DEVELOPMENT PLAN REPORT

FILE #: 7-J-26-DP | **AGENDA ITEM #:** 50

AGENDA DATE: 7/9/2026

APPLICANT:	**6125 RIVERVIEW, LLC**
OWNER(S):	Bradley Pruitt 6125 Riverview, LLC
TAX ID NUMBER:	71 001 **View map on KGIS**
JURISDICTION:	County Commission District 8
STREET ADDRESS:	6125 RIVERVIEW CROSSING DR
LOCATION:	**North side of Asheville Hwy across from its intersection with E Governor John Sevier Hwy, north side of the River Turn Rd and Riverview Crossing Dr intersection**
APPX. SIZE OF TRACT:	**126.83 acres**
GROWTH POLICY PLAN:	Urban Growth Area (Outside City Limits)
ACCESSIBILITY:	Access is via Asheville Highway, a median-divided, a major arterial road with a right-of-way width that varies from 150 ft to 230 ft, River Turn Road, a local street with a pavement width that varies from 20 ft to 40 ft within an 82-ft right-of-way, and Riverview Crossing Drive, a local street with 30 ft of pavement width within a right-of-way width that varies from 52 ft to 55 ft.
UTILITIES:	Water Source: Northeast Knox Utility District, Knoxville Utilities Board
	Sewer Source: Knoxville Utilities Board
FIRE DISTRICT:	Rural Metro Fire
WATERSHED:	Holston River and French Broad River
ZONING:	**PC (Planned Commercial)**
PLACE TYPE:	CC (Corridor Commercial), SP (Stream Protection), HP (Hillside Ridgetop Protection)
EXISTING LAND USE:	**Water, Agriculture/Forestry/Vacant Land**
PROPOSED USE:	**Sports complex**
HISTORY OF ZONING:	In 1979 the property was rezoned from A (Agricultural) and I (Industrial) to PC(k) (Planned Commercial, with conditions) (2-F-79-RZ). In 2025 the property was rezoned from PC(k) to PC (4-Y-25-RZ).
SURROUNDING LAND USE AND ZONING:	North: Holston River - F (Floodplain Overlay) in the City
	South: Commercial, rural residential, office - CA (General Business), HZ (Historical Overlay), RB (General Residential) in the County, C-H-2 (Highway Commercial), HP (Hillside Protection Overlay) in the City
	East: Agriculture/forestry/vacant land - A (Agricultural), CA (General Business) in the County
	West: Holston River, mining and landfills - F (Floodplain Overlay) I-H (Heavy Industrial), HP (Hillside Protection Overlay) in the City

NEIGHBORHOOD CONTEXT: The surrounding area features a mix of commercial, residential, and office uses along Asheville Highway, interspersed with undeveloped land. The subject property is approximately 0.65 miles from the I-40 interchange to the west, and the c.1805 Moses Armstrong House lies directly to the south. There is an active quarry across the river to the west.

STAFF RECOMMENDATION:

Approve the request for sports fields and associated structures, subject to 6 conditions.

1. Meeting all conditions of the approved master plan (3-I-25-DP), concept plan/development plan (10-SC-25-C/10-H-25-DP), and parking facility plan (3-H-26-DP).
2. Connection to sanitary sewer and meeting other relevant utility provider requirements.
3. Road improvements outlined in the TIS may be required to be implemented in this phase of the development. This will be determined by Knox County Engineering, City Engineering, and TDOT.
4. Before grading permits are issued, a Phase 2 environmental study must be completed by the applicant per the recommendations of the Phase 1 environmental site assessment (ESA) presented in Exhibit D. The Phase 2 study must be submitted to TDEC for review, and the applicant must complete any remediation recommendations by TDEC and Knox County Engineering and Public Works before any permits are issued for the site other than those required to complete the remediation.
5. 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.
6. Meeting the Holston Bend Sports Park Design Guidelines, with review and approval of modifications by Planning staff before building permits are issued.

With the conditions noted, this request meets the requirements for approval in the PC (Planned Commercial) district and the criteria for approval of a development plan.

COMMENTS:

This proposal is for six multi-use sports fields and four baseball fields just north of the intersection of Governor John Sevier Highway and Asheville Highway, abutting the Holston River. A master plan that cites intended uses and provides a general layout was approved in 2025 (3-I-25-DP). A concept plan for the public street, a rough grading plan, and the commercial outparcels were approved in 2025 (10-C-25-C/10-H-25-DP). The proposed plans sports fields and associated structures are consistent with the location and use as approved in the master plan. However, the PC zone requires development plan approval, so each distinct use will be heard by the Planning Commission.

The multi-use sports fields are clustered together on the northern edge of the site and are separated from the road, driveway, and the baseball fields by a fence. There are sidewalks along the north side of the internal road (the side the fields are located on), and these connect to the internal sidewalks that branch out towards each field and to the baseball fields.

SITE PLAN LAYOUT
The multi-use fields are accessed via a gate just north of the roundabout. A concession stand is fairly centrally located within these fields. Two of the fields have bleacher seating, and the westernmost field has a field house. The baseball fields are clustered together on the northeastern portion of the site near the multi-use fields. Safety netting bounds the fields along their outer perimeter, or the outfields. Bullpens, dugouts, batting tunnels, and concessions are internally located within the cluster of fields. Trees are planted along the internal road and along the sidewalks between the multi-use sports fields.

Plans show the non-disturbance boundary around the northeastern perimeter, marking where existing trees are to be preserved and where no land disturbance will occur. Grading is shown on the northwestern perimeter and is consistent with what was approved in the concept plan.

HOLSTON BEND SPORTS PARK (HBSP) DESIGN GUIDELINES
The applicant met with the HBSP Design Review Board to review the plans for consistency with their guidelines. A letter confirming their approval is included with the application.

SHARED PARKING

The large parking lot is located in the site's southwest corner and is shared with the River Breeze event center on the south side of Asheville Highway, which has very limited on-site parking. There is an existing connection between the two sites under the Asheville Highway bridge. Attendees of River Breeze events will not be required to cross Asheville Highway. The parking lot was approved with the master plan in March 2026 (3-H-26-DP).

TRANSPORTATION IMPACT STUDY (TIS)
A transportation impact study (TIS) was submitted with the master plan. A summary of the recommended road improvements is listed below, with the TIS's full recommendations and conclusions in Exhibit C. The phasing of improvements will be determined during the design plan phase, the majority of which are in the Asheville Highway right-of-way, which is a TDOT facility within the City of Knoxville.

Revisions to the Asheville Highway Property Transportation Impact Analysis (TIS) may be required with each subsequent development plan application to update the proposed uses and intensity of uses, and to verify the conclusions and recommendations of the TIS and determine if certain recommended improvements are required with the particular request. This determination and, if needed, scope, must be made before each application is submitted.

Summary of TIS recommendations:
Asheville Highway at E Governor John Sevier Highway / River Turn Road
1. Extend the storage length of the existing eastbound left turn lane.
2. Restriping the signalized intersection of River Turn Rd.
3. Signal timing updates.
4. Re-evaluating need for short southbound right turn lane on River Turn Road once commercial uses are known.

Ashville Highway at Driveway Connection (Road 'D')
1. Install a westbound right turn lane.
2. Install an eastbound left turn lane in the median.
3. Consideration of separate southbound right and left turn lanes on Road 'D'.
4. Certify sight distance by a land surveyor prior to construction.

CONSERVATION AREA
The proposed conservation area along the river is approximately 100 ft deep from the riverbank. There is an existing grade change between the conservation area and the rest of the site, which closely matches the FEMA floodway and 100- and 500-year floodplains for the Holston River. The Knoxville Utilities Board (KUB) has a utility easement in the western portion of the proposed conservation area, reducing the opportunity to use the river frontage for other purposes. Proposed plans show a non-disturbance area consistent with what was approved in the concept plan.

HILLSIDE PROTECTION
A significant portion of the HP area in the central portion of the site has been previously disturbed and has diminished value for protection. The portions of the site that have remained undisturbed are along or near the riverbank, and along the eastern boundary of the site. The proposed disturbance along the riverbank is consistent with previous approvals, and the hillside area on the site's eastern boundary is not part of this request.

ENVIRONMENTAL SITE ASSESSMENT
The applicant submitted the Phase 1 Environmental Site Assessment for the subject property, issued by UES on June 3, 2025. The assessment found the site was previously used as a pre-regulation city landfill prior to the 1950's, and starting in the 1970's, featured various sitework and construction service facilities as well as a fill and borrow pit. According to sections 8.0 (Findings and Opinions) and 9.0 (Conclusions) of the assessment (see Exhibit D), the limits of the landfill are unknown and the property owner is recommended to enter into the voluntary Brownfield Program with the State of Tennessee to assist with redevelopment of the site and minimizing future liabilities. In addition to the landfill, the assessment found two other Recognized Environmental Conditions (REC) on the site: fill material of unknown origins and historical use as site and construction service facilities. The assessment recommends additional investigations into the subject property.

An REC is the presence or likely presence of hazardous substances or petroleum products on a property due to a release to the environment, indicating a potential environmental liability, according to the U.S. Environmental Protection Agency (EPA) and the ASTM E1527 standard for environmental site assessments.

A Phase 2 environmental study was a condition of the concept plan approval per the recommendations of the Phase 1 environmental site assessment (ESA), for the applicant to submit to TDEC for review during the design plan (permitting) phase, and for any remediation recommendations by TDEC and Knox County Engineering and Public Works to be completed before any permits could be issued for the site other than those required to complete the remediation. This condition remains, and the applicant has stated their efforts regarding the Phase 2 environmental study are in progress.

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.

ZONING ORDINANCE
PC (Planned Commercial):
1. 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).
2. The PC zone's permitted uses section states, "it is not the intent of this zone to restrict potential development by limiting uses. In general, uses permitted shall include office, commercial services and light distribution centers." This use has been approved in the PC zone before and is generally aligned with the zone's intent.

KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES
1. The 50-ft tree buffer along Governor John Sevier Highway and the recommended Type B landscape screen along the eastern property boundary are consistent with Policy 2, which ensures that development is sensitive to existing community character. These are shown on the site plans.
2. The developer is required to make improvements to Asheville Highway and internal roads, consistent with Policy 9, to coordinate infrastructure improvements with development.
3. A sidewalk connection to the nearby commercial node is required, consistent with Policy 11, to promote connectivity with new development, increase mobility, and encourage active transportation and recreation. This has been proposed with this site plan.

FUTURE LAND USE MAP
1. The property is classified as the CC (Corridor Commercial) place type. CC sites are situated along major transportation corridors that are appropriate for a mix of commercial development including shopping centers, large format retail, and auto-oriented uses. Development is composed of primarily one story, large footprint buildings, but may include a variety of building sizes, including multi-story hotels. These areas have an auto-oriented design but should be well connected with pedestrian accommodations. – The proposed mix and scale of uses are compatible with the CC place type. The primary access to the property is at the intersection of two arterial streets, Asheville Highway and Governor John Sevier Highway. The internal pedestrian accommodations provide connectivity from the proposed uses to the commercial node along Asheville Highway.

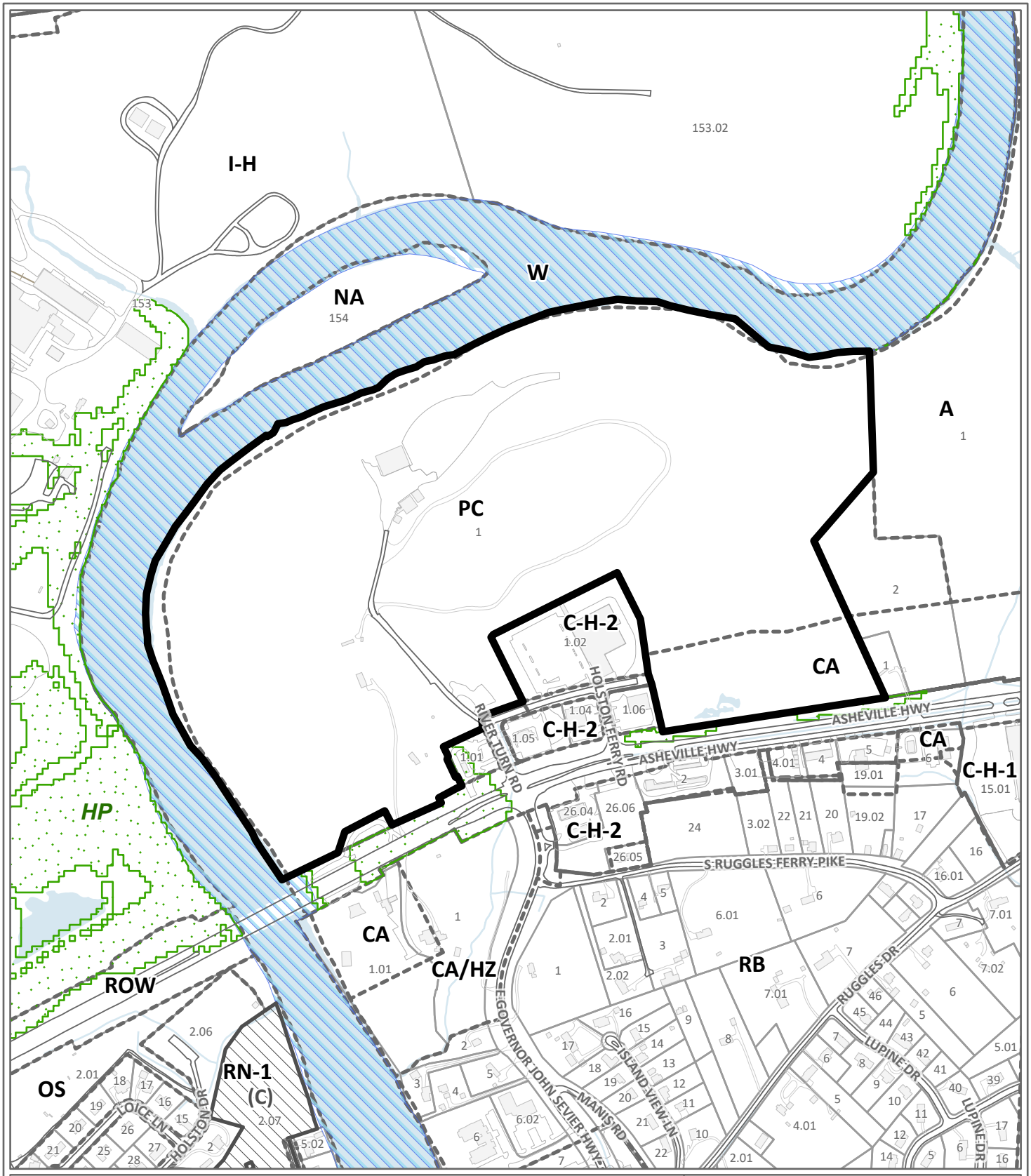
2. Commercial and office are considered primary uses in the CC place type. Primary uses are intended to be the predominant focus of the place. -- The proposed commercial development is consistent with the CC place type.

KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN
1. The property is within the Urban Growth Boundary. The purposes of the Urban Growth Boundary designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knoxville-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. The proposed development meets the relevant standards of the Growth Policy Plan.— 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.



DEVELOPMENT PLAN **7-J-26-DP**

Petitioner: 6125 Riverview, LLC

Sports complex in PC (Planned Commercial)

Map No: 71
Jurisdiction: County

0 650
Feet

N

Original Print Date: 5/29/2026
*Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902*

