



## **FARRAGUT URBAN GROWTH BOUNDARY REPORT**

**PREPARED FOR  
THE TOWN OF FARRAGUT, TENNESSEE**

**PREPARED BY  
THE STATE OF TENNESSEE  
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT  
LOCAL PLANNING ASSISTANCE OFFICE  
EAST TENNESSEE REGION  
KNOXVILLE, TENNESSEE**

**Adopted by the Farragut Board of Mayor and Aldermen  
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## INTRODUCTION

The passage of Public Chapter 1101 on May 29, 1998 created the need for cities and counties to evaluate their potential growth over the next twenty years defining their responsibility to manage growth, ensure efficient use of land, and provide appropriate public service standards. The law requires that each county prepare a growth plan that places parameters on growth within the county identified as municipal urban growth boundaries, county planned growth areas, and rural areas. A county coordinating committee made up of a representative cross section of the county is established to develop these growth parameters.<sup>1</sup> The county government and municipal governments within the county participate in the process by proposing these boundaries based on land needs and public service capabilities. The result should serve to guide growth within each county in a more efficient manner.

### Purpose

Tennessee Code Annotated 6-58-106 defines the conditions that must be met in determining urban growth boundaries, planned growth areas, and rural areas. As a part of the process of defining these three territories, each municipality and county must prepare a report that includes: (1) population projections; (2) the costs and projected costs of core infrastructure, urban services, and public facilities necessary to accommodate growth; and (3) the land management requirements of future growth. The purpose of this report is to provide the required information supporting the Town of Farragut's urban growth boundary proposal.<sup>2</sup>

### Definitions

Density. This term is not well defined by Public Chapter 1101, but as it

relates to land development, refers to the number of persons, structures, or housing units of a specified area. Highest densities would most often be found in urban areas and lowest densities would be found in rural areas. The Bureau of the Census defines rural density as 1,000 or fewer persons per square mile<sup>3</sup> which equates roughly to one unit per two acres. Residential densities in the Town of Farragut range from a low average of 1.5 single family units per developed acre to a high of 12.2 apartment units per developed acre. The gross residential density for the developed land area of Farragut is 1.6 units per acre. The density of commercial development is 1.2 units per two square acres of land.

**Improved Vacant Land.** Land which has direct access to street and utility infrastructure and can be built upon for its allowed use without further public improvements being required.

**Land Use.** The technique of identifying and categorizing the purpose for which land is being used. In this report, land use will include residential use of varying densities, commercial uses, public and semi-public uses such as schools, parks and churches, land allocated to transportation facilities, land identified as having physical restrictions on development, improved vacant land, and unimproved vacant land.

**Planned Growth Area.** Territory identified in the county outside of municipal urban growth boundaries that must meet the requirements of **TCA 6-58-106.**

**Population Projection.** The technique of forecasting population counts into the future. For the purposes of this report, University of Tennessee population projections have been prepared and Farragut will use these counts in conjunction with more specific local information to determine future growth needs.

**Public Services.** Police and fire protection; water, electrical and sewer services; road and street construction and repair; recreation facilities and programs; street lighting; and planning, zoning, and building inspection services.

**Rural Area.** All territory in a county that is not in a municipality, a municipal urban growth boundary, or a planned growth area in the county.

**Unimproved Vacant Land.** Land that will require public improvements before it may be developed for its allowed use.

**Urban Growth Boundary.** A line that encompasses territory reserved for municipal growth that must meet the requirements of TCA 6-58-106.

## **Methodology**

Land use and land management, provision of public services, and projected growth are used in this report to develop a proposed urban growth boundary for the Town of Farragut. An existing land use inventory has been conducted and categorized using Knox County assessment information and a field survey to determine the total land area currently being used. Physical development restrictions have been identified and removed from the vacant land total through a review of regulatory flood plains, slopes in excess of fifteen percent, sink holes identified on USGS quadrangle maps, and wetlands identified by the Tennessee Department of Environment and Conservation. An analysis of the land use and physical land restrictions identifies the available unrestricted vacant land for future development. Public services have been identified and costs associated

with expansion within and outside of the town have been determined through the Town's Capital Improvements Plan. The University of Tennessee has provided population projections through the year 2020 and are used in this report. The Knoxville/Knox County Metropolitan Planning Commission has developed population projections that are also available for comparison in the growth boundary process.

