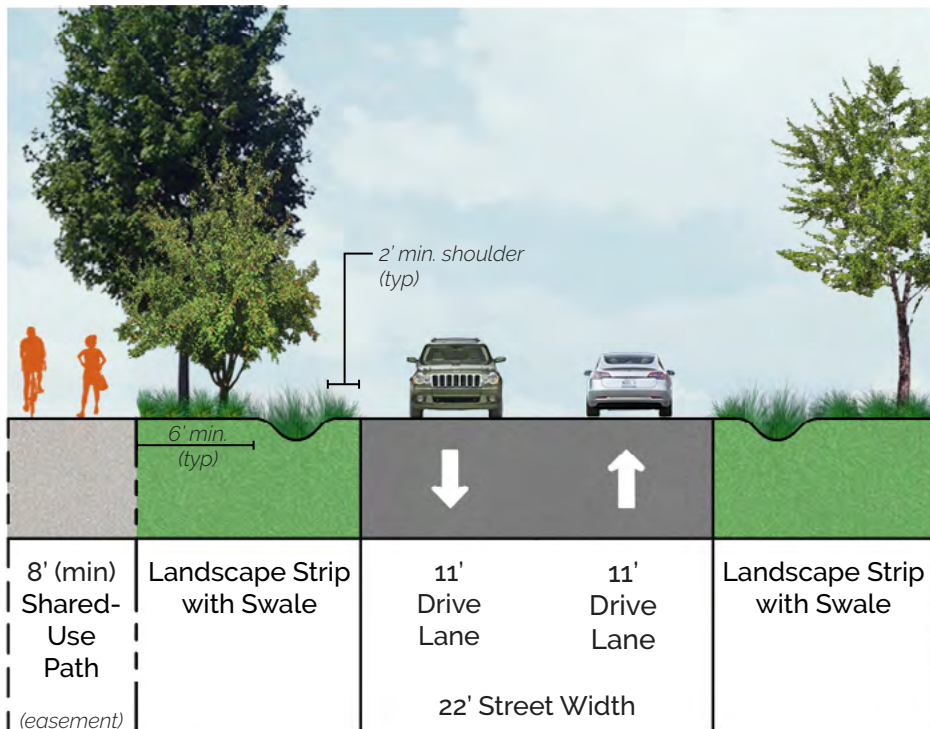
Resolution PC-25-05

ALLEN KIRBY ROAD

(Viewing East)



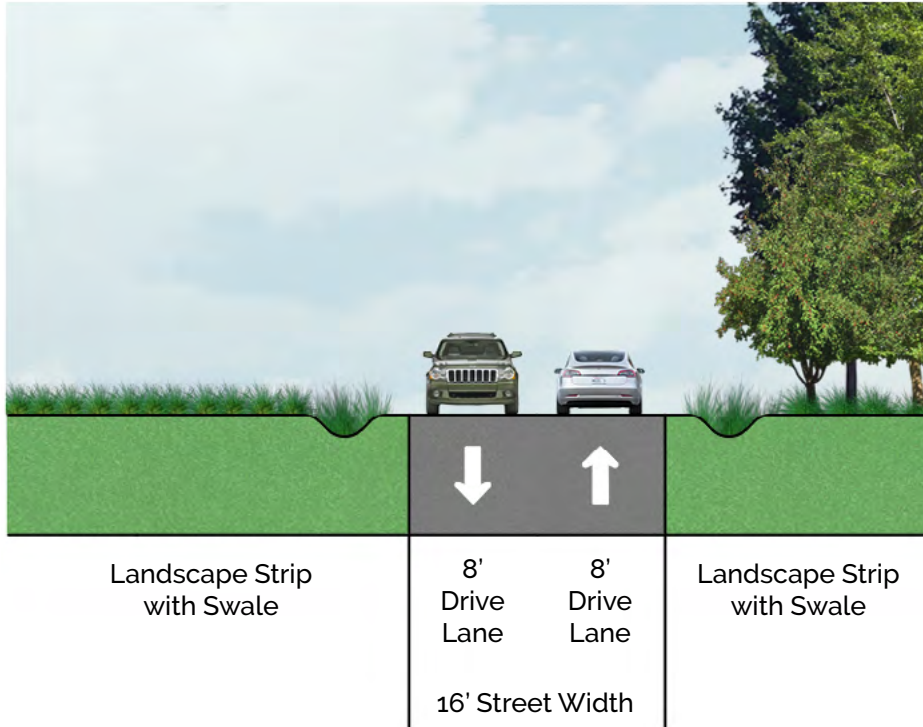
Existing



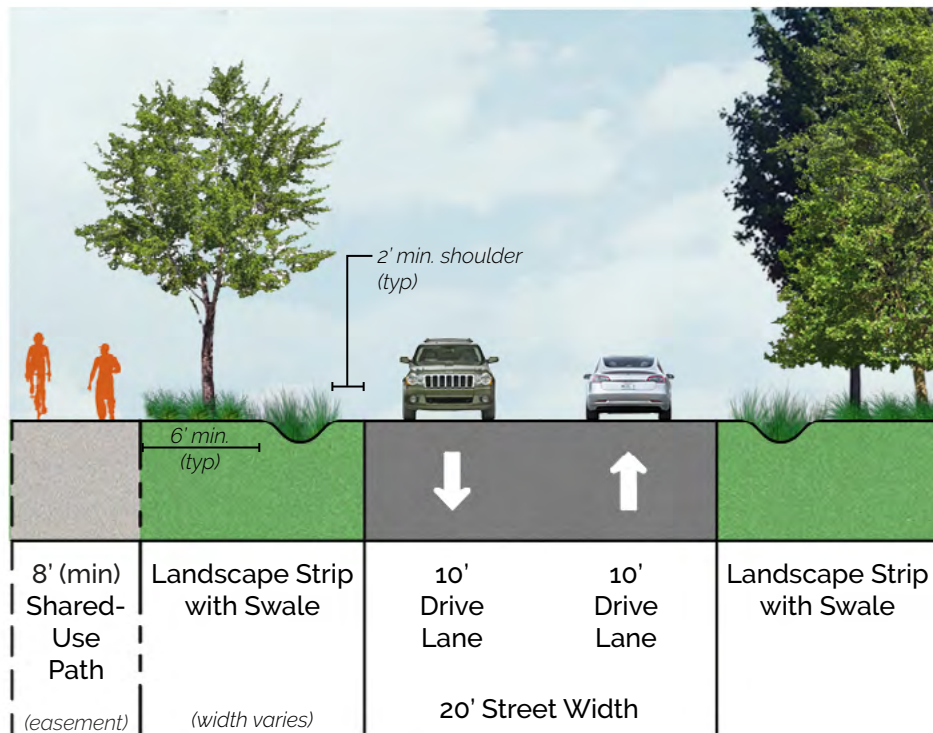
Proposed

BORING ROAD - SEGMENT 1

(Viewing North)



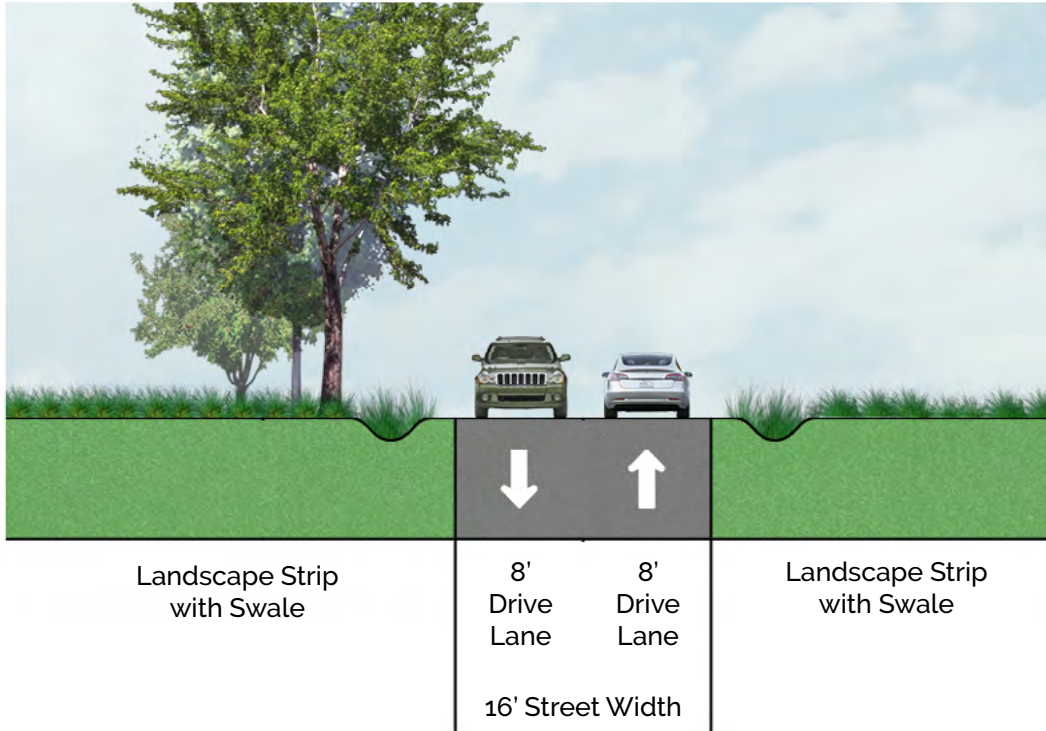
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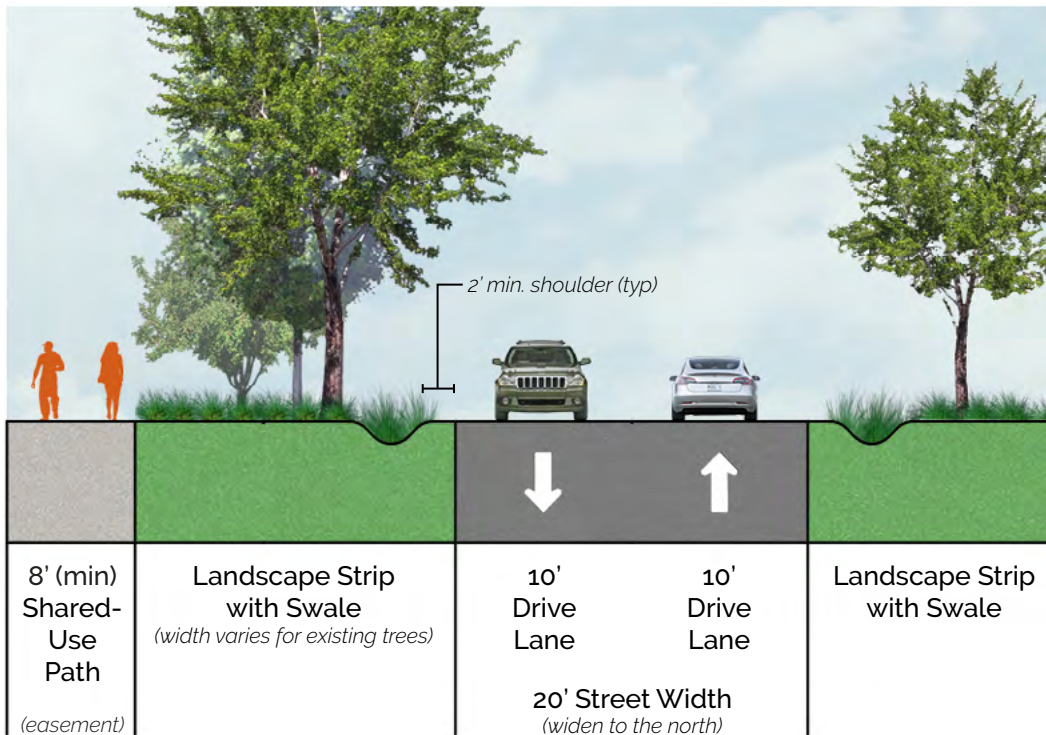
Proposed

BORING ROAD - SEGMENT 2

(Viewing West)