Exhibit A. Contextual Images

AERIAL MAP

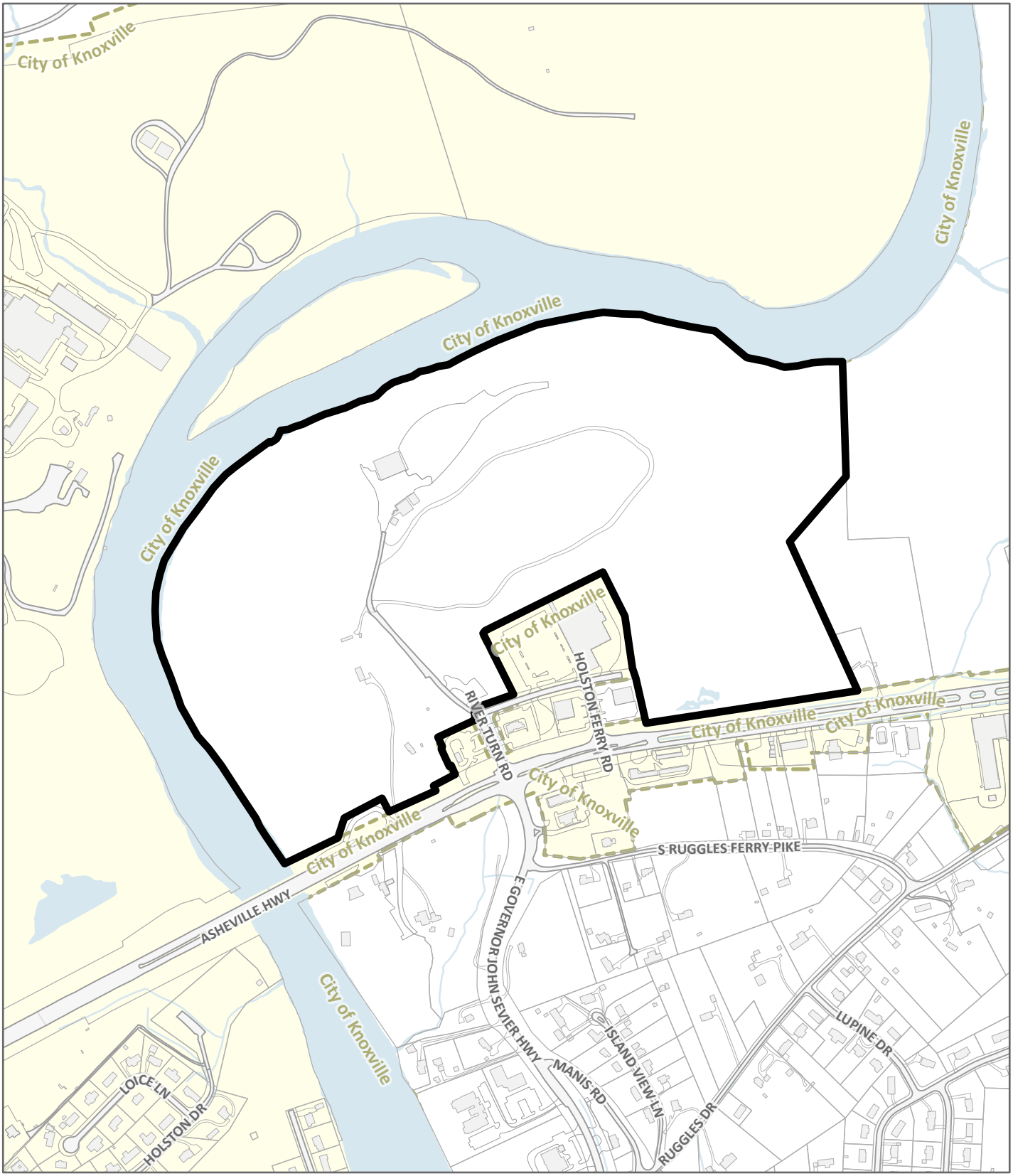
Case boundary

0 600

Feet

N

Exhibit A. Contextual Images



LOCATION MAP **7-J-26-DP**

Case boundary

0 690

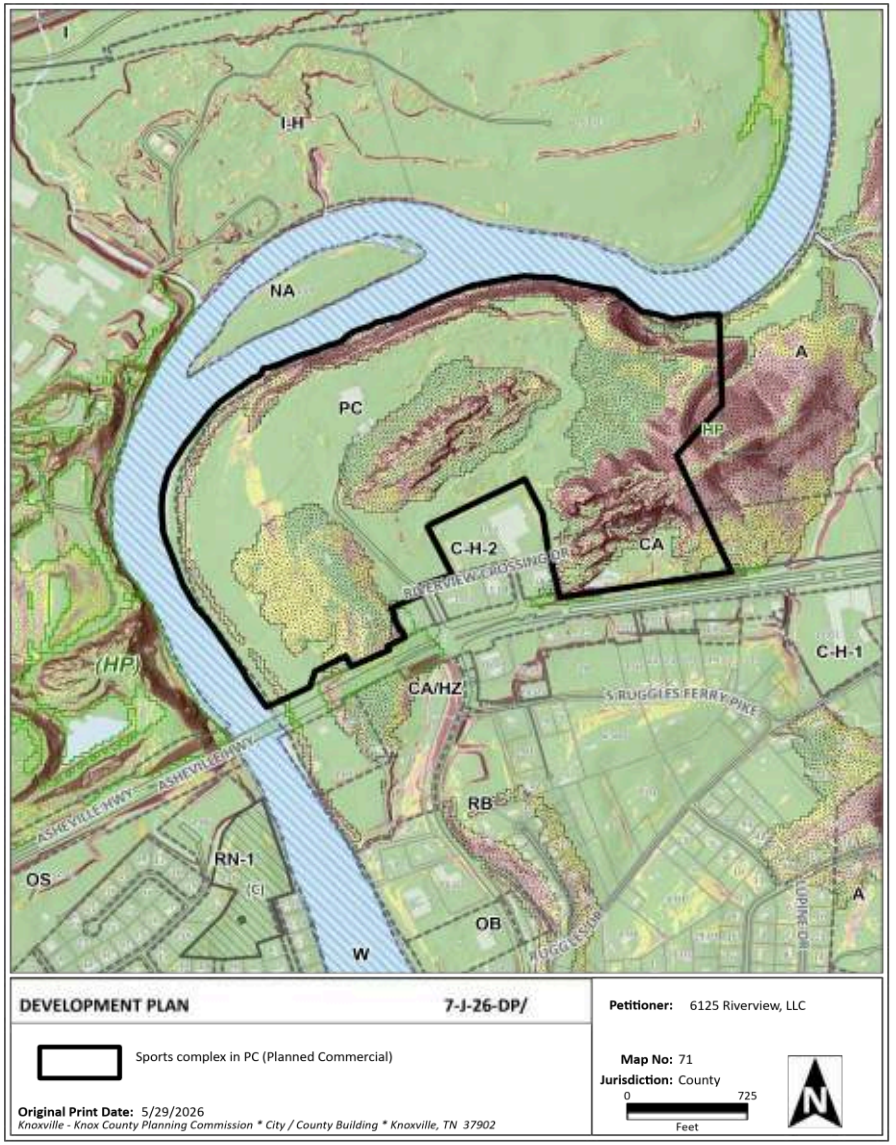
Feet

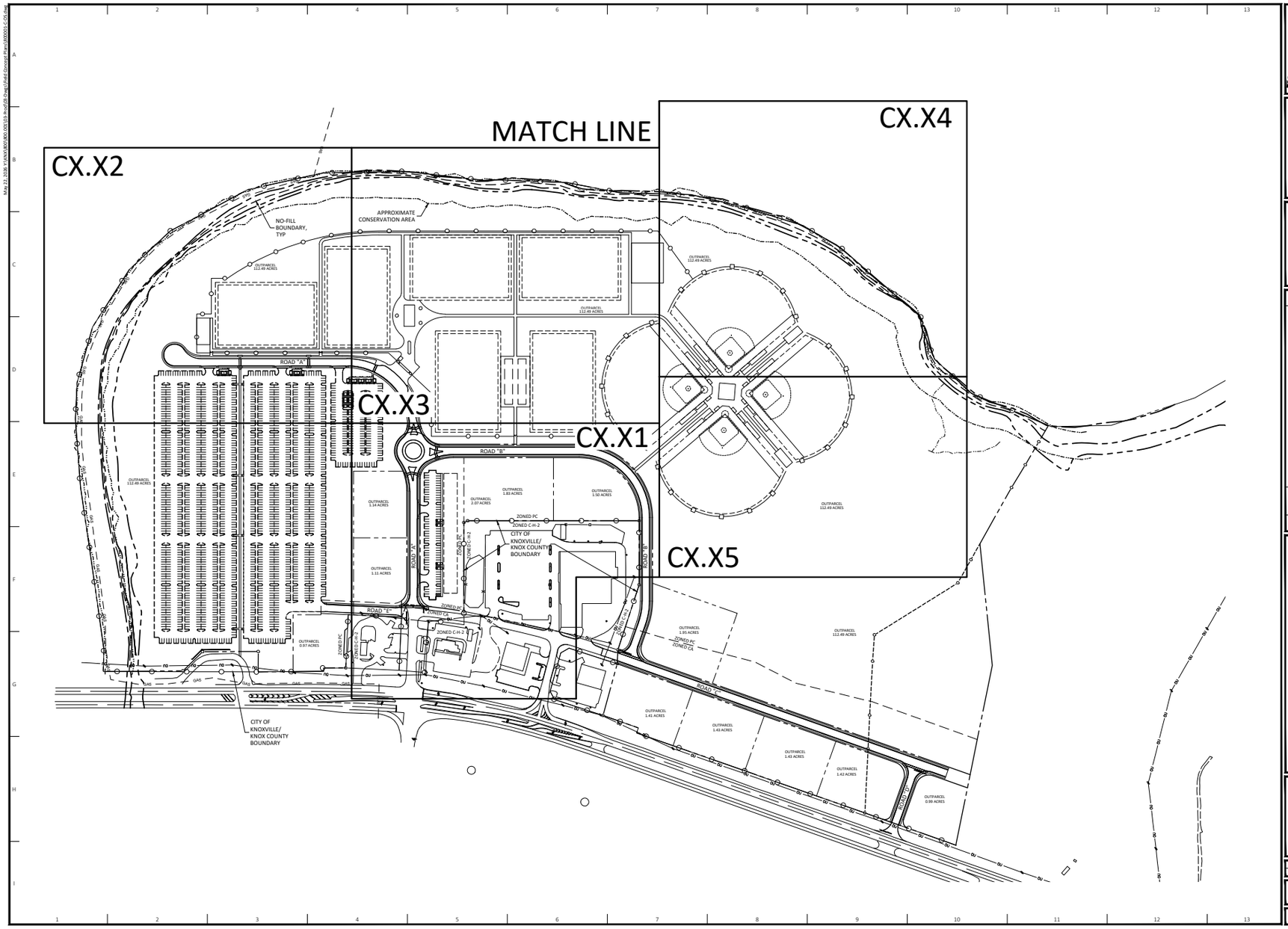
N

Exhibit B. Slope Analysis

Staff - Slope Analysis
Case: 7-J-26-DP

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	**126.83**		
Non-Hillside	56.77	N/A	
0-15% Slope	23.48	100%	23.5
15-25% Slope	17.83	50%	8.9
25-40% Slope	11.03	20%	2.2
Greater than 40% Slope	17.72	10%	1.8
Ridgetops			
Hillside Protection (HP) Area	70.06	Recommended disturbance budget within HP Area (acres)	**36.4**
		Percent of HP Area	**51.9%**





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NO.	DATE	REVISION

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

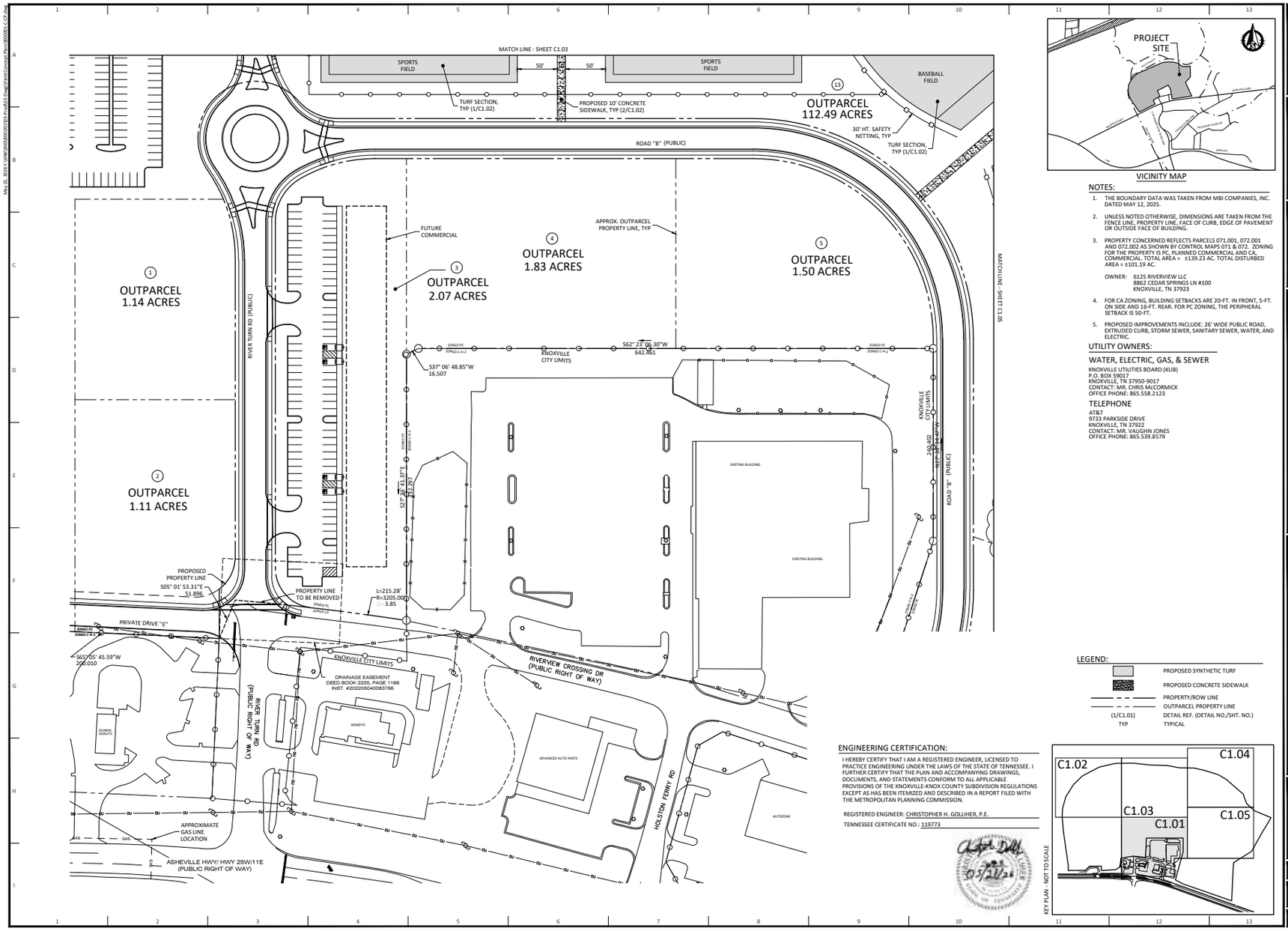
OVERALL PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 300.001
DATE: 05/21/2026

C0.01

CONCEPT PLAN
05/21/26



VICINITY MAP

NOTES:

1. THE BOUNDARY DATA WAS TAKEN FROM MBI COMPANIES, INC. DATED MAY 12, 2025.
2. UNLESS NOTED OTHERWISE, DIMENSIONS ARE TAKEN FROM THE FENCE LINE, PROPERTY LINE, FACE OF CURB, EDGE OF PAVEMENT OR OUTSIDE FACE OF BUILDING.
3. PROPERTY CONCERNED REFLECTS PARCELS 071.001, 072.001 AND 072.002 AS SHOWN BY CONTROL MAPS 071 & 072. ZONING FOR THE PROPERTY IS PC, PLANNED COMMERCIAL AND CA, COMMERCIAL. TOTAL AREA = ±139.23 AC. TOTAL DISTURBED AREA = ±101.19 AC.

   OWNER: 6125 RIVERVIEW LLC
   8862 CEDAR SPRINGS LN #100
   KNOXVILLE, TN 37923
4. FOR CA ZONING, BUILDING SETBACKS ARE 20-FT. IN FRONT, 5-FT. ON SIDE AND 10-FT. REAR. FOR PC ZONING, THE PERIPHERAL SETBACK IS 50-FT.
5. PROPOSED IMPROVEMENTS INCLUDE: 26' WIDE PUBLIC ROAD, EXTRUDED CURB, STORM SEWER, SANITARY SEWER, WATER, AND ELECTRIC.

UTILITY OWNERS:

WATER, ELECTRIC, GAS, & SEWER

KNOXVILLE UTILITIES BOARD (KUB)
P.O. BOX 59017
KNOXVILLE, TN 37950-9017
CONTACT: MR. CHRIS McCORMICK
OFFICE PHONE: 865.558.2123

TELEPHONE

AT&T
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: MR. VAUGHN JONES
OFFICE PHONE: 865.539.8579

LEGEND:

	PROPOSED SYNTHETIC TURF
	PROPOSED CONCRETE SIDEWALK
	PROPERTY/ROW LINE
	OUTPARCEL PROPERTY LINE
(1/C1.01)	DETAIL REF. (DETAIL NO./SHT. NO.)
TYP	TYPICAL

ENGINEERING CERTIFICATION:

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 ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN ITEMIZED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

REGISTERED ENGINEER: CHRISTOPHER H. GOLLIHER, P.E.

TENNESSEE CERTIFICATE NO.: 119773

05/21/26

KEY PLAN - NOT TO SCALE

0 50 100
SCALE: FEET

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MR. BRADLEY PRUITT
PRUITTBRA6@GMAIL.COM
865.603.0987

NO.	DATE	REVISION

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

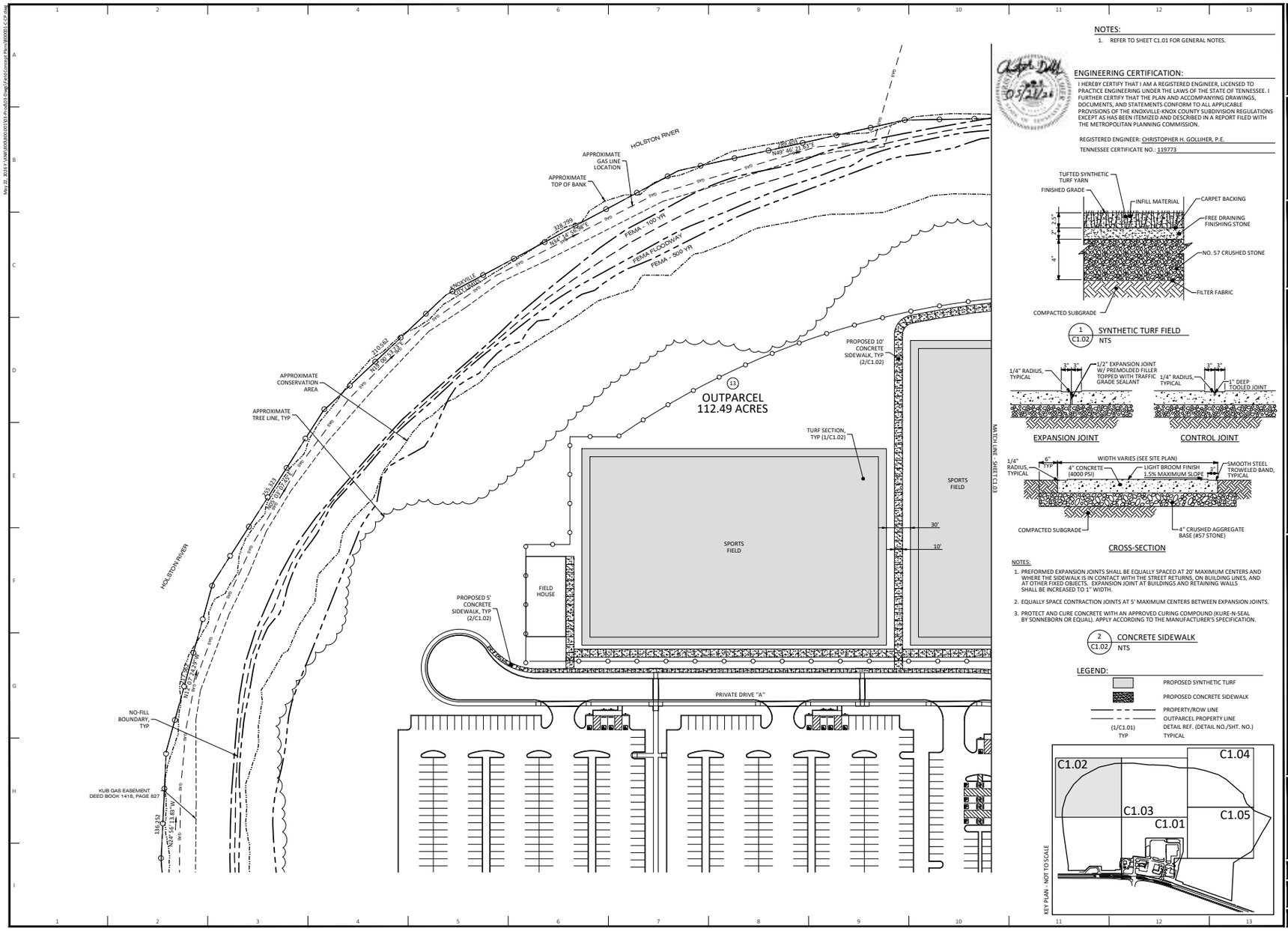
CONCEPT PLAN OF ASHEVILLE HIGHWAY DEVELOPMENT

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 300.001
DATE: 05/21/2026

C1.01

CONCEPT PLAN
05/21/26



NOTES:

1. REFER TO SHEET C1.01 FOR GENERAL NOTES.

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1 C1.02 SYNTHETIC TURF FIELD NTS

EXPANSION JOINT CONTROL JOINT

CROSS-SECTION

NOTES:

1. PREFORMED EXPANSION JOINTS SHALL BE EQUALLY SPACED AT 20' MAXIMUM CENTERS AND WHERE THE SIDEWALK IS IN CONTACT WITH THE STREET RETURNS, ON BUILDING LINES, AND AT OTHER FIXED OBJECTS. EXPANSION JOINT AT BUILDINGS AND RETAINING WALLS SHALL BE INCREASED TO 1" WIDTH.
2. EQUALLY SPACE CONTRACTION JOINTS AT 5' MAXIMUM CENTERS BETWEEN EXPANSION JOINTS.
3. PROTECT AND CURE CONCRETE WITH AN APPROVED CURING COMPOUND (KURE-N-SEAL BY SONNEBORN OR EQUAL). APPLY ACCORDING TO THE MANUFACTURER'S SPECIFICATION.

2 C1.02 CONCRETE SIDEWALK NTS

LEGEND:

- PROPOSED SYNTHETIC TURF
- PROPOSED CONCRETE SIDEWALK
- PROPERTY/ROW LINE
- OUTPARCEL PROPERTY LINE
- (1/C1.01) TYP — DETAIL REF. (DETAIL NO./SHT. NO.) TYPICAL

KEY PLAN - NOT TO SCALE

0 50 100 SCALE: FEET

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ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

CONCEPT PLAN OF ASHEVILLE HIGHWAY DEVELOPMENT

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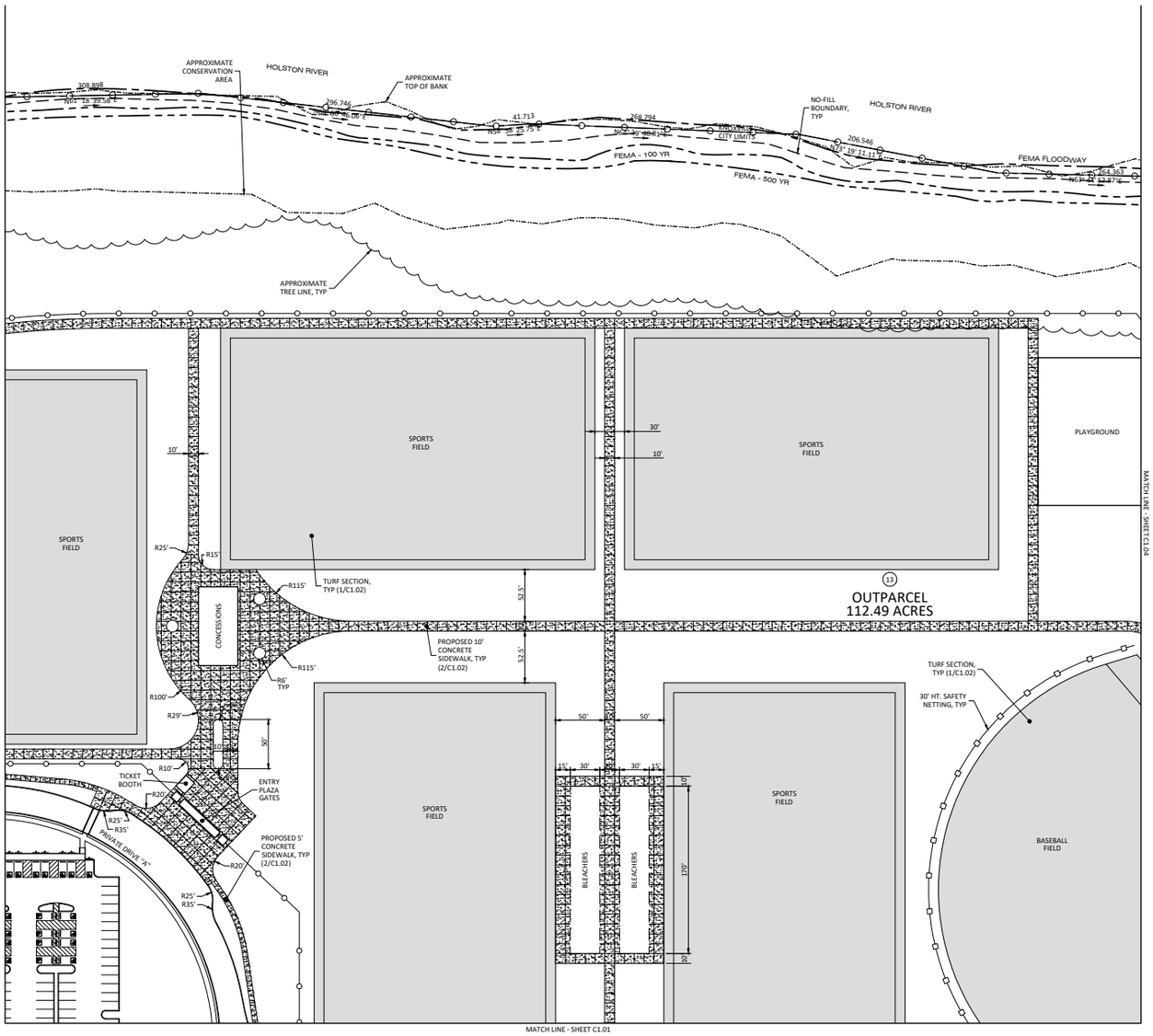
C1.02

CONCEPT PLAN
05/21/26



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TENNESSEE CERTIFICATE NO.: 119773

05/21/26

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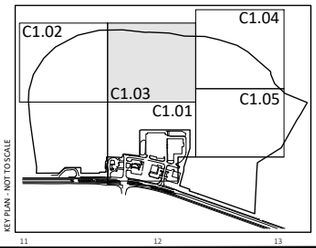

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C1.03

CONCEPT PLAN
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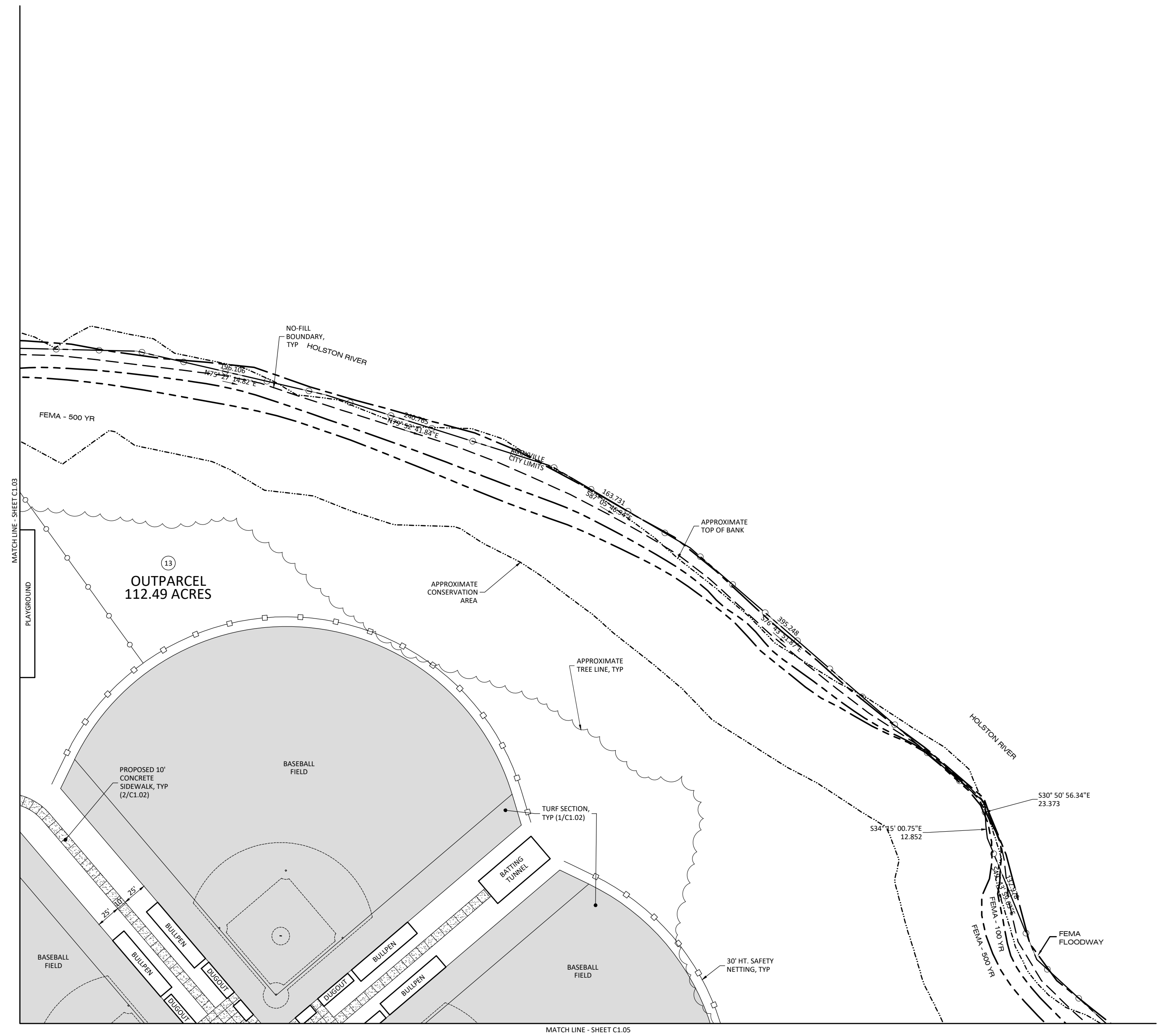

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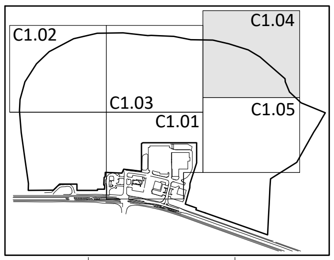

KEY PLAN - NOT TO SCALE

0 50 100
SCALE: FEET

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KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTBR46@GMAIL.COM
865.603.0987