#### **URBAN GROWTH PROJECTION**

##### **Projected 20 Year Population Growth**

The University of Tennessee Center for Economic and Business Research has projected a population growth of 5,199 persons from the current count of 16,654 persons to 21,853 in the year 2020.<sup>4</sup> The resulting twenty year growth rate of thirty one percent is substantially lower than the forty nine percent growth from 1980 to 1990, and the seventy five percent anticipated from 1990 through 2000. Although it is reasonable to predict lower population growth over the next twenty years, the Town of Farragut has expectations that exceed the UT projections based on the trends experienced in West Knox County, East Loudon County and Blount County over the past decade. The Town currently has 6,271 occupied dwelling units. When the factor of 2.89 persons per household identified in the 1997 city wide census is applied, the resulting population is 18,123. If this estimate can be relied upon, the current population is only 139 persons less than the 2005 projection of 18,123. However, the University of Tennessee projections will be used as a baseline in this report because they are a quotable source for study purposes. Any apparent inconsistencies will be evaluated later in the report if population growth becomes a factor in the Urban Growth Boundary proposal.

##### **Projected Economic and Business Growth**

The Farragut economy is based on retail and professional businesses that serve the residents of the Town and the adjacent population, as well as Interstate travel. Retail sales, food service, automotive service, and professional offices are the most common business activities throughout the Town. They tend to relate directly to the needs of the community such as supermarkets, department stores, automotive service stations, restaurants, medical offices, real estate offices, and other general business needs. Overnight travelers are served at the Interstate in the regional commercial district with additional retail sales, food services, and automotive services as well. Although there are many jobs in Farragut, it is not the goal of the Town to become a center of commerce and employment. It does not have an industrial component to its economy and this trend is expected to continue during the next twenty years. Growth in the economy is anticipated to correspond with the demand for services of the resident population of Farragut, East Loudon County, and West Knox County.

#### **EXISTING LAND USE INVENTORY AND ANALYSIS**

The Town of Farragut consists of approximately sixteen square miles located in the southwest corner of Knox County. Table 1 indicates that of

**the 10,376 square acres contained within the incorporated area, 4, 474 acres are vacant with 3,729 acres suitable for high density and intensive urban development.**

**Table 1. Existing Land Use Inventory<sup>6</sup>**

**Residential figures shown in parenthesis are included in the Residential Total line.**

Land Use	Total Area in Acres	Percentage of Total Land Area	Percentage of Developed Land Area	Total Number of Units	Density of Units Per Acre
Single Family	(3,442.7)	(33.19)	(58.34)	(5,488)	(1.594)
Two Family	(25.7)	(0.25)	(0.44)	(60)	(2.335)
Condominium	(65.6)	(0.63)	(1.11)	(324)	(4.939)
Apartment	(32.5)	(0.31)	(0.55)	(399)	(12.270)
Residential Total	3,566.5	34.38	60.44	6,271	1.601
Commercial/Office	325.2	3.13	5.51	182	.559
Institutional	326.2	3.14	5.53		
Recreation	599.6	5.78	10.16		
Transportation	1,051.0	10.13	17.81		
Utilities	32.9	0.31	0.55		
Total Developed Land	5,901.4	56.88	100.00		
Vacant Land	4,473.8	43.12			
Total Land Area	10,375.2	100.00			
Vacant Land with Physical Restrictions	744.0	7.18			

Unrestricted Vacant Land	3,729	35.94
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### **Land Use Inventory**

The existing land use is shown in Table 1 and is described in more detail under the following categories:

**Residential.** Residential land comprises 3,567 acres, or 34.38 percent of the total land area of the Town with single family development using 33.19 percent to the total. The majority of the 6,271 residential units are single family on single lots at approximately 1.6 units per acre. Higher density developments of between two and twelve units per acre use only 1.19 percent of the total land area.

