



# 4

## Subareas

Farragut's subareas divide the town into small areas of focus. They emphasize a smaller scale than city-wide policies and address opportunities and constraints at a greater level of detail. Not all subareas are equal, and not all areas in the town have subareas. While the entire town was examined, only those areas that have a lot of potential for change are included here (those that are under-utilized, vacant, or deteriorating).

Each subarea has a mixture of text and maps. Each has four maps: the first two map existing zoning (the current use by right) and environmental constraints, which together help identify areas where specific development types may be warranted; the second two maps future land use and comprehensive plan concepts, which together express the eight key strategies. Major themes are described in the text as well as the primary strategies applied in the subarea.



Figure 40: Areas of change

## MCFEE/BOYD STATION

The subarea is intended to be primarily residential/recreation. The open space cluster land use encourages future development to cluster transferring density away from less suitable lands (such as steep slopes and potential sinkholes). A small commercial center will serve local residents. While the Strategic Plan indicates this as a development hub (center), the recent improvements to McFee Road and a planned railroad overpass at the McFee/Boyd Station intersection limit the transportation network. Due to significant environmental constraints, the area will have a curvilinear gridded roadway system and trail network rather than single entrance subdivisions.

**Primary land uses:** Open space cluster residential

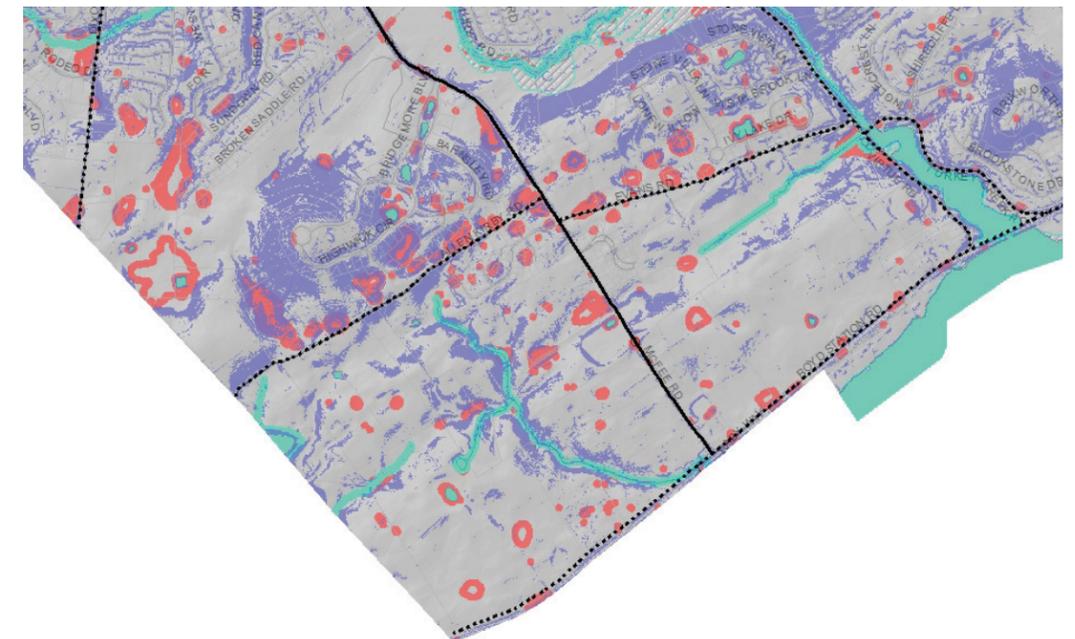
**Primary land use concepts:** Transitions, connected pedestrian way and roadways, minor activity hub

**Primary strategies:** 3, 4, 7

Existing Zoning



Environmental Constraints



Future Land Use



Comprehensive Plan Concepts



### Future Land Use

- Civic/Institutional
- Office/Light industrial
- Commercial
- Regional Commercial
- Open Space
- Parks and Rec
- Open Space Cluster Residential
- Rural Residential (> 1 Acre lots)
- Very Low Density Residential (2-4 DUs / Acre)
- Low Density Residential (3-6 DUs / Acre)
- Med Density Residential (6-12 DUs / Acre)
- Mixed Use Neighborhood (6-10 DUs / Acre)
- Mixed Use Town Center (8-15 DUs / Acre)

### Existing Zoning

- B-1, Buffer
- S-1, Community Service
- OSP, Open Space Park
- A, Agricultural
- R-1, Rural Single-Fam Res
- R-1SA, Rural Single-Fam Res Acre
- R-2, Gen Single-Fam Res
- R-3, Small Lot Single-Fam Res
- R-4, Attached Single-Fam Res
- R-5, Two Fam Res
- R-6, Multi Fam Res
- OSR, Open Space Res
- O-1, Office
- O-1-3, Office Three Stories
- O-1-5, Office Five Stories
- C-1, General Commercial
- C-1-3, Gen Commercial 3 Stories
- C-2, Regional Commercial
- C-2RW, Regional Comm Retail Whse
- PCD, Planned Comm Dev

### Environmental Constraints

- Slope > 15%
- Known Wetlands
- Water / Wet
- Floodway
- 100 Year Flood
- Potential Sinkholes

### Comprehensive Plan Concepts

- Strategic Plan Hub
- Future Parks
- Downtown Gateway
- Town Gateway
- Pedestrian Crossing
- Potential Pedestrian Way
- Potential Roadway

## WATT ROAD / KINGSTON PIKE

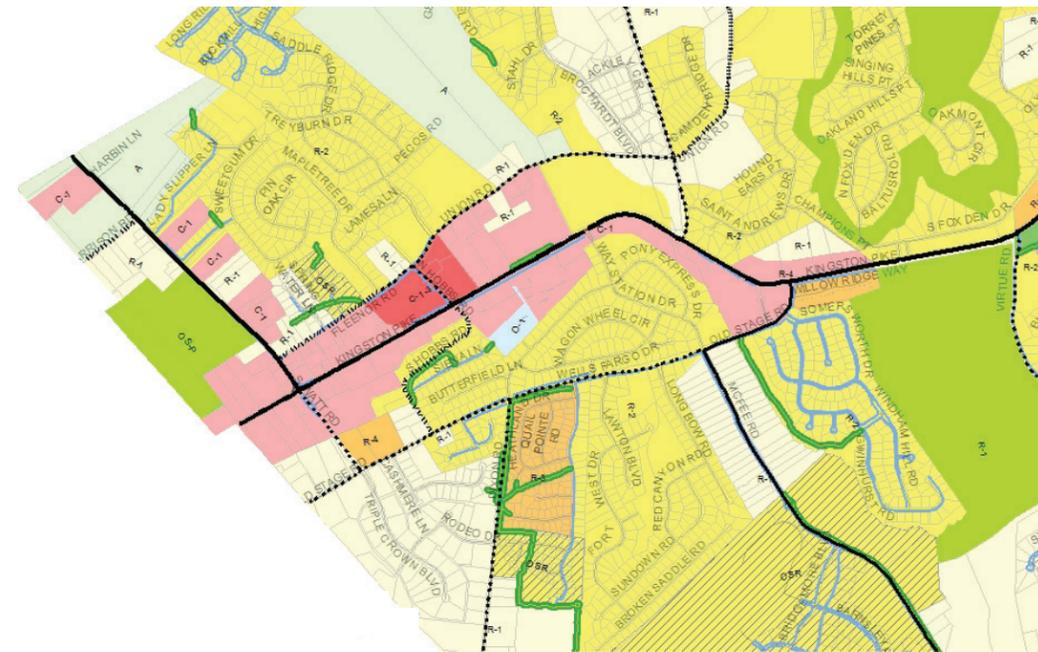
Residential areas will maintain their existing character. New medium density residential will increase near Watt Road and the Park. Watt Road and Kingston Pike are two important gateways into Farragut. Open spaces and existing vistas will be preserved at the Watt Road gateway, and design themes will be important along Kingston Pike. New residents in the area will support commercial and enjoy close proximity to the park.

**Primary land uses:** Commercial (along Kingston Pike), Medium density residential

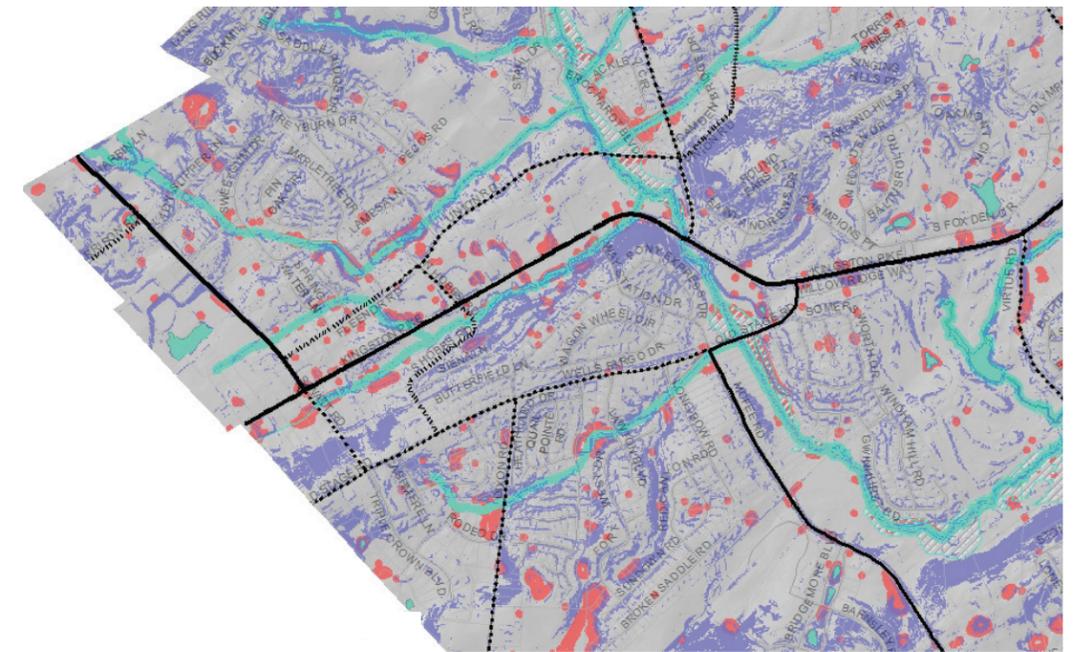
**Primary land use concepts:** Transitions, flex density, gateways, activity hub

**Primary strategies:** 3, 4, 7

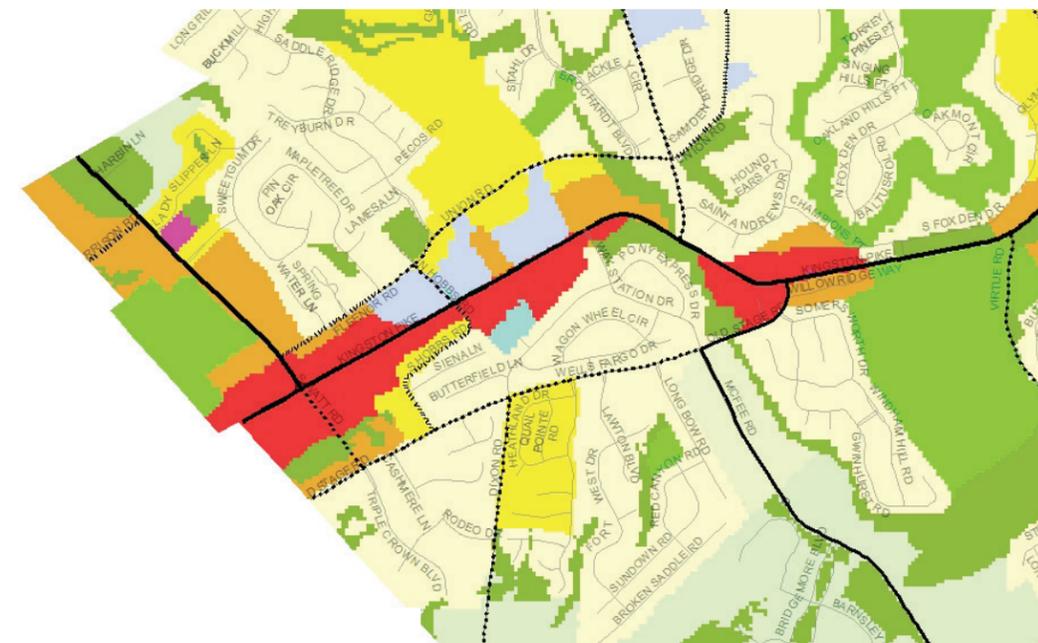
Existing Zoning



Environmental Constraints



Future Land Use



Comprehensive Plan Concepts



**Comprehensive Plan Concepts**

- Strategic Plan Hub
- Future Parks
- Downtown Gateway
- Town Gateway
- Pedestrian Crossing
- Potential Pedestrian Way
- Potential Roadway

**Existing Zoning**

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## LAKEFRONT

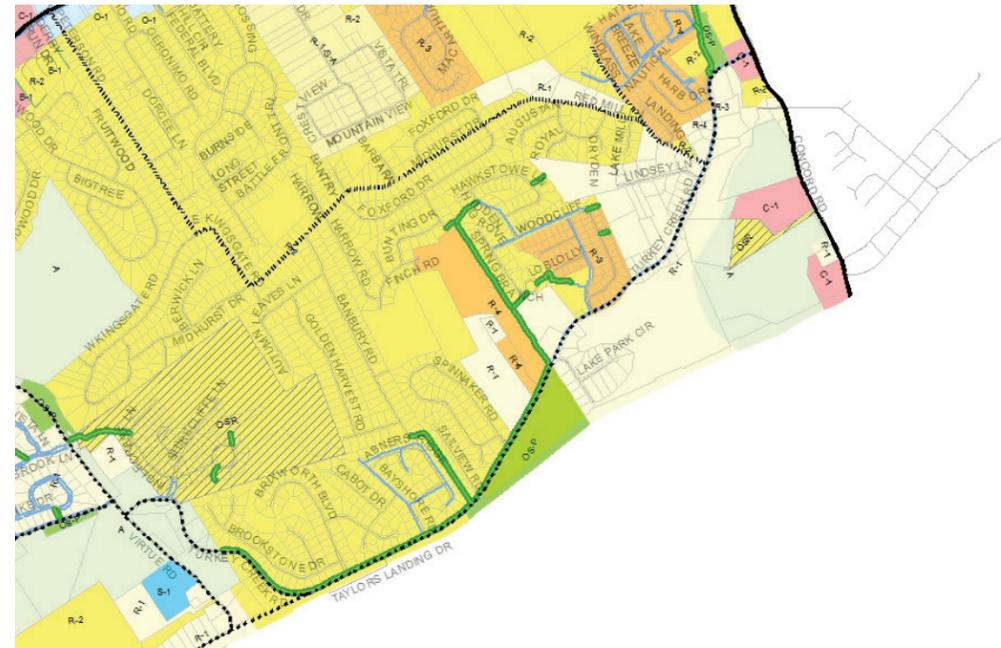
Primarily residential and already developed, the area will mostly maintain its existing residential character. A few medium density locations help provide density transitions that will be required between existing lower densities and medium density residential. The town gateway on Concord Road will preserve the open feel; any development will preserve a strip of dense vegetation. Medium density residential will take advantage of the park and pedestrian way proximity.

**Primary land use:** Very low density residential

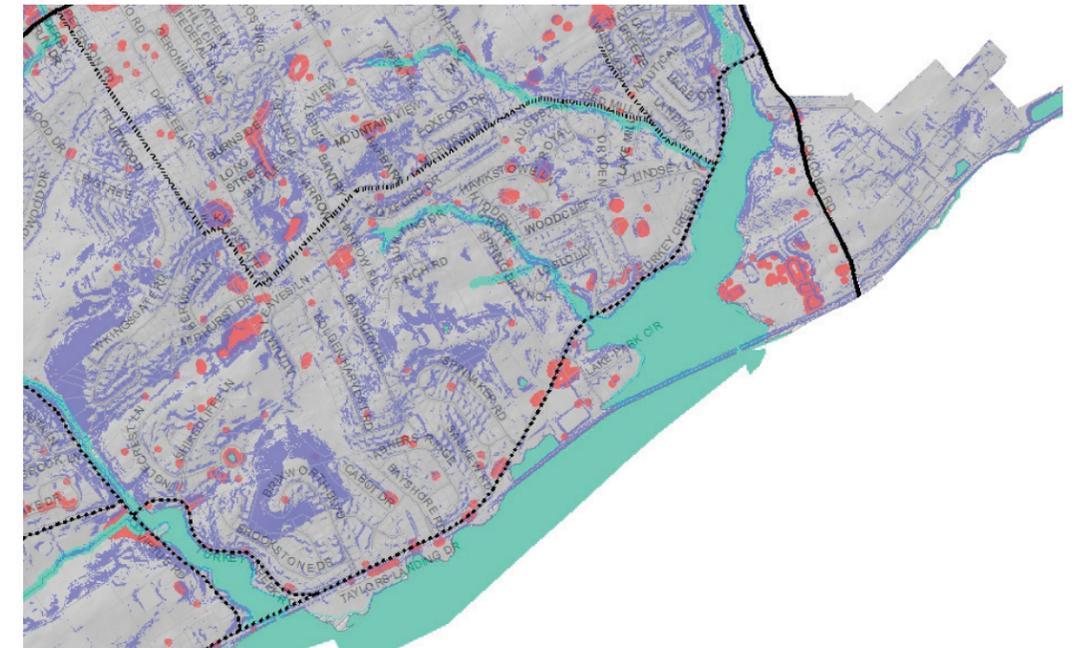
**Primary land use concepts:** Gateway, minor activity hub

**Primary strategies:** 5, 7, 8

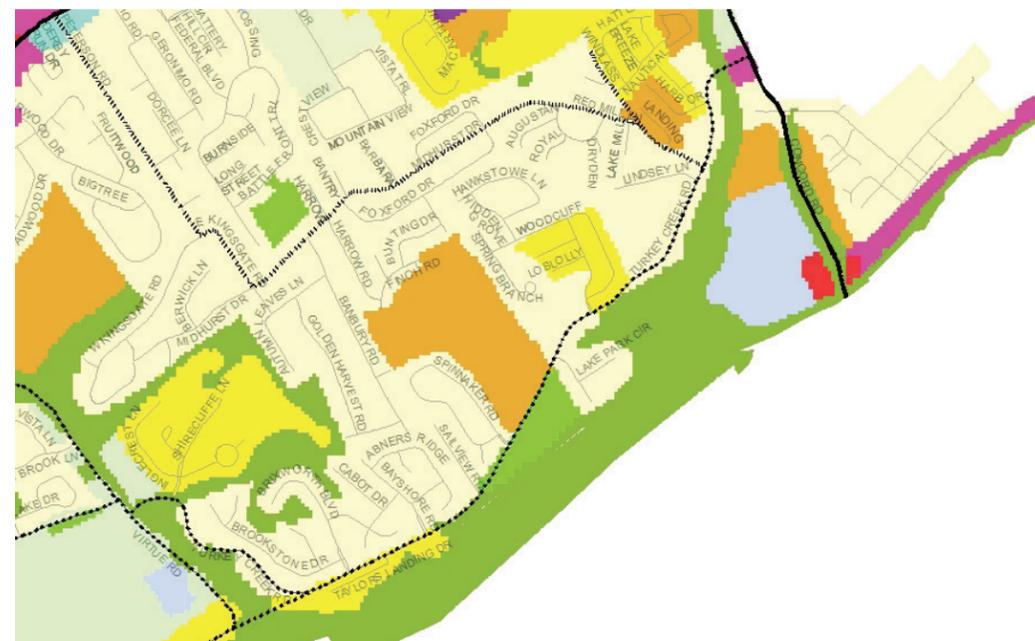
Existing Zoning



Environmental Constraints



Future Land Use



Comprehensive Plan Concepts



### Future Land Use

- Civic/Institutional
- Office/Light industrial
- Commercial
- Regional Commercial
- Open Space
- Parks and Rec
- Open Space Cluster Residential
- Rural Residential (> 1 Acre lots)
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- Mixed Use Town Center (8-15 DUs / Acre)

### Environmental Constraints

- Slope > 15%
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- Water / Wet
- Floodway
- 100 Year Flood
- Potential Sinkholes

## TOWN CENTER

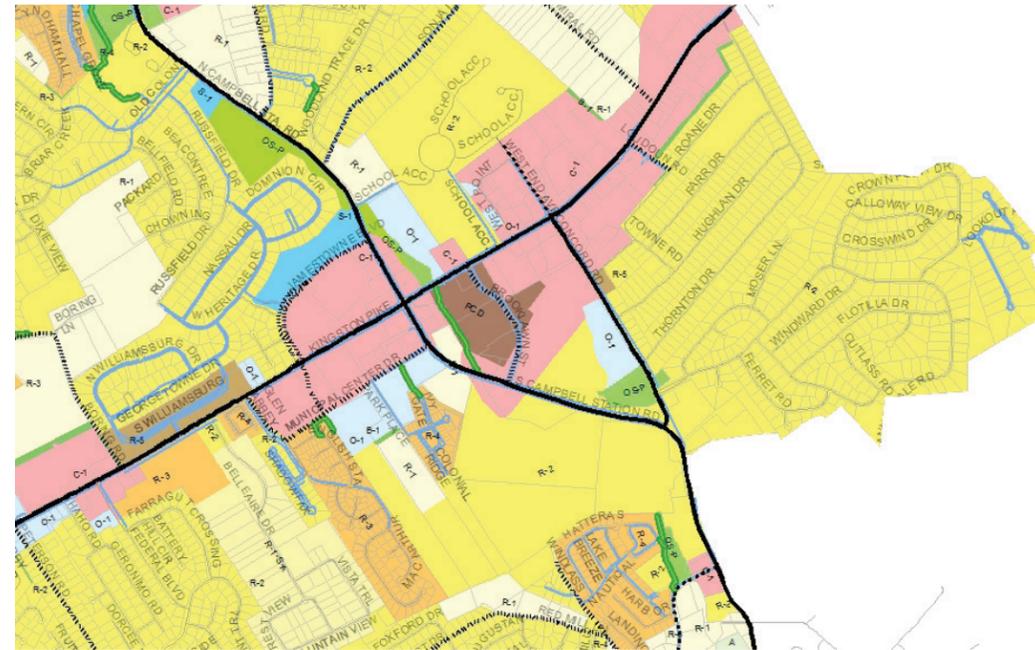
The Town Center will become the most diverse and most used area in town. It will serve as the center for a variety of civic, retail and entertainment uses and will contain generous public amenities and gathering spaces. All roads and all pedestrian ways will lead to (or should be connected to) the Town Center. While road layouts have been indicated in vacant areas, subarea planning will be necessary to identify exact alignments. Natural and historic areas will be preserved for passive recreational uses and should be integrated into any design. This area will become the heart of Farragut.