NO.	DATE	REVISION	BY

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

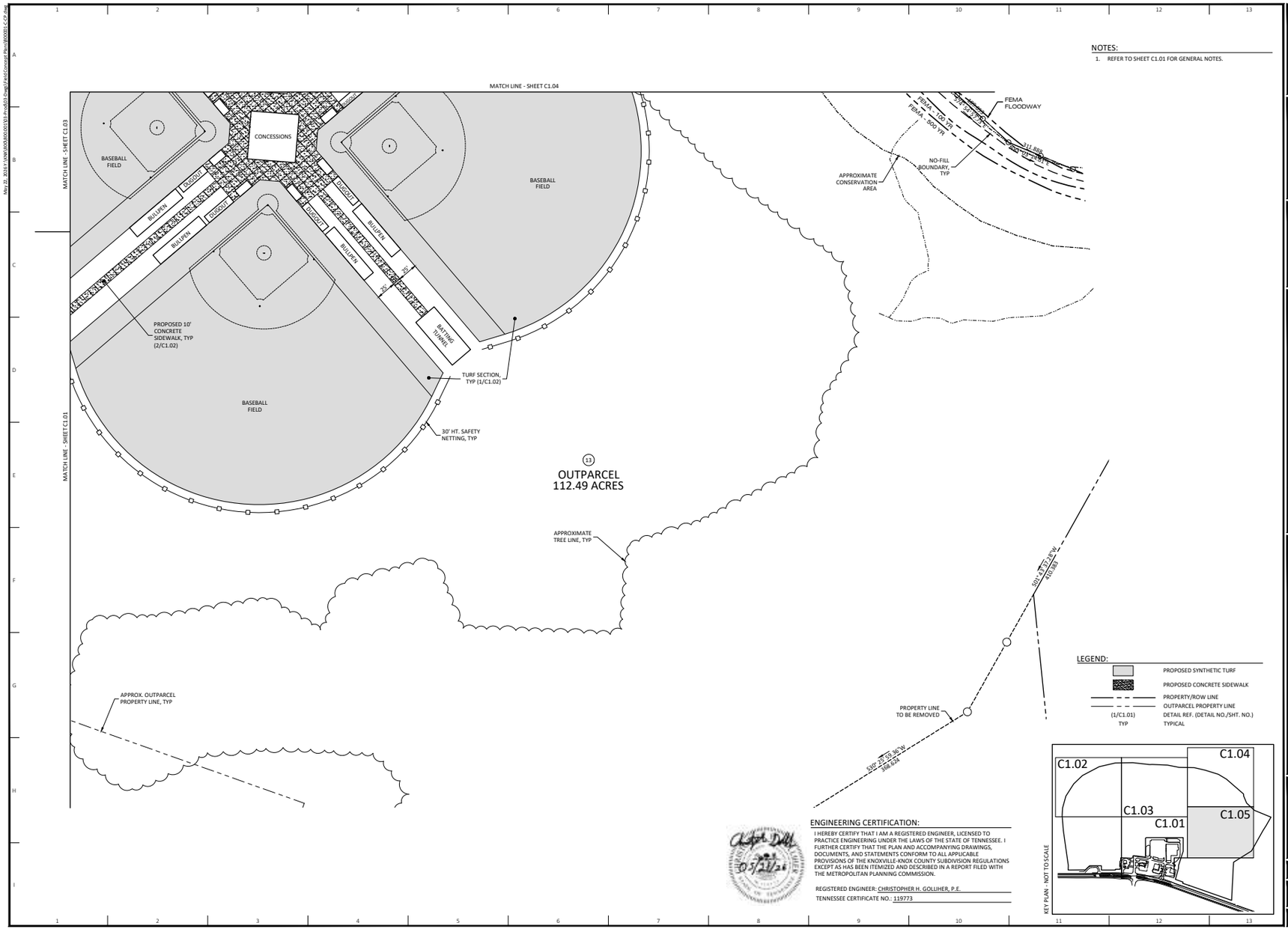
CONCEPT PLAN OF ASHEVILLE HIGHWAY DEVELOPMENT

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO:	800.001
DATE:	05/21/2026

C1.04

CONCEPT PLAN
05/21/26



NOTES:

1. REFER TO SHEET C1.01 FOR GENERAL NOTES.

LEGEND:

	PROPOSED SYNTHETIC TURF
	PROPOSED CONCRETE SIDEWALK
	PROPERTY/ROW LINE
	OUTPARCEL PROPERTY LINE
(1/C1.01)	DETAIL REF. (DETAIL NO./SHT. NO.)
TYP	TYPICAL

ENGINEERING CERTIFICATION:

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 ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN ITEMIZED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

REGISTERED ENGINEER: CHRISTOPHER H. GOLLIHER, P.E.

TENNESSEE CERTIFICATE NO.: 119773

KEY PLAN - NOT TO SCALE

0 50 100
SCALE: FEET

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2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
Phone: (865) 690-6419
www.Ardurra.com

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6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

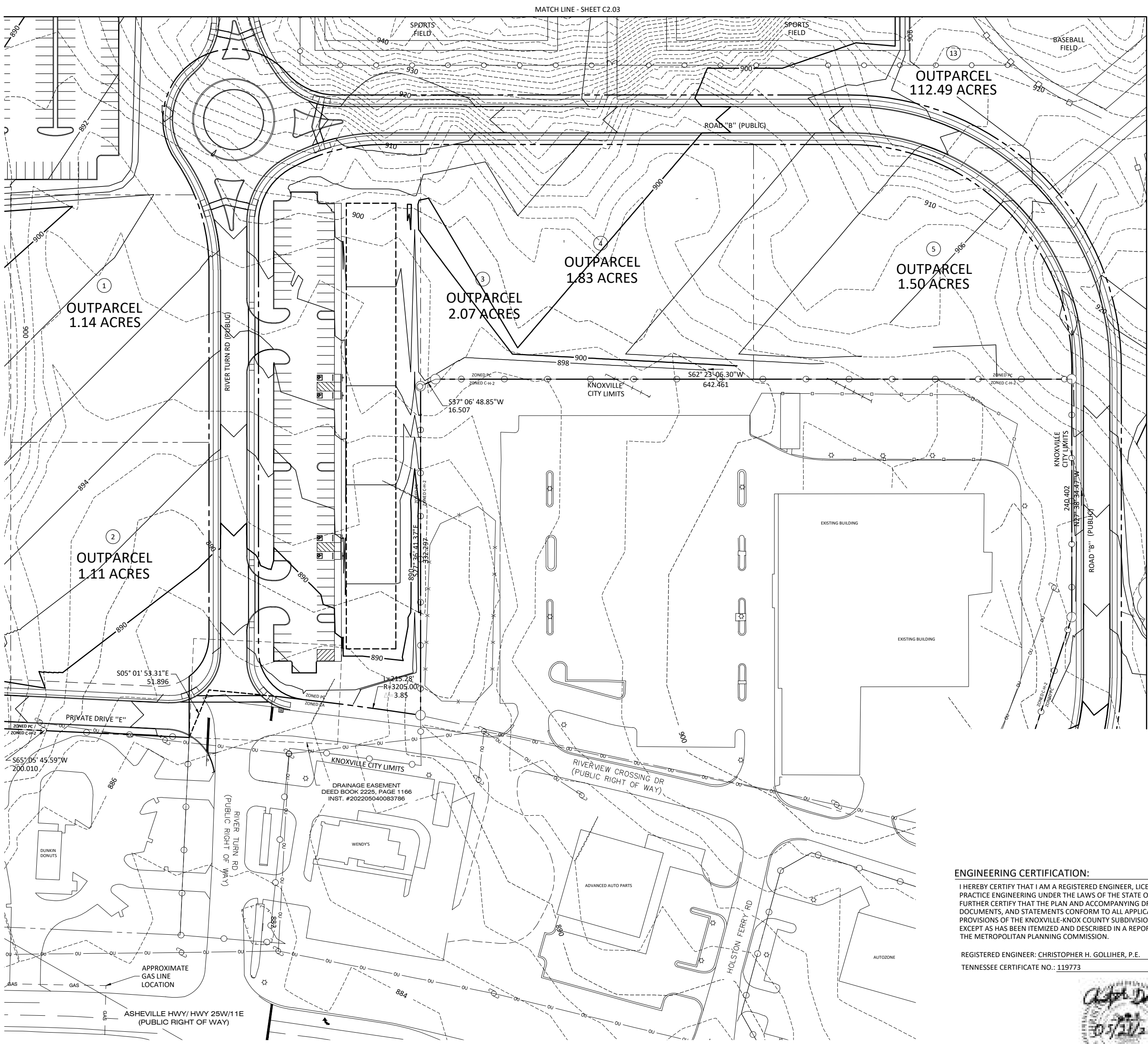
CONCEPT PLAN OF ASHEVILLE HIGHWAY DEVELOPMENT

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE: 05/21/2026

C1.05

CONCEPT PLAN
05/21/26



LEGEND:

— — —	PROPERTY/ROW LINE
890 ——	PROPOSED CONTOUR
890 - - -	EXISTING CONTOUR

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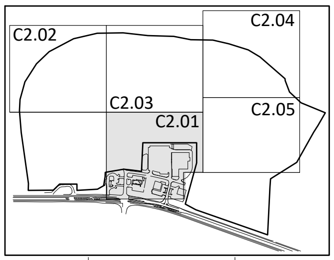

KEY PLAN - NOT TO SCALE

SCALE: FEET

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NO.	DATE	REVISION	BY

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

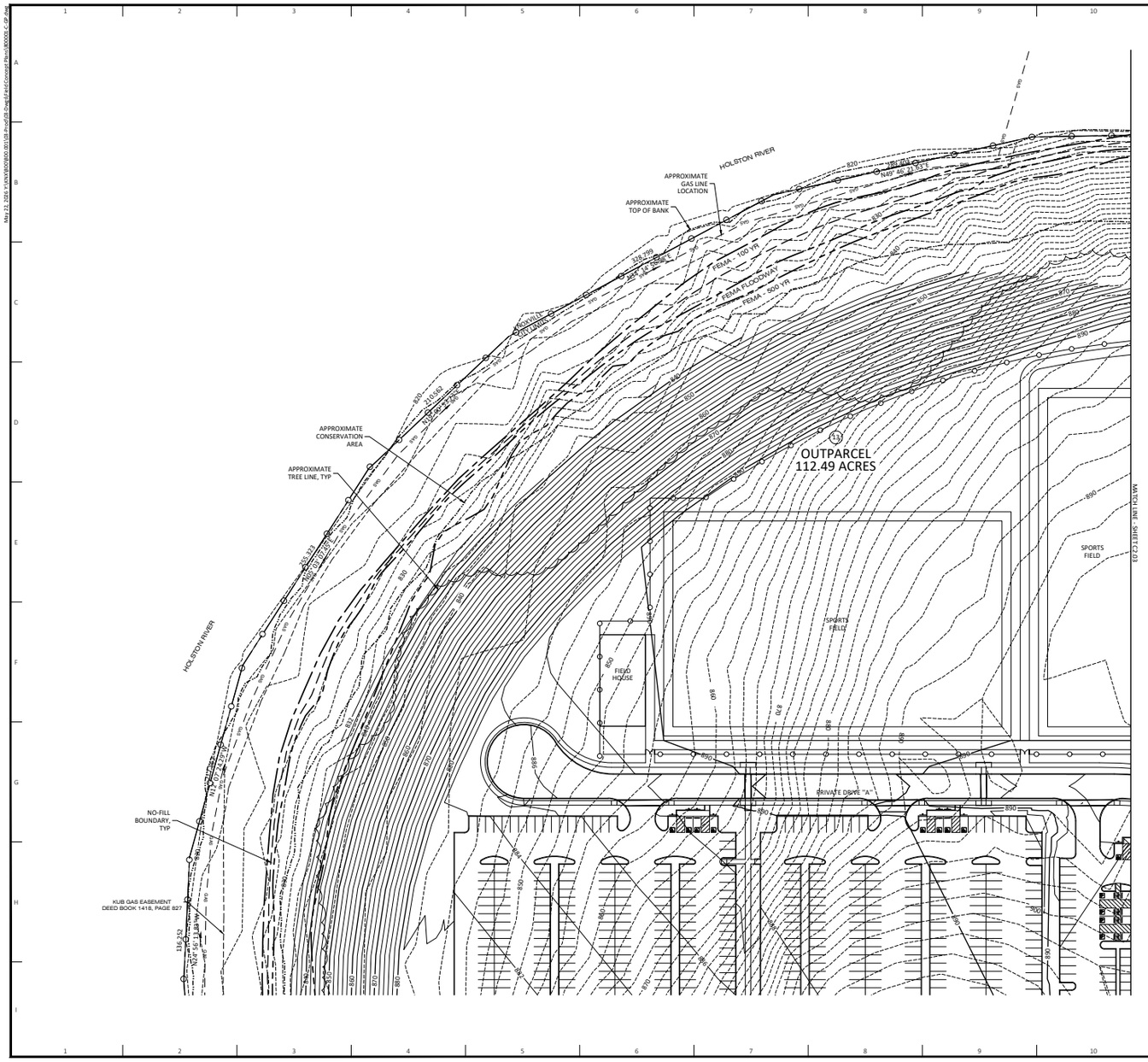
GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE: 05/21/2026

C2.01

CONCEPT PLAN
05/21/26



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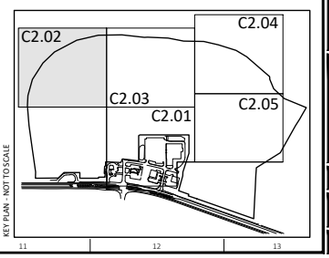
REGISTERED ENGINEER: CHRISTOPHER H. GOLLIHER, P.E.