**Commercial/Office.** The commercial sectors of Farragut are predominately located in four areas of the community consisting of 182 business and office units using 325 acres of land. This represents 3.2 percent of the total land area in the Town and 5.51 percent of the developed land area. There are two main areas of concentrated commercial development. One is the general commercial area along Kingston Pike from Lovell Road to Glen Abbey Boulevard. This area includes five major retail/service developments with additional strip centers between them. It contains banks, churches, supermarkets, hardware stores, department stores, restaurants, office complexes, miscellaneous shops, and the Farragut Town Hall. The second area is the regional commercial district located along Campbell Station Road from Grigsby Chapel Road to the I-40/I-75 interchange. Travel oriented

businesses are located in this area including auto service/convenience marts, restaurants, and lodging. In addition, two smaller clusters of general commercial/office development are located on Kingston Pike, one between Boring Road and Smith Road and the other at Dixie Lee Junction.

Future commercial development is identified on the zoning plan along Kingston Pike east of the Watt Road/Dixie Lee area. Utility and transportation infrastructure in this area are sufficient to support commercial development. As with all development, the timing of new growth in this area depends on market demand and the decision of land owners to make property available for development.

Another probable location for commercial development is the area north of the I-40/I-75 interchange adjacent to the regional commercial district. The main limitation at this location is poor existing transportation infrastructure. Future road improvements could open substantial properties for commercial or office development.

Recreation/Institution. This land use category includes 926 acres in public and semi-public uses such as parks, church properties, schools, government lands, cemeteries, recreation areas, and open spaces. The area included in this category constitutes 8.9 percent of Farragut land.

Transportation. Rights-of-way for 115 miles of streets, Interstate 40/75 and

the railroad use approximately 1,051 acres, or 10.1 percent of the total land area.

Utility. Thirty three (33) acres are used for utility service facilities. The bulk of this land is located at First Utility District's waste water treatment plant off Concord Road, Concord Telephone's facilities at Turkey Creek Road, and Lenior City Utility Board substations on Mcfee Road and Fretz Road. Other smaller parcels are scattered around the community for junctions, pump stations, and telecommunications. Only 0.3 percent of the total land area is devoted to these uses.

Land with Physical Limitations. Topography, floodplain, and karst geology impose limitations on approximately 744 acres within the Town representing only seven (7) percent of its total land area. Problems associated with soils and wetlands are not as easily identified and have not been inventoried, however, soils and wetland concerns do exist in the Town and can be generally associated with topography, floodplain, and karst geology. In all cases, the Town requires engineering and development standards that normally will decrease the density and intensity of development where a physical limitation is identified.

Topography was evaluated to determine slopes of greater than fifteen percent.<sup>7</sup> Of the 230 acres identified, the majority is located on Black Oak Ridge just to the north and east of Saddle Ridge and Fox Run Subdivisions. Smaller areas are

found in Ridgeland Subdivision, on Virtue Road where Little Turkey Creek enters Fort Loudon Lake, west of Turkey Creek as it enters Fort Loudon Lake, north of Old Stage Hills Subdivision near Kingston Pike, and several areas in Concord Hills Subdivision. Topography has not presented significant challenges to development and has been incorporated into the overall development program as buffer areas or open spaces.

There are 484 acres of floodplain associated with Little Turkey Creek, North Fork Turkey Creek, and Turkey Creek.<sup>8</sup> Most of the property adjacent to Little Turkey Creek has been developed as has North Turkey Creek and Turkey Creek north of Kingston Pike. The most prominent vacant property with floodplain constraints is the area south of Kingston Pike and west of Concord Road where Little Turkey Creek and Turkey Creek flow to their confluence near the intersection of Loop Road and Concord Road. Future development demands and the configuration of the floodplain in this area will present substantial challenges in design and cost.

Karst geology is indicated by several sinkholes in the south and southwest sections of the Town. The area of the sinkholes shown on the USGS Concord, Tennessee quadrangle map include approximately thirty (30) acres, however, the location and number of sinkholes and other drainage problems will likely include much more in total area resulting in greater constraints than inventoried for this report.