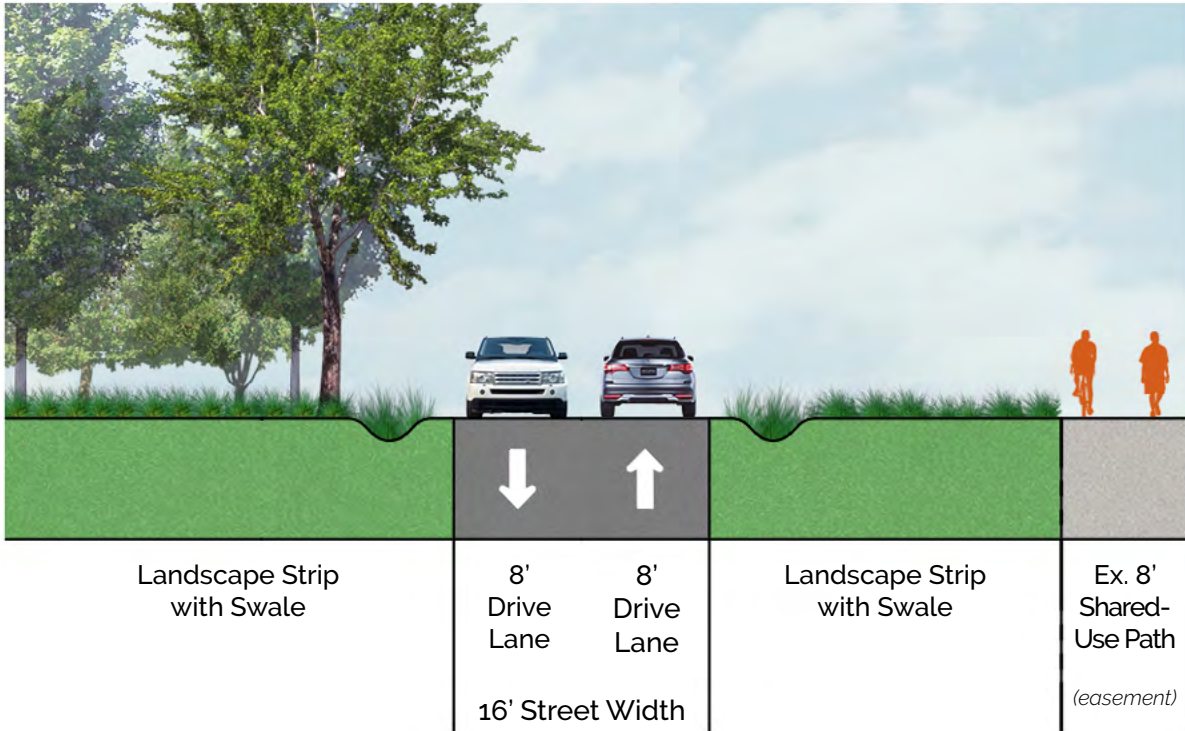
Existing



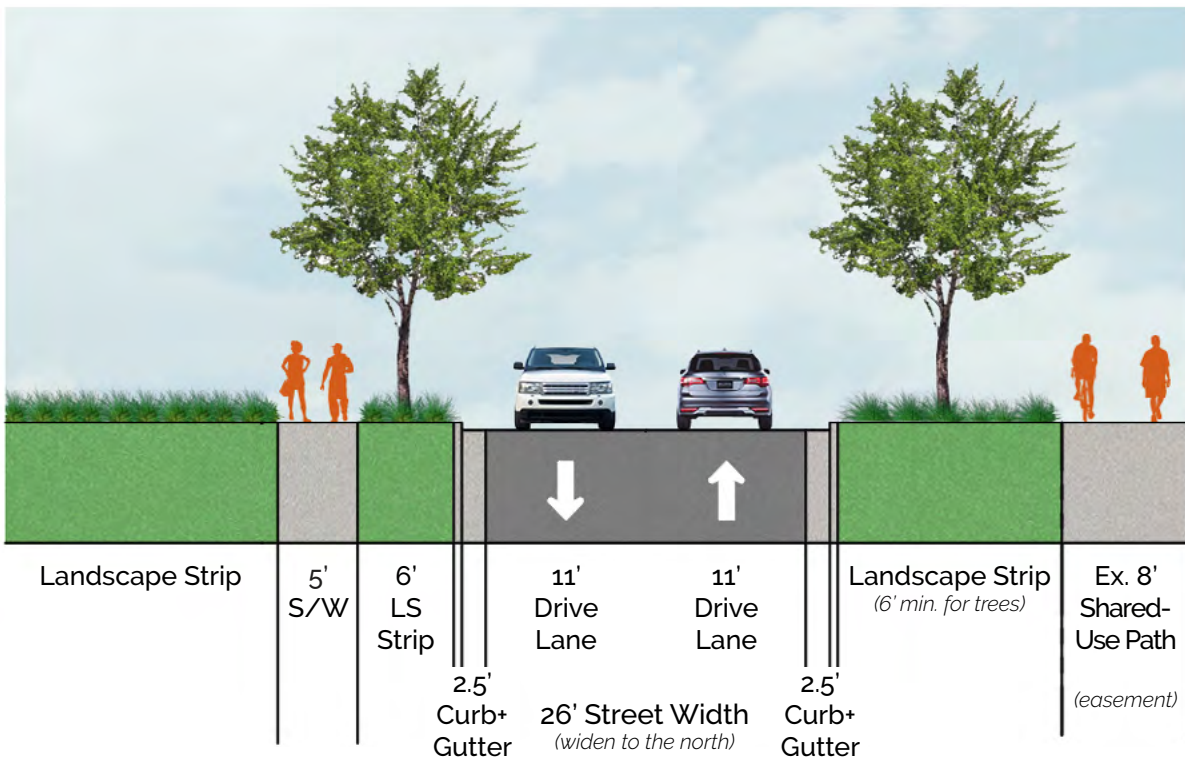
Proposed

BORING ROAD - SEGMENT 3

(Viewing West)

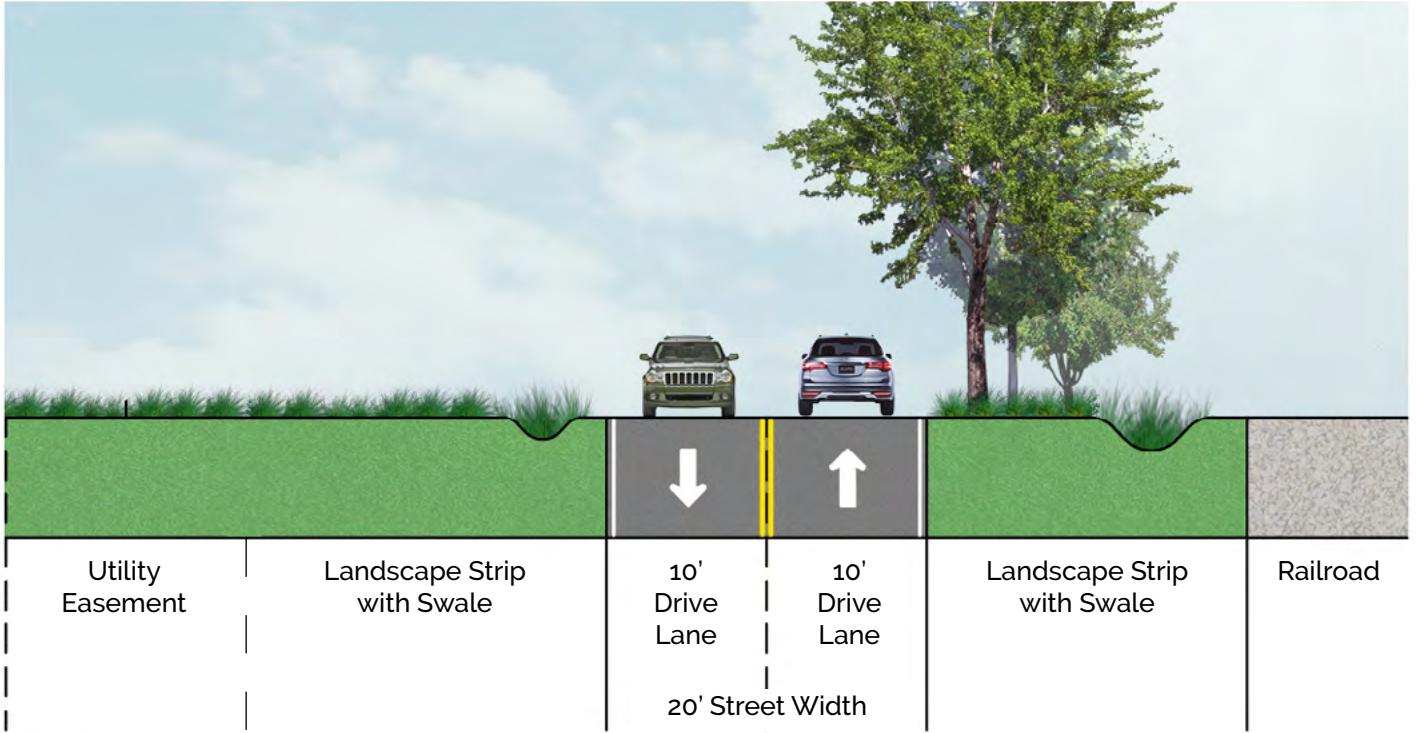


Existing

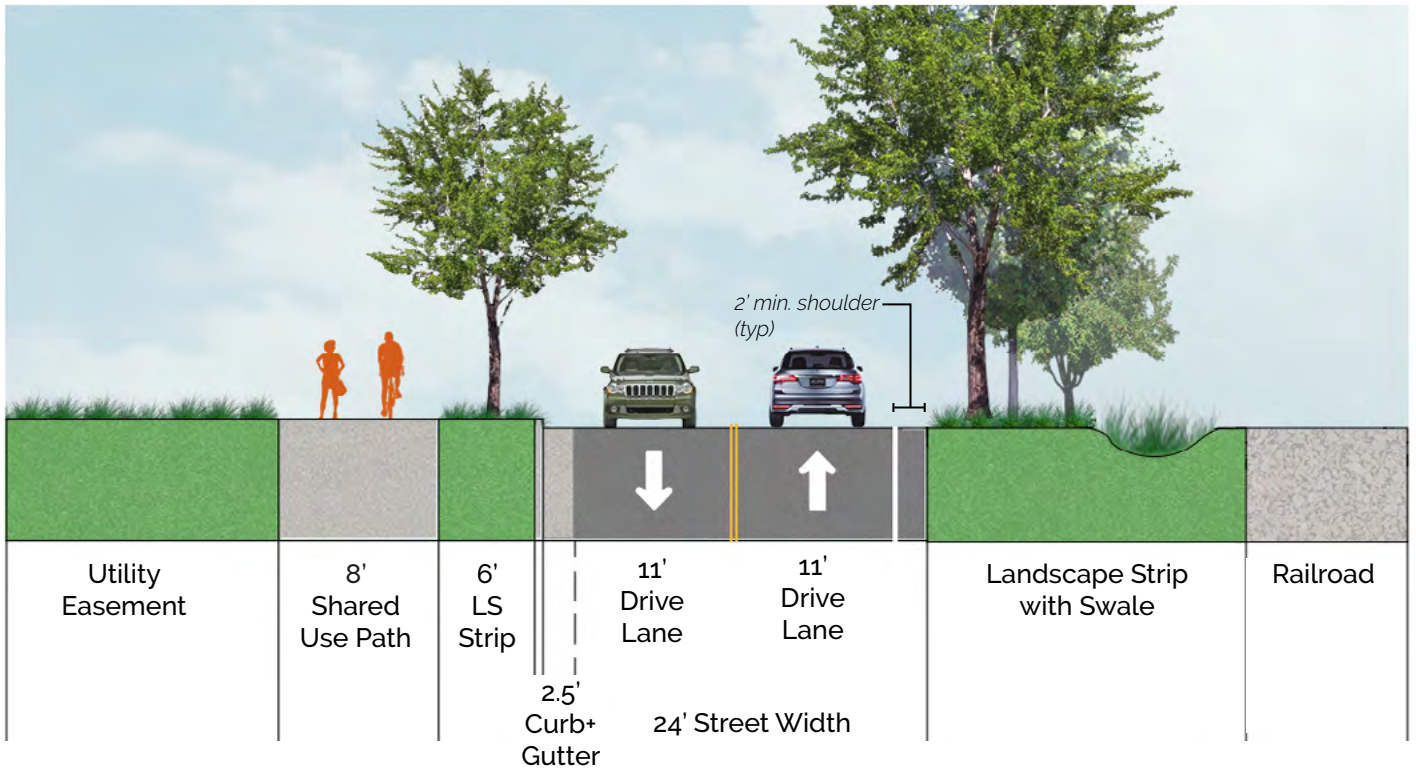


Proposed

BOYD STATION ROAD (Viewing East)



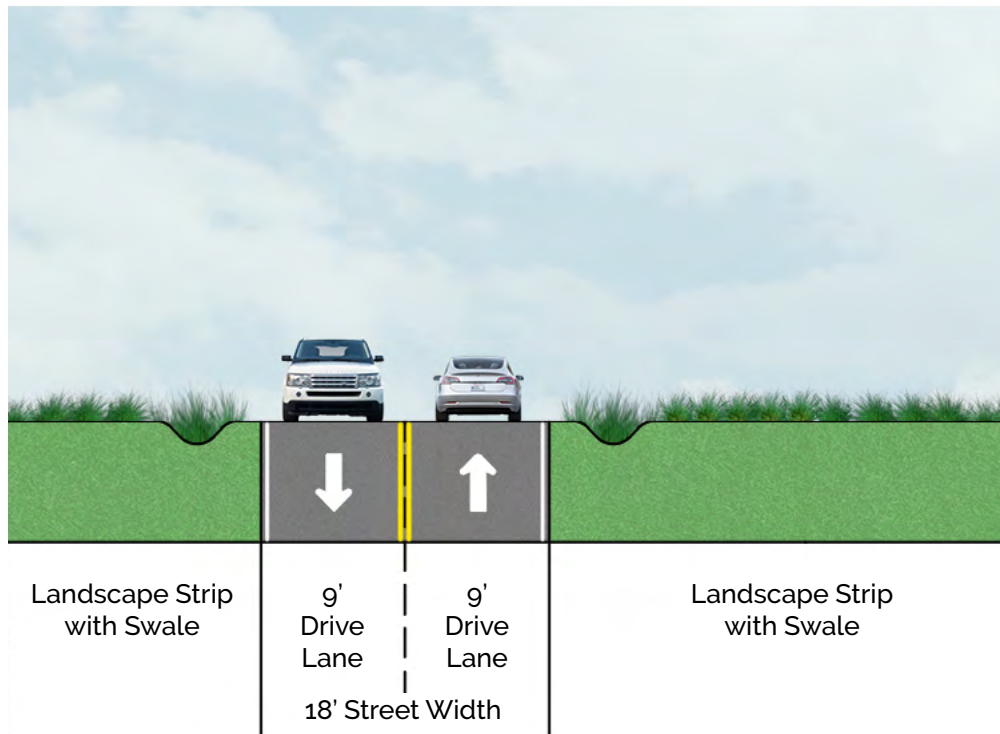
Existing



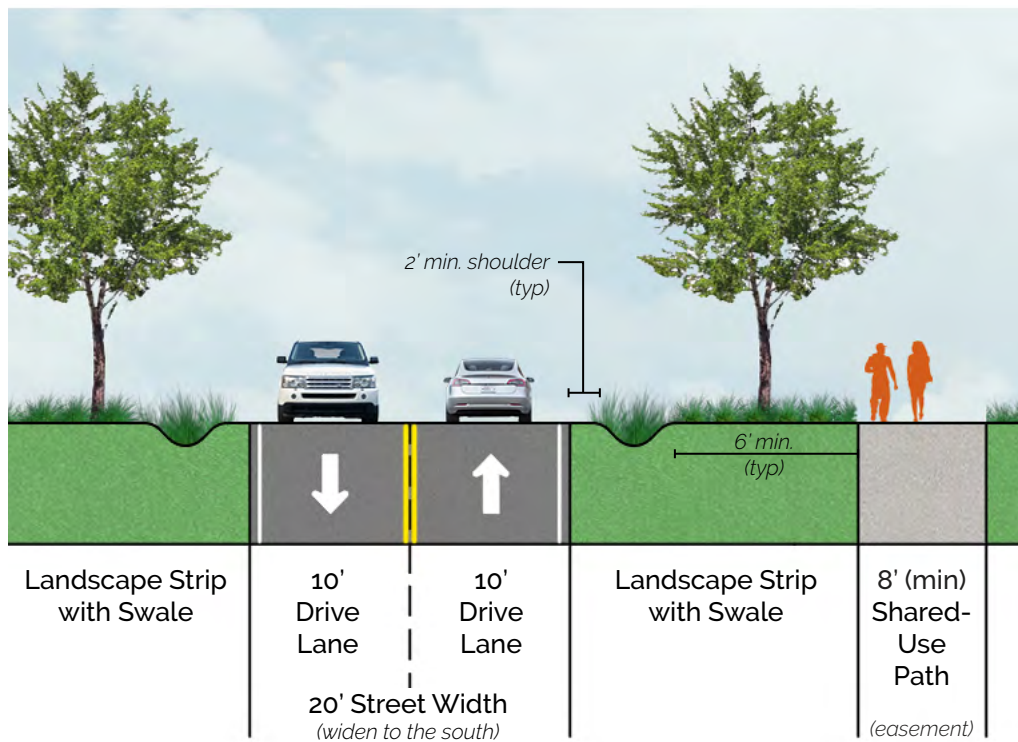
Proposed

EVANS ROAD - SEGMENT 1

(Viewing East)