TENNESSEE CERTIFICATE NO.: 119773

05/21/26

LEGEND:

PROPERTY/ROW LINE
890 PROPOSED CONTOUR
890 EXISTING CONTOUR



KEY PLAN - NOT TO SCALE

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SCALE: FEET

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NO.	DATE	REVISION

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

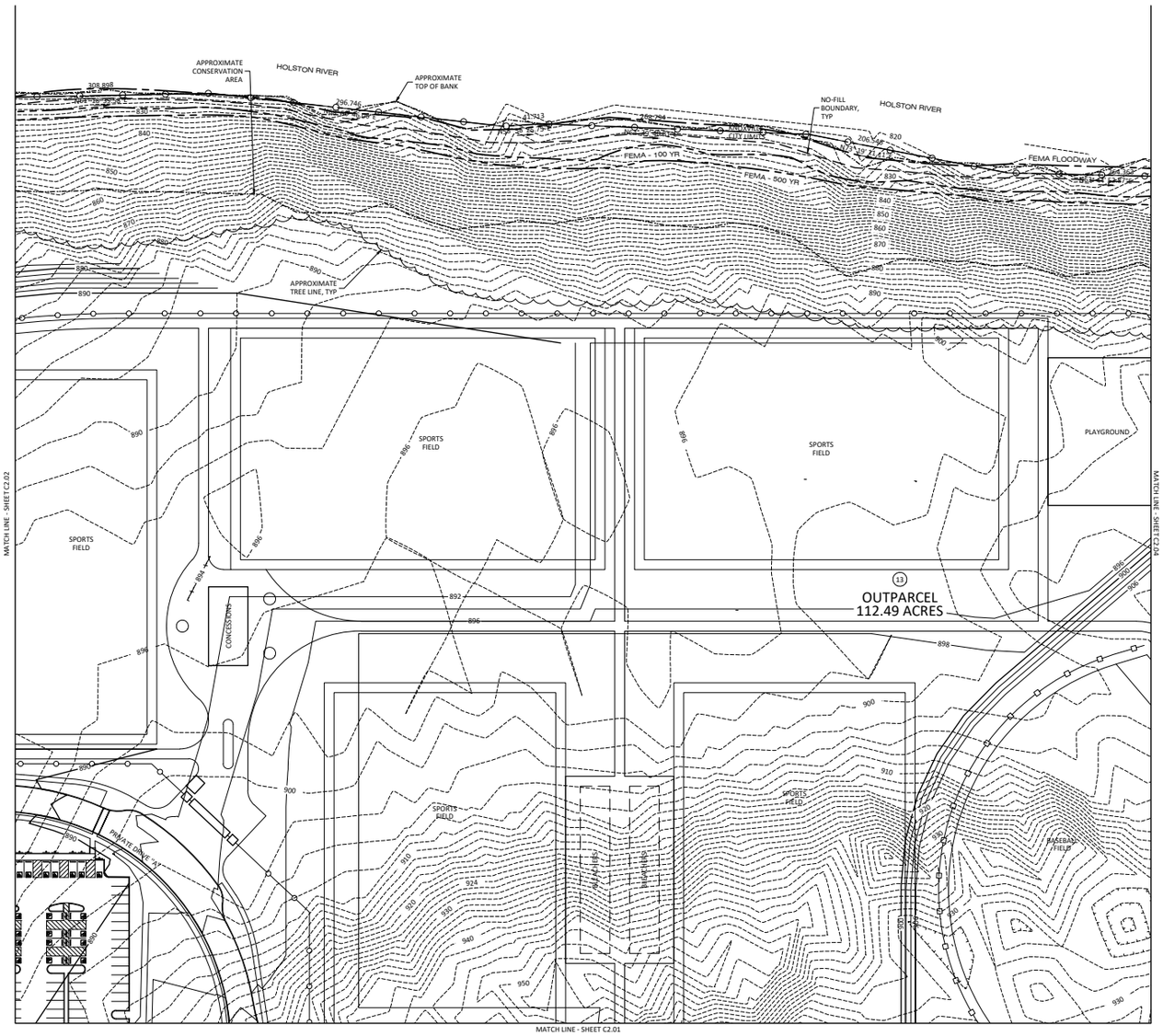
GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 820.001
DATE: 05/21/2026

C2.02

CONCEPT PLAN
05/21/26



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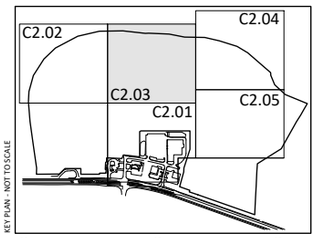
REGISTERED ENGINEER: CHRISTOPHER H. GOLLIHER, P.E.

TENNESSEE CERTIFICATE NO.: 119773

05/21/26

LEGEND:

PROPERTY/ROW LINE
890 PROPOSED CONTOUR
890 EXISTING CONTOUR



KEY PLAN - NOT TO SCALE

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SCALE: FEET

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NO.	DATE	REVISION

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

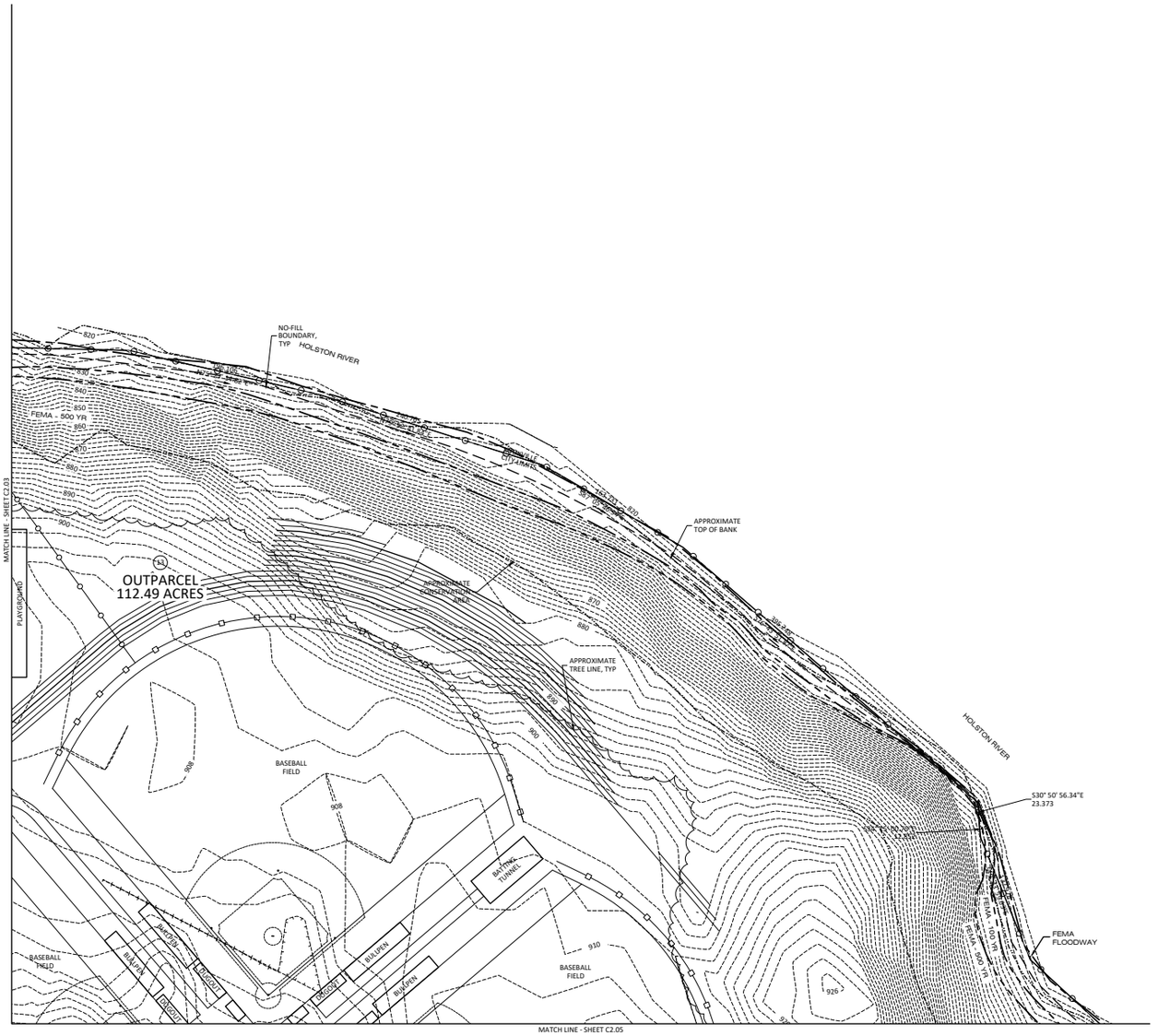
GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 820.001
DATE: 05/21/2026

C2.03

CONCEPT PLAN
05/21/26



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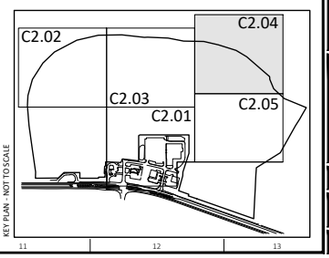
TENNESSEE CERTIFICATE NO.: 119773

05/21/26

LEGEND:

PROPERTY/ROW LINE
890 PROPOSED CONTOUR
890 EXISTING CONTOUR



KEY PLAN - NOT TO SCALE

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SCALE: FEET

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NO.	DATE	REVISION

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

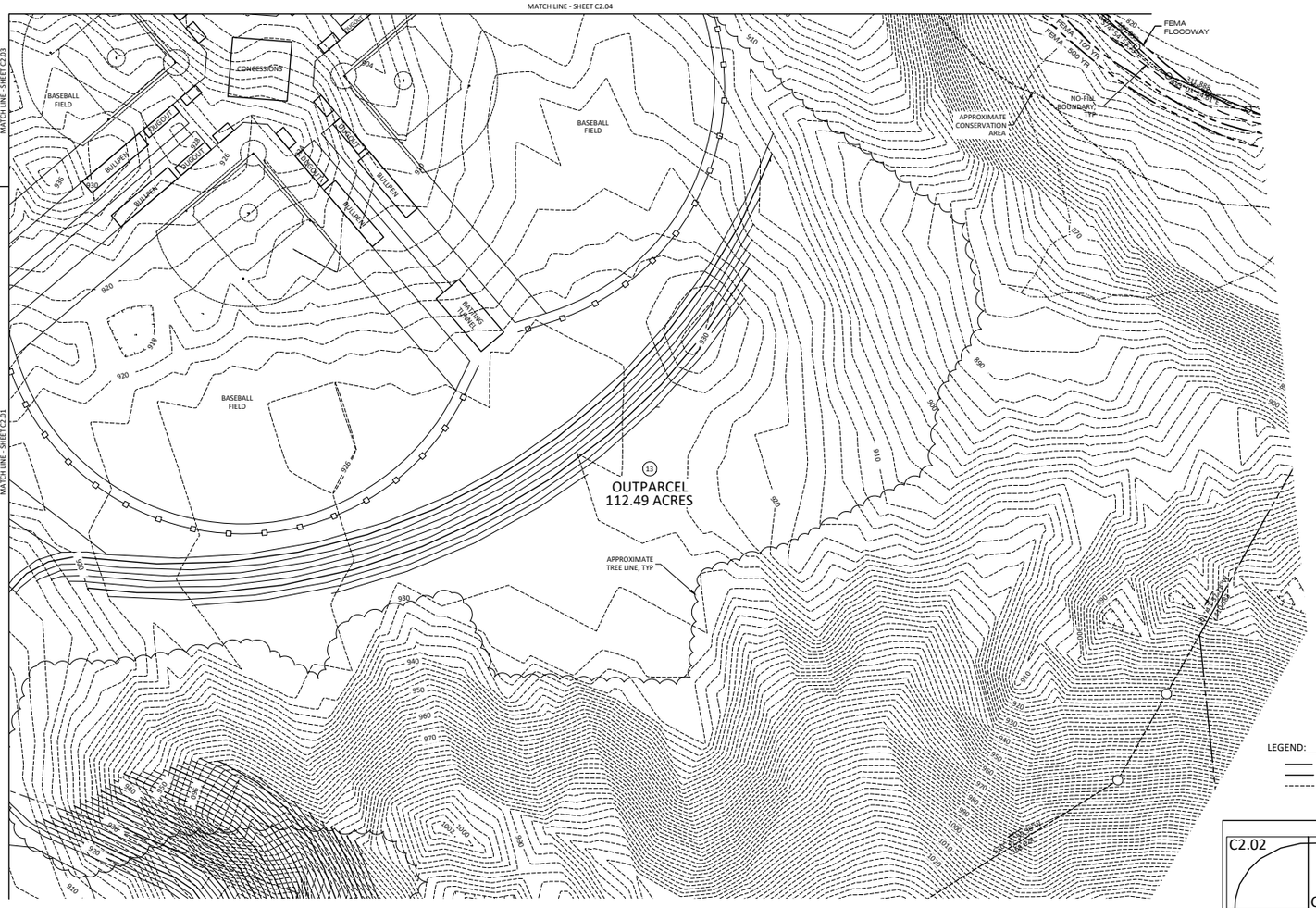
GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 320.001
DATE: 05/21/2026

C2.04

CONCEPT PLAN
05/21/26



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05/21/26

SCALE: FEET

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NO.	DATE	REVISION

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

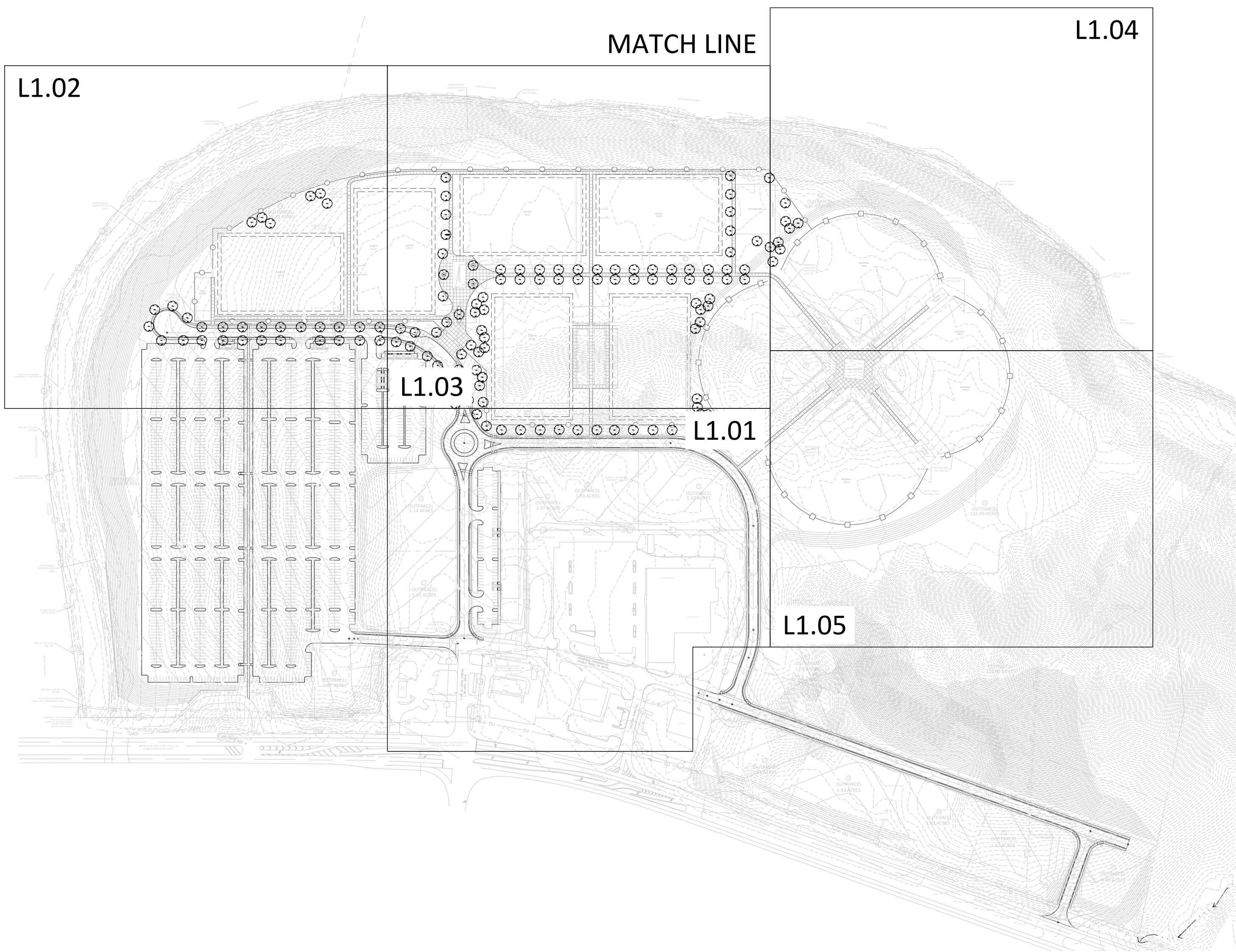
GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 300.001
DATE: 05/21/2026

C2.05

CONCEPT PLAN
05/21/26



PLANTING LEGEND

- - -	LIMIT OF WORK
(tree symbol)	DECIDUOUS / SHADE TREE
(hatch)	GROUNDCOVER
(hatch)	MULCH
(hatch)	LAWN SEED
XXX XXX	PLANT SPECIES CALLOUT & QUANTITY

NOTES:

1. ALL DISTURBED AREAS WITHIN THE LIMIT OF WORK TO RECEIVE LAWN SEED UNLESS OTHERWISE INDICATED ON PLANS.
2. ALL TREES TO BE 2" MIN. CALIPER DECIDUOUS SHADE TREE.

PLANTING NOTES:

1. ALL NEW PLANT MATERIAL SHALL CONFORM TO THE MINIMUM GUIDELINES ESTABLISHED WITHIN THE AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, ANSI Z-60.1.
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10. PREPARE ALL PLANT BEDS WITH PLANTING SOIL TO A MINIMUM DEPTH OF 24" OR MATCHING THE DEPTH OF SHRUB ROOT BALLS, WHICHEVER IS GREATER. PLANTING SOIL SHALL BE CONTINUOUS THROUGHOUT ENTIRE PLANT BED.

0 80 160
SCALE: FEET

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BDUKE@CLARIONREI.COM
716.880.4254

NO.	DATE	REVISION	BY	CLB

ASHEVILLE HIGHWAY DEVELOPMENT PARKING
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

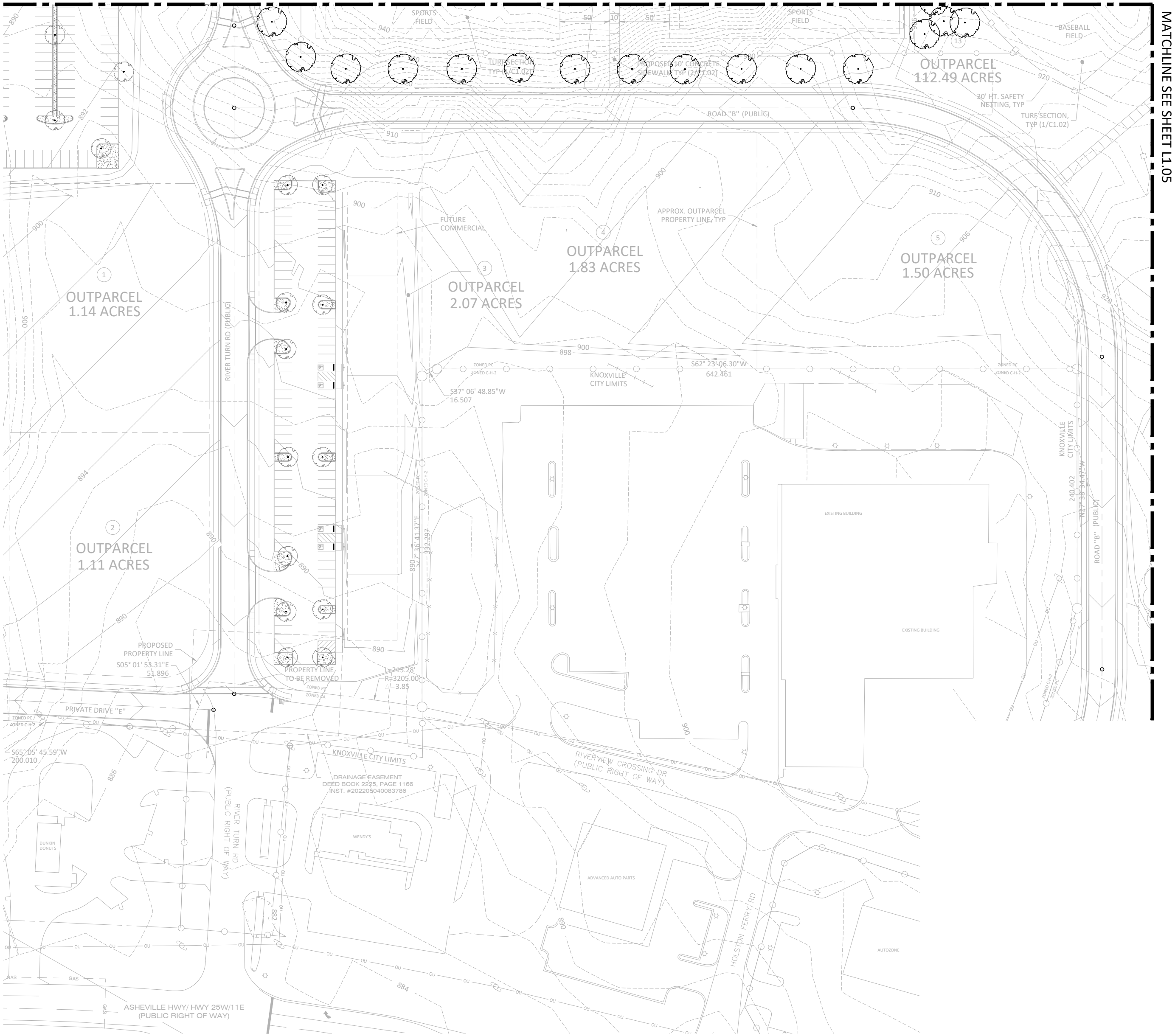
OVERALL PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE:

CONCEPT PLAN

MATCHLINE SEE SHEET L1.03



PLANTING LEGEND

	LIMIT OF WORK
	DECIDUOUS / SHADE TREE
	GROUNDCOVER
	MULCH
	LAWN SEED
XXX XXX	PLANT SPECIES CALLOUT & QUANTITY

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KEY PLAN - NOT TO SCALE

0 80 160
SCALE: FEET

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NO.	DATE	REVISION	BY	CLB
A	02/17/26	REVISED PER MPC COMMENTS		

ASHEVILLE HIGHWAY DEVELOPMENT PARKING
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

