

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 4-SE-26-C **Related File Number:** 4-C-26-DP
Application Filed: 3/11/2026 **Date of Revision:**
Applicant: ORANGE KNOXVILLE, LLC

PROPERTY INFORMATION

General Location: South side of Schaad Rd, east of Bakertown Rd
Other Parcel Info.:
Tax ID Number: 91 25604 **Jurisdiction:** County
Size of Tract: 14.16 acres
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.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land
Surrounding Land Use: 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.
Proposed Use: Commercial development **Density:**
Planning Sector: Northwest County **Plan Designation:** CMU (Corridor Mixed-use), SR (Suburban Residential)
Growth Policy Plan: Planned Growth Area
Neighborhood Context: This area is comprised of single family residential dwellings on a mix of small suburban-style lots and medium-sized rural lots.

ADDRESS/RIGHT-OF-WAY INFORMATION (where applicable)

Street: 0 BAKERTOWN RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PC(k) (Planned Commercial)
Former Zoning:
Requested Zoning:
Previous Requests:
Extension of Zone:
History of Zoning: This property was rezoned from A (Agricultural) to PC (Planned Commercial) in 2006 (6-U-06-RZ).

PLAN INFORMATION (where applicable)

Current Plan Category:

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: Orange Knoxville, LLC

No. of Lots Proposed: 3 No. of Lots Approved: 0

Variances Requested: 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.

S/D Name Change:

OTHER INFORMATION (where applicable)

Other Bus./Ord. Amend.:

PLANNING COMMISSION ACTION AND DISPOSITION

Planner In Charge: Mike Reynolds

Staff Recomm. (Abbr.): 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.

Staff Recomm. (Full):
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.

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.

Action:

Approved with Conditions

Meeting Date: 4/9/2026

Details of Action:

Summary of Action:

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.

Date of Approval:

4/9/2026

Date of Denial:

Postponements:

Date of Withdrawal:

Withdrawn prior to publication?: **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

Legislative Body:

Date of Legislative Action:

Date of Legislative Action, Second Reading:

Ordinance Number:

Other Ordinance Number References:

Disposition of Case:

Disposition of Case, Second Reading:

If "Other":

If "Other":

Amendments:

Amendments:

Date of Legislative Appeal:

Effective Date of Ordinance: