



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 4-SE-26-C
4-C-26-DP

AGENDA ITEM #: 48
AGENDA DATE: 4/9/2026

▶ **SUBDIVISION:** ORANGE KNOXVILLE, LLC

▶ **APPLICANT/DEVELOPER:** ORANGE KNOXVILLE, LLC

OWNER(S): Ball Camp Commercial Partners

TAX IDENTIFICATION: 91 25604 [View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 0 BAKERTOWN RD

▶ **LOCATION:** South side of Schaad Rd, east of Bakertown Rd

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Karns Fire Department

WATERSHED: Beaver Creek

▶ **APPROXIMATE ACREAGE:** 14.16 acres

▶ **ZONING:** PC(k) (Planned Commercial)

PLACE TYPE: CMU (Corridor Mixed-use), SR (Suburban Residential)

▶ **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land

▶ **PROPOSED USE:** Commercial development

SURROUNDING LAND USE AND ZONING: The general area consist mostly of agricultural and detached and attached residential dwellings on varying lot sizes. Recent development approvals include a multifamily complex to the west and a gas station and car wash to the north.

▶ **NUMBER OF LOTS:** 3

SURVEYOR/ENGINEER: Victor Ramirez Carlson Consulting Engineers

ACCESSIBILITY: Access is via Schaad Rd, a 4-lane minor arterial street with a median and a pavement width of 75 ft within a 112 ft right-of-way, and via Bakertown Rd, a major collector with a pavement width which varies between 15 ft and 32 ft within a right-of-way which varies from 53 ft to 90 ft.

▶ **SUBDIVISION VARIANCES REQUIRED:**

VARIANCE

1) Reduce the minimum intersection separation between the centerlines of Road 'A' and Truitt Path Lane from 400 ft to 209 ft.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL

None

ALTERNATIVE DESIGN STANDARD REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

1) Increase the maximum intersection grade of Road 'A' at Schaad

Road from 1 percent to 2 percent.

2) Reduce the minimum intersection curb and right-of-way radius from 75 ft to 50 ft at Road 'A' and Schaad Road.

STAFF RECOMMENDATION:

► **Approve the variance to reduce the minimum intersection separation between the centerlines of Road 'A' and Truitt Path Lane from 400 ft to 209 ft.**

A. The shape and layout of the site, along with existing roads and access points, limit how far apart intersections can be placed. The development to the south includes an approved designated road connection, which restricts the ability to properly align the intersections to which the project's proposed road must connect.

B. This situation is unique to this property due to the existing location of Truitt Path Lane and surrounding development, and the proposed road to the south of the site, under permitting and construction. These conditions were already in place and were not created by the current owner or developer.

C. Reducing the distance between the intersections will not create safety concerns or negatively impact the surrounding area. The design will still allow for safe traffic flow and will not affect nearby properties or the general public.

Approve the concept plan subject to 9 conditions.

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary as caused by the development, the developer will either enter into a memorandum of understanding (MOU) with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.
4. Implementing the recommendations of the Schaad Road Commercial Development Traffic Impact Study (TIS) (RGPhillips Consulting, LLC, 3/23/2026) as required by Knox County Engineering and Public Works during the design plan phase, and as specified in condition #5. The developer is also required to verify the existing versus proposed westbound left-turn lane storage length at the Schaad Road and Bakertown Road intersection, and if modifications are needed, the developer will be responsible for making noted adjustments. If the TIA is further revised, it must be submitted to the Planning staff for review and approval by all applicable agencies.
5. Entering into a memorandum of understanding (MOU) with Knox County Engineering and Public Works for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). The cost of the traffic signal at the intersection of Schaad Road and Bakertown Road is to be split evenly (50/50) between the property owner and Knox County, and all other off-site improvements recommended by the TIS, including widening Bakertown Road to two 10-ft lanes with 2-ft shoulders, curb and gutter and sidewalk on east side only, from the new road construction at Schaad Road to the railroad right of way, are to be the responsibility of the property owner. Knox County, at its discretion, may allow the property owner to complete specific improvements recommended by the TIS outside of the MOU process.
6. Connecting Road 'A' to the new public road to the south, identified as Honey Nectar Way in the Final Plat of Cardinal Landing (4-SE-26-F). During the design plan phase, the property owner's engineer must coordinate with Knox County Engineering and Public Works and Cardinal Landing's engineer to ensure the road aligns at the property line and meets Knox County's road design standards. Minor modifications to Road 'A' may be approved by Knox County Engineering and Public Works, but must not impact the placement of the required screening on the east side of Road 'A'.
7. Installing a sidewalk on one side of Road 'A' and the east side of Bakertown Road per the Knox County sidewalk ordinance, Chapter 54, Article IV of the Knox County Code. The location and design of the sidewalks are to be worked out with Knox County Engineering and Public Works during the design plan phase.
8. Providing a note on the final plat that access to the outparcels shall be provided from the internal driveways only.
9. Providing access easements on the final plat to provide legal access to the outparcels per the requirements of Knox County Engineering and Public Works during the design plan phase.

► **Approve the development plan for the grocery store, fuel station with convenience store, and commercial subdivision with up to 3 lots, as shown on the development plan, subject to 6 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance, including but not limited to, the standards of the PC zone (Article 5.33) and Signs, billboards, and other advertising structures (Article 3.90).

2. Meeting the conditions of the associated concept plan (4-SE-26-C).
3. Installing the internal sidewalks as shown on the development.
4. All site lighting must meet the following standards unless otherwise required by life and safety codes:
 - (a) All light fixtures shall be full cut off and installed with the light source perpendicular to the support structure or otherwise parallel to the ground if mounted to the underside of a roof or canopy.
 - (b) All pole and building-mounted lights within 100 ft of the south and east lot line with a height of more than 15 ft from the finished grade must provide shields oriented toward the residential uses to the south and east.
5. The proposed landscape screening along the east and south property lines must be installed during the first growing season after building permits are issued. All landscaping must be installed in accordance with the requirements of Knox County Engineering and Public Works.
6. Specifying the yard and lot coverage requirements for individual lots or building sites in the protective covenants for the commercial development per Article 5.33.06. In no case shall the building coverage be greater than 50 percent per lot, and the building setback from the external boundaries, including the Schaad Road and Bakertown Road frontages, be no less than 50 ft.

With the conditions noted, this plan meets the requirements for approval in the PC zone and the criteria for approval of a development plan.

COMMENTS:

REVISION 4/6/2026 -- Concept plan conditions #4 and 5 were modified to clarify the property owner's responsibility regarding road improvements.

This proposal is a commercial development that includes a grocery store with an associated fuel station and convenience store, two outparcels for future development, and an extension of a public road (under construction). The 14-acre property was zoned PC(k) (Planned Commercial) in 2006 (6-U-06-RZ), subject to the condition that the property not be developed for commercial purposes until Schaad Road is complete.

CONCEPT PLAN

Concept plan approval is required because the project includes an extension of a public road. The proposed road is on the east side of the lot, extending from the southern lot line to Schaad Road. The new road will be an extension of Honey Nectar Way, which is currently under construction and being platted as part of the Cardinal Landing subdivision to the south (see agenda item 27, Final Plat of Cardinal Landing, 4-SE-26-F). The proposed grocery store and fuel station will be on a 10.5-acre lot, and two outparcels for future development.

VARIANCE

The applicant is requesting a reduction of the minimum intersection separation from 400 ft to 290 ft between Road 'A' and Truitt Path Lane to the east. Truitt Path Lane is restricted to right-in/right-out access because it is offset from the median cut in Schaad Road. The median cut will be shifted to the west to line up with Road 'A', as well as a future commercial driveway on the north side of Schaad Road. If the Road 'A' access and median cut were moved further to the west to achieve the required intersection separation, it would increase vehicle congestion and turn movements near the Bakertown Road. Staff supports the request based on the applicant's justification (see the attached variance request form).

ROAD IMPROVEMENTS

The road improvements associated with this development are listed in the traffic impact study's (TIS) recommendations and conclusions (Exhibit B). These include installing a traffic signal at the Schaad Road and Bakertown Road intersection, shifting the Schaad Road median opening, adding turn lanes on Schaad Road, and widening Bakertown Road. The property owner is responsible for the full cost of the road improvements, except for a cost-sharing agreement with Knox County for the traffic signal.

DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL)

In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

1) ZONING ORDINANCE

PC (Planned Commercial):

A) The PC zone is intended for a unified grouping of commercial buildings which do not require or desire a central business district location. It is the objective of this zone to achieve the highest quality site design, building arrangement, landscaping, and traffic circulation patterns possible. The administrative procedures for the PC zone require the Planning Commission to approve the development plan before permits can be issued

(Article 5, Section 5.33.13).

B) The proposed development meets the minimum development standards of the PC zone and the applicable general provisions in Article 3 of the zoning code.

C) A Type A landscape screen is provided along the east lot line, and a Type B landscape screen is provided along the south lot line, as required by the landscape screening standards in the supplemental regulations, Article 4.10.11. See Exhibit C for the landscape screening guidelines.

2) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A) The property owner is required to make road improvements as outlined in the TIS, which is consistent with Policy 9, to coordinate infrastructure improvements with development.

B) The landscape screening along the east and south boundaries, landscaped parking areas and yards, and the recommended condition regarding site lighting are consistent with Policy 2, to ensure that development is sensitive to existing community character.

C) The sidewalks along the external roads and internal to the development, and road connection to the south, are consistent with Policy 4.2 and Policy 11, to provide pedestrian and vehicular connectivity with new development.

3) FUTURE LAND USE MAP

A) The property is classified as the CMU (Corridor Mixed-Use) and SR (Suburban Residential) place types. The northern portion of the site is designated CMU, comprising approximately 80 percent of the site.

B) CMU areas are appropriate for moderate-scale mixed-use development occurring along major corridors. These areas may incorporate office, retail, civic, residential, and community gathering spaces both vertically and horizontally, and shall provide connectivity to nearby neighborhoods. — The proposed commercial development consists of a grocery store and fueling station, and two outparcels for future development that will likely be commercial and retail in nature. The public road on the east side of the site is an extension of the road (under construction) in the residential development to the south, consistent with the place type's connectivity requirement.

C) Commercial and office are considered primary uses in the CMU place type. Primary uses are intended to be the predominant focus of the place. — The proposed commercial development is consistent with the primary uses.

D) SR areas are appropriate for primarily single family residential development with varying lot sizes, and may feature a range of lot sizes and housing size and styles, including some small-scale attached dwellings. Future developments should feature street and path connections to adjacent neighborhoods, walkable proximity to parks, and bikeable proximity to neighborhood commercial areas.— The proposed development features a street and sidewalk connection to the adjacent subdivision to the south (under construction), and provides nearby residential development with commercial uses within walkable and bikeable proximity.

E) The SR place type is located along the south lot line, with the rear of the grocery store likely extending into it. While the SR place type does not recommend commercial uses, the Knox County Comprehensive Plan states that its adoption does not change a property's zoning, and the zoning ordinance defines the land uses and development characteristics allowed on a specific parcel of land today. The proposed development must conform to the place type's recommendations to the maximum extent practicable. A landscape screen is provided along most of the south lot line to screen the rear of the building from nearby residences.

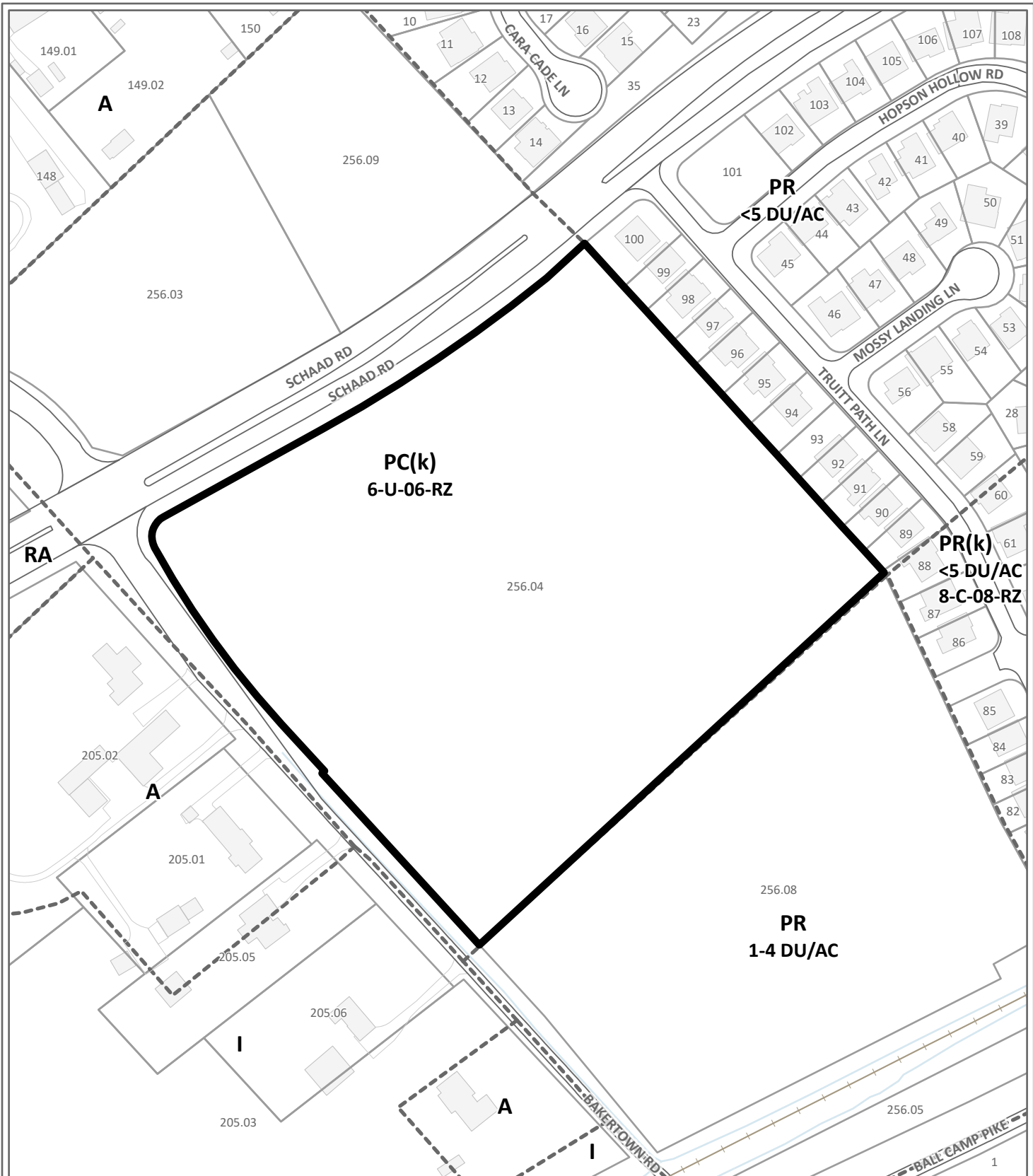
4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

A) The property is within the Planned Growth Boundary. The purposes of the Planned Growth Boundary designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to the provision of adequate roads, utilities, schools, drainage, and other public facilities and services.— This proposal is consistent with the Growth Policy Plan.

ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: Not applicable.

The Planning Commission's approval or denial of this request is final, unless the action is appealed. For more information on the appeal process, contact Knoxville-Knox County Planning.



CONCEPT PLAN / DEVELOPMENT PLAN

4-SE-26-C / 4-C-26-DP

Petitioner: Orange Knoxville, LLC



Commercial development in PC(k) (Planned Commercial)

Original Print Date: 3/2/2026

Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Map No: 91

Jurisdiction: County

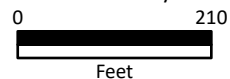


Exhibit A. Contextual Images



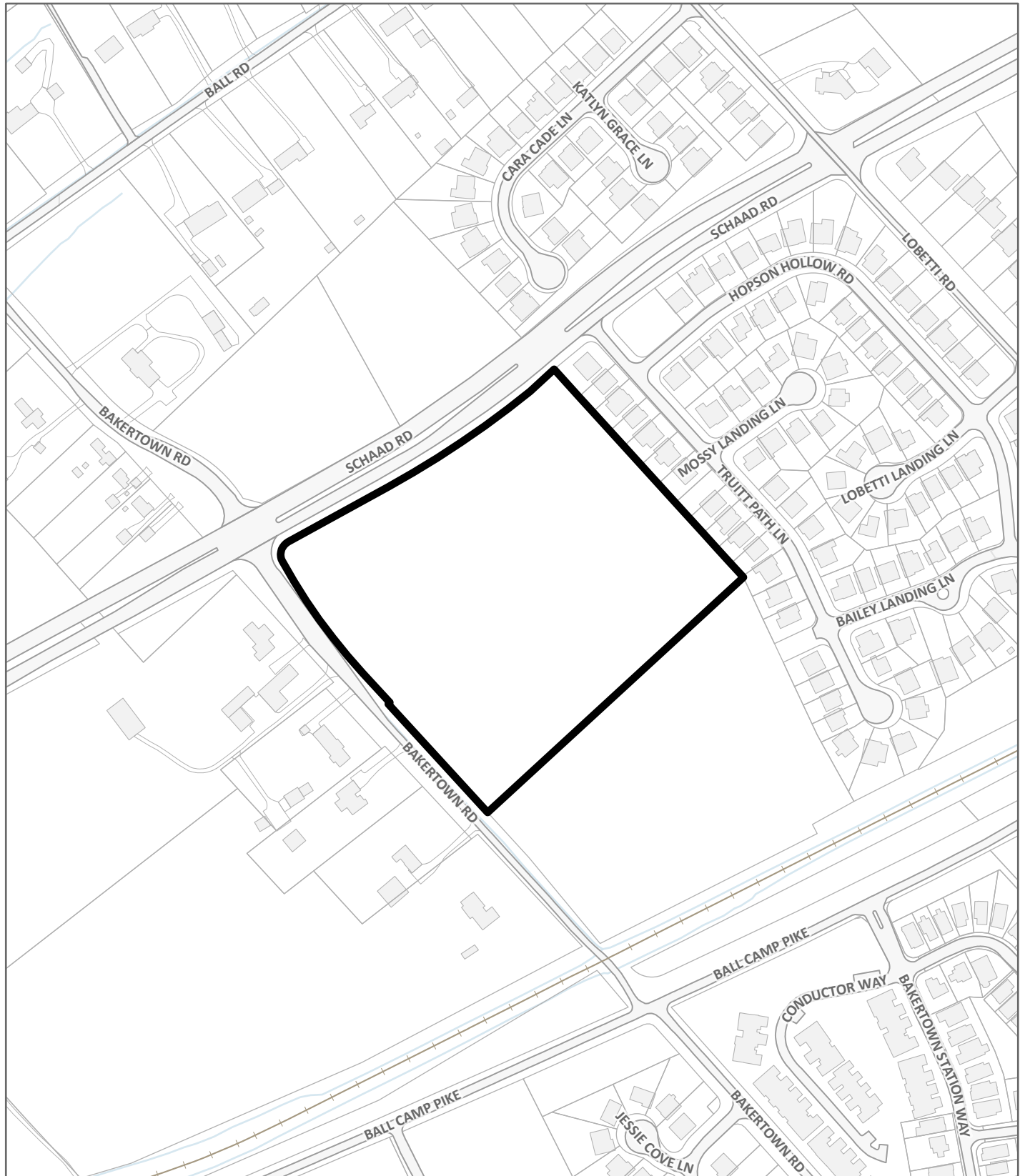
AERIAL MAP



Case boundary



Exhibit A. Contextual Images

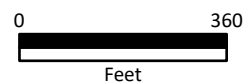


LOCATION MAP

4-C-26-DP

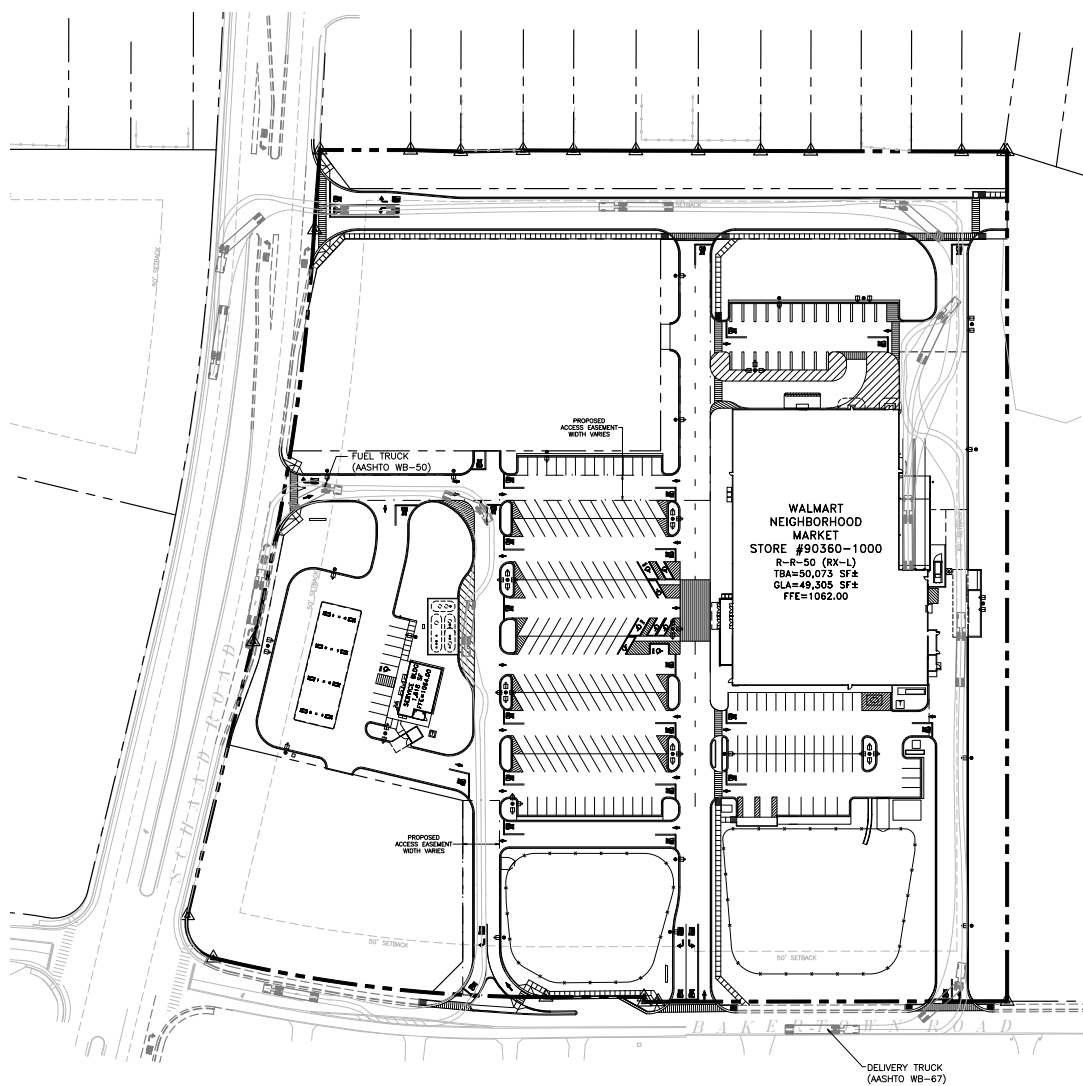
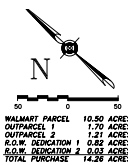


Case boundary



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

A
B
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M
N



REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
 7004 PROSPERITY COMMONS
 SUITE 1001 | JACKSONVILLE, FL 32216
 PH: 904.784.0100 | WWW.CEENGINEERS.COM

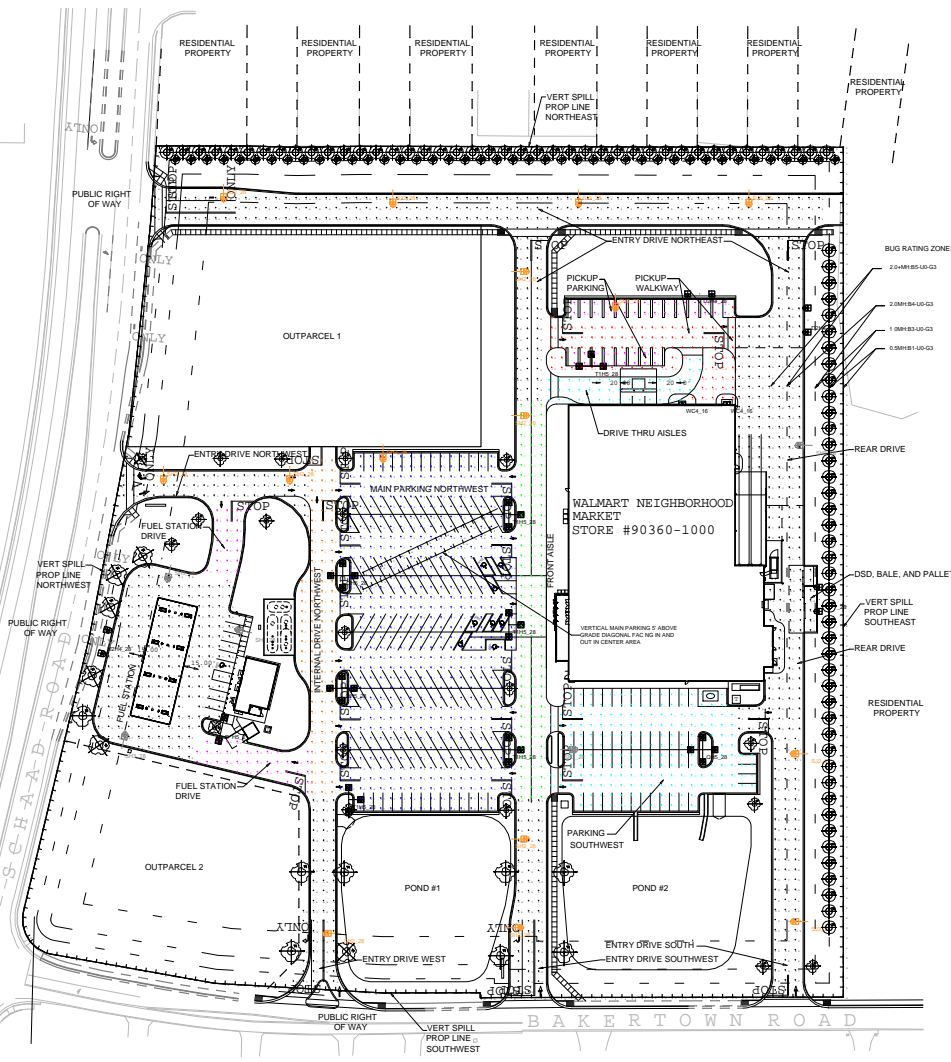
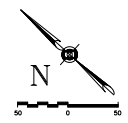


WALMART NEIGHBORHOOD MARKET #90360-1000
 KNOXVILLE, TENNESSEE
 WALMART INC.
 814 RESPECT DRIVE
 BENTONVILLE, AR 72716-5555



DRAWN	DPS
CHECKED	NUR
DATE	3/26/2026
SCALE	1"=50'
JOB NO.	90360-1000
SHEET	3 OF 4 SHEETS

Revised: 3-26-2026
 (4-SE-26-C/4-C-26-DP)
 TRUCK ROUTING PLAN



LED STATISTICS SHOWN ARE AT 50000 HOURS LIFE RATING (4-12 YEARS @ 12 HRS/DAY)
 LIFE = OPERATING HOURS AT WHICH AN AVERAGE OF 4% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS. THE POPULATION STILL EMITS 80% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IF IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT, IN COMPARISON, NON-LED LUMINAIRES ARE RATED WITH MEAN LUMENS MEASURED AT 40-50% OF RATED LIFE, DEPENDING ON TECHNOLOGY, AND RATED LIFE OF 80% INSTEAD OF 50% OPERATING HOURS AT WHICH 50% OF A TESTED POPULATION OF LAMPS HAVE FAILED.
 MATURE SIZE OF THE TREES AT 10-YEAR GROWTH HAVE BEEN MODELED AS OBJECTS INTO THE PHOTOMETRIC PLAN.
 ALL VERTICAL LUMINANCE SPILL > 0.8 FC ON THE NORTHWEST AND SOUTHWEST PROPERTY LINES IS BENEFICIAL AS IT IS ADJACENT TO THE PUBLIC RIGHT OF WAY.
 ALL NEW WALL PACKS TO BE COORDINATED WITH AOR ON E-1 REORER PLAN FOR PROPER LOCATION.

Symbol	Qty	Label	Arrangement	LF	Description	Av. Watts	Av. Lum. Lumens	BUG Rating
⊙	9	SU_28	SINGLE	0.864	1-EALS04R04W750ND01BL0CF 25R pole on 3R base	123	2180	B3-U0-G3
⊙	5	SU_28	SINGLE	0.864	1-EALS04H04W750ND01BL0CF 25R pole on 3R base	123	3100	B3-U0-G3
⊙	6	SU_28	SINGLE	0.864	1-EALS04L04W750ND01BL0CF 25R pole on 3R base	156	2725	B3-U0-G3
⊙	5	TH_28	3 @ 90°	0.864	3-EALS04H04W750ND01BL0CF 25R pole on 3R base	369	6175	B4-U0-G3
⊙	4	OS_28	ROTATED OPTICS	0.864	1-EALS04H04W750ND01BL0CF1 & 1-EALS04H04W750ND01BL0CF2 25R pole on 3R base	248	4102	B3-U0-G3
⊙	3	OS_28	4 @ 90°	0.864	4-EALS04H04W750ND01BL0CF 25R pole on 3R base	492	8236	B4-U0-G3
⊙	2	BC_18	Single	0.864	1-EM001004F740NFM1BL0C	56	7500	B1-U0-G2
⊙	1	DI_18	Back-Pack	0.864	2-EALS04H04W750ND01BL0CF 25R pole on 3R base	246	4198	B4-U0-G2

Label	Avg	Max	Min	Avg/Min	Max/Min	# Pts
Drive Thru Aisles	3.56	6.9	1.7	2.09	4.06	48
OSD, Bale, and Pallet	4.46	7.6	2.6	1.72	2.92	30
Entry Drive Northeast	2.77	11.8	0.4	6.53	29.50	294
Entry Drive Northwest	3.23	8.9	0.6	5.38	14.83	63
Entry Drive South	2.94	12.1	0.4	7.35	30.25	78
Entry Drive Southwest	3.57	9.6	0.4	6.53	24.00	60
Entry Drive West	2.82	7.8	0.4	7.05	18.50	66
Front Aisle	4.27	10.0	2.0	2.14	5.00	120
Fuel Station	3.13	7.9	1.3	2.41	6.08	208
Fuel Station Drive	1.94	4.8	0.5	3.98	9.60	63
Internal Drive Northwest	4.56	9.4	0.9	5.07	10.44	112
Main Parking Northwest	3.04	9.9	0.8	3.80	12.38	603
Parking Southwest	3.19	9.2	0.8	3.99	11.50	202
Pickup Parking	5.72	10.2	2.2	2.60	4.64	50
Pickup Walkway	3.98	7.3	1.8	2.14	4.06	97
Rear Drive	2.21	7.9	0.3	7.37	26.33	186
Vert Spill Prop Line Northeast	0.02	0.4	0.0	N.A.	N.A.	69
Vert Spill Prop Line Northwest	0.47	2.9	0.0	N.A.	N.A.	81
Vert Spill Prop Line Southwest	0.25	0.7	0.0	N.A.	N.A.	85
Vert Spill Prop Line Southeast	0.17	1.4	0.0	N.A.	N.A.	83
Vertical Parking In	0.97	3.6	0.2	4.85	18.00	15
Vertical Parking Out	2.05	8.0	0.3	6.83	30.00	15

Revised: 3-26-2026

(4-SE-26-C/4-C-26-DP)
 PHOTOMETRICS PLAN

REVISIONS	BY

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 TEL: 479-271-0000 FAX: 479-271-0001
 WWW.CARLSONENGINEERS.COM



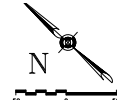
WALMART NEIGHBORHOOD MARKET #90360-1000
 KNOXVILLE, TENNESSEE
 WALMART INC.
 814 RESPECT DRIVE
 BENTONVILLE, AR 72716-5555



DRAWN	DATE
DPS	3/26/2026
CHECKED	
DATE	
SCALE	1"=50'
JOB NO.	90360-1000
SHEET	4 OF 4 SHEETS

NOTE:
 PVC LATERAL LINE "SPINE" IN EACH ZONE IRRIGATION ZONE IS TO BE LAYED OUT TO FOLLOW THE LAND AND FACILITATE THE RAPID DISTRIBUTION OF WATER THROUGHOUT EACH ZONE. THE MAIN EMITTER TUBING NETWORK SHALL ONLY CONNECT TO THE PVC LATERAL LINE AS NECESSARY FOR THE EFFICIENT AND UNIFORM DISTRIBUTION OF WATER TO THE PLANTED AREAS. USE OF 1/2" FLEXIBLE TUBING MANIFOLDS ARE RECOMMENDED IN LIEU OF ALL PVC-TUBING CONNECTIONS.

Z-4	SPRINKLER	Z-8	SPRINKLER	Z-12	DRIP EMITTER
2"	1/4"	2"	3/4"	1-1/2"	3/4"
32 MM/CY	1/4/SCH. DAY	32 MM/CY	1/4/SCH. DAY	24 MM/CY	1/4/SCH. DAY
Z-5	SPRINKLER	Z-9	DRIP EMITTER		
2"	1/4"	2"	3/4"		
32 MM/CY	1/4/SCH. DAY	24 MM/CY	1/4/SCH. DAY		
Z-6	SPRINKLER	Z-10	SPRINKLER		
2"	1/4"	2"	3/4"		
32 MM/CY	1/4/SCH. DAY	32 MM/CY	1/4/SCH. DAY		
Z-7	SPRINKLER	Z-11	DRIP EMITTER		
2"	3/4"	2"	3/4"		
32 MM/CY	1/4/SCH. DAY	24 MM/CY	1/4/SCH. DAY		



CONTROLLER (HYDROPOINT17 34-STATION CONTROLLER) PROGRAMMING SCHEDULE (PROGRAM 'A')

IRRIIGATION INTERVAL	START TIME	END TIME	
1	05:00	05:00	
SCHEDULED START TIMES FOR PROGRAM			
# OF START TIMES/SCHEDULED DAY	1		
IRRIIGATION LEGEND			
ZONE	ZONE DESCRIPTION	RUN TIME	TOTAL RUN TIME/ SCHEDULED DAY
2-1	SPRINK - MAIN FUEL STATION	32 MIN/CY/CLE	32 MN
2-2	SPRINK - RES P22 E SIDE	32 MIN/CY/CLE	32 MN
2-3	SPRINK - RES P22 S SIDE	32 MIN/CY/CLE	32 MN
2-4	SPRINK - N OUTPARCEL 1	32 MIN/CY/CLE	32 MN
2-5	SPRINK - E OUTPARCEL 1	32 MIN/CY/CLE	32 MN
2-6	SPRINK - N PERM B SIDE	32 MIN/CY/CLE	32 MN
2-7	SPRINK - N PERM E SIDE	32 MIN/CY/CLE	32 MN
2-8	SPRINK - N PERM W SIDE	32 MIN/CY/CLE	32 MN
2-9	DRIP - N PERM E SIDE	24 MIN/CY/CLE	24 MN
2-10	SPRINK - N PERM E SIDE	32 MIN/CY/CLE	32 MN
2-11	DRIP - N PERM MIDDLE	24 MIN/CY/CLE	24 MN
2-12	DRIP - N PERM W SIDE	24 MIN/CY/CLE	24 MN
2-13	SPRINK - N PERM W SIDE	32 MIN/CY/CLE	32 MN
2-14	SPRINK - N PERM W SIDE	32 MIN/CY/CLE	32 MN
2-15	SPRINK - N PERM W SIDE	32 MIN/CY/CLE	32 MN
2-16	DRIP - N PERM TREE SCREEN	24 MIN/CY/CLE	24 MN
2-17	SPRINK - N PERM E SIDE	32 MIN/CY/CLE	32 MN
2-18	SPRINK - RES P22 S PERM	32 MIN/CY/CLE	32 MN
2-19	SPRINK - RES P22 S PERM	32 MIN/CY/CLE	32 MN
2-20	DRIP - TUMP NET P22 S QUAD	24 MIN/CY/CLE	24 MN
2-21	TREE IRRIG - RES P1 & 2	25 MIN/CY/CLE	25 MN
2-22	SPRINK - RES P1 E SIDE	32 MIN/CY/CLE	32 MN
2-23	DRIP - RES P1 S	24 MIN/CY/CLE	24 MN
2-24	DRIP - RES P1 S	24 MIN/CY/CLE	24 MN
2-25	DRIP - TUMP NET N PERM	24 MIN/CY/CLE	24 MN
2-26	TREE IRRIG - N PERM	25 MIN/CY/CLE	25 MN
2-27	OPEN	-	-
2-28	OPEN	-	-
2-29	OPEN	-	-
2-30	OPEN	-	-

PLANT WATER REQUIREMENTS

TURFGRASS	ETC = 0.18"/DAY	1.23"/WEEK
SHRUB PLANTER	ETC = 0.25"/DAY	1.75"/WEEK

STATIC WATER PRESSURE FROM CITY BLDG. PSI

TOTAL AVAILABLE WATER PRESSURE FOR IRRIGATION BLDG. PSI	10.50
GENERAL CONTRACTOR SHALL ENSURE THAT SLEEVES INSTALLED ARE LARGE ENOUGH TO ACCOMMODATE ALL NECESSARY PIPING, AS PER SPECIFICATIONS.	

REFER TO UTILITY PLAN FOR ACTUAL IRRIGATION METER LOCATION. METER SHALL BE INSTALLED IN A COMMON FRENCH WITH THE MAIN LINE AND NECESSARY PIPING, AS PER SPECIFICATIONS.

CONTRACTOR SHALL CONTACT #11 FOR LOCATION OF ALL UTILITIES LEADING TO THE SITE PRIOR TO BEGINNING CONSTRUCTION.

CONTRACTOR SHALL CONTACT #11 FOR LOCATION OF ALL UTILITIES LEADING TO THE SITE PRIOR TO BEGINNING CONSTRUCTION.

MANIFOLD FOR IRRIGATION SYSTEM SHALL BE LOCATED ON CURB TO IDENTIFY LOCATION OF ALL COMPONENTS OF THE IRRIGATION SYSTEM. SHALL BE INSTALLED IN A COMMON FRENCH WITH THE MAIN LINE AND NECESSARY PIPING, AS PER SPECIFICATIONS.

GENERAL CONTRACTOR SHALL ENSURE THAT SLEEVES INSTALLED ARE LARGE ENOUGH TO ACCOMMODATE ALL NECESSARY PIPING, AS PER SPECIFICATIONS.

PERMANENT MARKERS SHALL BE PLACED ON CURBS TO IDENTIFY LOCATION OF ALL IRRIGATION SLEEVES.

ALL VALVES AND MANIFOLD SHOWN OUTSIDE OF LANDSCAPED AREAS FOR GRAPHIC PURPOSES ONLY.

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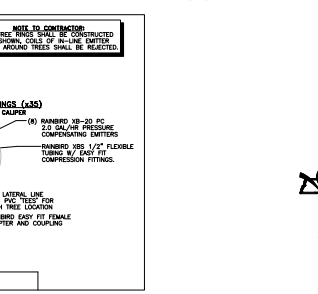
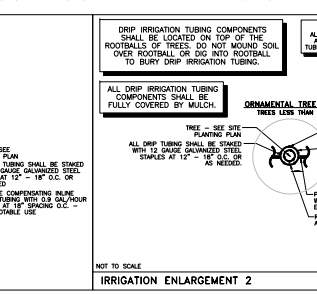
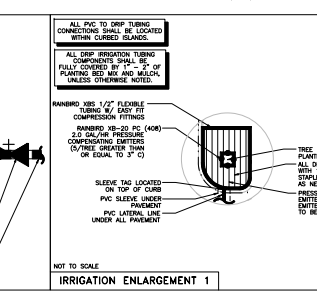
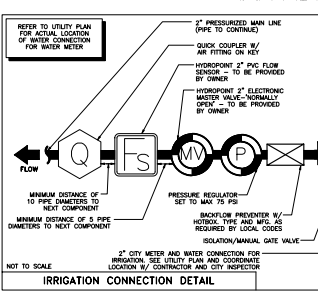
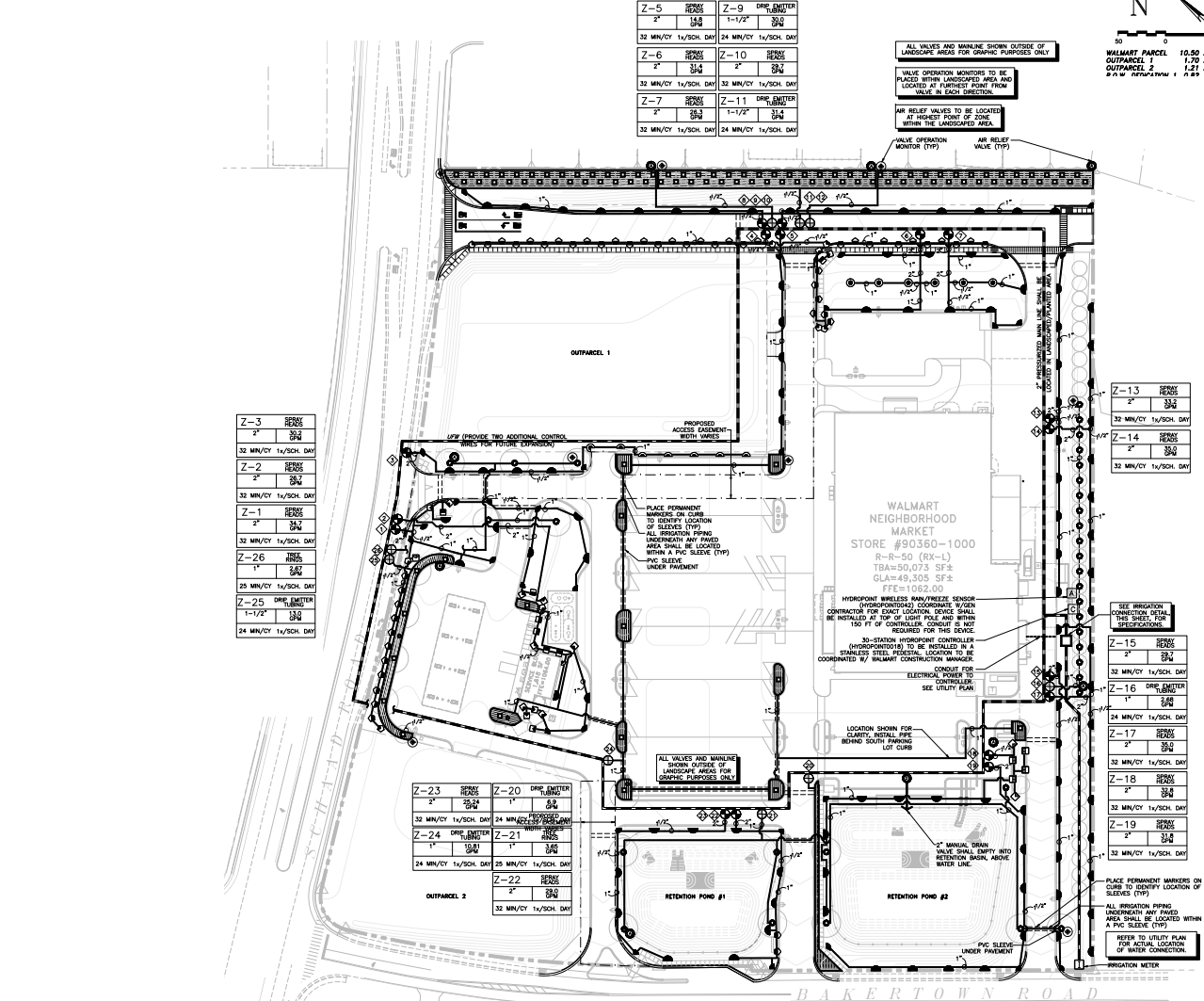
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IRRIGATION LEGEND