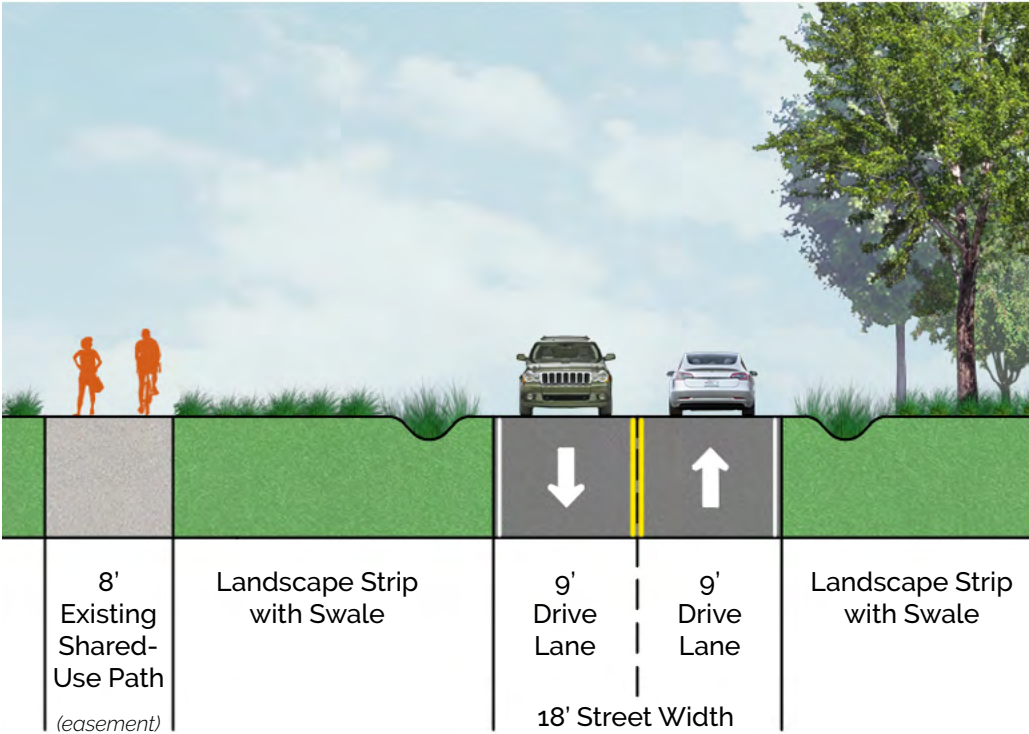
Existing



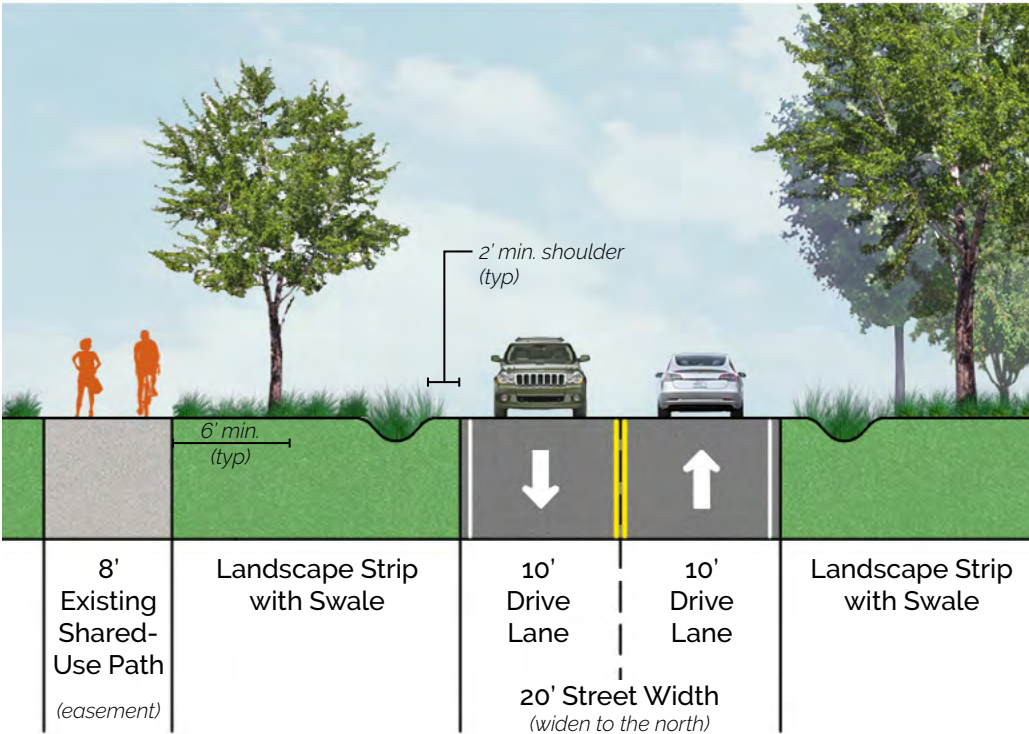
Proposed

EVANS ROAD - SEGMENT 2

(Viewing East)



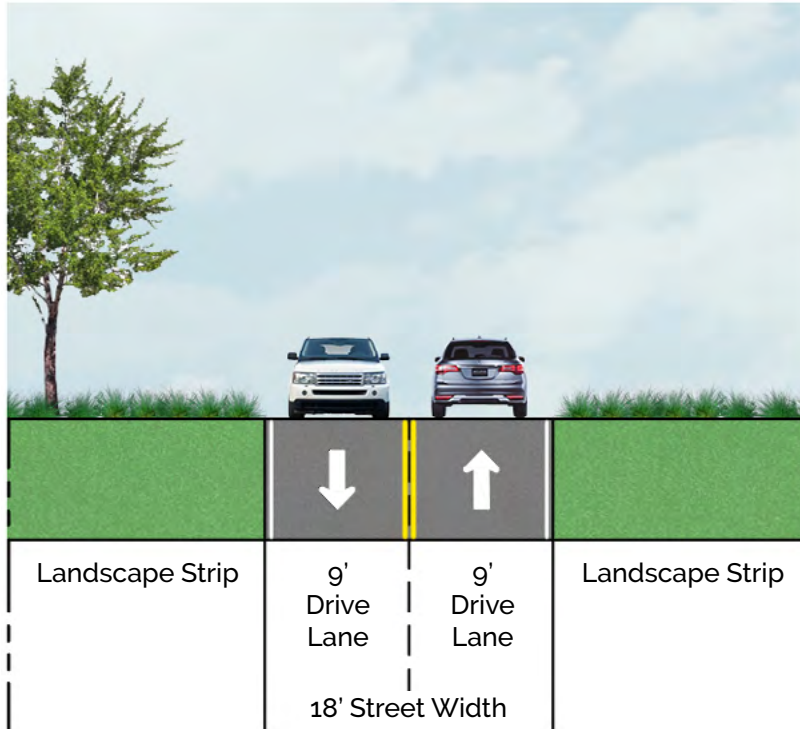
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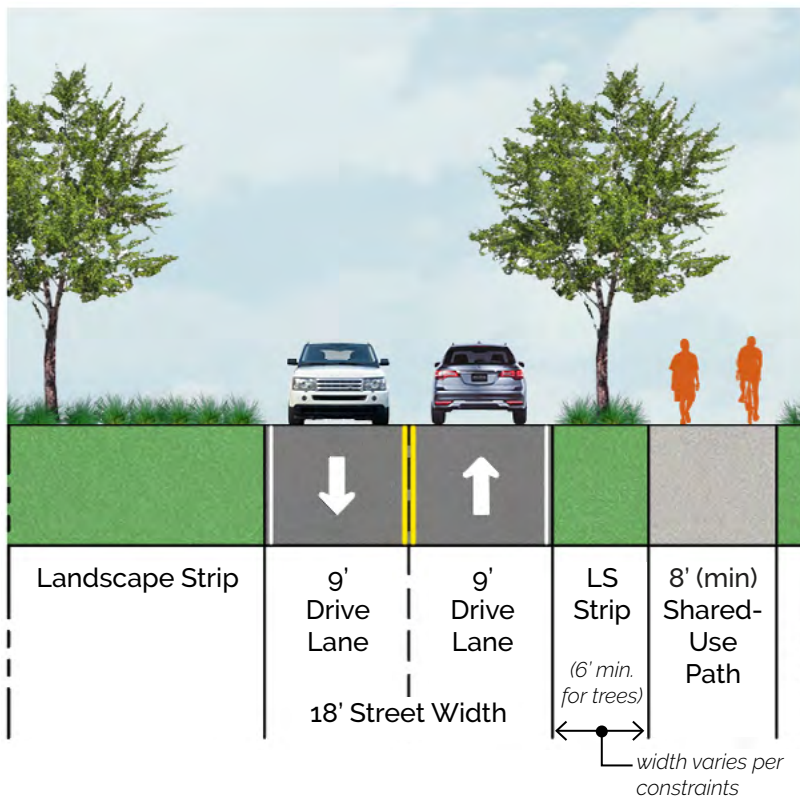
Proposed

HERRON ROAD

(Viewing North)

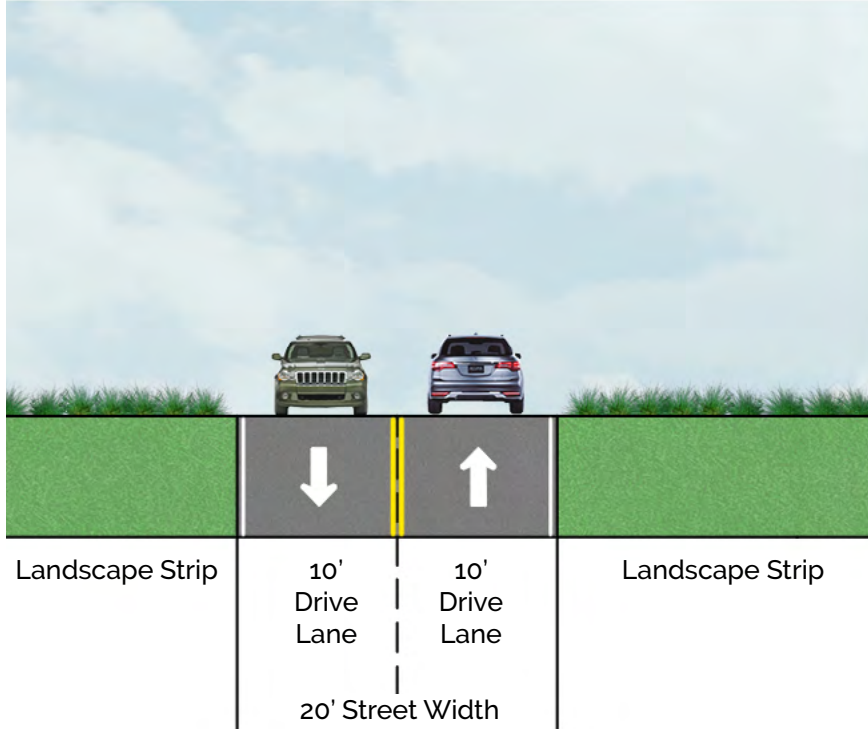


Existing

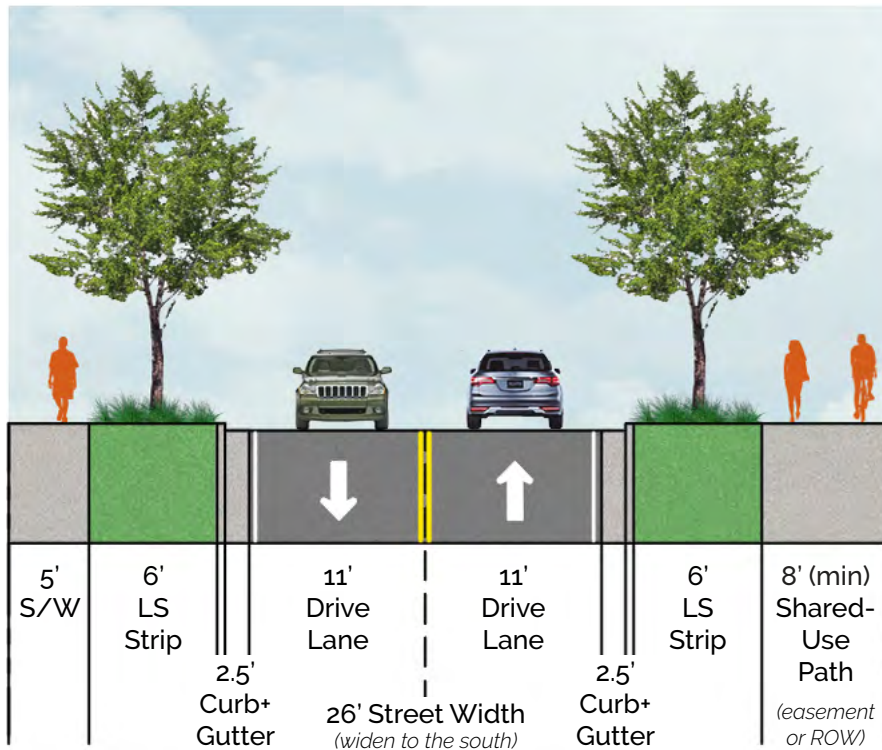


Proposed

N CAMPBELL STATION ROAD (NORTH OF I-40 & THE OVERLOOK APARTMENTS) (Viewing East)

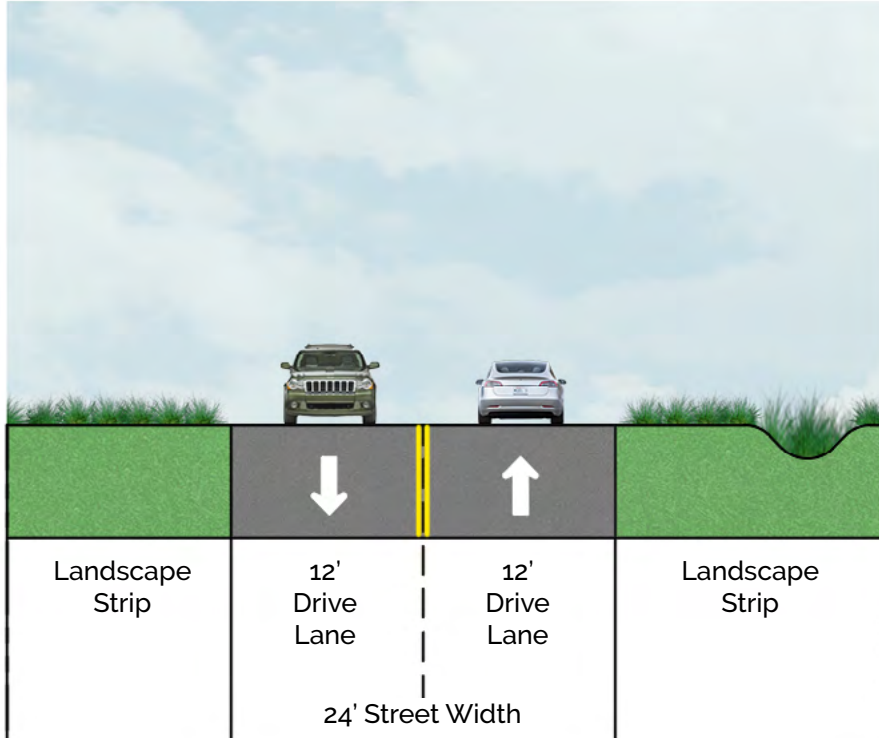


Existing

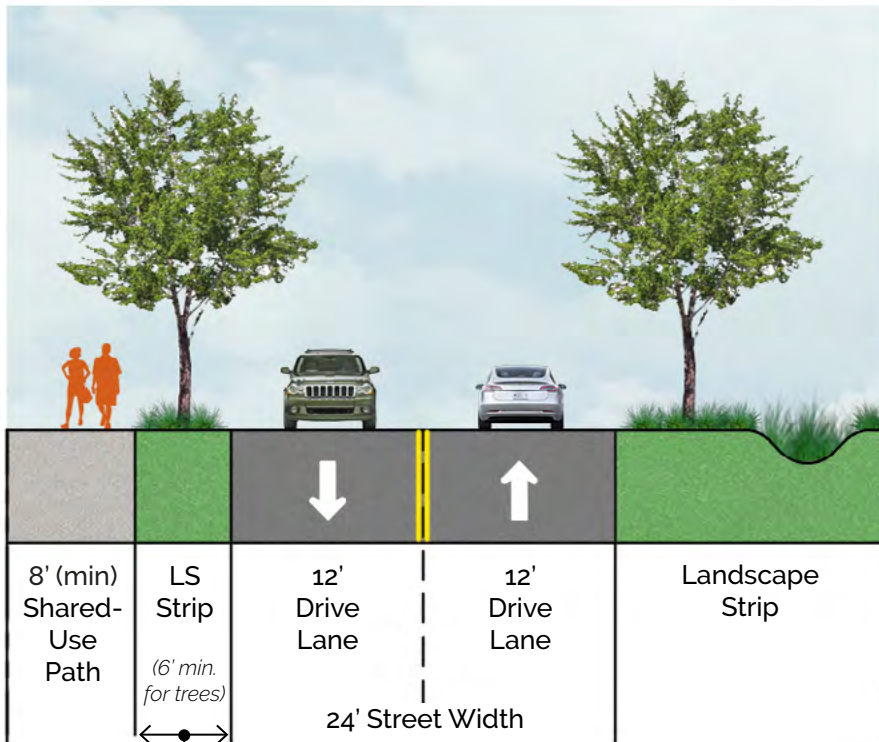


Proposed

RED MILL LANE (Viewing East)



Existing



width varies per constraints

Proposed

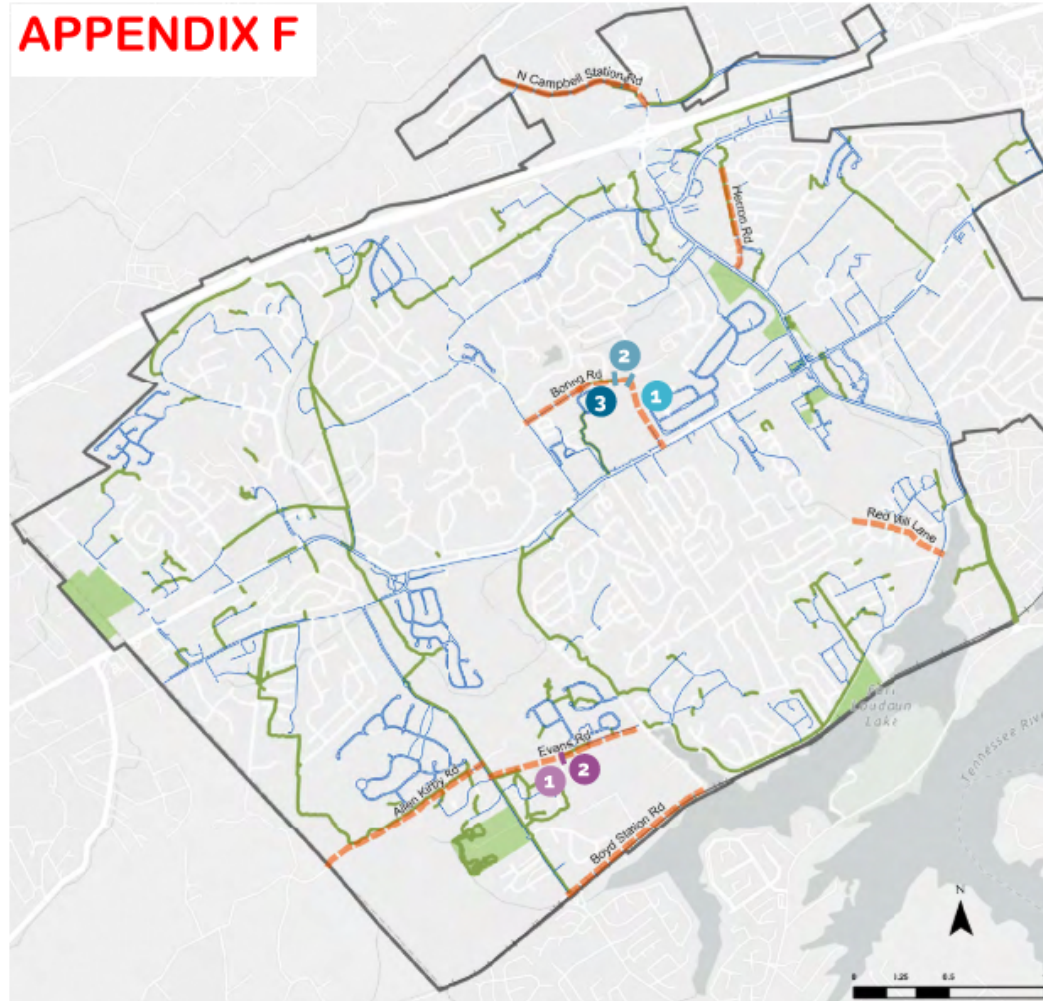


Town of Farragut Municipal Planning Commission

Street Cross Section Comparisons

October 16, 2025

APPENDIX F



- Town Limit
- Railroads
- Streets
- Parks
- Greenways
- Sidewalks
- Street Sections

Standard Street Sections

Allen Kirby Road

Boring Road Segment **1**

Boring Road Segment **2**

Boring Road Segment **3**

Boyd Station Road

Evans Road Segment **1**

Evans Road Segment **2**

Herron Road

N Campbell Station Road

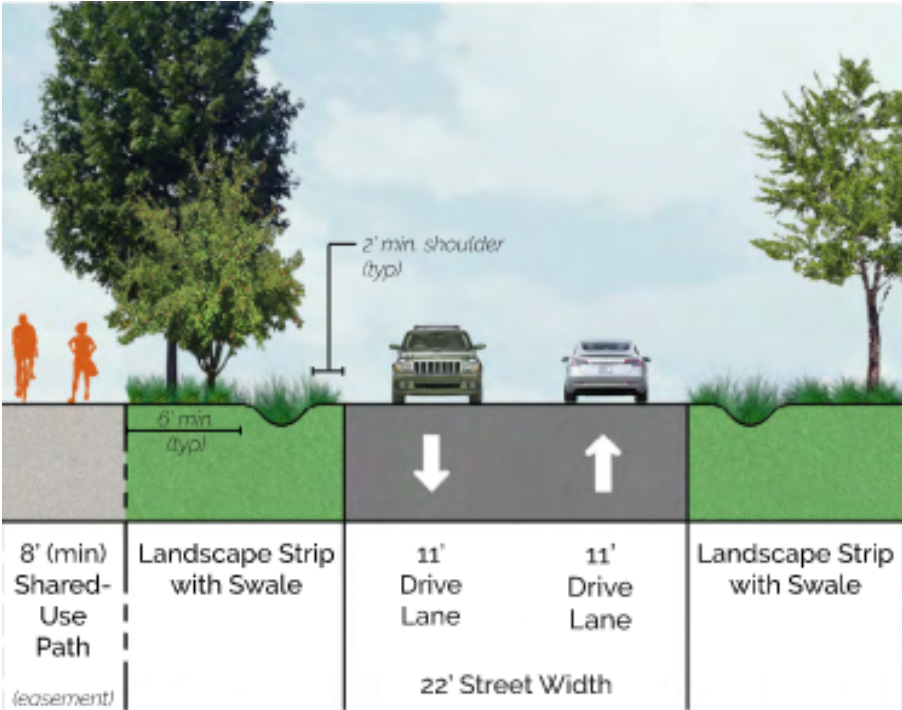
(north of I-40 & the Overlook Apartments)