**Primary land use:** Mixed use town center and Medium density residential

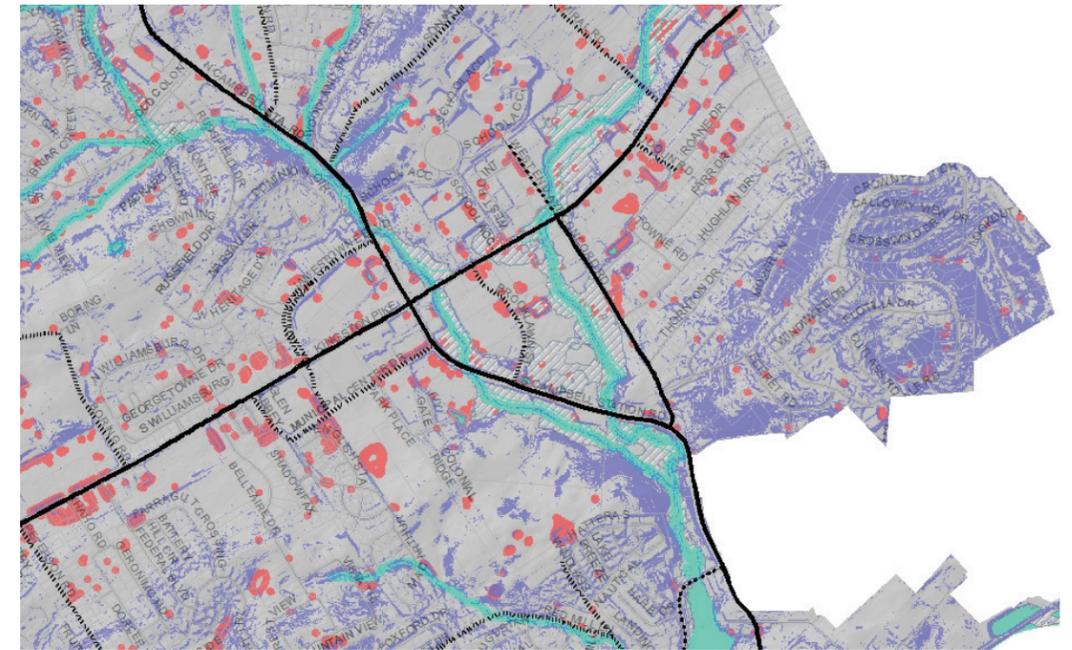
**Primary land use concepts:** Gateways, parks, town center activity hub

**Primary strategies:** 1, 2, 3, 4, 5, 7

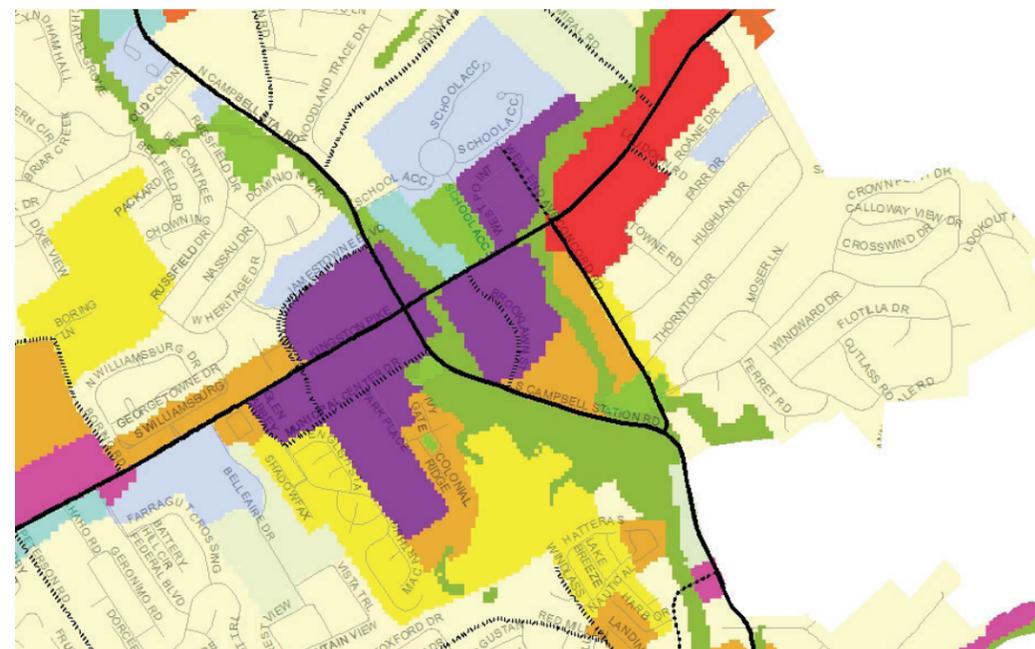
### Existing Zoning



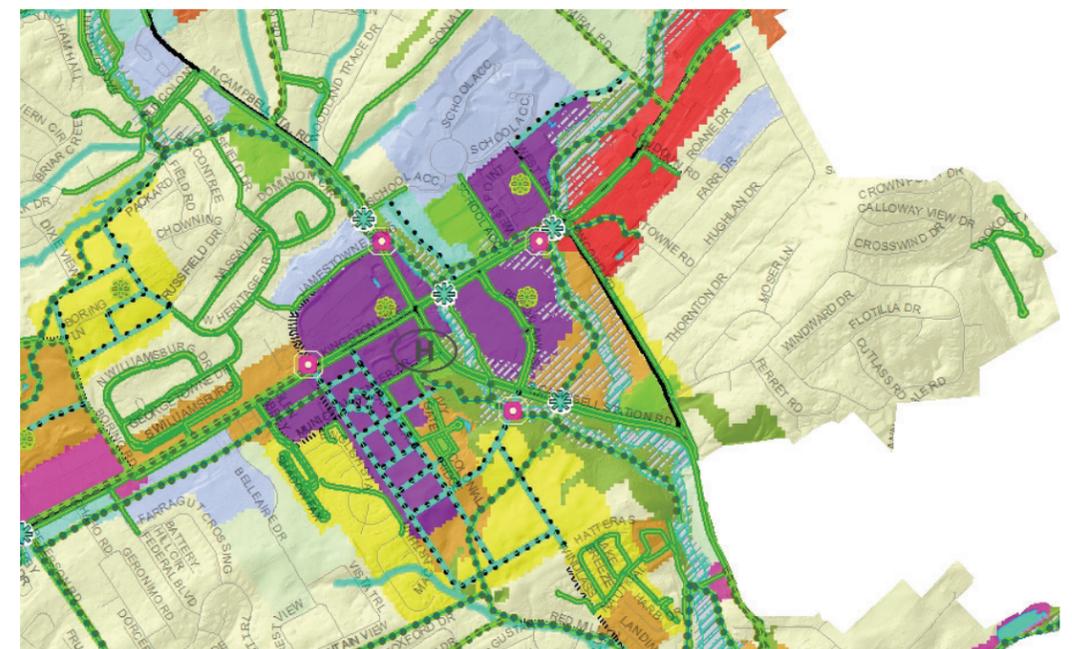
### Environmental Constraints



### Future Land Use



### Comprehensive Plan Concepts



#### Comprehensive Plan Concepts

- Strategic Plan Hub
- Future Parks
- Downtown Gateway
- Town Gateway
- Pedestrian Crossing
- Potential Pedestrian Way
- Potential Roadway