- (C) OTHER FURNISHED CONTRACTOR INSTALL COMPONENTS
- 34 STATION IRRIGATION CONTROLLER WITH STANLESS STEEL FEEDER - HYDROPOINT17 TO BE PROVIDED BY WALMART
- 2" ELECTRONIC WATER VALVE-NORMALLY-CLOSED - HYDROPOINT20 TO BE PROVIDED BY WALMART
- 2" PVC FLOW SENSOR - HYDROPOINT209 TO BE PROVIDED BY WALMART
- WIRELESS RAIN/FREEZE SENSOR - HYDROPOINT2042 TO BE PROVIDED BY WALMART
- CONTRACTOR SHALL INSTALL CONNECT PROGRAM AND MANU FULLY FUNCTIONAL. ALL ZONES IRRIGATION COMPONENTS. THIS SHALL ALSO INCLUDE COORDINATION W/THIRD PARTY ADDITIONAL CONSULTANTS.
- CONTRACTOR PROVIDED COMPONENTS
- IRRIGATION CONNECTION COMPONENTS
- 2" IRRIGATION WATER TAP AND CITY WATER METER ON POSITIVE WATER TAP WITH BACKFLOW PREVENTER PROVIDED BY CONTRACTOR. COORDINATE SOURCE LOCATION WITH GENERAL CONTRACTOR.
- 2" REDUCED PRESSURE BACKFLOW DEVICE, PER LOCAL CODES. LOCATE IN FIELD, FIELD READY, OR EQUAL.
- ISOLATION VALVE, PROVIDE 1/2" VALVE BOX WITH EXPANSION BRONZE THREAD ON TOP WITH WHEEL. MINIMUM
- 2" BRONZE CHECK COUPLER VALVE MOUNT ON SPEARS PVC OR PIPING. CHECKING TYPE PVC JOINTS. MOUNT IN 1" RECTANGULAR VALVE BOX. PROVIDE ONE 44K OHM PER FOUR QUICK COUPLER VALVES. BARRING 4 IN.
- 2" BRONZE CHECK COUPLER VALVE MOUNT ON SPEARS PVC OR PIPING. CHECKING TYPE PVC JOINTS. MOUNT IN 1" RECTANGULAR VALVE BOX. PROVIDE ONE 44K OHM PER FOUR QUICK COUPLER VALVES. BARRING 4 IN.
- VALVE OPERATION METER - CAPACIT IRRIGATION SYSTEM
- MANUAL DRAIN-WHOLE: MAIN LINE SIZE
- AIR RELIEF VALVES WITH REMOVABLE FLUSH CAPS TO BE LOCATED AT ALL ZONES WHERE FLUIDS ENTIRELY IS USED.
- WELDED 500 SERIES PRESSURE REDUCER
- ELECTRIC IRRIGATION VALVE PLASTIC BODY WITH FLOW CONTROL MOUNTED IN 1" STANDARD PLASTIC VALVE BOX. SIZE OF FLOW CONTROL VALVE BOX SHALL BE 2" DIA. ZONE DESIGNATION IS BETWEEN 180 GPM AND 360 GPM.
- 2" FLOW VALVE WITH 1/2" PRESSURE REDUCER MOUNTED IN 1" STANDARD PLASTIC VALVE BOX. SIZE OF FLOW VALVE BOX SHALL BE 2" DIA. ZONE DESIGNATION IS BETWEEN 180 GPM AND 360 GPM.
- HYDROPOINT FEEDER WIRE NO. 14 AWG DIRECT BURIAL RUN IN CONDUIT.
- PVC MAINLINE PIPE SCHEDULE 40 PVC PIPE 2" AND SMALLER-SOLVENT WELD PVC AND PVC SOLVENT WELD FITTINGS, CURBS, OR ANY PAVED SURFACES. REFER TO SPECIFICATIONS FOR SIZES OF SLEEVES.
- PVC LATERAL PIPE CLASS 200 SOLVENT WELD PVC PIPE FOR PIPE OVER 1" IN DIAMETER. SIZE LATERAL PIPE AS SHOWN AT LOCATIONS OF 4 FEET PER SECOND OR LESS.
- PVC SLEEVES SHALL BE REQUIRED UNDER SIDEWALKS, CURBS, OR ANY PAVED SURFACES. REFER TO SPECIFICATIONS FOR SIZES OF SLEEVES.
- PVC LATERAL PIPE CLASS 210 SOLVENT WELD PVC PIPE FOR PIPE OVER 1" IN DIAMETER. SIZE LATERAL PIPE AS SHOWN AT LOCATIONS OF 5 FEET PER SECOND OR LESS.
- PVC SLEEVES SHALL BE REQUIRED UNDER SIDEWALKS, CURBS, OR ANY PAVED SURFACES. REFER TO SPECIFICATIONS FOR SIZES OF SLEEVES.
- BRASS 1/2" POLYETHYLENE TEREPHTHALATE (PET) TUBING TO BE USED.
- PRESSURE COMPENSATING INLINE EMITTER TUBING WITH 0.9 GAL/HOUR RATES AT 1" SPACING OR:
- *3/8 1/2" BLANK TUBING, AS LABELED ON PLANS.
- PIPE SIZE - UNLAMELATE PIPE BETWEEN 2 SIZES SHALL BE THE LARGER SIZE.
- PIPES CROSS DO NOT INTERSECT

1. THE POINT OF CONNECTION IS A WIRELINE SUBMITTED AT THE NEAREST CORNER OF THE SITE. SERVICE COMES FROM METER AND SHOWN IN THE UTILITY PLAN.

2. REFER TO UTILITY PLAN. THIS SET, FOR ADDITIONAL INFORMATION.

MP ROTATOR INFORMATION

SM	MANUFAC	HEAD	NOZZLE	PSI	GPM	ARC	RADIUS
H	HANTER	MP540	MP1000-90	35	0.18	90	13"
H	HANTER	MP540	MP1000-180	35	0.25	180	13"
H	HANTER	MP540	MP1000-210	35	0.41	210	13"
H	HANTER	MP540	MP1000-237	35	0.54	237	13"
H	HANTER	MP540	MP1000-267	35	0.72	267	13"
SM	MANUFAC	HEAD	NOZZLE	PSI <td>GPM <td>ARC <td>RADIUS</td> </td></td>	GPM <td>ARC <td>RADIUS</td> </td>	ARC <td>RADIUS</td>	RADIUS
H	HANTER	MP540	MP1000-90	35	0.21	90	15'x10'
H	HANTER	MP540	MP1000-180	35	0.21	180	15'x10'
H	HANTER	MP540	MP1000-210	35	0.43	210	15'x10'
H	HANTER	MP540	MP1000-237	35	0.57	237	15'x10'
H	HANTER	MP540	MP1000-267	35	0.76	267	15'x10'
SM	MANUFAC	HEAD	NOZZLE	PSI <td>GPM <td>ARC <td>RADIUS</td> </td></td>	GPM <td>ARC <td>RADIUS</td> </td>	ARC <td>RADIUS</td>	RADIUS
H	HANTER	MP540	MP1000-90	35	0.80	90	28"
H	HANTER	MP540	MP1000-180	35	1.10	180	28"
H	HANTER	MP540	MP1000-210	35	1.50	210	28"
H	HANTER	MP540	MP1000-237	35	2.00	237	28"
H	HANTER	MP540	MP1000-267	35	2.70	267	28"
SM	MANUFAC	HEAD	NOZZLE	PSI <td>GPM <td>ARC <td>RADIUS</td> </td></td>	GPM <td>ARC <td>RADIUS</td> </td>	ARC <td>RADIUS</td>	RADIUS
H	HANTER	POP-ULTRA 2.0	BLU-90	35	1.7	90	33"
H	HANTER	POP-ULTRA 2.0	BLU-180	35	2.1	180	33"
H	HANTER	POP-ULTRA 4.0	BLU-180	35	3.5	180	33"
H	HANTER	POP-ULTRA 6.0	BLU-210	35	4.5	210	33"
H	HANTER	POP-ULTRA 6.0	BLU-237	35	5.6	237	40"
H	HANTER	POP-ULTRA 6.0	BLU-267	35	7.0	267	41"

Revised: 3-26-2026

(4-SE-26-C/4-C-26-DP)
IRRIGATION PLAN

REVISIONS	BY

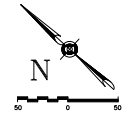
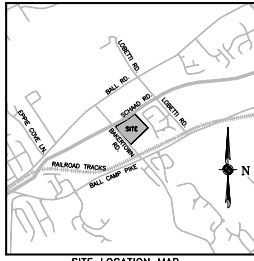
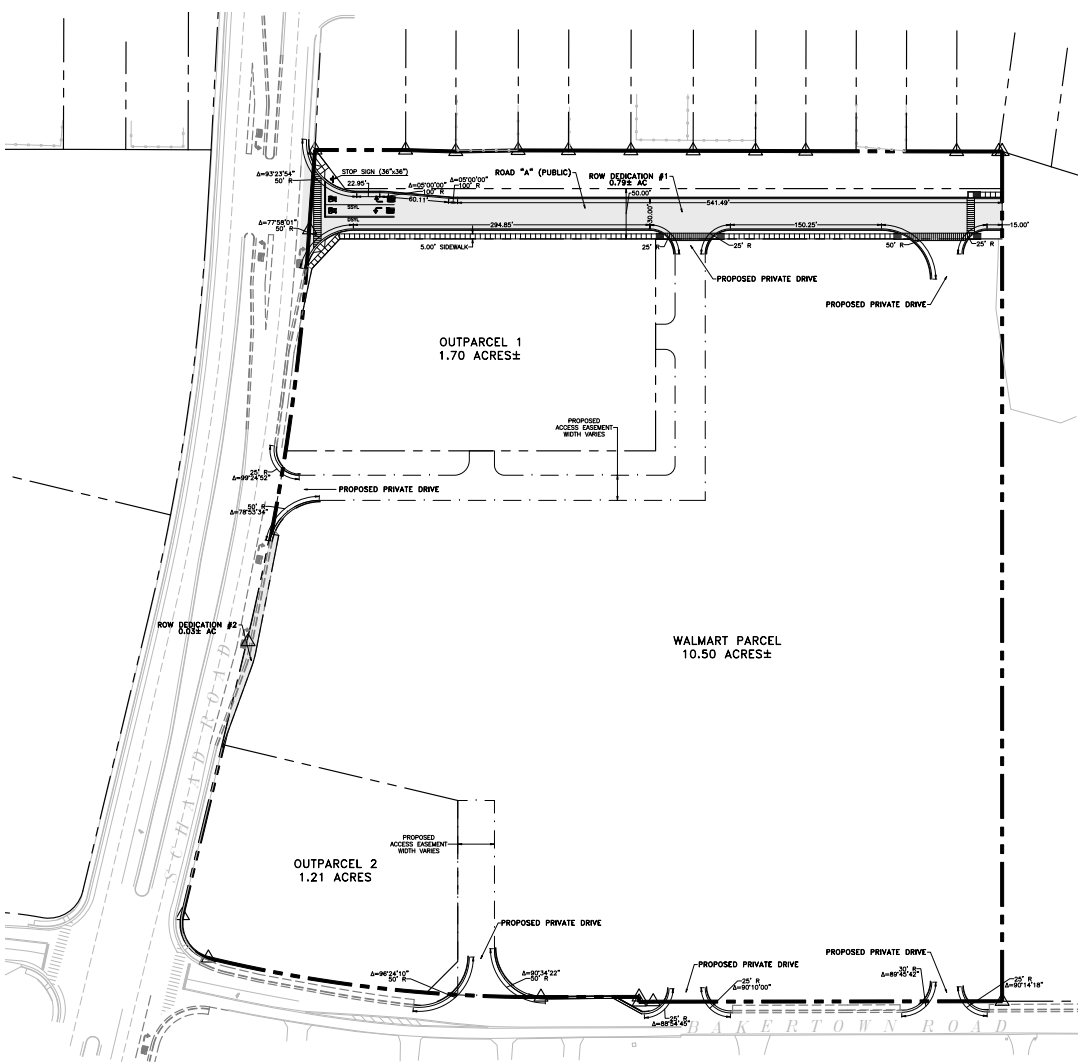
CARLSON CONSULTING ENGINEERS, INC.
 7004 WOODBRIDGE DRIVE
 BENTONVILLE, AR 72716-5555



WALMART NEIGHBORHOOD MARKET #90360-1000
 KNOXVILLE, TENNESSEE
WALMART INC.
 814 RESPECT DRIVE
 BENTONVILLE, AR 72716-5555



DRAWN
 DESIGNED
 CHECKED
 DATE
 3/26/2026
 SCALE
 1"=50'
 SHEET
 3 OF 6 SHEETS



UTILITY OWNERS:
 WATER & SEWER
 WEST MOORE UTILITY DISTRICT
 2328 LEVEL ROAD
 KNOXVILLE, TN 37960
 (865) 890-2521

ELECTRIC:
 KNOXVILLE UTILITY BOARD (KUB)
 4505 MIDLEBROOK PIKE
 KNOXVILLE, TN 37901
 (865) 508-2309

TELEPHONE:
 AT&T
 9733 PARKSIDE DRIVE
 KNOXVILLE, TN 37922
 (865) 591-2883

LEGEND

--- PROPERTY LINE
 - - - - - OUTPARCEL PROPERTY LINE
 ▭ R.O.W. PAVEMENT

PER COOPERATION WITH THE ABOVE MENTIONED UTILITY PROVIDERS, THE SUBJECT PARCEL SHALL RECEIVE SERVICES FROM EXISTING PUBLIC UTILITY CONNECTIONS.

ALTERNATIVE DESIGN STANDARDS REQUIRING ENGINEERING AND PUBLIC WORKS APPROVAL

1. INCREASE THE MAXIMUM INTERSECTION GRADE OF ROAD 'A' AT SCHOW ROAD FROM 1 PERCENT TO LESS THAN 2 PERCENT TO MEET ADA REQUIREMENTS.
2. REDUCE THE MINIMAL INTERSECTION CURB AND R.O.W. RADIUS FROM 75 FEET TO 50 FEET AT ROAD 'A' AND SCHOW ROAD INTERSECTION.

VARIANCE REQUIRING PLANNING COMMISSION APPROVAL

1. REDUCTION OF THE MINIMAL INTERSECTION SEPARATION BETWEEN THE CENTERLINES OF ROAD 'A' AND TRULY PARK LANE FROM 400 FEET TO 200 FEET.