Red Mill Lane

Resolution PC-25-05

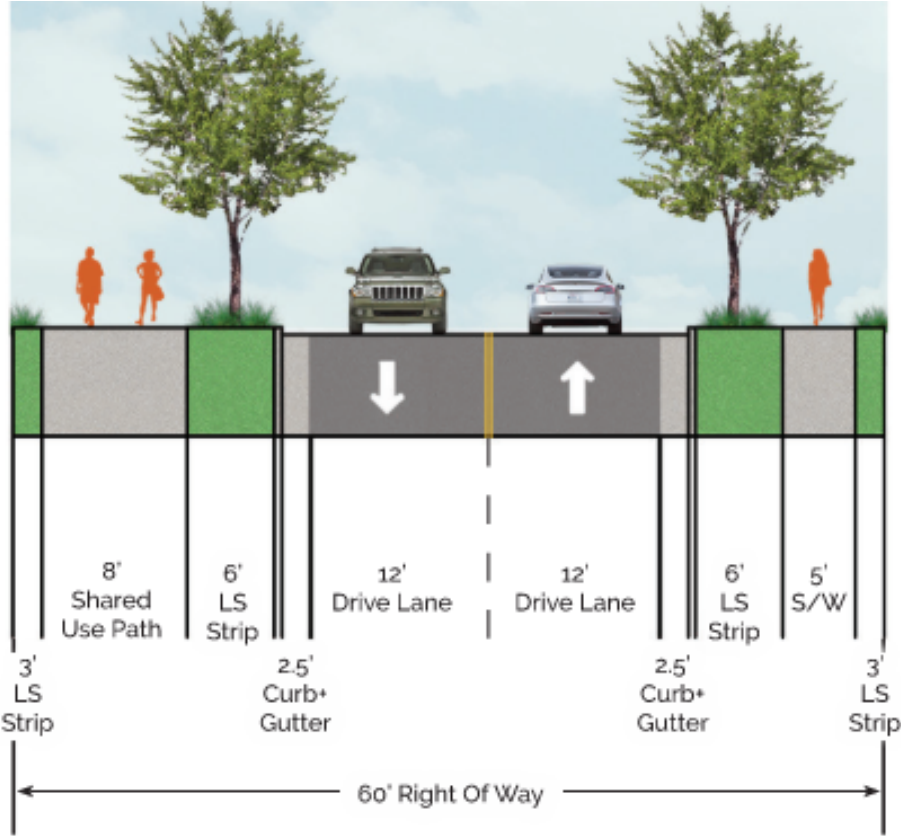
ALLEN KIRBY ROAD

Context Sensitive Cross Section



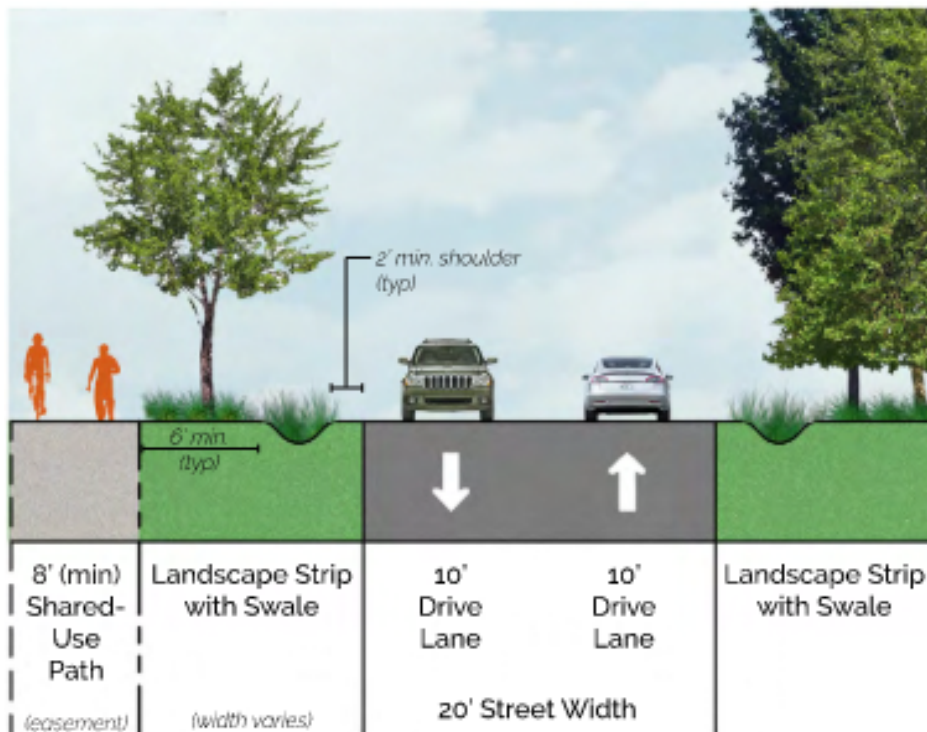
Proposed

Cross Section Required in Subdivision Regulations For Major Collector Street



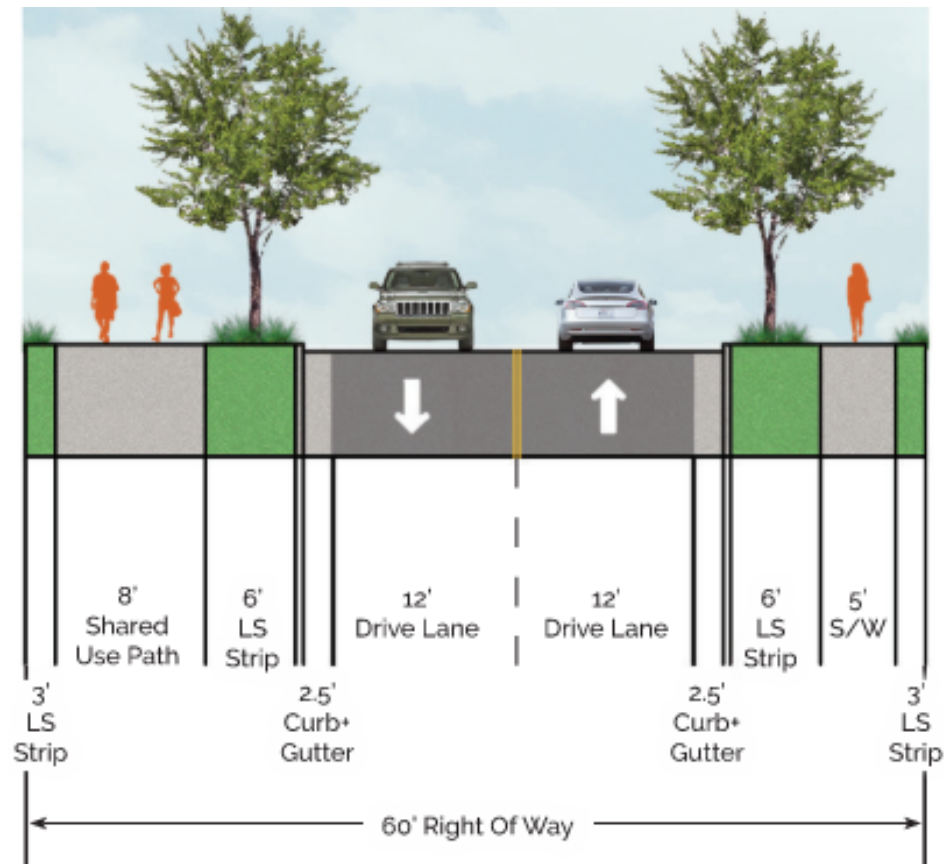
BORING ROAD

Context Sensitive Cross Section



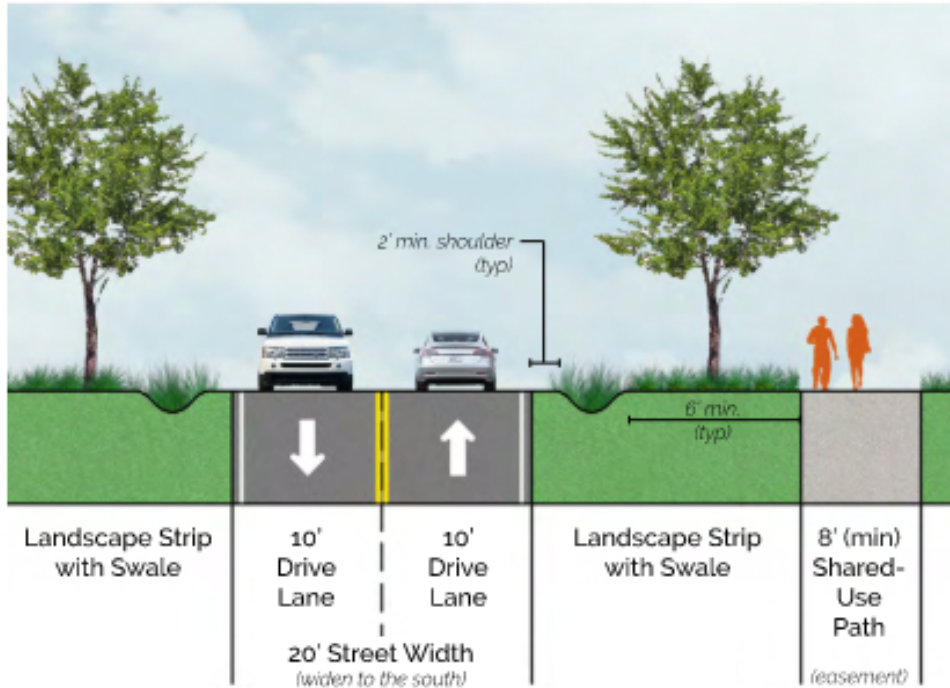
Proposed

Cross Section Required in Subdivision Regulations For Major Collector Street



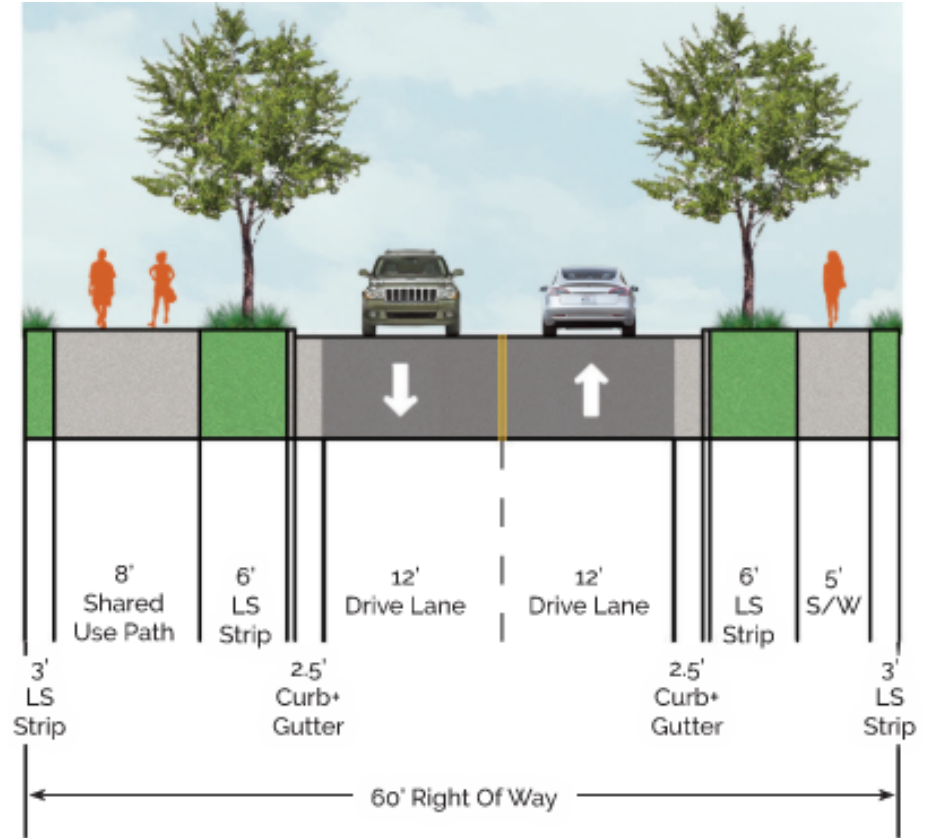
EVANS ROAD

Context Sensitive Cross Section



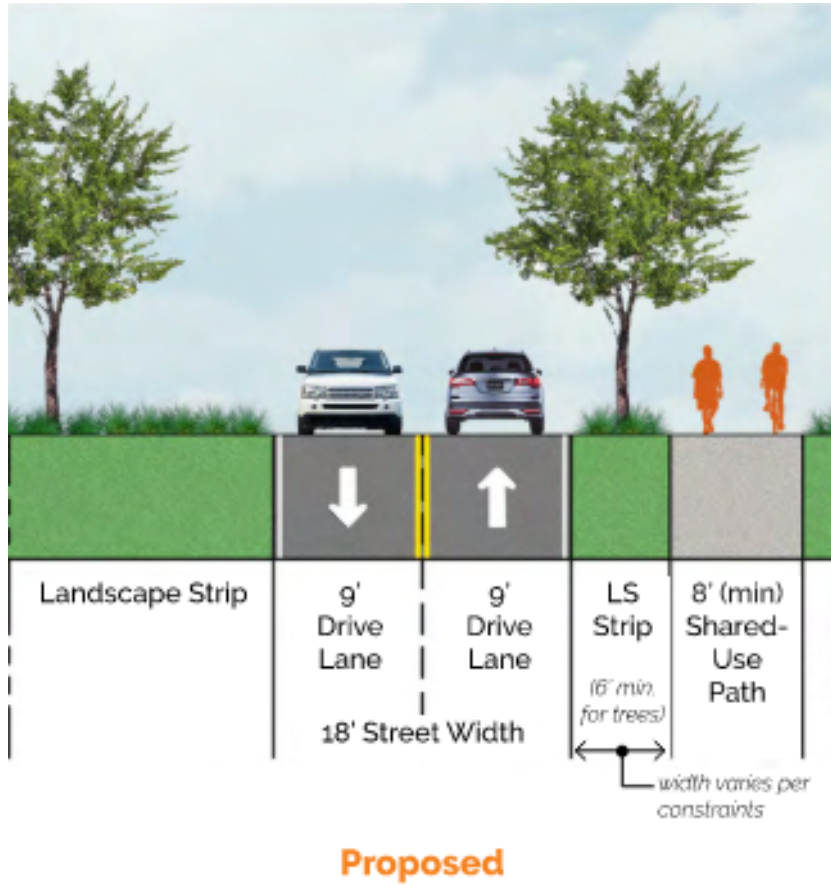
Proposed

Cross Section Required in Subdivision Regulations For Major Collector Street

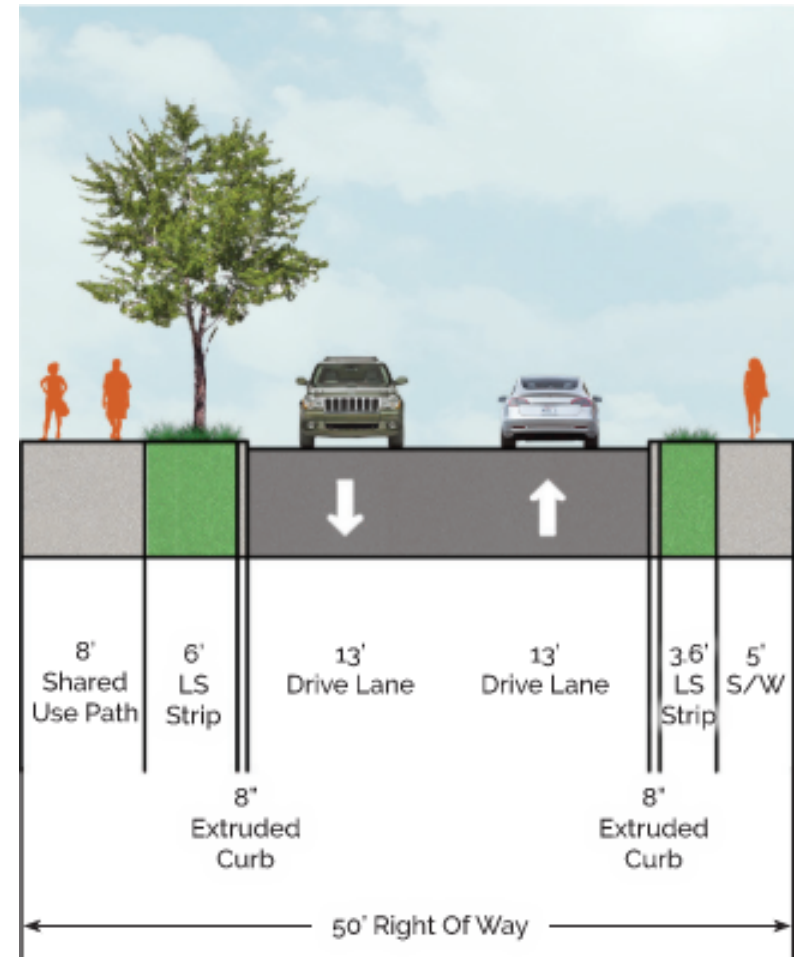


HERRON ROAD

Context Sensitive Cross Section



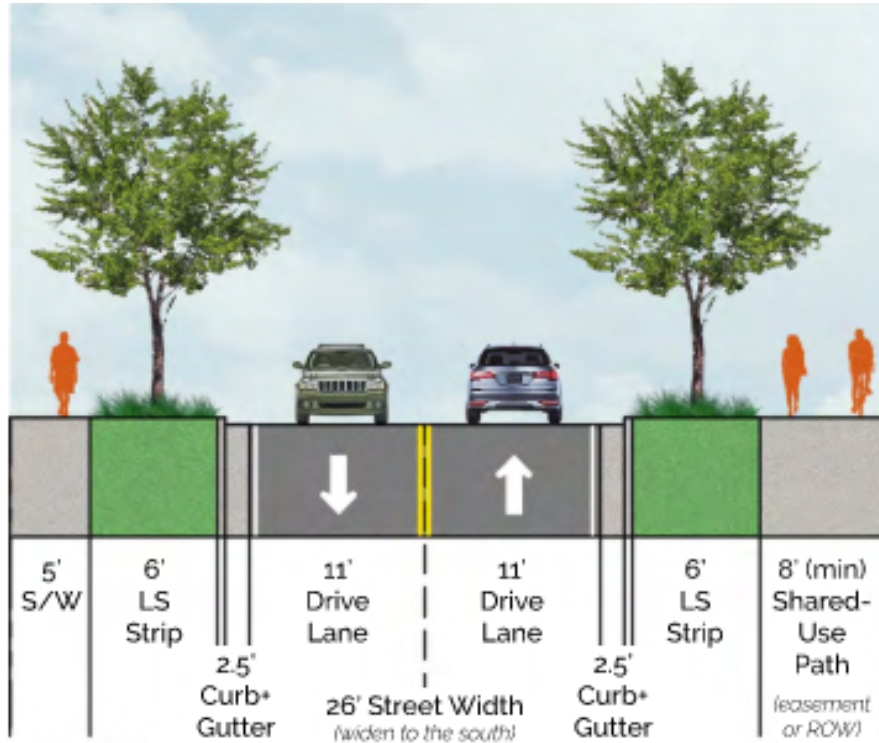
Cross Section Required in Subdivision Regulations For Minor Collector Street



N. CAMPBELL STATION ROAD