**Vacant. Approximately forty three (43) percent of the Town is vacant of residential, commercial, recreational, institutional, transportation, or utility uses. Much of this acreage is used for agriculture, is forested, or lies fallow. Of this 4,473 acres, 744 acres can generally be classified as having physical constraints on the land and should only be considered for low density development. Forty one (41) acres are zoned for buffer areas and are unavailable for development. Approximately 753 acres can be classified as vacant but have access to public water, public sewer, and public streets. This acreage is found in the 850+ residential lots remaining available for single family dwellings in both older and newer traditional subdivisions. The remaining improved but vacant parcels fall in the one acre to five acre category located outside subdivisions.**

**Vacant land without improvements include predominately larger parcels totaling 2,933 acres. Table 2 indicates the current zoning of this acreage which gives an indication of future development potential within the Town.**

#### **Analysis of Vacant Land and Re-use Potential**

**Vacant Land Potential. Almost all of Farragut has sufficient access to utility and street infrastructure to support urban development densities. The exception is the Mcfee Road area located west of Virtue Road to the Loudon County boundary, and south of Fort West Subdivision and Little Turkey Creek. First Utility District indicates a capacity to serve public water and sewer to this section of the town as development demand occurs. Therefore, 83.35 percent of the total vacant land identified in the land use inventory has either already been subdivided and improved for development, or has a reasonable expectation for development at urban densities as infrastructure is extended during the plan period. Table 2 indicates that there are currently 1,613.81 acres of residentially zoned unrestricted vacant land available in the Town. An average of two**

residential units per acre could accommodate 9,328 persons at 2.89 persons per household. The 879.04 acres of agriculturally zoned property could accommodate 5,081 persons if rezoned to allow three residential units per acre. Additionally, over 850 improved residential lots are available for building which could accommodate 2,457 persons at 2.89 person per household. An increase of 16,866 persons would result if this vacant land was developed using this scenario.

**Table 2. Total Vacant Land Without Improvements By Zoning District**  
 No vacant land without improvements was identified in the R-1-S, R-1-S-A, R-5, R-6, O-1-3 and S-1 zoning districts.

Zoning District	Acres	Percent of Total
A	879.04	29.97
R-1	458.40	15.63
R-2	417.26	14.23
R-2-S	702.88	23.96
R-3	20.72	0.70
R-4	14.55	0.49
C-1	210.98	7.19
C-1-M	5.88	0.20
C-1-3	12.49	0.42
C-2	188.65	6.44
C-2-M	4.41	0.15
O-1	17.78	0.62
Total	2,933.04	100.0

The vacant unrestricted commercial land indicated in Table 2 totals 422.41 acres. Using the density of .559 businesses per acre identified in Table 1, these 422 acres already zoned for commercial use may result in a minimum of 236 new businesses. Obviously, the number of businesses per acre will vary depending on access, buffering requirements, on site improvement requirements, and the type of business proposed.

Re-development and Re-use Potential. The vast majority of Farragut’s housing and business structures are less than thirty years old and are in excellent condition. Although redevelopment of older properties occurs, it

will not be often in the next twenty years and will not account for a significant portion of the Town's future development.

#### **Findings**

The Town of Farragut currently has 3,729 acres of vacant unrestricted land available for urban development densities. Approximately 744 vacant acres are restricted for development by topography, regulatory flood plain, karst geology, or regulatory buffer. An estimated 796 unrestricted acres are vacant but improved for urban type residential or commercial development. The remaining 2,933 acres can be improved to meet or exceed the Town's urban street, water, and sewer standards. Additionally, portions of the 744 acres that are deemed physically constrained may be developed at lower densities and intensities depending on appropriate engineering mitigation. Therefore, the existing vacant acreage in the Town of Farragut can accommodate both the population growth projected by the University of Tennessee, and much more for both residential development and commercial services.

#### **EXISTING MUNICIPAL PUBLIC SERVICES ANALYSIS**

Although the residents of Farragut have urban services available to them, the Town government only directly provides services in the areas of Streets and Public Works, Leisure Services and Recreation, Planning, Land Use Controls and Municipal Code Enforcement, and General Government. The following describe the urban services available within the Town, the service provider, and budget information on Town of Farragut Services: Inventory and Description of Public Services 9

**Public Utilities.** Water and sewer service is provided within the Town of Farragut and the surrounding area by First Utility District. Expansion into non served areas of the Town is ongoing as development occurs. The Town requires new development to install infrastructure meeting or exceeding all First Utility District standards. First Utility District works with developers to extend service lines to new development. Natural gas is provided by the Knoxville Utility Board and is available to most older and newer residential development as well as in the commercial districts. Electric service is provided by Lenoir City Utility Board and is available both within the Town and its surrounding area.

**Public Safety.** Police protection is provided by the Knox County Sheriff's Department. Fire and ambulance service is provided by Rural Metro, a private vendor which responds to all emergencies. Rural Metro has a franchise to provide their services within the Town of Farragut contracting individually with property owners. Although, the Town does not fund the full cost of the service within the corporate boundary, it does have specific funding agreements with Rural Metro and works closely to maintain and improve the level of service provided its residents. Rural Metro provides their services in the territory outside the Town and existing funding agreements between the Town and vendor would include any areas of future annexation.

**Solid Waste.** Collection of solid waste is provided by private vendors and is contracted individually by the vendor with the residents. Residents are not required to contract for this service.

**Roads and Streets.** Street improvement and maintenance is provided by the Town of Farragut through the Engineering and Public Works Department. New street construction, existing street improvements, pedestrian ways, traffic control devices, bridge improvements, drainage improvements, and general maintenance of public facilities and infrastructure are included in this public service category.

The Town currently maintains 115 miles of streets. The **Farragut 1999-2004 Capital Improvement Plan (CIP)** indicates that \$10,260,000 are

proposed between year one and year five of the plan, and that \$15,092,000 are estimated for beyond the fifth year to complete necessary street improvements bringing streets up to minimum Town standards for their individual functional classification. The CIP recommends \$1,250,000 from the Capital Project Fund be used with \$2,549,000 in State Street Aid Funds over five years to increase the amount of street maintenance and resurfacing that can be completed within the current corporate limits.

An estimated \$25,000,000 could be necessary during the twenty year planning period for existing street improvements and new street construction in newly annexed areas. Additionally, a significant portion of the Town's State Street Aid Funding will be required to maintain all existing streets after they are annexed.

Although most of Town's streets are in good to excellent condition, the cost of street repair and maintenance grows each year with the addition of new streets and the aging of existing streets. Many of the Town's existing streets are reaching the age where resurfacing and general maintenance must be programmed. The timing of maintenance and increasing costs will have an effect on the Town's ability to take on new street responsibilities while maintaining the existing level of street condition within the current corporate boundary.

Recreation. The Town of Farragut provides leisure services as well as

**parks and recreation programs under this category. Community activities, leisure services, and recreation programs already serve the residents outside the corporate boundary of the Town and it is difficult to estimate the number of Town residents versus county residents who benefit from these existing services. Capital costs associated with these programs are contained wholly within the Town's budget and are expected to be sufficient to serve anticipated demand in the next twenty years.**

**The Town has constructed and maintains three parks in addition for plans to construct one additional park. Anchor Park has picnic pavilions, an exercise course, a walking trail, a play ground for small children, a soccer field, a softball field, a basketball court, restroom and concession facilities, a small water impoundment, and open spaces. Mayor Bob Leonard Park has five soccer fields, two softball fields, one baseball field, sand volleyball courts, a play ground for small children, a wetland open space area with a walking trail, and restroom concession facilities. Campbell Station Park is a passive recreation area with walking trails. It will be further developed over the next five years. Property for a new park has been acquired on McFee Road and plans have been developed for its construction. Over the next five years, the CIP recommends \$250,000 of improvements to Mayor Bob Leonard Park, \$710,000 of improvements to Campbell Station Park, and \$1,500,00 to begin development of McFee Road Park. Beyond the year 2004, the CIP**

identifies \$2,500,000 in additional funds necessary to complete McFee Road Park. As stated previously, these parks serve a much larger population than found within the current corporate area. They will continue to be used by residents within and beyond the Farragut Urban Growth Boundary and will obviously be available to residents who may be incorporated into the Town.

Planning, Zoning and Building Codes. Development in the Town of Farragut is guided by the Board of Mayor and Aldermen, the Municipal Planning Commission, and the Community Development staff. Appropriate public health, safety, and welfare standards as well as public improvement standards are maintained through a system of municipal ordinances, codes, and regulations administered by volunteer committees and a professional staff. Incorporation of additional territory will not add significant cost to the provision of these services.