CERTIFICATION OF CONCEPT PLAN BY REGISTERED ENGINEER

I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS AND STATEMENTS CONFORM TO THE BEST OF MY KNOWLEDGE TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-ANDALUSIA COUNTY SUBDIVISION REGULATIONS, EXCEPT AS HAS BEEN REMITTED AND DESCRIBED IN A REPORT FILED WITH THE PLANNING COMMISSION.

REGISTERED ENGINEER: JOSEPH S. HANLEY
 TENNESSEE LICENSE NO. 110147
 DATE: 03/26/2026

REVISIONS	BY
REV1 - 03/13/26	VJR
REV2 - 03/26/26	VJR

PROPERTY IDENTIFICATION
 PARCEL ID: 091 25604

CARLSON CONSULTING ENGINEERS, INC.
 7004 APPELLANT DRIVE
 SUITE 100
 KNOXVILLE, TN 37921
 PH: (615) 586-4444
 FX: (615) 586-0710
 TN SUBLICENSED CORPORATION



WALMART NEIGHBORHOOD MARKET #90360-1000
 KNOXVILLE, TENNESSEE
 WALMART INC.
 814 RESPECT DRIVE
 BENTONVILLE, AR 72716-5555

PROPERTY OWNER:
 BALL CAMP COMMERCIAL PARTNERS
 KNOXVILLE, TN 37919
 (615) 310-8745

DEVELOPER:
 ORANGE KNOXVILLE, LLC
 1000 PARKWAY SUITE 102
 BRIMMINGHAM, AL 35242
 (205) 909-3792



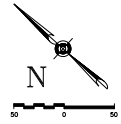
THE CONTRACTOR SHALL CALL 811 FOR LOCATION OF PUBLIC UTILITIES AND ENGAGE A PRIVATE UTILITY LOCATOR SERVICE FOR LOCATION OF PRIVATE UTILITIES AT LEAST 72 HOURS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.

OUTPARCELS ACCESS
 PER KNOX COUNTY REQUIREMENTS, OUTPARCEL ACCESS SHALL BE FROM THE INTERNAL ROADS ONLY.

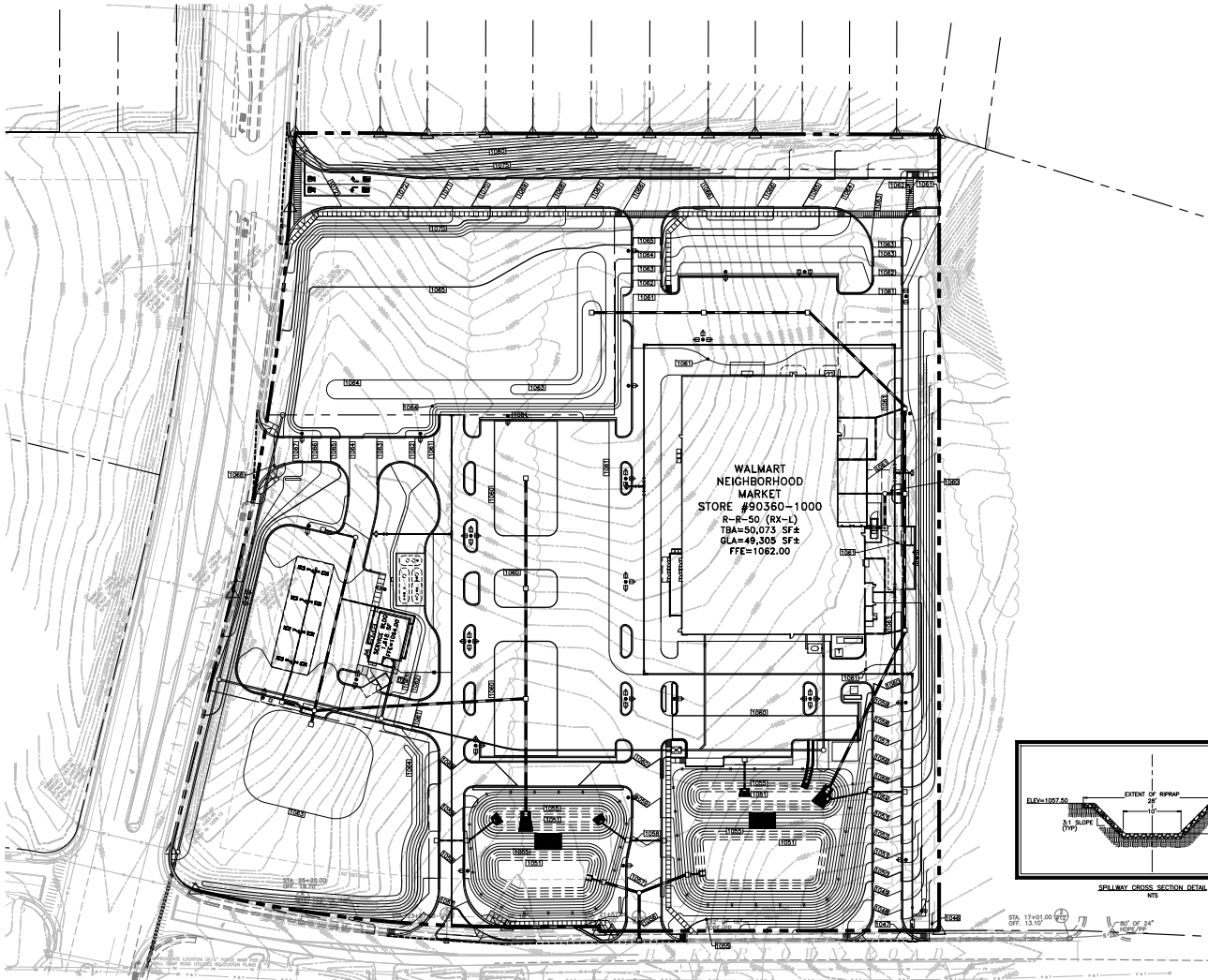
DRAWN	DATE
DPS	3/26/2026
CHECKED	
VJR	
DATE	
SCALE	
1"=50'	
JOB NO.	
90360-1000	
SHEET	
1 OF 5 SHEETS	

NOTICE TO CONTRACTOR
 THE CONTRACTOR SHALL CALL 811 FOR LOCATION OF PUBLIC UTILITIES AND ENGAGE A PRIVATE UTILITY LOCATOR SERVICE FOR LOCATION OF PRIVATE UTILITIES AT LEAST 72 HOURS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.

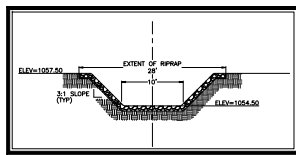
CONTRACTOR SHALL CONTACT 811 FOR LOCATION OF ALL UTILITIES, AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION



- LEGEND**
- PROPERTY LINE
 - - - STORM SEWER
 - CURB MULTI/CATCH BASIN
 - ANCHOR BOX
 - CLEAN OUT
 - HEADWALL
 - RFP-RAP
 - SPOT ELEVATION
 - ▲ HIGH POINT
 - TOP OF CURB
 - TOP OF GROUND
 - TOP OF FINISHT



WALMART NEIGHBORHOOD MARKET
STORE #90360-1000
 R-R-50 (RX-L)
 TBA=50,073 SF±
 GLA=48,505 SF±
 FFE=1082.00



STA 17+00.00
 OFF 13.10' 30' OF 24"

CERTIFICATION OF CONCEPT PLAN
 BY REGISTERED ENGINEER
 I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS AND STATEMENTS CONFORM TO THE BEST OF MY KNOWLEDGE TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS THEY HAVE BEEN REPEALED OR MODIFIED BY A REPORT FILED WITH THE PLANNING COMMISSION.
 REGISTERED ENGINEER: JOSEPH S. PARSLEY
 TENNESSEE LICENSE NO. 110147
 DATE: 03/26/2026

REVISIONS	BY
REV1 - 03/13/26	JAR
REV2 - 03/26/26	JAR

PROPERTY IDENTIFICATION:
 PARCEL ID: 091 25604
CARLSON CONSULTING ENGINEERS, INC.
 7004 WOODBINE COMMONS
 10011 WOODBINE RD. (W) #84-0710
 IN SOUTHERN CALIFORNIA



WALMART NEIGHBORHOOD MARKET #90360-1000
 KNOXVILLE, TENNESSEE
WALMART INC.
 814 RESPECT DRIVE
 BENTONVILLE, AR 72716-5555

PROPERTY OWNER:
 BALL CAMP COMMERCIAL PARTNERS
 KNOXVILLE, TN 37919
 (615) 310-8745
 DEVELOPER:
 ORANGE KNOXVILLE, LLC
 1000 W. PARKWAY SUITE 102
 BIRMINGHAM, AL 35242
 (205) 909-3792



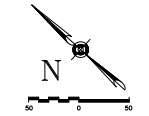
THE CONTRACTOR SHALL CALL 811 FOR LOCATION OF PUBLIC UTILITIES AND ENGAGE A PRIVATE UTILITY LOCATOR SERVICE FOR LOCATION OF PRIVATE UTILITIES AT LEAST 72 HOURS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.

Revised: 3-26-2026

(4-SE-26-C/4-C-26-DP)
CONCEPT PLAN OF WALMART NEIGHBORHOOD MARKET PROJECT

DRAWN	DATE
JPS	3/26/2026
CREATED	3/26/2026
SCALE	1"=50'
JOB NO.	90360-1000
SHEET	2
OF 5 SHEETS	

Symbol	Qty	Label	Arrangement	LF	Description	Av. Watts	Av. Lum. Lumens	BUS Rating
⊕	9	SH-28	SINGLE	0.864	1-EALS04SH47F50ND01BL0CF 25ft pole on 3ft base	133	21601	B3-10-03
⊕	3	SH-28	Single	0.864	1-EALS04SH47F50ND01BL0CF 25ft pole on 3ft base	133	21601	B3-10-03
⊕	6	SJ-28	SINGLE	0.864	1-EALS04SH47F50ND01BL0CF 25ft pole on 3ft base	136	27251	B3-10-03
⊕	5	THS-28	3 @ 90°	0.864	3-EALS04SH47F50ND01BL0CF 25ft pole on 3ft base	369	61797	B4-10-02
⊕	4	DSH-28	ROTATED OPTICS	0.864	3-EALS04SH47F50ND01BL0CF & 1-EALS04SH47F50ND01BL0CF52 25ft pole on 3ft base	246	41202	B3-10-03
⊕	3	QHS-28	4 @ 90°	0.864	4-EALS04SH47F50ND01BL0CF 25ft pole on 3ft base	492	82396	B4-10-02
⊕	1	SHS-28	Back-Back	0.864	3-EALS04SH47F50ND01BL0CF 25ft pole on 3ft base	246	41198	B4-10-02



UTILITY OWNERS:
 WATER & SEWER
 WEST MOBILE UTILITY DISTRICT
 2326 LEVELL ROAD
 KNOWLEDGE, TN 37090
 (665) 890-2021

ELECTRIC:
 KNOWLEDGE UTILITY BOARD (KUB)
 4505 MIDDLEBROOK PIKE
 KNOWLEDGE, TN 37001
 (665) 508-2309

TELEPHONE:
 AT&T
 9733 PARKSIDE DRIVE
 KNOWLEDGE, TN 37092
 (665) 591-2983

LEGEND:
 --- PROPERTY LINE
 --- FIBER OPTIC & TELEPHONE
 --- UNDERGROUND ELECTRIC
 --- UNDERGROUND TELEPHONE
 --- OVERHEAD ELECTRIC/TELEPHONE
 --- OVERHEAD ELECTRIC
 --- OVERHEAD ELECTRIC/TELEPHONE
 --- FORCE MAIN
 --- SANITARY SEWER PIPE
 --- PPE BOLLARD

PER COOPERATION WITH THE ABOVE MENTIONED UTILITY PROVIDERS, THE SUBJECT PARCEL SHALL RECEIVE SERVICES FROM EXISTING PUBLIC UTILITY CONNECTIONS.

ALTERNATIVE DESIGN STANDARDS REQUIRING ENGINEERING AND PUBLIC WORKS APPROVAL

- INCREASE THE MAXIMUM INTERSECTION GRADE OF ROAD A AT SOWARD ROAD FROM 1 PERCENT TO LESS THAN 2 PERCENT TO MEET ADA REQUIREMENTS.
- REDUCE THE MINIMUM INTERSECTION CURB AND R.O.W. RADIUS FROM 15 FEET TO 50 FEET AT ROAD A AND SOWARD ROAD INTERSECTION.

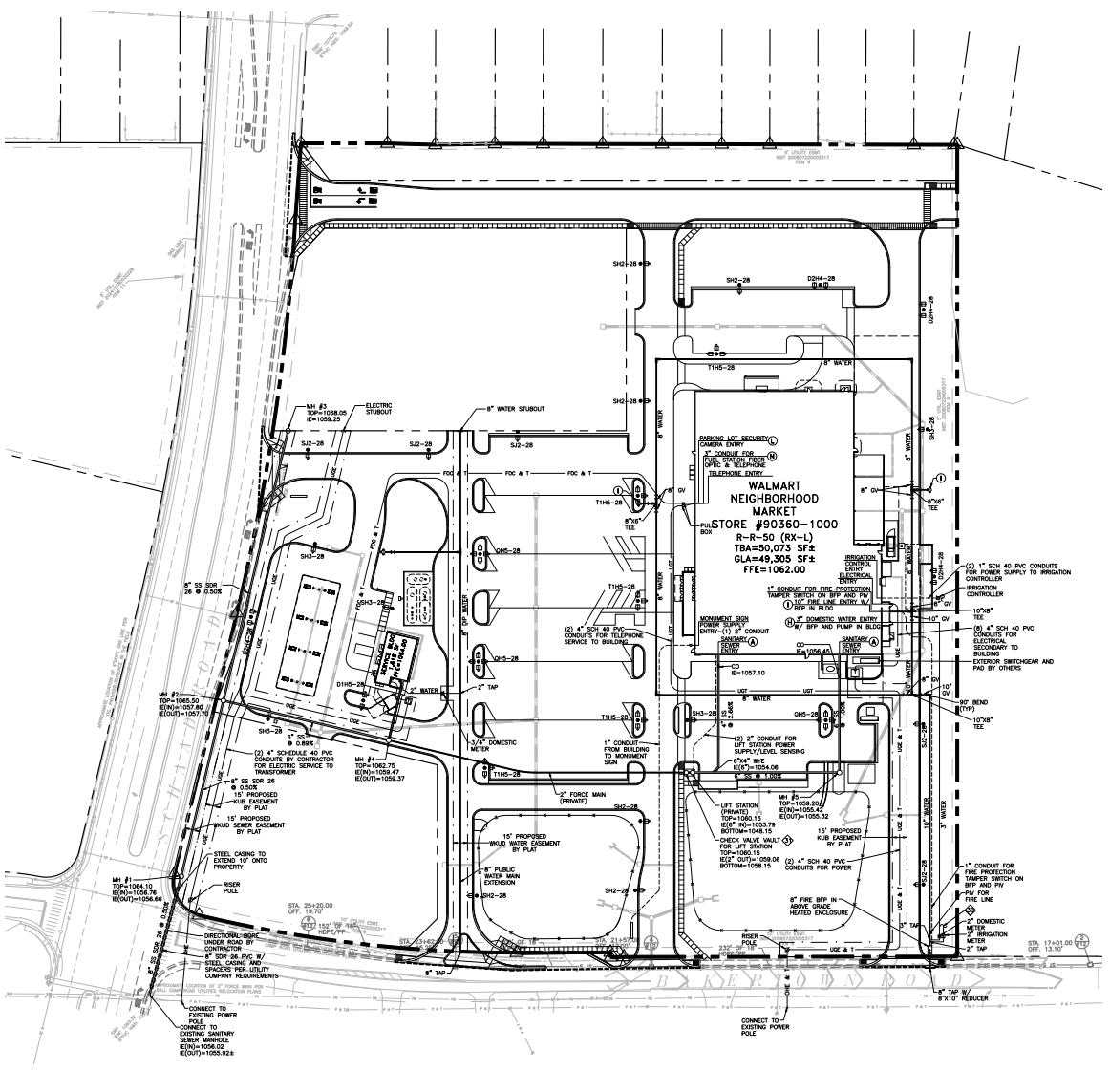
VARIANCE REQUIRING PLANNING COMMISSION APPROVAL

- REDUCTION OF THE MINIMUM INTERSECTION SEPARATION BETWEEN THE CENTERLINES OF ROAD A AND TRUITT PARK LANE FROM 400 FEET TO 200 FEET.

CERTIFICATION OF CONCEPT PLAN BY REGISTERED ENGINEER

I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I HAVE REVIEWED THIS PLAN ACCOMPANYING DRAWINGS, DOCUMENTS AND STATEMENTS CONFORM TO THE BEST OF MY KNOWLEDGE TO ALL APPLICABLE PROVISIONS OF THE KNOWLEDGE-HIXX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN ITEMIZED AND DESCRIBED IN A REPORT FILED WITH THE PLANNING COMMISSION.

REGISTERED ENGINEER: JOSEPH S. PARLEY
 TENNESSEE LICENSE NO. 110145
 DATE: 03/26/2026



NOTICE TO CONTRACTOR

THE LOCATIONS OF UTILITY IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO, FIRE HYDRANTS, UTILITY LOCATIONS, AND SIGNAGE, SHOWN ON THESE PLANS ARE SHOWN IN THEIR APPROXIMATE LOCATION. THESE IMPROVEMENTS ARE NOT NECESSARILY SHOWN IN THEIR ACTUAL SIZE OR ORDER TO BE ABLE TO DETECT THEM CLEARLY ON THE PLANS. CONTRACTOR SHALL ENSURE PRIOR TO ANY PLACEMENT THAT NO IMPROVEMENTS CONFLICT WITH THE REQUIRED PLACEMENT OF ANY SITE, SIGNALING, LIGHT POLE, SIGN, ADA ROUTES OR ANY OTHER IMPROVEMENTS, FOOTINGS OR PROPOSED, SHOWN OR CALLED FOR ON OTHER SHEETS WITHIN THIS SET OF CONSTRUCTION PLANS.

CAUTION - NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, RECONNOITERED TWICE IN THE FIELD. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 12 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES, APPEARANCES AND IMPROVEMENTS WHICH CONFLICT WITH THE IMPROVEMENTS SHOWN BY THESE PLANS.



CONTRACTOR SHALL CONTACT 811 FOR LOCATION OF ALL UTILITIES, AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION

- ALL LIGHT FIXTURES SPECIFIED SHALL BE PURCHASED THROUGH LOEB ELECTRIC. LOEB CONTACT INFORMATION: WALKMART@LOEBELECTRIC.COM, 1800 E 8TH AVENUE, COLUMBUS, GA 31918, (740) 497-7230
- ALL LIGHT POLES (WALKMART CUSTOM POLE [23M-2033]) SHALL BE PURCHASED THROUGH CURRENT. CURRENT CONTACT INFORMATION: WALKMART_OUTDOORLIGHTING@CURRENT.COM, 211 MILLER BLVD, GREENVILLE, SC 29607, (864) 871-3992

REVISIONS	BY
REV1 - 03/13/26	VAR
REV2 - 03/26/26	VAR

PROPERTY IDENTIFICATION
 PARCEL ID: 091 25604

CARLSON CONSULTING ENGINEERS, INC.
 7004 WOODBURN CHURCH ROAD
 WALKMART CENTER
 IN SOUTHERN CALIFORNIA



WALMART NEIGHBORHOOD MARKET #90360-1000
 KNOXVILLE, TENNESSEE
 WALMART INC.
 814 RESPECT DRIVE
 BENTONVILLE, AR 72716-5555

PROPERTY OWNER:
 BALL CAMP COMMERCIAL PARTNERS
 KNOXVILLE, TN 37919
 (615) 310-8745

DEVELOPER:
 ORANGE KNOXVILLE, LLC
 211 MILLER BLVD
 BIRMINGHAM, AL 35242
 (205) 949-3792

DRAWN	DATE
SPS	03/26/2026
CHECKED	VAR
SCALE	3/26/2026
1"=50'	
SHEET NO.	90360-1000
SHEET	3 OF 5 SHEETS

Revised: 3-26-2026
 (4-SE-26-C/4-C-26-DP)
 CONCEPT PLAN OF WALMART NEIGHBORHOOD MARKET PROJECT

REVISIONS	BY
REV1 - 03/13/26	VJR
REV2 - 03/26/26	VJR

PROPERTY IDENTIFICATION
 PARCEL ID: 091 25604

CARLSON CONSULTING ENGINEERS, INC.
 7004 APPROXIMATE CORNER
 N. WILSON BLVD. & W. 10TH ST.
 IN SOUTHWEST CORNER



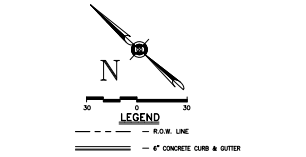
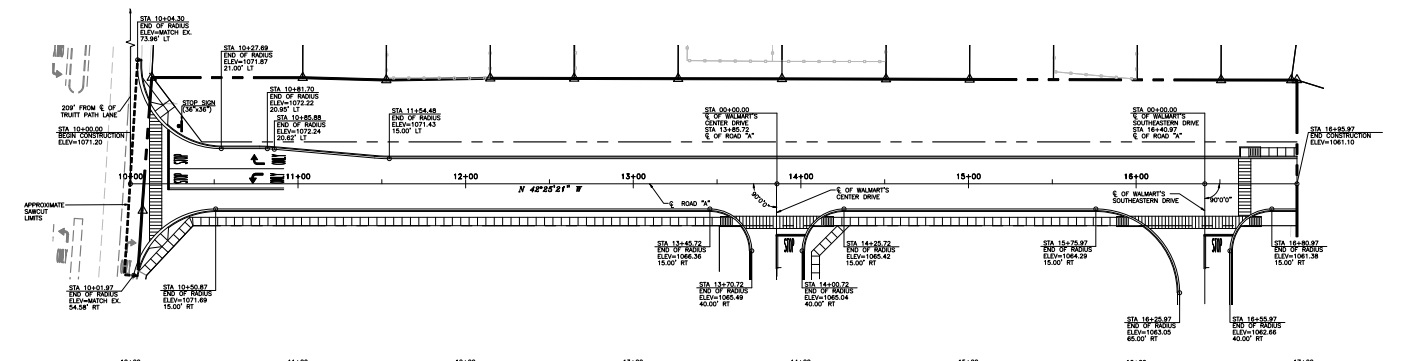
WALMART NEIGHBORHOOD MARKET #90360-1000
 KNOXVILLE, TENNESSEE

WALMART INC.
 814 RESPECT DRIVE
 BENTONVILLE, AR 72716-5555

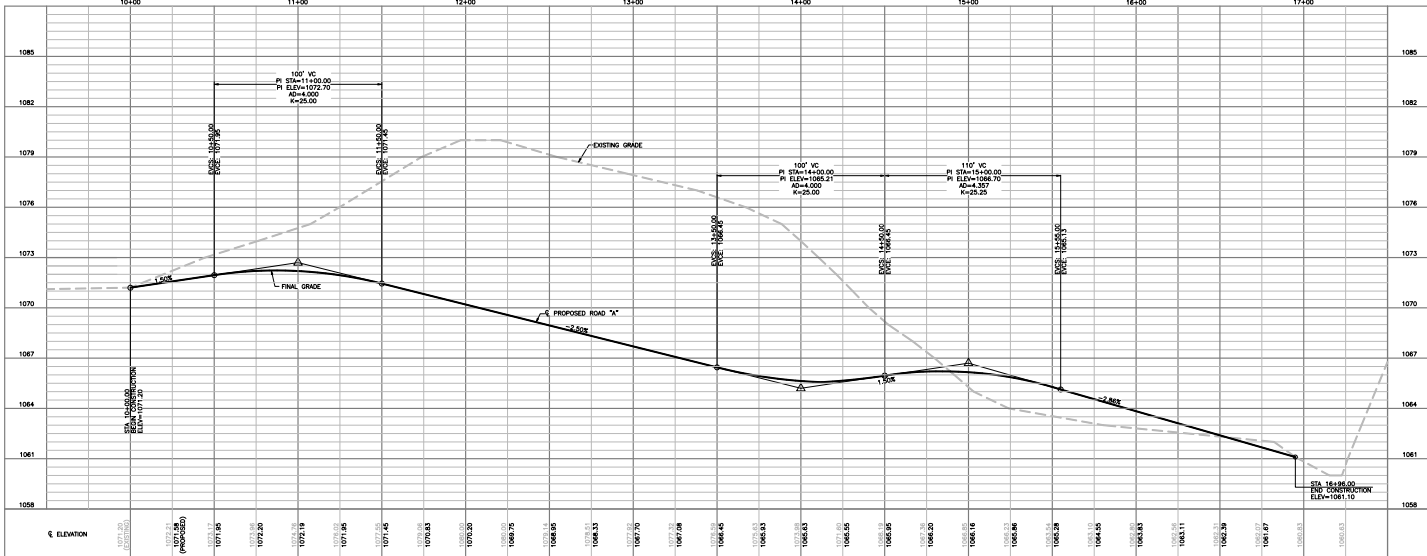
PROPERTY OWNER: BALL CAMP COMMERCIAL PARTNERS
 KNOXVILLE, TN 37919
 (615) 310-8745

DEVELOPER: ORANGE KNOXVILLE, LLC
 1000 W. PARKWAY SUITE 102
 BRIMMINGHAM, AL 35242
 (205) 909-3792

DRAWN	DPS
CHECKED	VJR
DATE	3/26/2026
SCALE	1"=30'
JOB NO.	90360-1000
SHEET	4
TOTAL SHEETS	5



- NOTES:
1. ALL DESIGN, CONSTRUCTION AND MATERIAL SHALL BE IN COMPLIANCE WITH KNOX COUNTY.
 2. ALL NEWLY CUT AND/OR FILL AREAS WITHIN THE ROW LEAVING ADEQUATE VEGETATION SHALL BE ESTABLISHED, SOODED AND MAINTAINED AS REQUIRED TO EFFECTIVELY PREVENT SOIL EROSION.
 3. CONTRACTOR SHALL NOT ENTER NEIGHBORHOOD MARKET UPON WORK CHANGES TO ANY ADJACENT PROPERTIES WITHOUT PRIOR PERMISSION FROM SAID PROPERTY OWNER(S).
 4. ALL FILL AND/OR TRENCH BACKFILL SHALL BE COMPACTED AS PER THE PROJECT SPECIFICATIONS.
 5. CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ANY UTILITY COMPANY WHICH MAINTAINS A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT PRIOR TO THE BEGAINING OF ANY CONSTRUCTION ON THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME THE RESPONSIBILITY FOR ANY DAMAGE INCURRED BY ANY UTILITY COMPANY TO THEIR UTILITY LINES, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT DURING WORK ON THE PROJECT.
 6. CONTRACTOR SHALL SECURE WRITTEN APPROVAL FROM THE CITY ENGINEER AND THE PROJECT ENGINEER BEFORE ANY CHANGE IN DESIGN IS MADE.
 7. CONTRACTOR SHALL SCHEDULE CONSTRUCTION ACTIVITIES WHICH AFFECT NEIGHBORING PROPERTY OWNER'S ACCESS ONTO PUBLIC ROADS WITH PROPERTY OWNER. ALL EFFORTS SHOULD BE MADE TO AVOID COMPLETELY BLOCKING ACCESS TO OR FROM DRIVE AT ANY TIME.
 8. CONTRACTOR SHALL HAVE ANY RIGHT-OF-WAY MONUMENTS LOCATED BY A LICENSED SURVEYOR PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES IN THE RIGHT-OF-WAY AND MONUMENTS WHICH ARE DESTROYED DURING CONSTRUCTION SHALL BE REPLACED BY SAME.

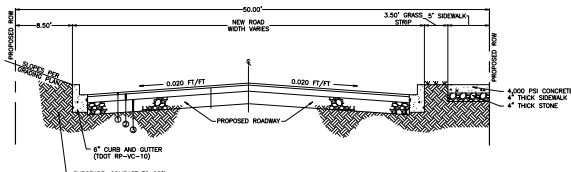


CERTIFICATION OF CONCEPT PLAN BY REGISTERED ENGINEER

I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS AND STATEMENTS CONFORM TO THE BEST OF MY KNOWLEDGE TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-MAJOR COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN REMITTED AND DESCRIBED IN A REPORT FILED WITH THE PLANNING COMMISSION.