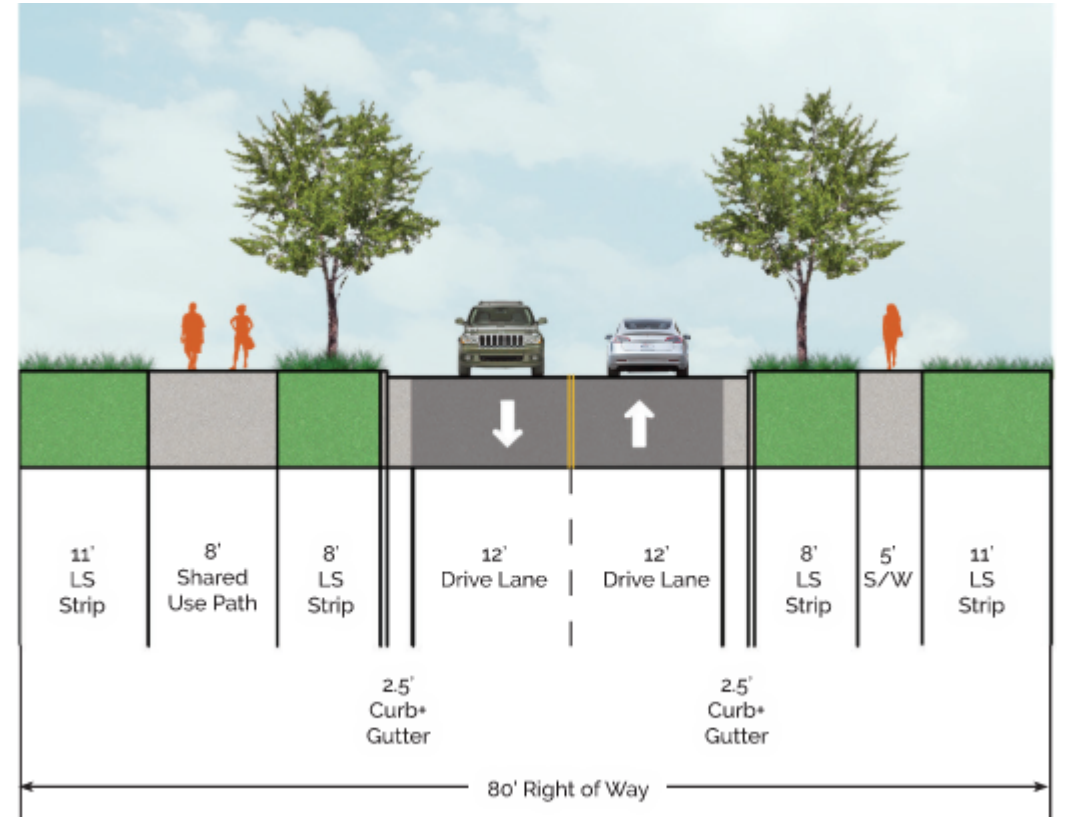
North of I-40 and the Overlook Apartments

Context Sensitive Cross Section



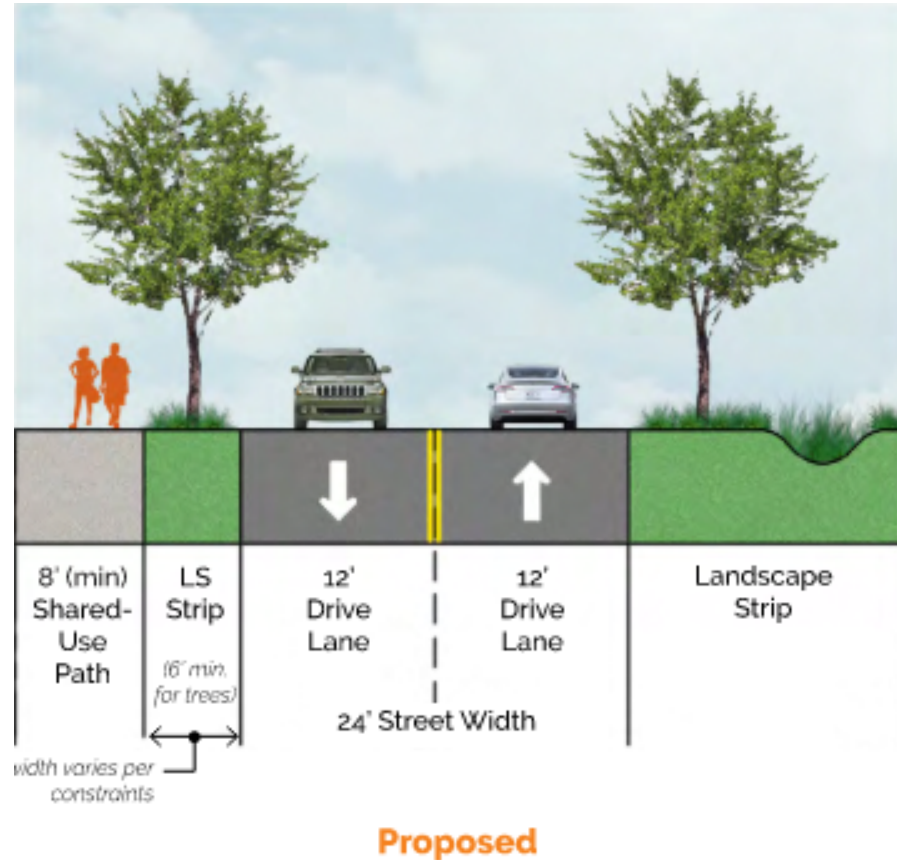
Proposed

Cross Section Required in Subdivision Regulations For Minor Arterial Street

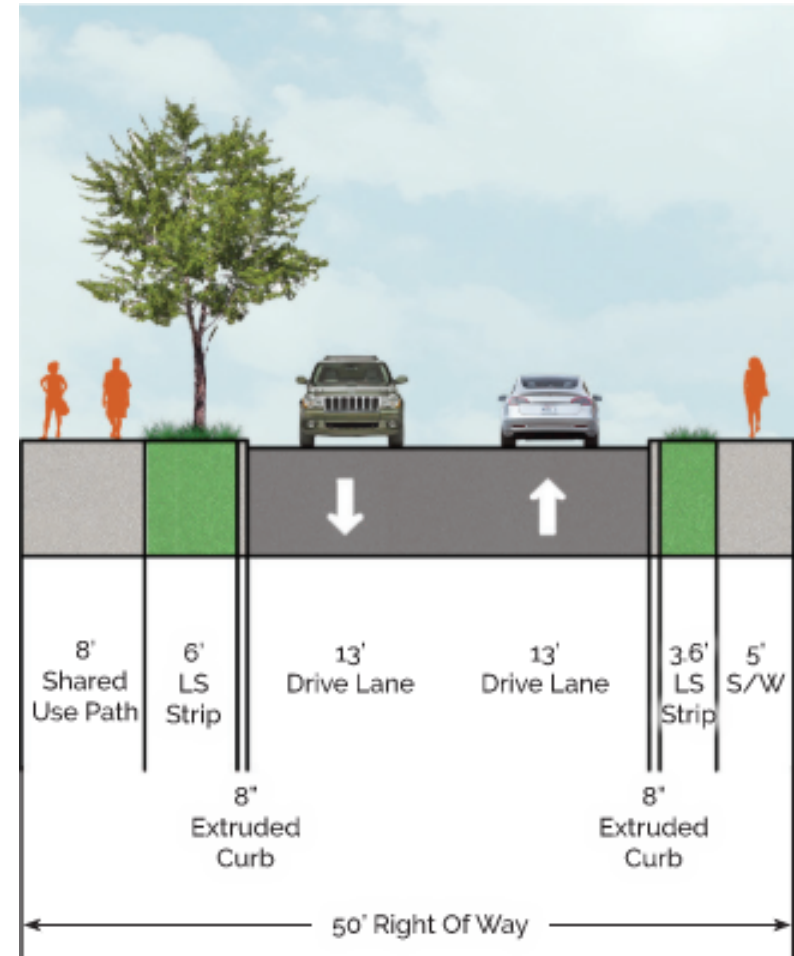


RED MILL LANE

Context Sensitive Cross Section



Cross Section Required in Subdivision Regulations For Minor Collector Street



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.

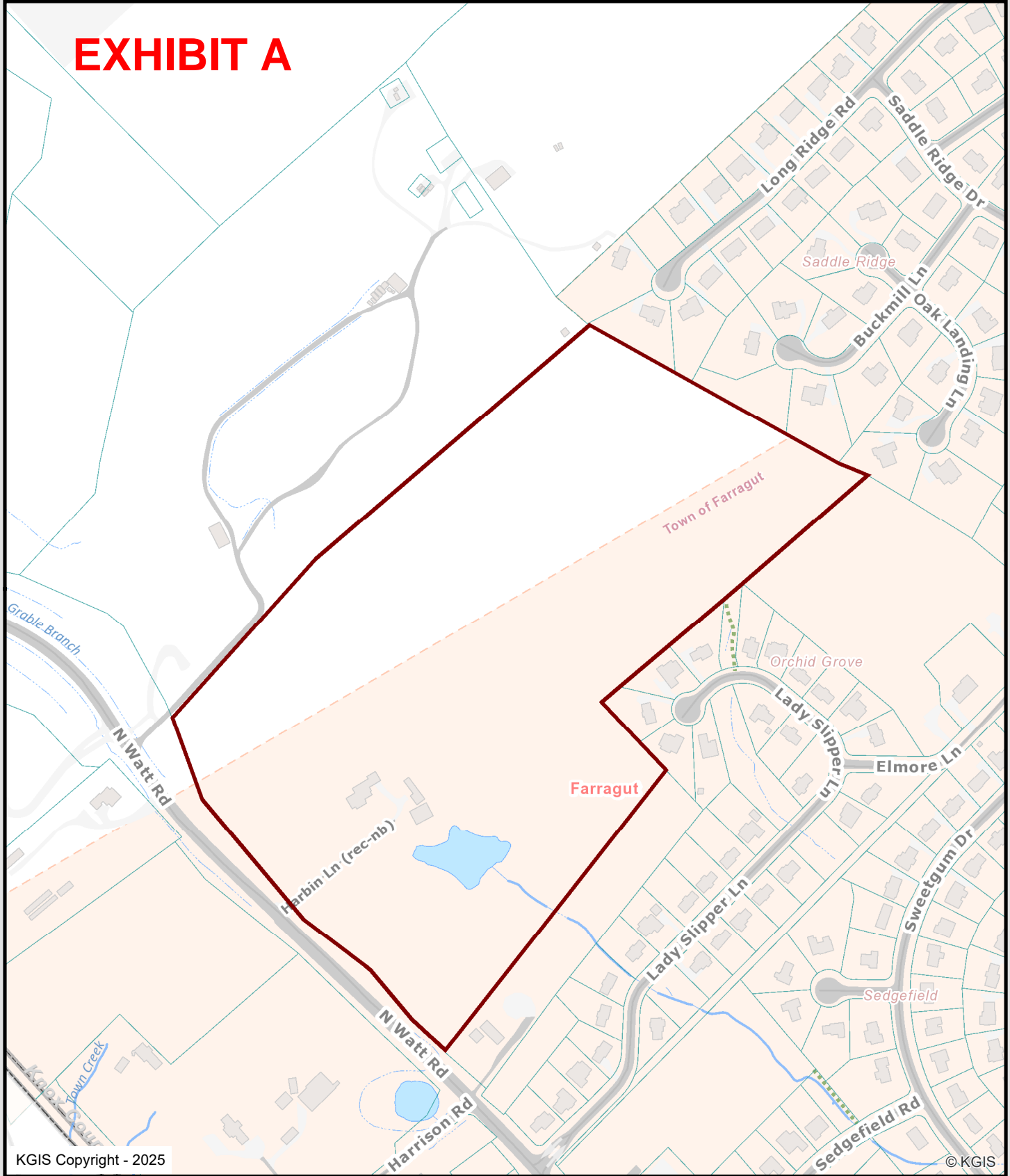
For purposes of annexation, the plan of services includes the services that the area to be annexed would receive. Those services are listed in Resolution PC-25-09, which is included in the packet and was mostly prepared by the Town Attorney. The Town has limited services, but the annexed area would receive, 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 November 20, 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.