#### **Analysis of Public Service Costs**

Non-Municipal Urban Services. Urban services, facilities, and infrastructure which are not the responsibility of the Town of Farragut are funded through user fees. Expansion of these non-municipal urban services is determined by development demand and the customer base of the area. Ultimately, their expansion is funded through user fees.

Municipal Urban Services. The Town of Farragut provides urban services, facilities and infrastructure in the categories of street, sidewalk, and walking trail construction, repair and maintenance; parks and recreation; and community development. Transportation construction and maintenance as well as park improvements and construction have long term capital costs for extending the service throughout the municipality under current plans. Community development services have no capital expenditures associated with them. Only street construction, repair, and

**maintenance will have significant capital and operational costs to extend services into newly incorporated areas.**

#### **Findings**

**Urban services, facilities, and infrastructure are readily available to most of the residents of Farragut and to those residents living in areas adjacent to its corporate boundary. The Town of Farragut has a history of high quality public service provision in those services for which it is the responsible provider. The current five year capital improvements plan indicates a commitment to full community development in those services over the next five to ten years. The Town has exhibited the resources to expand its services beyond the current municipal boundary and already serves a larger population with park facilities, recreation programs, and other leisure services.**

#### **URBAN GROWTH BOUNDARY EVALUATION**

##### **Urban Growth Objectives**

**The Town of Farragut has experienced high development and population growth rates over the past twenty years. It anticipates a continuation of this trend and expects growth to occur both within the corporate boundary and in the territory surrounding it. The objectives Farragut intends to address within its urban growth boundary are as follows:**

**Provide development guidance and coordination to those areas that have a logical connection and are an extension of the current urban growth pattern of the Town.**

**Provide street construction, improvements, and maintenance under the policies and standards of the Town.**

**Provide the property owners and residents outside the corporate boundary, who desire to become a part of the Farragut community in the future, the opportunity to have long term plans available**

documenting the timing  
and cost of future  
annexation into the  
Town.

#### **Review of Potential Urban Growth Areas**

Several physical and political obstacles are identified when defining urban growth outside the Town. Expansion of the corporate boundary may occur under specified conditions in each case, however, the Town must be capable of serving those areas identified within the urban growth boundary and a logical connection between the Town and the urban growth should exist. The potential for urban growth boundary designation around Farragut is described below.

**West.** Changes in annexation authority restrict the expansion of the Town by its own initiative into Loudon County. Annexation by referendum is still an option and does not require an urban growth boundary designation. The second option, annexation by ordinance, requires the permission of the Loudon County Board of Commissioners and must be consistent with the Loudon County Growth Plan.<sup>10</sup>

**South.** The Southern Railroad right-of-way in combination with Fort Loudon Lake provides for a logical boundary to further corporate expansion to the south. Knox County operates and maintains the Concord Park properties which are extensive. New residential development of vacant land south of the railroad and the lake is occurring. Although annexation beyond these features into the Choto area is possible and may be desirable, it should not be considered without an extensive cost analysis.

**East.** Growth of the Town to the east encounters the City of Knoxville and

its urban growth objectives westward. The Concord community and territory west of Canton Hollow Road fall within a previously agreed upon annexation arrangement. This area includes approximately 1.2 square miles and is virtually built out. Inclusion in the Urban Growth Boundary is logical because the existing development of the area interacts with the Town as if it were a part of it. The justification for inclusion would be Farragut's ability to provide street maintenance and improvements, although that could prove costly requiring annexation plans to be long term, but within the twenty year growth plan. The future development of several properties adjacent to the Town along Concord Road, and south of Loop Road, have valid connections to potential development within the Town and should be considered short term priorities. Coordination of development and lower cost infrastructure improvements could benefit both the area and the Town.

North. The combination of existing development, topographic features, Interstate Highway I-40/75, and the existing annexation arrangement with the City of Knoxville complicates the potential urban growth boundary to the north. The Town has already crossed the Interstate Highway and thereby has made a commitment north of I-40/75. The future development of vacant land north of I-40 accessed by the future extension of Outlet Drive from its current end to Campbell Station Road and beyond appears dependent on the Town's participation and/or cooperation in new street construction.

**Black Oak Ridge imposes the first topographic feature which creates a logical boundary for Farragut's future urban growth. Use of the ridge for a boundary could create a buffer of low density residential and open space uses from Everett Road to Yarnell and Lovell Road. The annexation arrangement with the City of Knoxville would further define the boundary south on Lovell Road from Yarnell Road to I-40/75. The area is approximately twenty percent developed with single family residential use along Snyder Road and Gilbert Drive with commercial development on Lovell Road and Outlet Drive. This area contains approximately 2.8 square miles with eight miles of streets.**

**Beaver Ridge lies to the north of Black Oak Ridge and Hines Valley. This area is developing at very low densities and does not have public sanitary sewer available. Yarnell Road runs through the majority of Hines Valley from Lovell Road to Everett Road. Use of this feature as a boundary would include the Watt Road interchange and extend northeast from the Knox County line to the Pellissippi Parkway. There are approximately 9 street miles in this area of 3.77 square miles.**

**Impact on Agriculture, Forests, Recreation, and Wildlife Management  
Residential, commercial, and industrial growth in West Knox County continue to convert previously agricultural and forested land to predominately single family subdivisions and business parks. Very few agricultural acres are found adjacent to the current boundary of Farragut with the majority located in small tracts lying fallow or used as pasture. Some agricultural activities appear in Hines valley on a very small scale. There are no active forestry enterprises being conducted in the area, however, Black Oak Ridge and Beaver Ridge have areas of undisturbed forest. There are no formal wildlife management areas to contend with**

outside the Town limits. Concord Park just south of the Town on Fort Loudon Lake provides a large amount of forested open space and shoreline that should provide wildlife habitat. Urban growth is occurring around Farragut and is expected to continue. Inclusion in the Town of Farragut would provide some protection of trees and wildlife habitat through newly formed policies, however, agricultural land in the area is expected to change to urban uses both in the county and the Town.

#### **CONCLUSIONS AND RECOMMENDATIONS**

West Knox County continues to transform from a rural agrarian landscape to an urban environment with urban service demands. That transformation is documented in a multitude of studies prepared by the Knoxville/Knox County Metropolitan Planning Commission staff indicating rapid growth along and adjacent to major transportation corridors. This growth has been occurring for thirty years and has been intensified by water and sewer services provided by First Utility District and West Knox Utility District. The Town of Farragut has been a primary beneficiary of the growth of West Knox County. Land use calculations indicate that if the vacant unrestricted land which exists in the Town becomes available for development during the next twenty years, then the current incorporated area could accommodate as much as 100 percent growth to a population in excess of 35,000 persons. Commercial property has been identified as sufficient to support the maximum residential build out of the Town. Although it is unlikely that the Town will experience this level of growth over the twenty year plan period, it is very likely to out distance the University of Tennessee population projection.

Core urban infrastructure, public services, and community facilities are available to the residents of the Town and can accommodate future growth. In the urban service categories where the Town has responsibility, it has legitimate concerns about transportation improvements and development standards around its corporate boundary. It has demonstrated the ability and timetable for extending services within the Town through an on-going capital improvements plan. It has indicated an intent and capability to gradually extend its boundary into an urban growth area where the Town of Farragut is better able to serve the existing residents and future growth than another government.

#### **Recommendations**

It is recommended that the area east of Concord Road, including the old Concord community, and property along the Southern Railroad right-of-way, be included in the Farragut Urban Growth Boundary. This area is depicted in the attached illustration titled Farragut 20 Year Urban Growth Plan, Eastern Boundary, adopted by the Farragut Board of Mayor and Aldermen on June 24, 1999.

It is recommended that the area south of Kingston Pike, including properties adjacent to Kingston Pike from Thornton Heights subdivision to Canton Hollow Road be included in the Farragut Urban Growth Boundary. This area is depicted on the attached illustration titled Farragut 20 Year

**Urban Growth Plan, Northeastern Boundary, adopted by the Farragut Board of Mayor and Aldermen on June 24, 1999.**

**It is recommended that areas north of Interstate 40/75 and adjacent to the current corporate boundary in the vicinity of Fretz Road, North Campbell Station Road, Snyder Drive and west of Outlets Drive be included in the Farragut Urban Growth Boundary. This area is depicted on the attached illustration titled Farragut 20 Year Urban Growth Plan, Northern Boundary, adopted by the Farragut Board of Mayor and Aldermen on June 24, 1999.**

**It is recommended that areas south and adjacent to the Southern Railroad right of way and bounded by Fort Loudon Lake be included in the Farragut Urban Growth Boundary. Willow Grove subdivision off Boyd Station Road and Taylor's Landing subdivision off Turkey Creek Road are included in these areas which are depicted on the attached illustration titled Farragut 20 Year Urban Growth Plan, Southern Boundary, adopted by the Farragut Board of Mayor and Aldermen on June 24, 1999.**

**It is not recommended for the Choto area or the Hines Valley area to be included in the Farragut Urban Growth Boundary because of the cost to provide street maintenance and improvements, and because there is not a logical physical or community connection to those areas. As stated previously, the Town of Farragut is not in need of additional land to accommodate growth, therefore, the urban growth boundary must be based on its ability to provide street construction, improvements and maintenance to those neighborhoods and business in existence, as well as guiding new development activities and standards to best manage the impact of urban growth on both the Town and in the urban growth area. The cost to improve access across the railroad south into the Choto area is estimated to be cost prohibitive under the Town's current street improvement priorities. The Hines Valley area, especially at Watt Road and the I40/I75 interchange, would also be costly to maintain with no source of revenue to cover the cost from that location. Three truck service facilities at Watt Road accommodate a high volume of heavy vehicle traffic placing demands on the street infrastructure that the Town would be responsible for if the area was annexed. Urban growth areas which the Town may consider must be evaluated against the Town's ability to serve the area and the budgetary impact external growth will have on the existing level of service within the community.**

**Annexation by the Town to the west is effectively blocked at its border with Loudon County. The Town does not have seven percent of its population residing in Loudon County, nor does it provide sanitary sewer service to the area. Growth of the Town into Loudon County can only occur by referendum, or with permission granted by the Loudon County Board of Commissioners and in compliance with the Loudon County Growth Plan. For these reasons, property in Loudon County is not recommended for inclusion in a Farragut Urban Growth Boundary Proposal.**

**It is highly recommended that urban fringe studies be conducted on these areas to establish priorities for annexation based on public service costs**

and development demand so that the Town Board, the residents of Farragut, and the residents within the Urban Growth Boundary have a better understanding of the cost and timing of proposed annexations. This will also be useful to the Town in identifying Urban Growth Boundary adjustments in the future which may ultimately include the Choto and Hines Valley areas.

#### ENDNOTES

<sup>1</sup> Section 5(a), 1998 Public Chapter 1101.

<sup>2</sup> Section 7(a)(1), 1998 Public Chapter 1101.

<sup>3</sup> 1990 Census of Population, U.S. Department of Commerce, Bureau of the Census, Publication 1990 CP-2-44.

<sup>4</sup> Population Projections for Tennessee Counties and Municipalities 2000-2020, March 1999, Center for Business and Economic Research, The University Tennessee, Knoxville Tennessee.

<sup>5</sup> Field survey and inventory conducted by the State of Tennessee, Department of Economic and Community Development, Local Planning Assistance Office.

<sup>6</sup> Land use designations were derived from the Knox County Property Assessor's land use classification of property with field verification and inventory completed by the Town of Farragut planning staff and the Local Planning Assistance Office. Area calculations were derived from the Town of Farragut base map which is developed from Knox County parcel identification maps.

<sup>7</sup> U.S.G.S Lovell Tennessee Quadrangle 7.5 Minute Series Topographic Map, 1968, Revised 1990; and U.S.G.S. Concord Tennessee Quadrangle 7.5 Minute Series Topographic Map, 1968.

<sup>8</sup> Flood Insurance Rate Map, Town of Farragut, Tennessee, Panels 470387 0005, 0010, 0015, and 0020, Published February 15, 1985 by the Federal Emergency Management Agency.

<sup>9</sup> Information found in this section was derived from interviews with the Town staff and the Town of Farragut, Capital Improvements Plan, 2000-2004.

<sup>10</sup> Section 9(e), 1998 Public Chapter 1101