#### Existing Zoning

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## KINGSTON PIKE / LOVELL

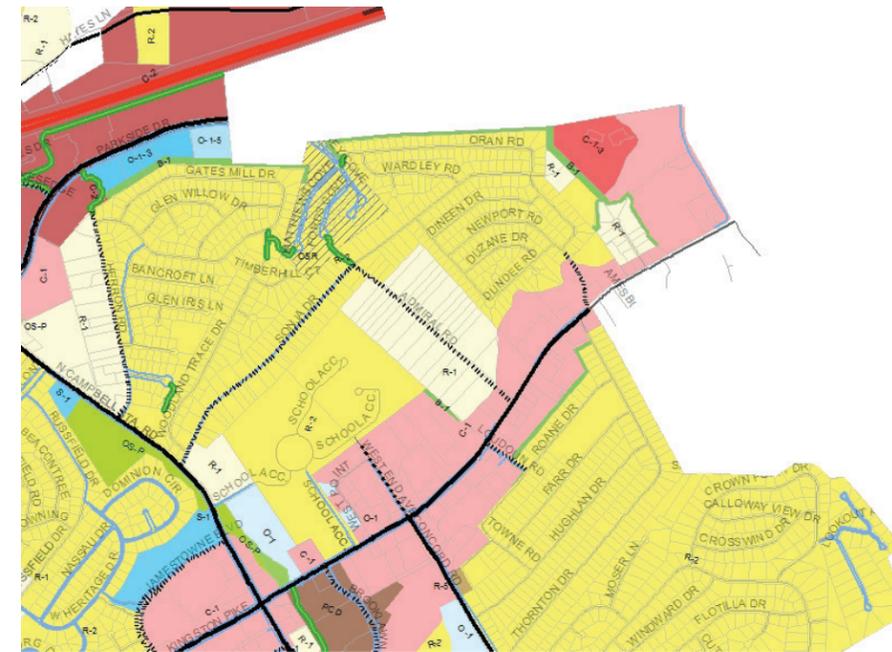
With the opening of Costco ©, the area is likely to see a lot of traffic and changes in use. The area is encouraged to become an automobile oriented center, but as it is a gateway into town, streetscape themes will be important. Residential will remain single-family and should be buffered from commercial by the preservation of waterways and transitions.

**Primary land use:** Regional commercial and commercial

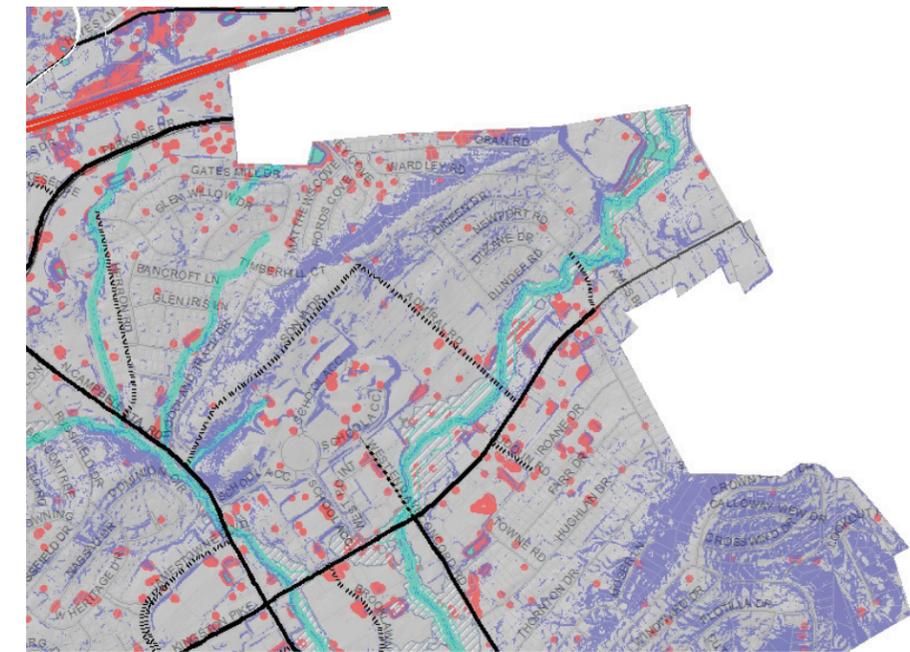
**Primary land use concepts:** Gateways, connected pedestrian and roadways

**Primary strategies:** 2, 4, 6, 7

Existing Zoning



Environmental Constraints



Future Land Use



Comprehensive Plan Concepts



**Future Land Use**

- Civic/Institutional
- Office/Light industrial
- Commercial
- Regional Commercial
- Open Space
- Parks and Rec
- Open Space Cluster Residential
- Rural Residential (> 1 Acre lots)
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### I-40

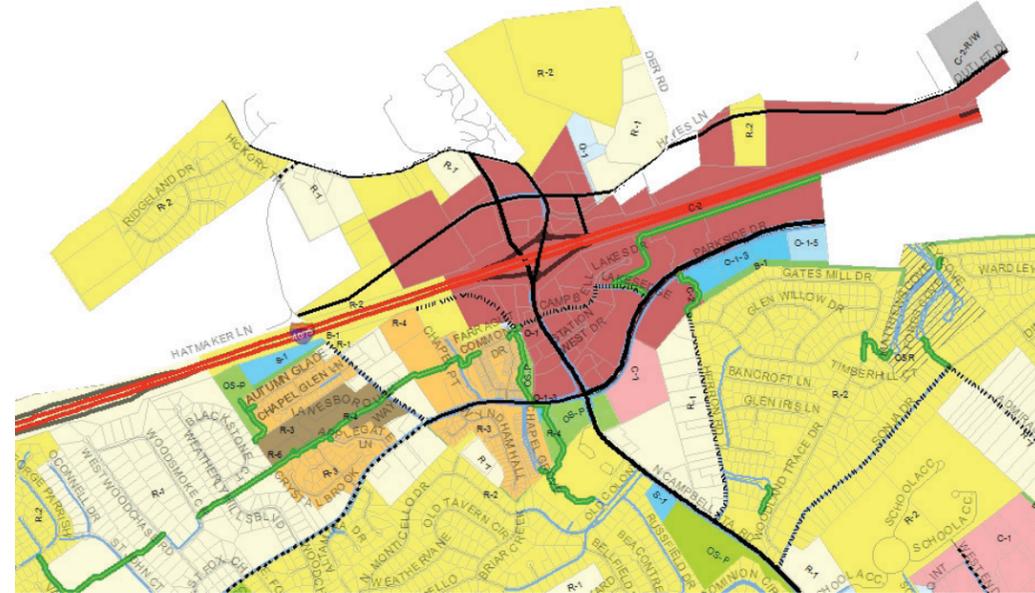
The I-40 area has a variety of uses from hotels to very low density lots. The area will become a future employment center with office and light industrial uses. The area has significant environmental constraints in terms of steep slopes.