EXHIBIT A



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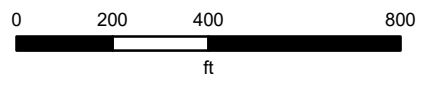
© KGIS

Map of 424 N Watt Rd.

Knoxville - Knox County - KUB Geographic Information System



Printed: 7/29/2025 at 2:35:15 PM



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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 October 16, 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 20th day of November, 2025.

_____, Chairman

_____, Secretary

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.

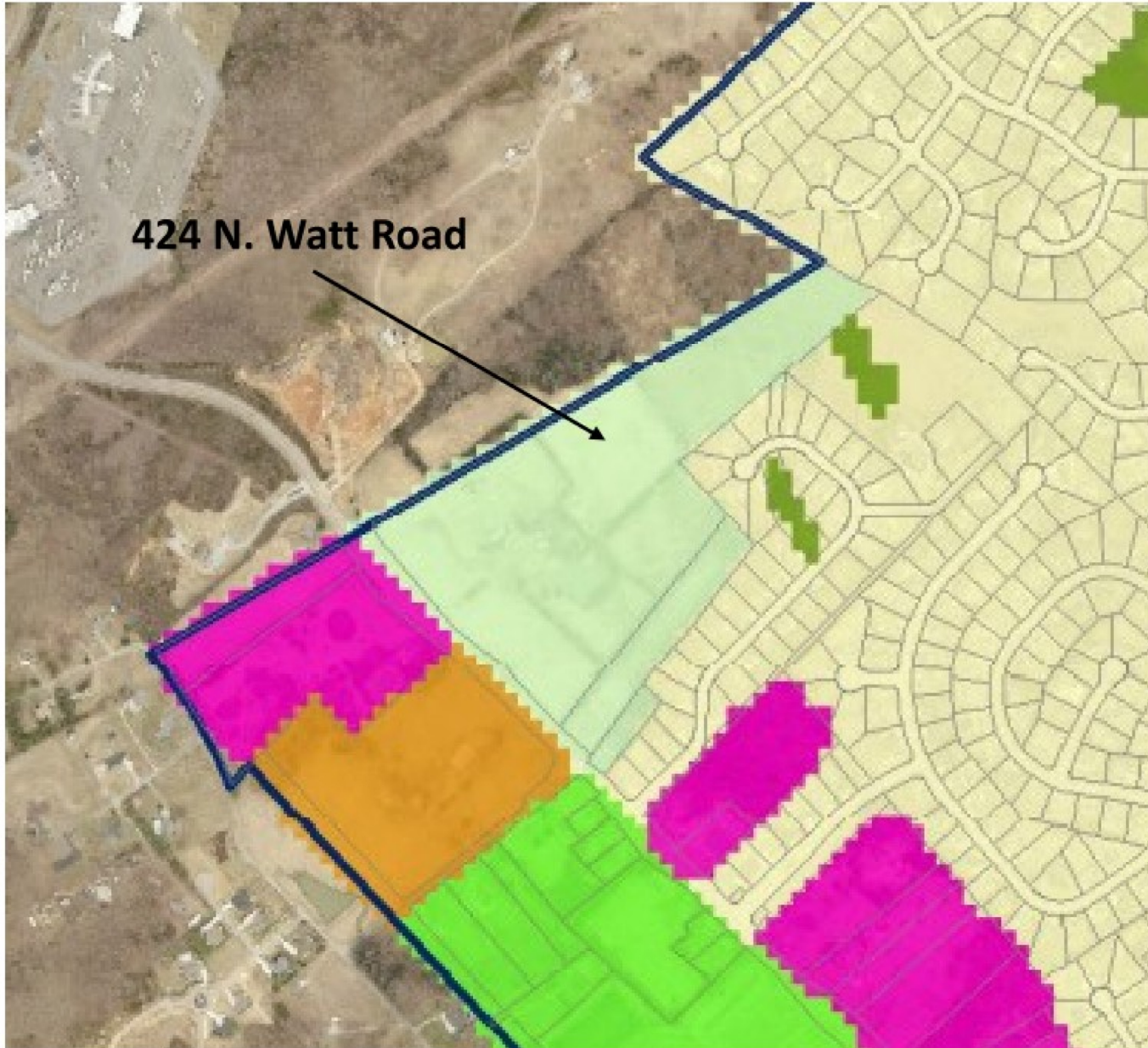
As will be discussed in the next agenda item, the applicant is requesting a rezoning to Attached Single-Family Residential (R-4). The future land use designation that is most compatible with the R-4 Zoning District, which provides for potentially up to six units per acre, is the Low Density Residential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

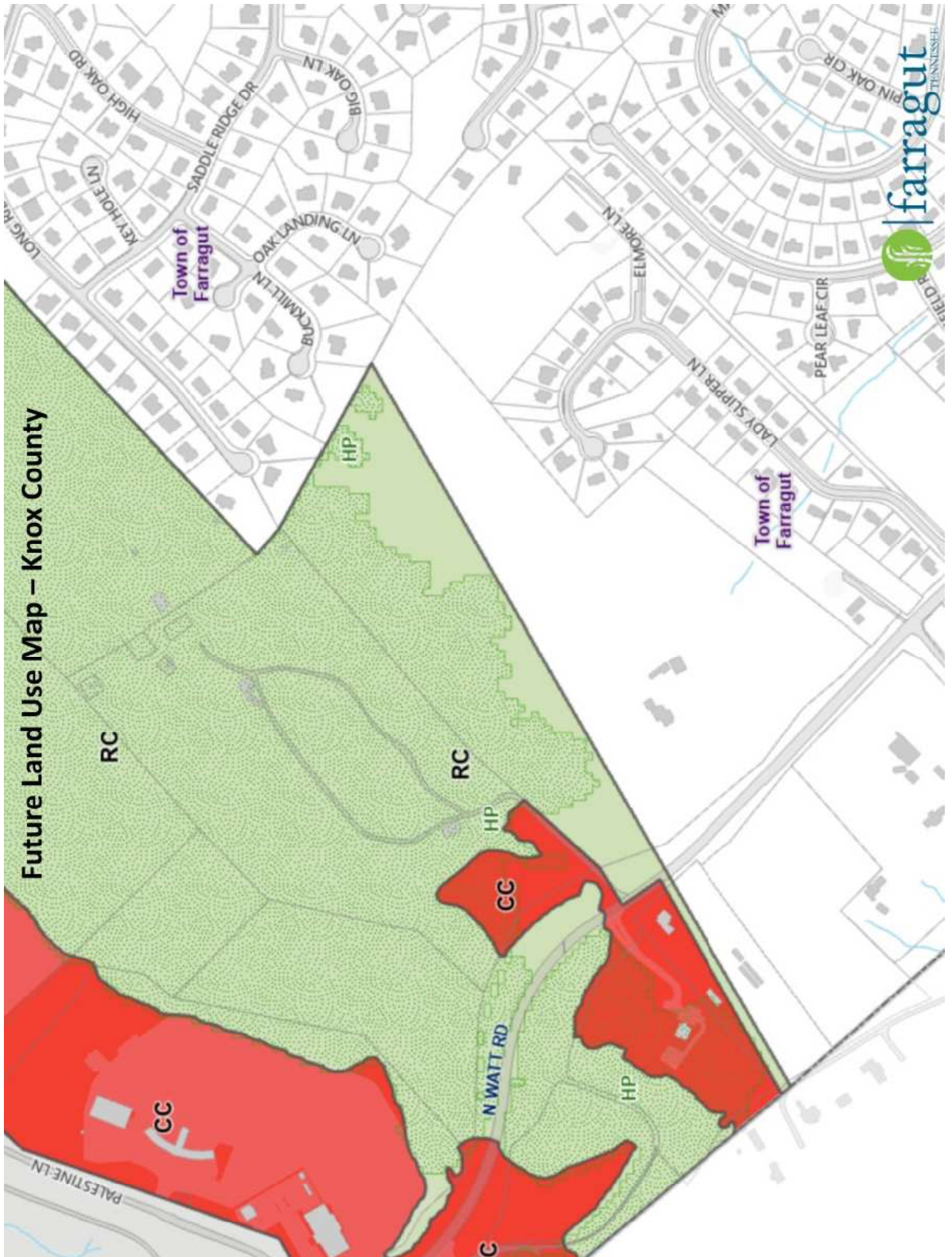
Recommended By: Mark Shipley, Community Development Director

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

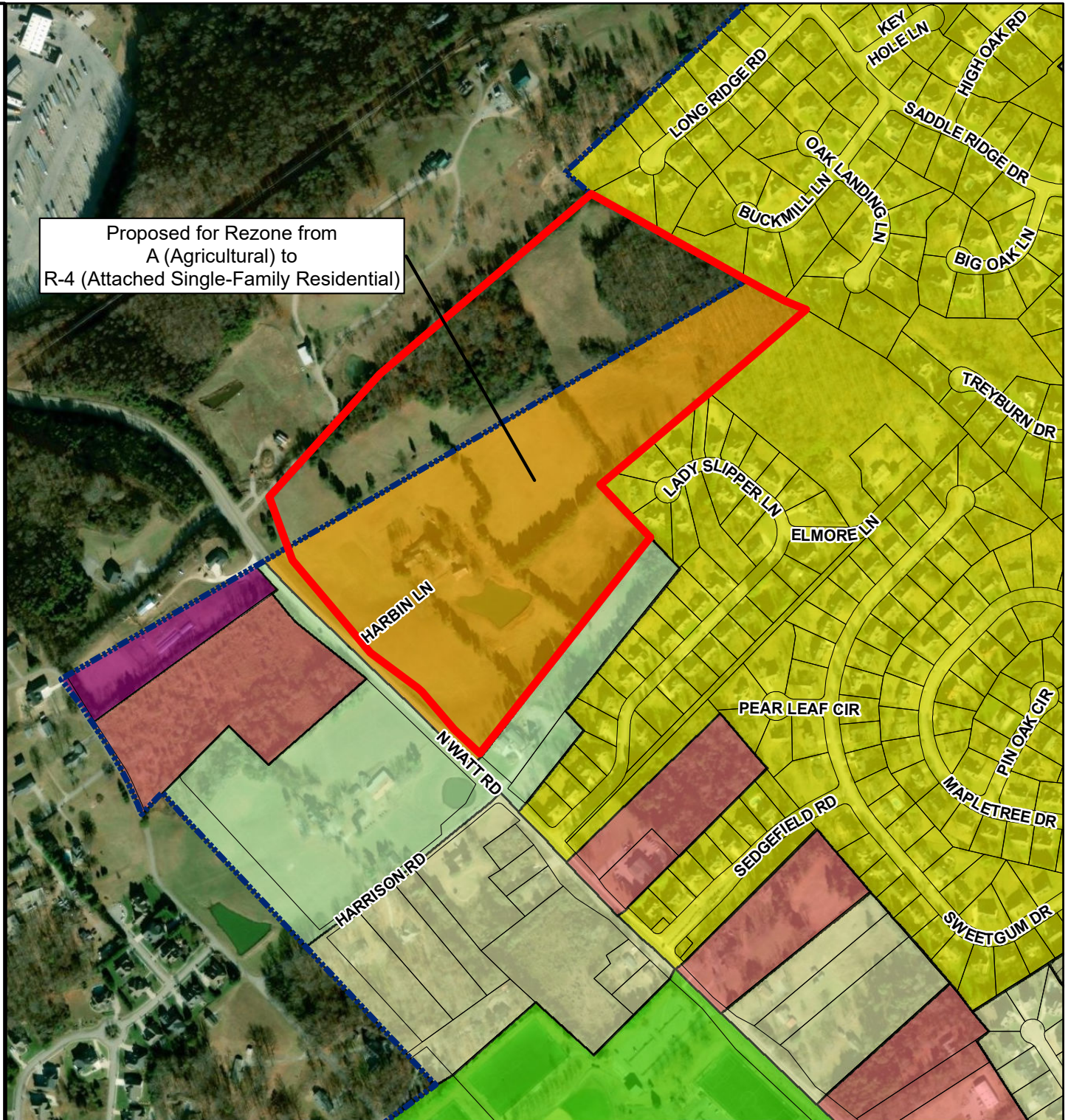
Rezone of 424 N. Watt Road
Parcel 151, Tax Map 007

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

REPORT TO THE MUNICIPAL PLANNING COMMISSION

Prepared By: Mark Shipley, Community Development Director

Subject: Discussion on a concept plan for West End Phase III, 129 West End Avenue (Sprinkle Engineering, Applicant)

Introduction & Background: This item is for discussion purposes only and involves a request for input on a concept plan for a proposed 9,000 square foot building in the West End Center development that would be situated along West Point Drive near the intersection with West End Avenue.