REGISTERED ENGINEER JOSEPH S. PARSLEY
 TENNESSEE LICENSE NO. 110487
 DATE: 03/26/2026

ROAD "A" PLAN AND PROFILE



- 1.5" ASPHALT SURFACE COURSE (TOOT 411 TYP W/SAND)
- 2.5" BRICK COURSE (TOOT 307 TYP MOD)
- 8" AGGREGATE BASE COURSE (TOOT 903.05 TYPE "A", GRADE "D")

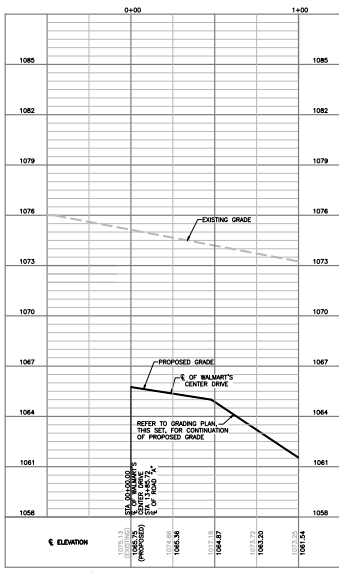
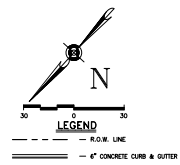
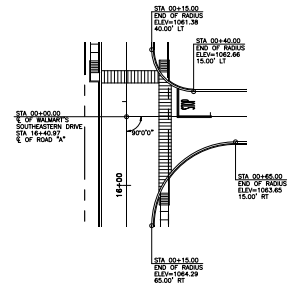
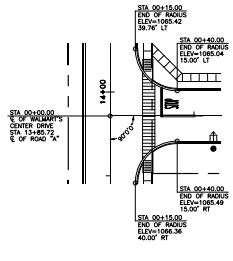
CAUTION - NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND THESE RECORDS ARE BELIEVED TO BE CORRECT. HOWEVER, THE CONTRACTOR IS ADVISED THAT THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETELY ACCURATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES, APPROPRIATELY AND IMPROVEMENTS WHICH CONFLICT WITH THE IMPROVEMENTS SHOWN BY THESE PLANS.

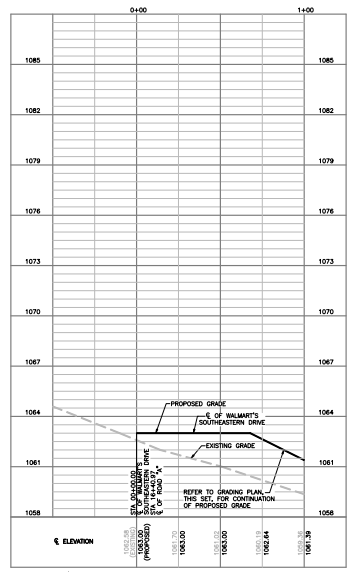


Revised: 3-26-2026

(4-SE-26-C/4-C-26-DP)
 CONCEPT PLAN OF WALMART NEIGHBORHOOD MARKET PROJECT



WALMART'S CENTER DRIVEWAY PROFILE
HORIZ. 1" = 50'
VERT. 1" = 5'



WALMART'S SOUTHEASTERN DRIVEWAY PROFILE
HORIZ. 1" = 50'
VERT. 1" = 5'

CERTIFICATION OF CONCEPT PLAN
BY REGISTERED ENGINEER
I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS AND STATEMENTS CONFORM TO THE BEST OF MY KNOWLEDGE TO ALL APPLICABLE PROVISIONS OF THE KNOWLEDGE-BASED COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN REMOVED AND DESCRIBED IN A REPORT FILED WITH THE PLANNING COMMISSION.
REGISTERED ENGINEER: JOSEPH S. HANLEY
TENNESSEE LICENSE NO. 110147
DATE: 03/26/2026

REVISIONS	BY
REV1 - 03/13/26	VJR
REV2 - 03/26/26	VJR

PROPERTY IDENTIFICATION
PARCEL ID: 091 25604
CARLSON CONSULTING ENGINEERS, INC.
7004 APPELLATION COMMONS
SUITE 100
BIRMINGHAM, AL 35242
PH: (205) 999-3792
TX: (972) 412-1000
IN: (317) 438-0000
TX: (972) 412-1000
TX: (972) 412-1000



WALMART NEIGHBORHOOD MARKET #90360-1000
KNOXVILLE, TENNESSEE
WALMART INC.
814 RESPECT DRIVE
BENTONVILLE, AR 72716-5555

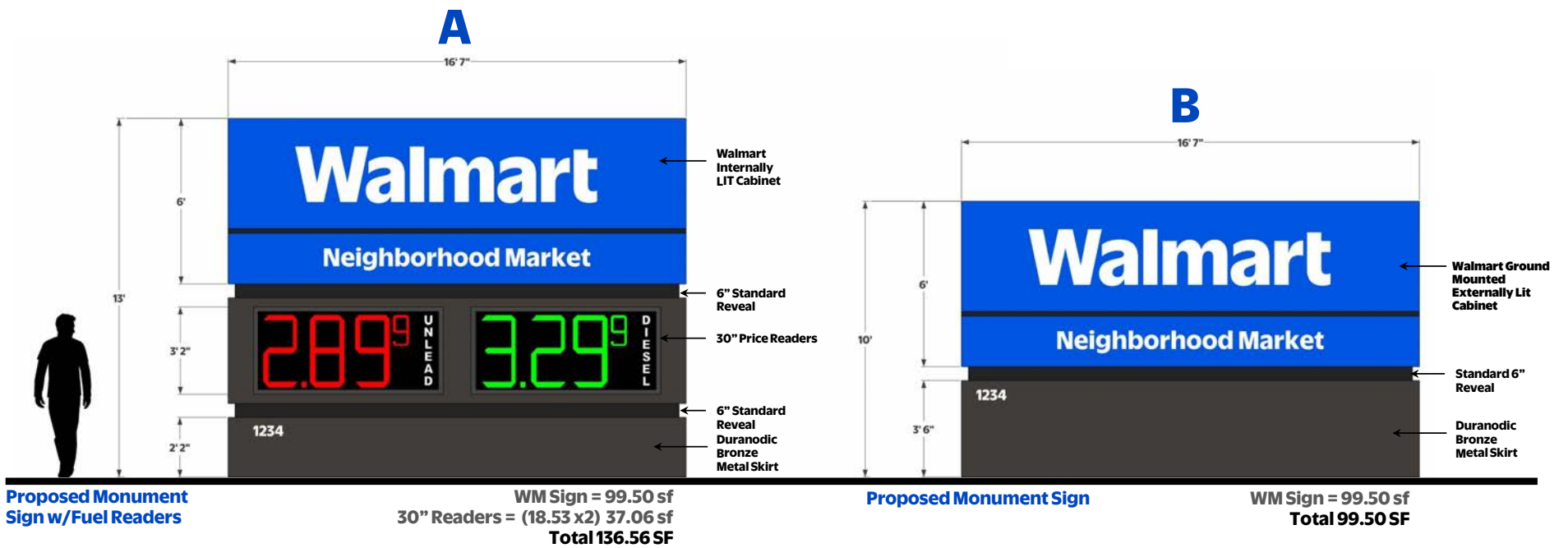
PROPERTY OWNER:
BALL CAMP COMMERCIAL PARTNERS
KNOXVILLE, TN 37919
(615) 310-8745
DEVELOPER:
ORANGE KNOXVILLE, LLC
BIRMINGHAM, AL 35242
(205) 999-3792

DRAWN	DPS
CHECKED	VJR
DATE	3/26/2026
SCALE	1"=50'
JOB NO.	90360-1000
SHEET	5
OF 5 SHEETS	



Revised: 3-26-2026

(4-SE-26-C/4-C-26-DP)
CONCEPT PLAN OF WALMART NEIGHBORHOOD MARKET PROJECT



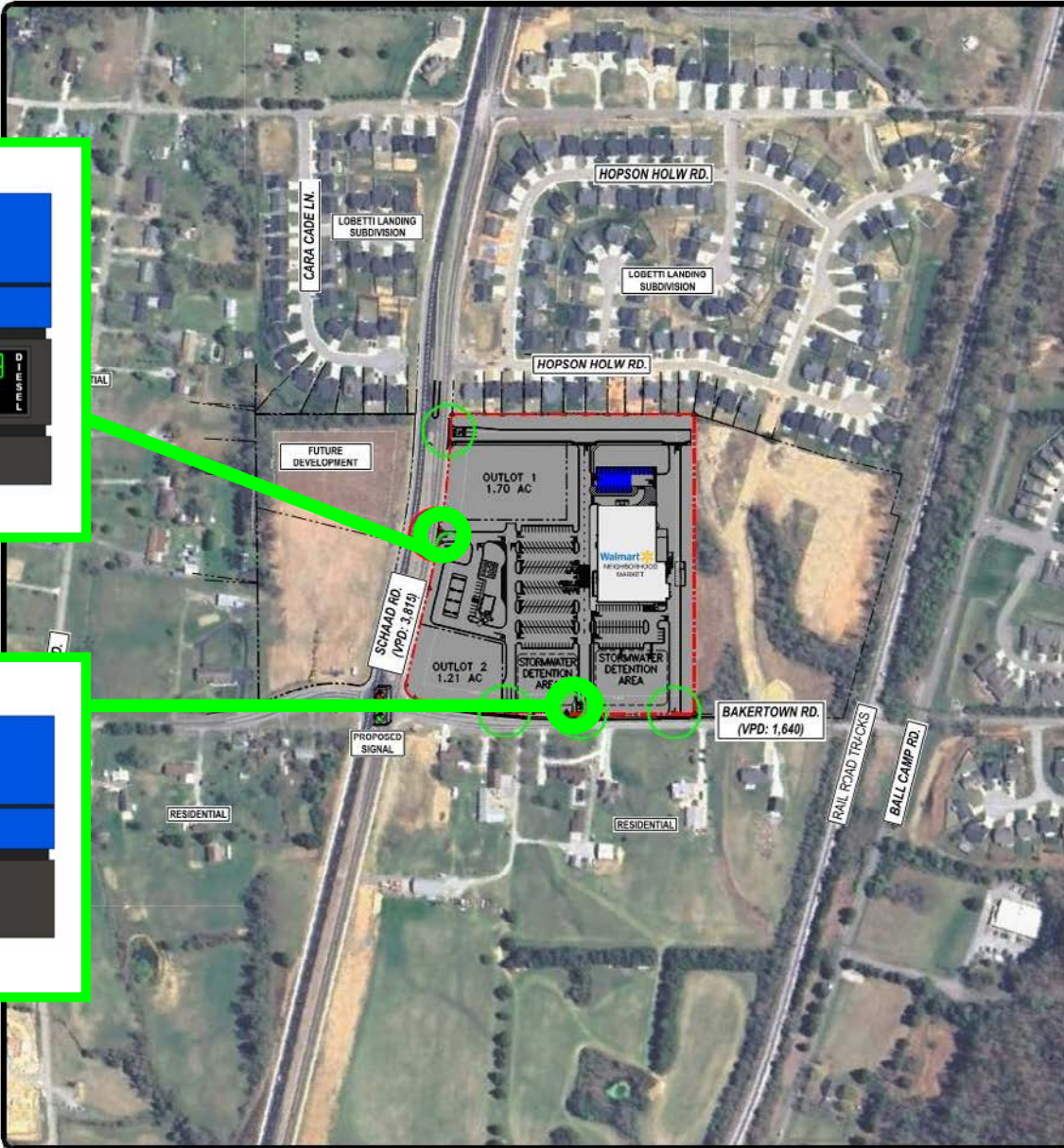
Duranodic Bronze



True Blue Match

4-SE-26-C
4-C-26-DP

Walmart Knoxville, Tennessee



Walmart
Neighborhood Market

2.89⁹ UNSTANDARD
3.29⁹ FUTURE-D

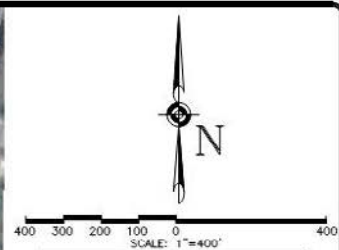
1234

A
13'-0" 136.56 SF

Walmart
Neighborhood Market

1234

B
10'-0" 99.50 SF



SITE AREA TABLE

WALMART/FUEL STATION	11.32 AC (493,185± SF)
FUEL STATION	N/A (PART OF OVERALL)
OUTLOT 1 (DEVELOPER RETAINED)	1.70 AC (74,201± SF)
OUTLOT 2 (DEVELOPER RETAINED)	1.21 AC (52,507± SF)
TOTAL WALMART LEASE AREA	14.23 AC (619,693± SF)

SITE ANALYSIS TABLE

WALMART BUILDING AREA	50,074 SF
TOTAL PROPOSED PARKING RATIO	4.93 / 1000
TOTAL REQUIRED PARKING RATIO	10.00 / 1000
STORE PARKING	211 SPACES
STORE PARKING RATIO	4.21 / 1000
OPD SPACES	21 SPACES
TOTAL PARKING	232 SPACES
CART CORRAL S	6 SPACES **

*73 SPACES WITHIN 150' OF VESTIBULE
** CART CORRALS EXCLUDED FROM ALL PARKING RATIOS ABOVE

SITE DATA

- ZONING AND ENTITLEMENTS:
 - LOCAL JURISDICTION: KNOX COUNTY, TN
- ZONING CLASSIFICATION:
 - PC - PLANNED COMMERCIAL ZONE
- PERMITTED USE (Y/N): YES

DEVIATIONS FROM WALMART GUIDELINES

- NONE

PLAN LEGEND

ACCESS

- Full Access (Green circle)
- 3/4 Access (Blue circle)
- Restricted Access (Right In/Right Out) (Red circle)

SIGNAGE

- Monument Sign (Green line)
- Pylon Sign (Blue line)
- Multi-Tenant Sign (Purple line)

OTHER

- Walmart Property Line (Red dashed line)
- Proposed Building (Grey outline)
- OPD Parking Area (Blue fill)

REVISIONS

NO.	DATE	BY

CARLSON CONSULTING ENGINEERS, INC.
2024 W. HENRIE BOYD
MEMPHIS, TN 38117

WALMART NEIGHBORHOOD MARKET
SCHAAD RD & BAKERTOWN RD
KNOXVILLE, TENNESSEE
WALMART, INC.
814 RESPECT DR.
BENTONVILLE, AR 72716



DATE:
01/06/2026

OVERALL
REC
PLAN

TRAFFIC IMPACT STUDY

**SCHAAD ROAD COMMERCIAL DEVELOPMENT
KNOX COUNTY, TENNESSEE**

PREPARED ON BEHALF OF:



PREPARED BY:



**FEBRUARY 2026
REVISED MARCH 2026**

TRAFFIC IMPACT STUDY

SCHAAD ROAD COMMERCIAL DEVELOPMENT
KNOX COUNTY, TENNESSEE



PREPARED BY:

RG Phillips Consulting, LLC

Richard G. Phillips, P.E.

106 Mission Court, Suite 301

Franklin, TN 37067



7. CONCLUSIONS AND RECOMMENDATIONS

The analyses presented in this study indicate that the traffic generated by the proposed Schaad Road commercial development can generally be accommodated by the existing roadway network with certain offsite roadway improvements, in addition to the previously noted improvement plans by Knox County in the vicinity of the project site. These County improvement plans include:

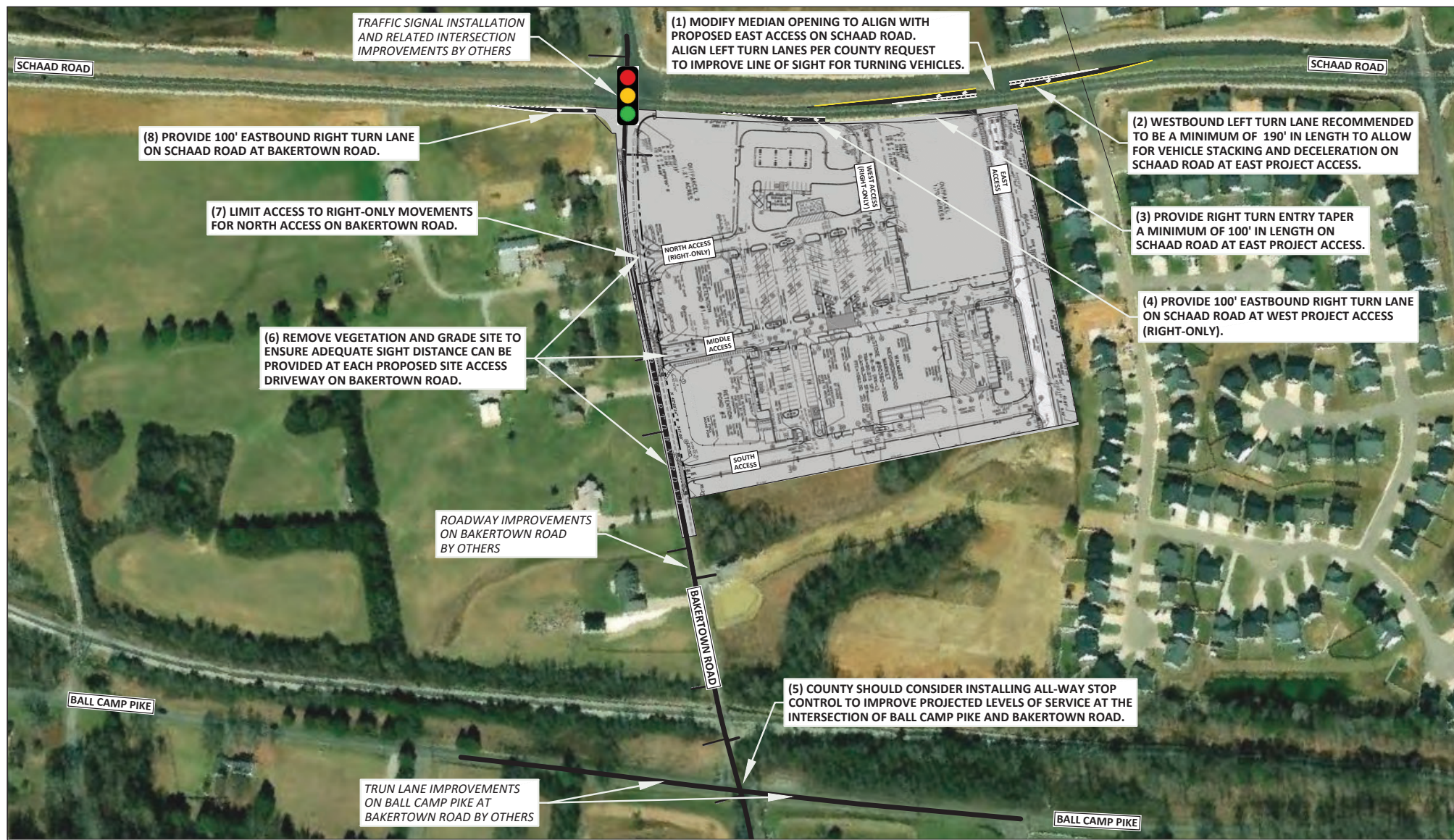
- Traffic signal installation and related intersection improvements at Schaad Road and Bakertown Road
- Roadway improvements on Bakertown Road
 - Bakertown Road will be widened to provide two 10' wide travel lanes with 2' paved shoulders. Curb and gutter and a 5' wide concrete sidewalk are to be provided on the east side only.
 - The north and south legs of Bakertown Road will be aligned at Ball Camp Pike.
 - Ball Camp Pike will be widened to provide separate turn lanes at its intersection with Bakertown Road.

In conjunction with these planned improvements, the following recommendations have been identified for the Schaad Road commercial development:

1. Modify the existing median opening on Schaad Road to align with the proposed east project access. Align the left turn lanes on Schaad Road per County request to improve line of sight for turning vehicles.
2. The westbound left turn lane on Schaad Road at the east project access is recommended to be a minimum of 190' in length to allow for vehicle stacking and deceleration.
3. Provide a right turn entry taper a minimum of 100' in length on Schaad Road at the proposed east project access.
4. Provide a 100' eastbound right turn lane on Schaad Road at the proposed west project access (right-only).
5. Knox County should consider installing all-way stop control to improve the projected levels of service at the intersection of Ball Camp Pike and Bakertown Road.
6. Remove vegetation and grade the project site to ensure adequate sight distance can be provided at each proposed site access driveway on Bakertown Road.
7. Limit access to right-only movements for the proposed north project access on Bakertown Road.
8. Provide a 100' eastbound right turn lane on Schaad Road at Bakertown Road.

The project recommendations are conceptually shown on the following page in Figure 8.

EXHIBIT B



Traffic Impact Study for Walmart Neighborhood Market, Knox County, Tennessee

Figure 8.

Conceptual Sketch of Recommended Improvements



4-SE-26-C
4-C-26-DP

December 30, 2025

Knox County Engineering & Public Works
205 West Baxter Avenue
Knoxville, TN 37917

Re: Proposed Walmart Neighborhood Market at SEC of Schaad Road & Bakertown Road

To Whom It May Concern:

The proposed development, located at the southeast corner of Schaad Road and Bakertown Road (Parcel ID 091 25604), consists of a new 50,074 square foot Walmart Neighborhood Market with an accessory eight-pump fuel station and a 1,618 square foot fuel service building.

Per Knox County Code of Ordinances Article 3.50.10, retail stores, supermarkets, department stores, and personal service establishments are required to provide one parking space per 100 square feet of retail floor space, which equates to 10 parking spaces per 1,000 square feet of retail floor area. The Walmart Neighborhood Market and the accompanying fuel service building fall under this ordinance per confirmation by Knox County Code Administration and Knox County Planning Department.

We respectfully request a reduction to the required parking ratio for the Walmart Neighborhood Market from 10 parking spaces per 1,000 square feet of retail floor space to 4.5 parking spaces per 1,000 square feet of total building area.

The proposed parking ratio of 4.5 spaces per 1,000 square feet of total building area has been successfully implemented across Walmart's fleet of Neighborhood Market locations nationwide. This ratio has consistently met peak parking demand without causing overflow or operational issues and is supported by Walmart's internal operational data and long term experience managing parking needs for this specific store format.

The 1,618-square-foot fuel service building contains a total retail floor area of 833 square feet, which requires nine parking spaces under the ordinance. The proposed fuel station layout provides ten parking spaces, thereby meeting the Knox County parking requirements.

Thank you for taking the time to review this request. Please do not hesitate to contact me if you need any additional information or have any questions.

Sincerely,

Victor Ramirez, EI
Project Manager
Carlson Consulting Engineers, Inc.

Joseph Parsley, PE
President

The Planning Commission may reduce or otherwise vary the requirements of the Subdivision Regulations when it finds the hardship criteria are met. In granting such variances, the Planning Commission may attach and require whatever conditions it feels are necessary to secure the basic objectives of the varied regulations. Any variance granted by the Planning Commission shall be noted in its official minutes along with the justification for granting the variance (Subdivision Regulations, Section 1.05).

HARDSHIP CONDITIONS TO BE MET:

- 1 Conditions Required:** Where the Planning Commission finds that extraordinary hardships or particular difficulties may result from the strict compliance with these regulations, they may, after written application, grant variations to the regulations, subject to specified conditions, so that substantial justice may be done and the public interest secured, provided that such variations shall not have the effect of nullifying the intent and purpose of these regulations or the comprehensive plan.
- 2 Evidence of Hardship Required:** The Planning Commission shall not grant variations to these regulations if the purpose of the variation is solely for financial gain. The Planning Commission shall not grant variations to the Subdivision Regulations unless they make findings based upon the evidence presented to them in each specific case that the following hardships are met:
 - a. Because of the particular surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were adhered to.
 - b. The conditions upon which the request for a variation is based is unique to the property for which the variation is sought and is not applicable, generally, to other property, and has not been created by any person having an interest in the property.
 - c. The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Victor Ramirez Digitally signed by Victor Ramirez
Date: 2026.03.26 10:22:26 -05'00'

Victor Ramirez

3/26/2026

Signature

Printed Name

Date

It is the applicant's responsibility to identify the hardship that would result, as distinguished from a mere inconvenience, if the strict letter of the regulations was adhered to. Each of the variance criteria must be addressed in the comments below with specific facts regarding the unique details of the property and/or project, as applicable.

1. VARIANCE REQUESTED:

Reduce the minimum intersection separation between the centerlines of Road 'A' and Truitt Path Lane from 400 ft to 209 ft

Specify the hardship that would result for each of the variance criteria:

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

The shape and layout of the site along with existing roads and access points limit how far apart intersections can be placed. Additionally, a development to the south includes an approved designated road connection which restricts the ability to properly align the intersections to which the project's proposed road must connect. As a result of these site constraints it is not feasible to achieve the full 400 foot separation. There is only 970 feet between Bakertown Road and Truth Path Lane. To meet the 400' separation requirement from both existing roads, the new public road would have to bifurcate the proposed development which would not allow for the construction of the proposed 50,000 square foot grocery store and associated parking fields.

- B. Pertaining to conditions unique to the property that are not applicable to other property and has not been created by any person having an interest in the property.

This situation is unique to this property due to the existing location of Truitt Path Lane and surrounding development and the proposed road to the south of the site under permitting and construction. These conditions were already in place and were not created by the current owner or developer.

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Reducing the distance between the intersections will not create safety concerns or negatively impact the surrounding area. The design will still allow for safe traffic flow and will not affect nearby properties or the general public.

To be completed by the City or County Department of Engineering, as applicable:

Engineering supports the variance requested (to be completed during review process): YES NO

Engineering Comments:

Approve per applicants justification.

APPROVED

By Steve Elliott at 2:00 pm, Apr 01, 2026

Alternative Design Standards

The minimum design and performance standards shall apply to all subdivisions unless an alternative design standard is permitted within Article 3 Section 3.01.D, Application of Alternative Design Standards, or Article 4.01.C, Street Standards (within Hillside and Ridgetop Areas).

There are some alternative design standards that require Planning Commission approval, and some that can be approved by the Engineering Departments of the City or County. However, the City or County Engineering Departments, as applicable, will provide review comments on any alternative design proposed. These comments will be provided during the review process.

Alternative Design Standards Requiring Planning Commission Approval

- Section 3.03.B.2 - Street frontage in the PR (Planned Residential) zone, Knox County
- Section 3.03.E.1.e – Maximum grade of private right-of-way
- Section 3.03.E.3.a – Pavement width reduction, private rights-of-way serving 6 or more lots
- Section 3.04.H.2 – Maximum grade, public streets
- Section 3.04.I.1.b.1 – Horizontal curves, local streets in Knox County

Alternative Design Standards Approved by the Engineering Departments of the City of Knoxville or Knox County

- Section 3.03.E.3.a – Right-of-way width reduction, private rights-of-way serving 6 or more lots
- Section 3.04.A.3.c – Right-of-way dedication, new subdivisions
- Section 3.04.F.1 – Right-of-way reduction, local streets
- Section 3.04.G.1 – Pavement width reduction, local streets
- Section 3.04.H.3 – Intersection grade, all streets
- Section 3.04.J.2 – Corner radius reduction in agricultural, residential, and office zones
- Section 3.04.J.3 – Corner radius reduction in commercial and industrial zones
- Section 3.11.A.2 – Standard utility and drainage easement

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Victor Ramirez <small>Digitally signed by Victor Ramirez Date: 2026.03.26 10:23:43 -05'00'</small>	Victor Ramirez	3/26/2026
Signature	Printed Name	Date

For each alternative design standard requested, identify how the proposed alternative design either meets the intent of the standard in the Subdivision Regulations or meets an alternative, nationally recognized engineering standard such as The American Association of State Highway and Transportation Officials (AASHTO) or Public Right-of-Way Accessibility Guidelines (PROWAG).

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the maximum intersection grade of Road 'A' at Schaad Road from 1 percent to less than 2 percent to meet ADA requirements. Justification: Less than 2 percent has been requested to meet ADA standards as a crosswalk is proposed at the intersection.

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

APPROVED

By Steve Elliott at 1:51 pm, Apr 01, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the minimum intersection curb and right-of-way radius from 75 ft to 50 ft at Road 'A' and Schaad Road. Justification: A 50' radii is proposed at Schaad Rd to limit the distance of the crosswalk at this intersection.

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

APPROVED

By Steve Elliott at 1:51 pm, Apr 01, 2026

A turning template must be provided at permitting to ensure this reduction will work with the truck traffic. If template proves the radius is not adequate the design will need to be modified to accommodate the traffic.

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

Public Notice and Community Engagement

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s). The contact information you provide in your application may be used for that purpose. We require applicants to acknowledge their role in this process.

Sign Posting and Removal

The Administrative Rules and Procedures of the Knoxville-Knox County Planning Commission require a sign to be posted on the property for each application subject to consideration by the Planning Commission.

Planning staff will post the required sign. If a replacement sign(s) is needed, the applicant is responsible for picking up the new sign(s) from Planning and will be charged \$10 for each replacement.

Location and Visibility

The sign must be posted on the nearest adjacent/frontage street and in a location clearly visible to vehicles traveling in either direction. If the property has more than one street frontage, the sign should be placed along the street that carries more traffic. Planning staff may recommend a preferred location for the sign to be posted at the time of application.

Timing

The sign(s) must be posted not less than 12 days prior to the scheduled Planning Commission public hearing and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted not less than 12 days prior to the next Planning Commission meeting. The applicant is responsible for removing the sign after the application has been acted upon by the Planning Commission.

Acknowledgement

By signing below, you acknowledge that public notice signs must be posted and visible on the property consistent with the guidelines above and between the dates listed below.

~~3/27/2026~~ 03/28/2026 4/10/2026

Date to be Posted

Date to be Removed

Have you engaged the surrounding property owners to discuss your request?

Yes No

No, but I plan to prior to the Planning Commission meeting

Jeff Brewer

Digitally signed by Jeff Brewer
DN: cn=Jeff Brewer, o=Orange Seymour LLC, ou,
email=jbrewer@orangedevinc.com, c=US
Date: 2026.02.10 12:10:05 -06'00'

Jeff Brewer

2/10/2026

Applicant Signature

Applicant Name

Date