**Primary land use:** Office, Open space cluster residential, and Regional commercial

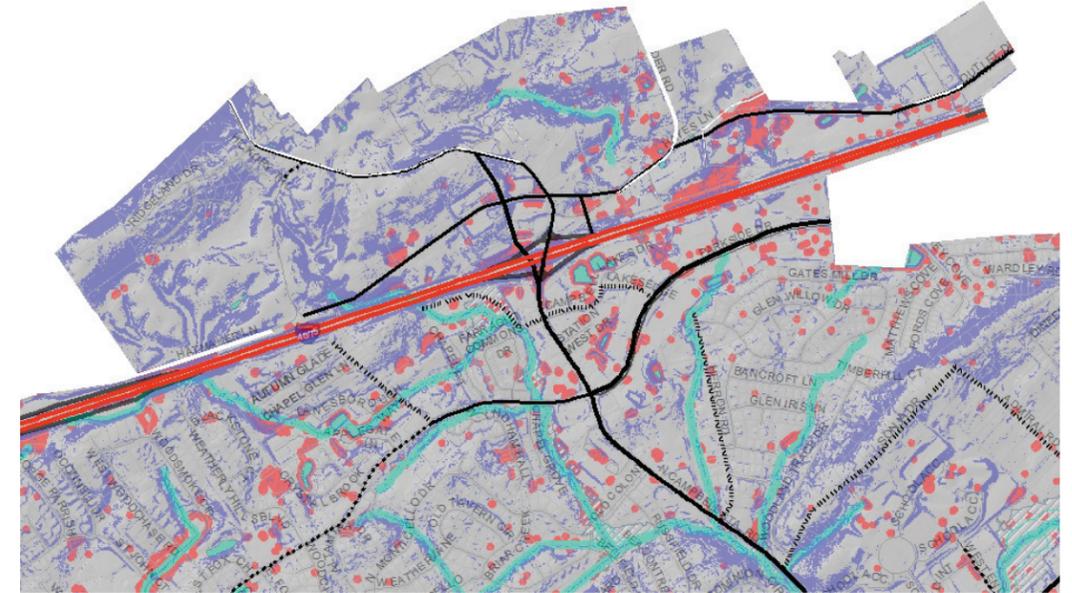
**Primary land use concepts:** Gateways, connected pedestrian ways and roadways, major activity hub

**Primary strategies:** 2, 7

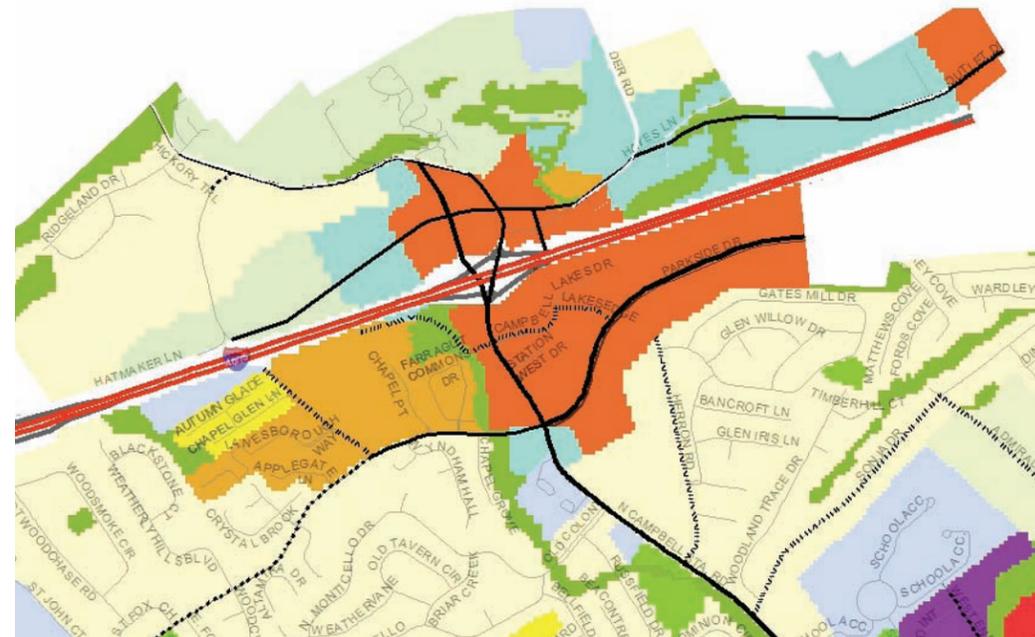
#### Existing Zoning



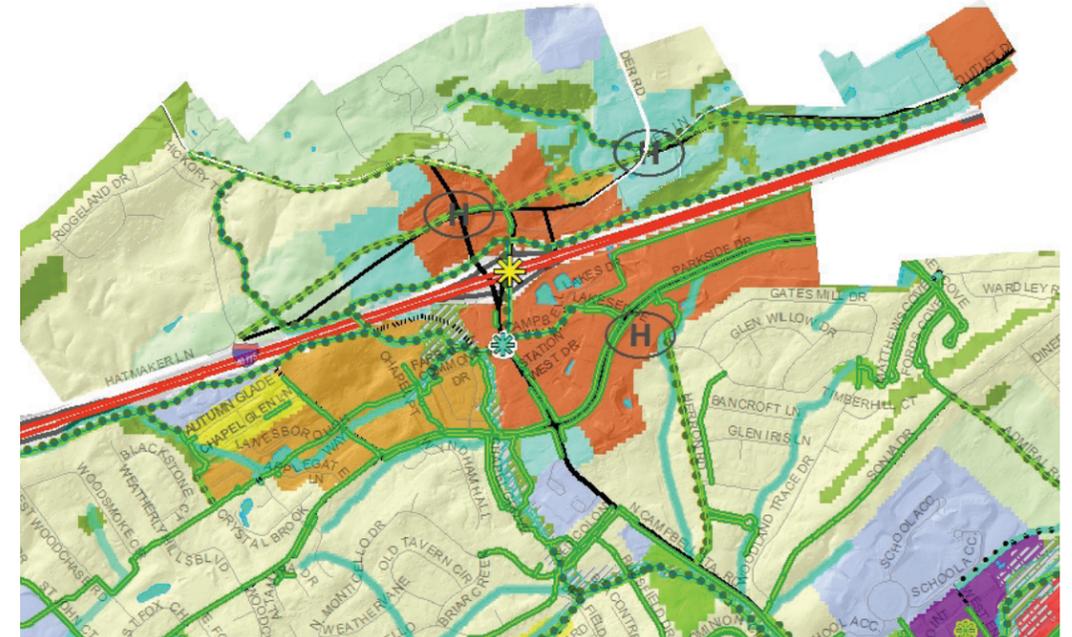
#### Environmental Constraints



#### Future Land Use



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## NORTH

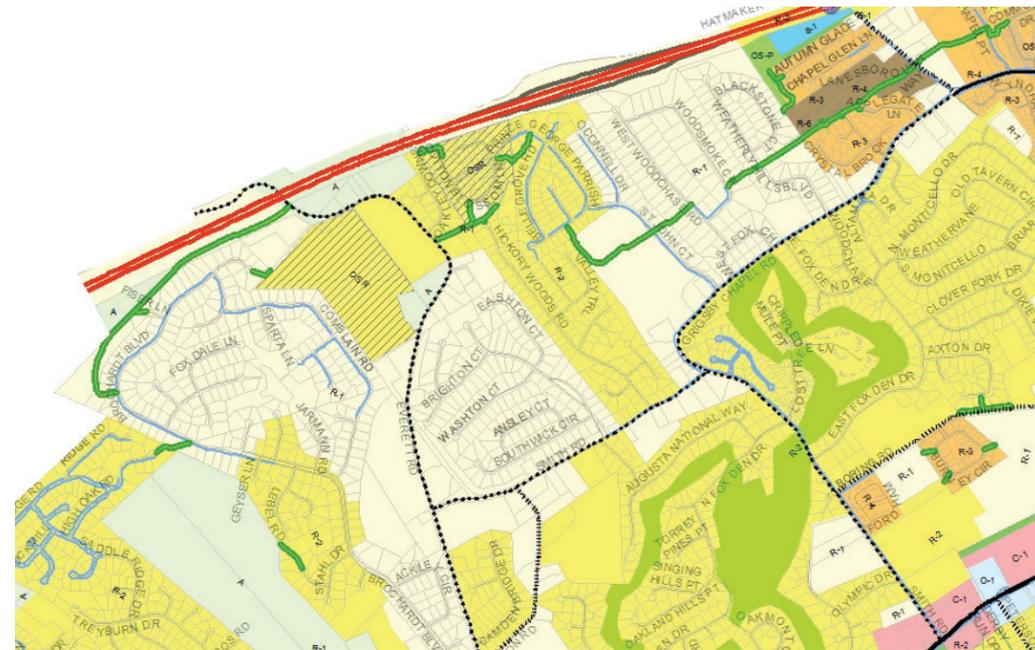
The area will remain primarily residential and see little change. There may be some additional opportunities for pedestrian connections, but most land uses will remain the same. A few areas will see a modest increase in density but only for those parcels that are large enough to allow transitions from existing density.