Discussion & Recommendations: The proposed liner building along West Point Drive would help advance the design concept included in the Town's Comprehensive Land Use Plan for the West End portion of the Mixed Use Town Center (MUTC). The building and parking modifications would reduce the number of parking spaces but still exceed the parking space requirements that apply to the MUTC. Since this site is within the C-1 MUTC land use area, the new building has more flexibility in terms of where it can be placed with only a ten-foot setback from the West Point Drive right of way. The applicant decided not to include a liner building along West End Avenue due to concerns over blocking the visibility of businesses in the existing building.

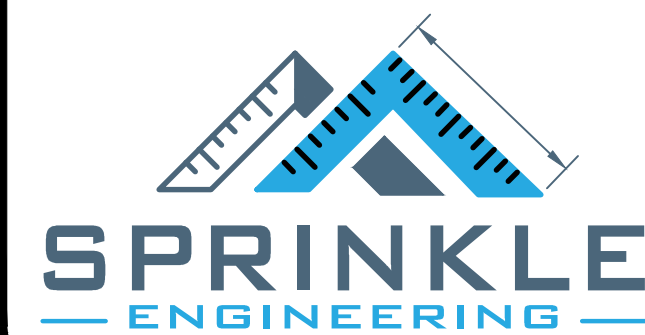
Since the building is within the MUTC, the building would be subject to either being two story or having the appearance, as viewed from all building elevations, of a building that is at least two stories in height. The building is also subject to the requirement for all four building elevations to be at least 75% face brick, excluding doors and windows. As shown in the concept, the proposed building does not appear to meet the masonry requirement and height dimensions will also need to be added to determine if the proposed height is consistent with other new buildings that have been erected recently within the MUTC, namely within the Town Center at Biddle Farms. The applicant has expressed to staff that they would like to try to make the new building consistent with the existing building to the southwest in

terms of general exterior materials and appearance. The Planning Commission has considered this on other projects, such as the Little Turkey Creek Commons, but none within the MUTC. And, since the building materials and height are requirements in the Zoning Ordinance specific to the MUTC, if any changes are requested from these zoning requirements, the Board of Zoning Appeals would need to review and approve the request.

This is one of the main discussion items related to this concept plan.

Recommended By: Mark Shipley, Community Development Director

Proposed Motion: For discussion purposes only.



GENERAL NOTES

NO.	REVISION/ISSUE	DATE

PROJECT NAME AND ADDRESS
**WEST END
 PHASE III**

129 WEST END AVE
 FARRAGUT, TN 37934

FOR
WEST END PARTNERSHIP

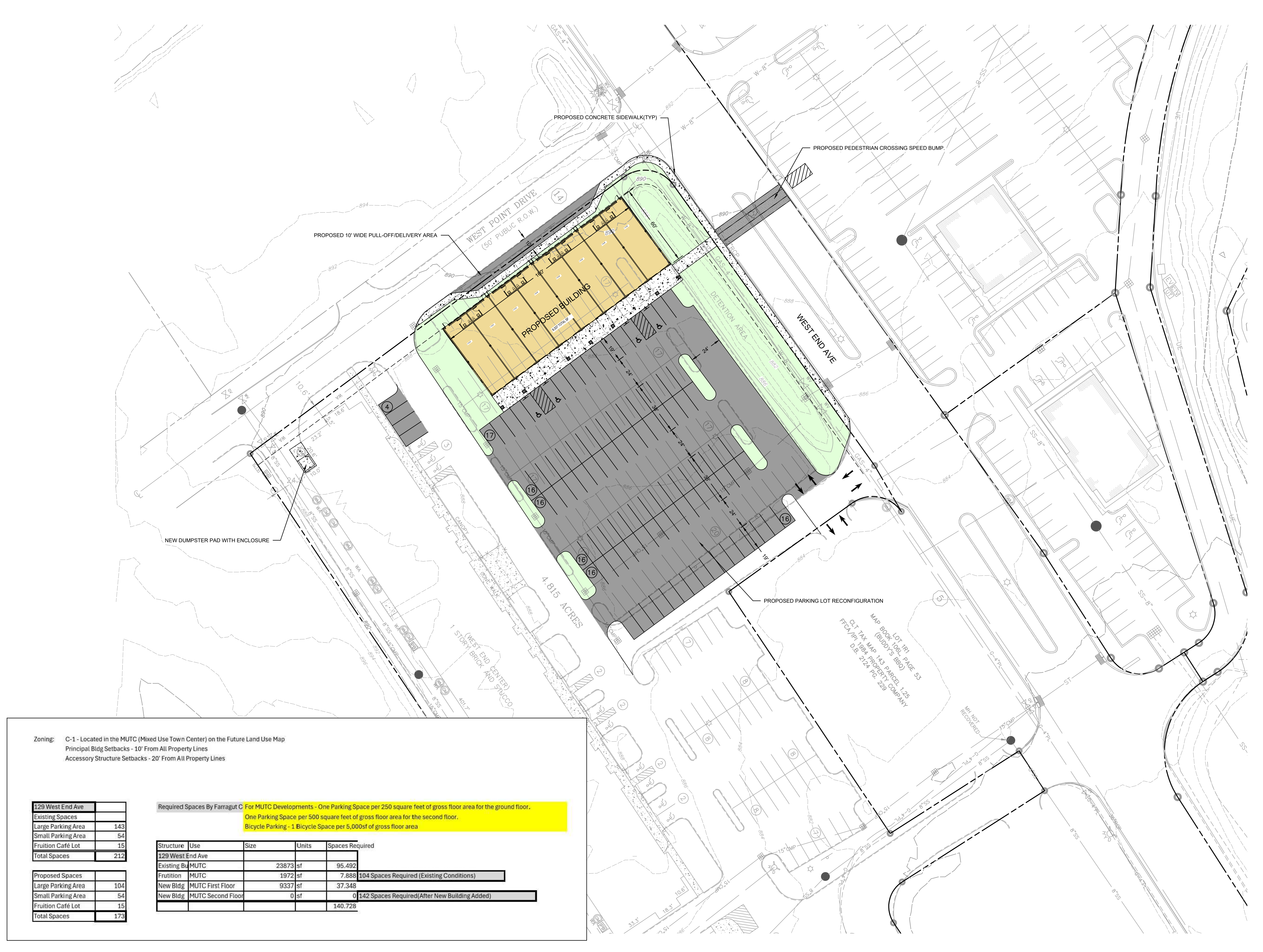
CERTIFICATION

DRAWING TITLE
**SITE
 CONCEPT
 PLAN**

SCALE
 1" = 30'

DRAWN BY	MSS	NORTH ARROW
DESIGNED	MSS	
REVIEWED	MSS	
DATE	8/26/25	

SHEET
C-1



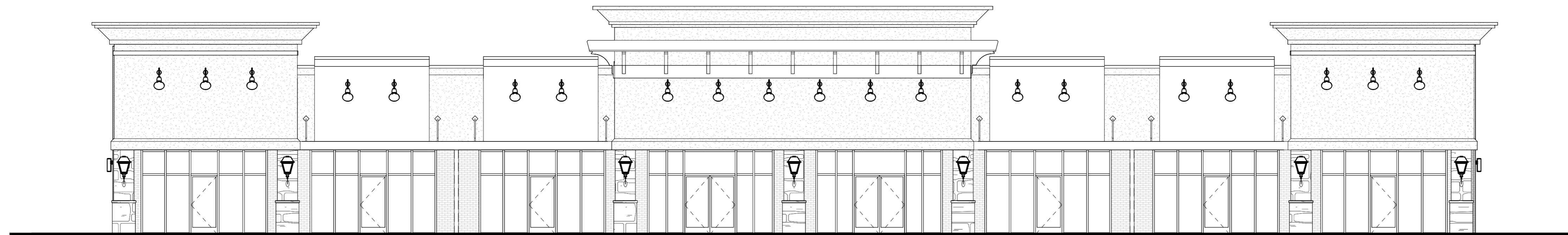
Zoning: C-1 - Located in the MUTC (Mixed Use Town Center) on the Future Land Use Map
 Principal Bldg Setbacks - 10' From All Property Lines
 Accessory Structure Setbacks - 20' From All Property Lines

129 West End Ave	
Existing Spaces	
Large Parking Area	143
Small Parking Area	54
Fruition Café Lot	15
Total Spaces	212

Proposed Spaces	
Large Parking Area	104
Small Parking Area	54
Fruition Café Lot	15
Total Spaces	173

Required Spaces By Farragut C For MUTC Developments - One Parking Space per 250 square feet of gross floor area for the ground floor.
 One Parking Space per 500 square feet of gross floor area for the second floor.
 Bicycle Parking - 1 Bicycle Space per 5,000sf of gross floor area

Structure	Use	Size	Units	Spaces Required
129 West End Ave				
Existing Bldg	MUTC	23873 sf		95,492
Fruition	MUTC	1972 sf		7,888
New Bldg	MUTC First Floor	9337 sf		37,348
New Bldg	MUTC Second Floor	0 sf		0
				142 Spaces Required (After New Building Added)
				140,728



① FRONT ELEVATION (SOUTH)
1/8" = 1'-0"



② LEFT ELEVATION (WEST)
1/8" = 1'-0"



③ RIGHT ELEVATION (EAST)
1/8" = 1'-0"



④ REAR ELEVATION (NORTH)
1/8" = 1'-0"

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Revisions:

No.	Date

Drawing Title:
EXTERIOR ELEVATIONS

Date: 5/27/25

Project No.
25012

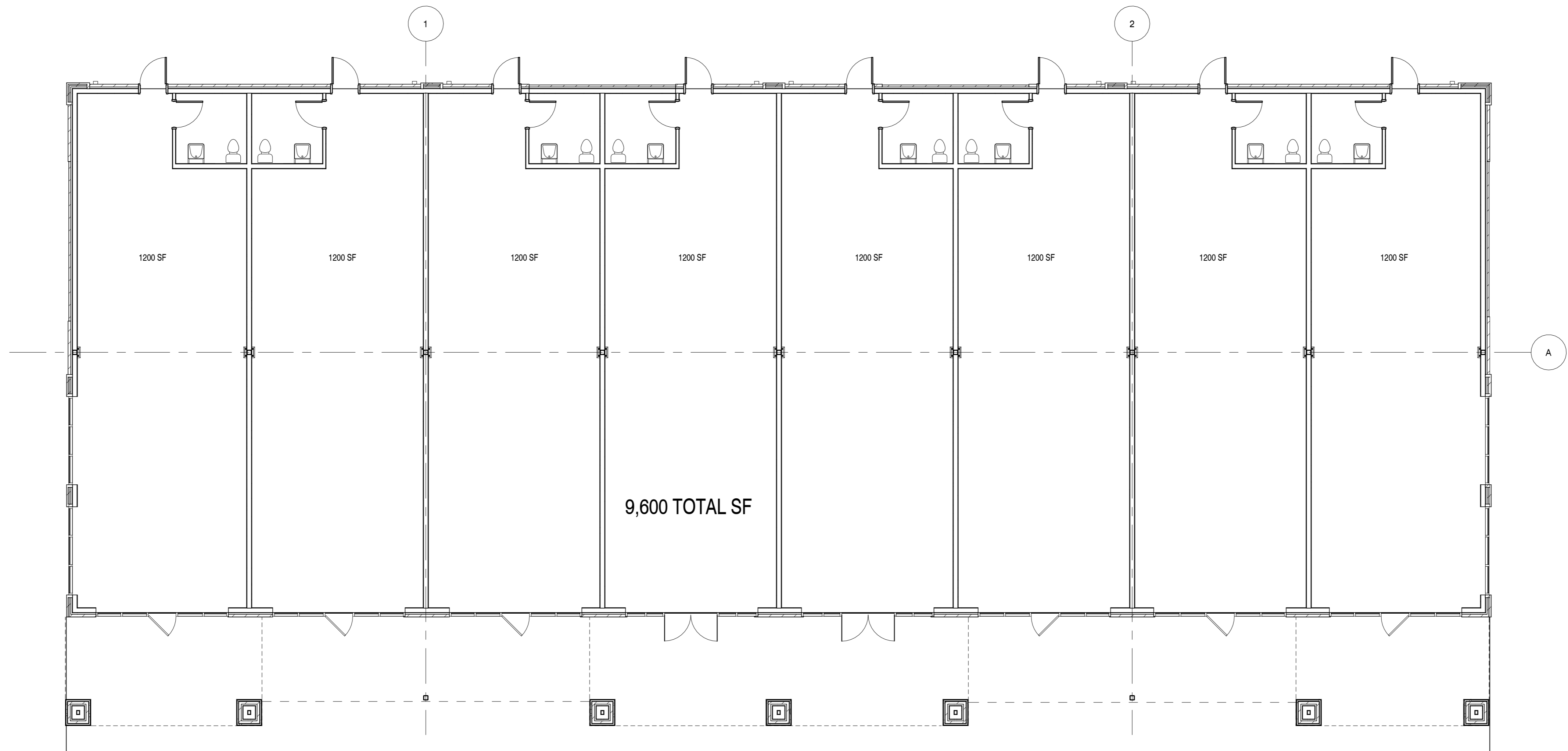
Sheet No.
A4.1



2 3D View



3 3D View 3



1 FIRST FLOOR PLAN
1/8" = 1'-0" NOTES

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Revisions:

No.	Date

Drawing Title:
FLOOR PLANS

Date: 5/27/25

Project No.
25012

Sheet No.
A1.1