**Primary land use:** Low density residential and Very low density residential

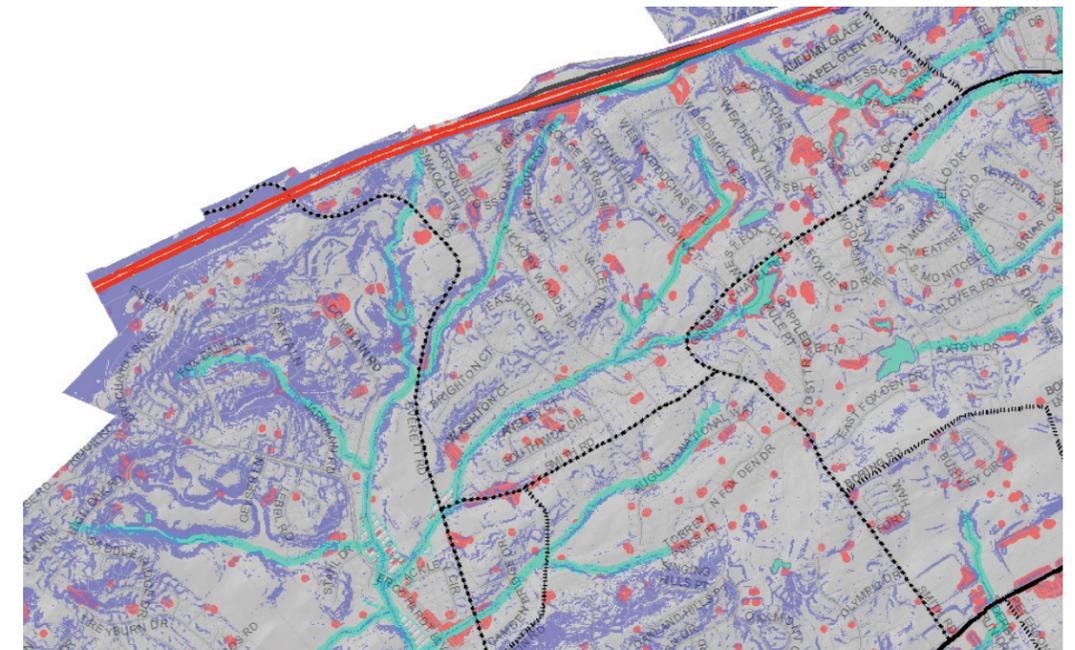
**Primary land use concepts:** Connected pedestrian ways and roadways, transitions, and flex density

**Primary strategies:** 3

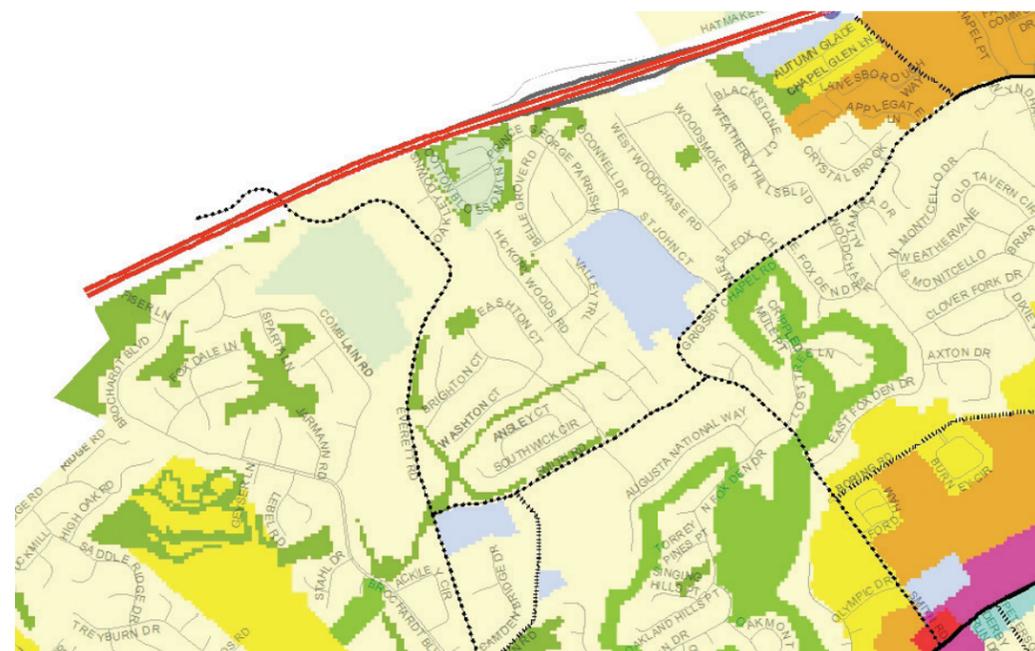
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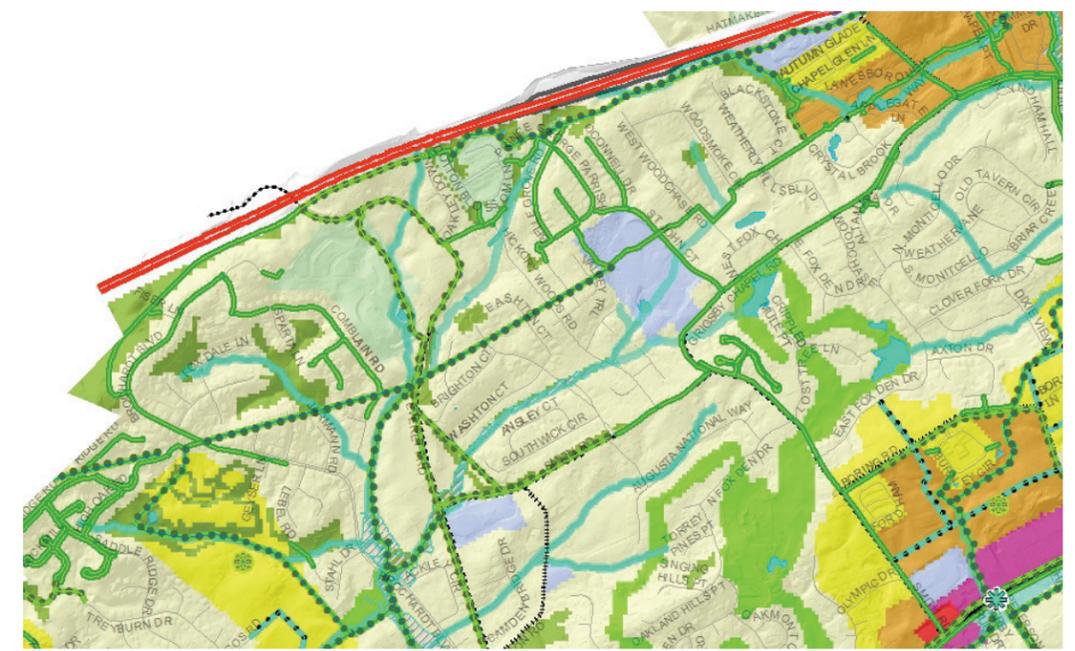
Environmental Constraints



Future Land Use



Comprehensive Plan Concepts



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## KINGSTON PIKE

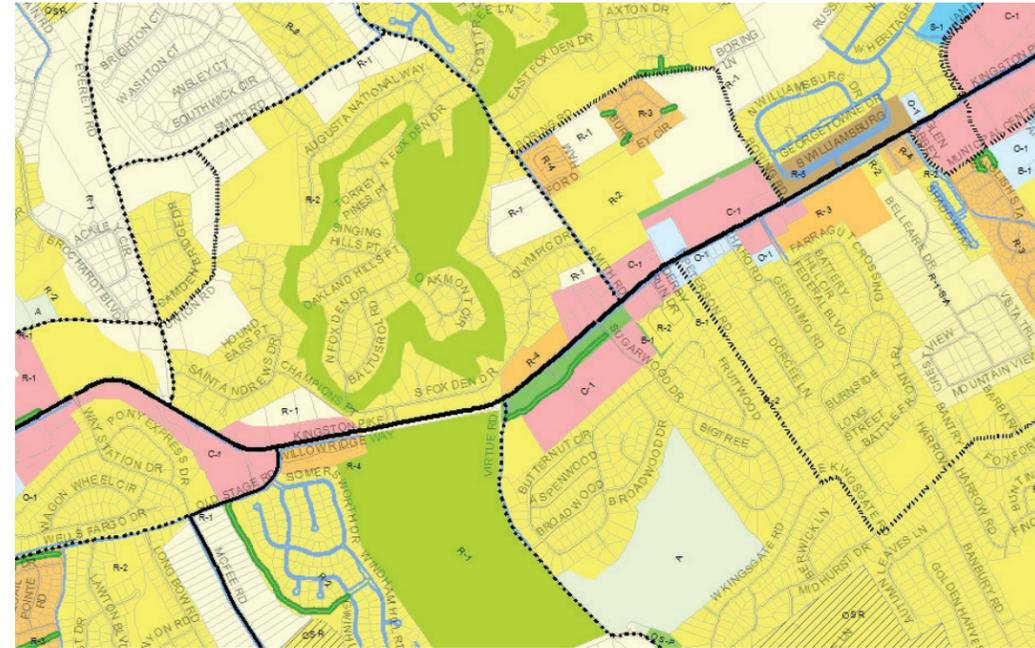
The Kingston Pike subarea will encourage a mix of uses in select areas to assist in redevelopment by providing an increase in intensity. Modest increases in density and will provide clientele for local retail.

**Primary land use:** Mixed use neighborhood center

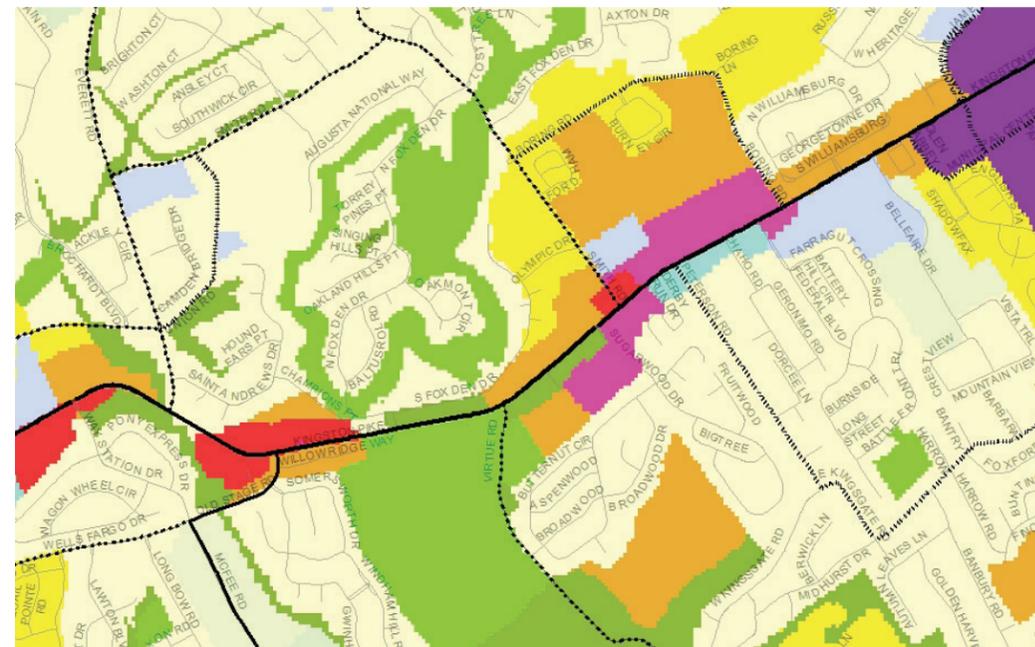
**Primary land use concepts:** Connected pedestrian ways and roadways, transitions, and flex density

**Primary strategies:** 2, 3, 4

### Existing Zoning



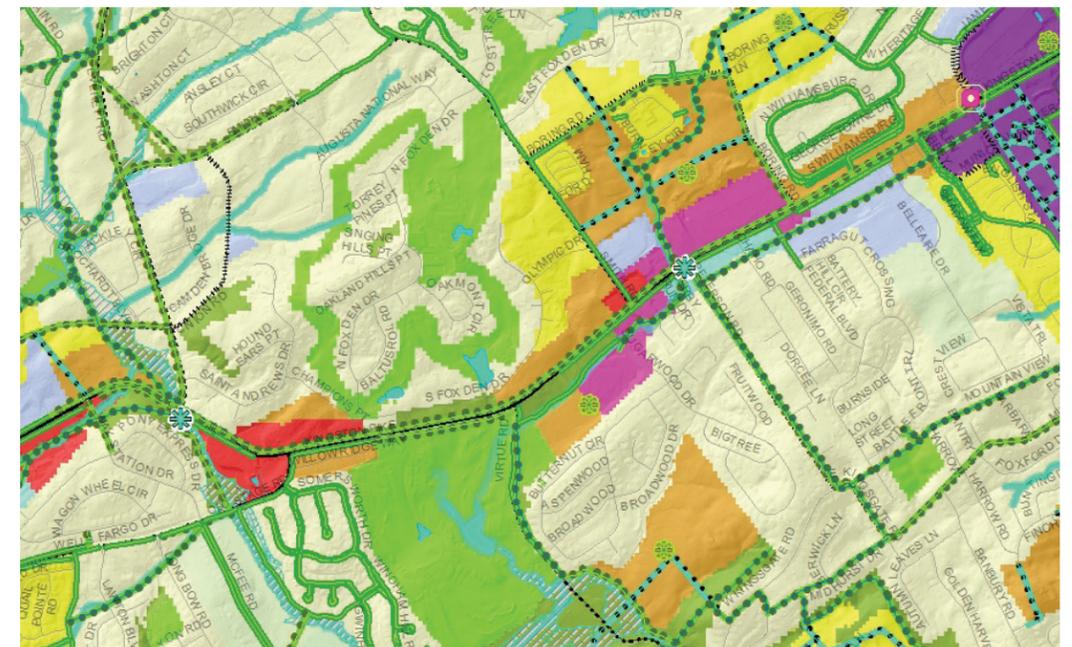
### Future Land Use



### Environmental Constraints



### Comprehensive Plan Concepts



#### Comprehensive Plan Concepts

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