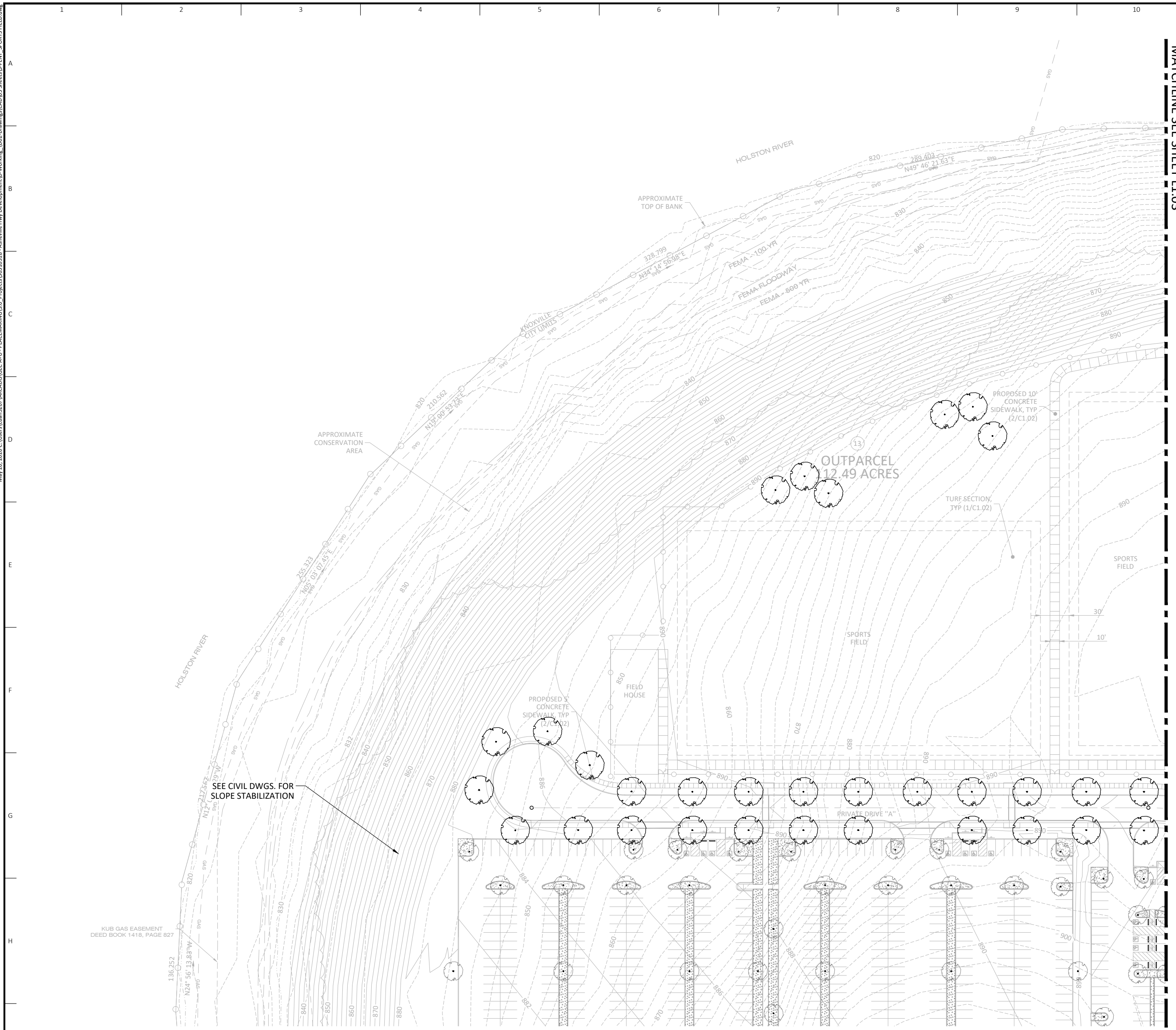
PLANTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE:

L1.01

CONCEPT PLAN



PLANTING LEGEND

	LIMIT OF WORK	
	DECIDUOUS / SHADE TREE	
	GROUNDCOVER	
	MULCH	
	LAWN SEED	
XXX XXX	PLANT SPECIES CALLOUT & QUANTITY	

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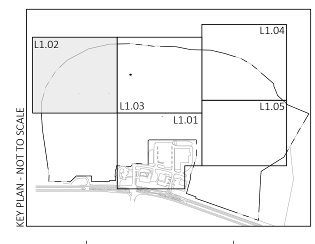

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A	02/17/26	REVISED PER MPC COMMENTS	CLB

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6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

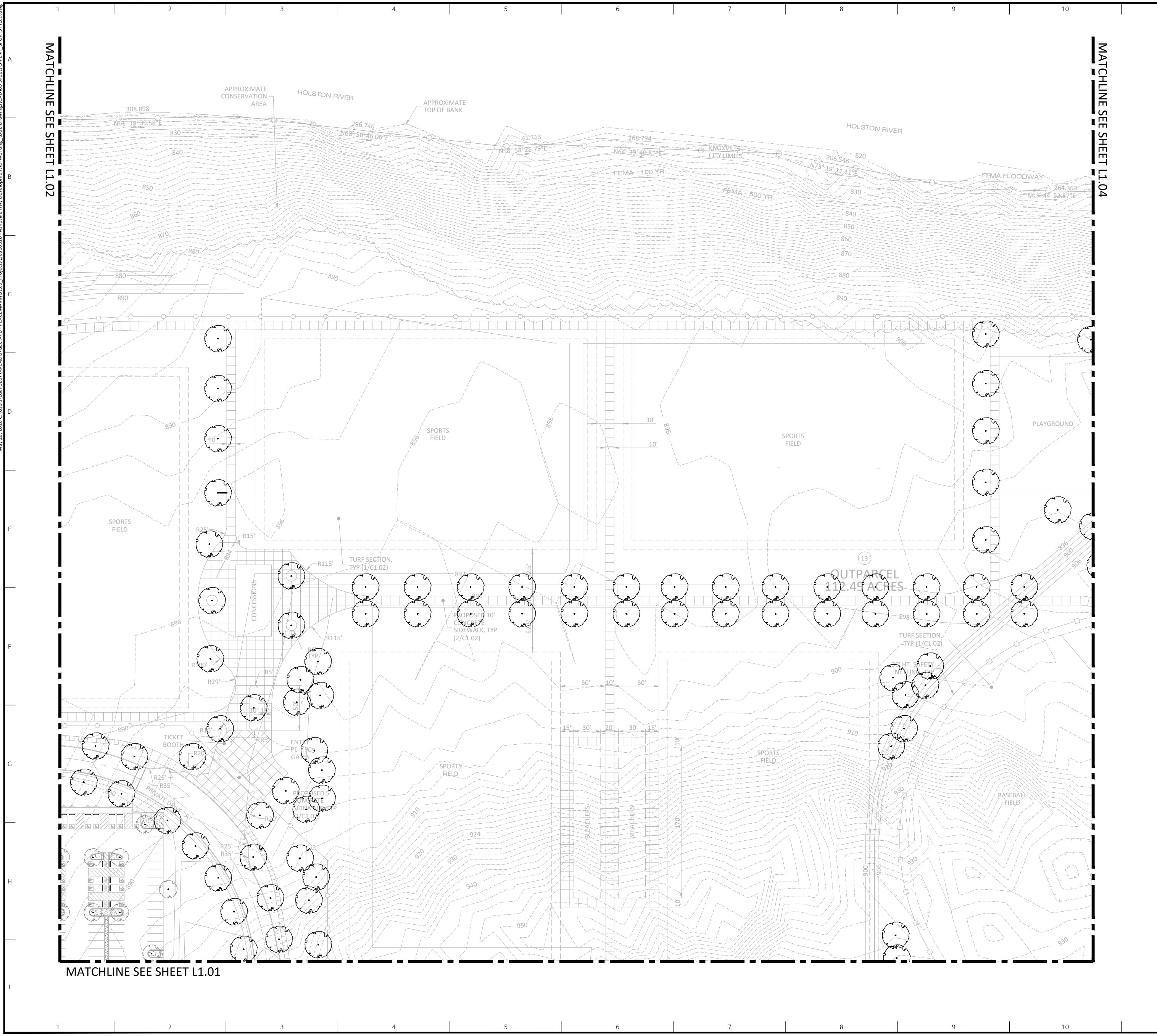
PLANTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE:

L1.02

CONCEPT PLAN



PLANTING LEGEND

(line symbol)	LIMIT OF WORK
(tree symbol)	DECIDUOUS / SHADE TREE
(hatch)	GROUNDCOVER
(hatch)	MULCH
(hatch)	LAWN SEED
XXX XXX	PLANT SPECIES CALLOUT & QUANTITY

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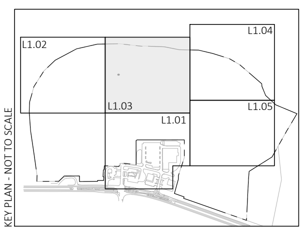
10. PREPARE ALL PLANT BEDS WITH PLANTING SOIL TO A MINIMUM DEPTH OF 24" OR MATCHING THE DEPTH OF SHRUB ROOT BALLS, WHICHEVER IS GREATER. PLANTING SOIL SHALL BE CONTINUOUS THROUGHOUT ENTIRE PLANT BED.



KEY PLAN - NOT TO SCALE

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SCALE: FEET

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MR. BOB DUKE
BDUKE@CLARIONREI.COM
716.880.4254

NO.	DATE	REVISION	BY	CLB
A	02/17/26	REVISED PER MPC COMMENTS		

ASHEVILLE HIGHWAY DEVELOPMENT PARKING
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

PLANTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE:

L1.03

CONCEPT PLAN

PLANTING LEGEND

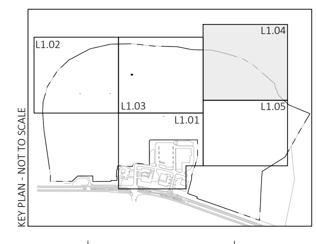
— — —	LIMIT OF WORK
(symbol)	DECIDUOUS / SHADE TREE
(symbol)	GROUNDCOVER
(symbol)	MULCH
(symbol)	LAWN SEED
XXX XXX	PLANT SPECIES CALLOUT & QUANTITY

NOTES:

1. ALL DISTURBED AREAS WITHIN THE LIMIT OF WORK TO RECEIVE LAWN SEED UNLESS OTHERWISE INDICATED ON PLANS.
2. ALL TREES TO BE 2" MIN. CALIPER DECIDUOUS SHADE TREE.

PLANTING NOTES:

1. ALL NEW PLANT MATERIAL SHALL CONFORM TO THE MINIMUM GUIDELINES ESTABLISHED WITHIN THE AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, ANSI Z-60.1.
2. ALL NEW PLANTS SHALL BE CONTAINER GROWN UNLESS OTHERWISE NOTED ON THE PLANT LIST.
3. ALL NEW PLANTS SHALL BE TAGGED AND APPROVED BY THE OWNER'S REPRESENTATIVE AT THE NURSERY PRIOR TO DIGGING OR DELIVERY TO THE SITE.
4. THE GENERAL CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING UTILITY LINES PRIOR TO PLANTING AND REPORT ANY CONFLICTS TO THE OWNER'S REPRESENTATIVE.
5. STAKE LOCATION OF ALL PROPOSED PLANTING FOR APPROVAL BY THE OWNER'S REPRESENTATIVE PRIOR TO THE COMMENCEMENT OF PLANTING.
6. ALL EXISTING TREES TO REMAIN SHALL BE PROPERLY PROTECTED, PRUNED AND FERTILIZED PER THE SPECIFICATIONS.
7. ALL LAWN AREAS DISTURBED BY CONSTRUCTION OPERATIONS INSIDE AND OUTSIDE THE LIMIT OF WORK SHALL RECEIVE FOUR INCHES (4") TOPSOIL AND SEED AS SPECIFIED
8. ALL PLANT BEDS ARE TO RECEIVE THREE INCHES (3") OF SHREDDED BARK MULCH AS SPECIFIED.
9. ANY PROPOSED SUBSTITUTIONS OF PLANT SPECIES SHALL BE MADE WITH PLANTS OF EQUIVALENT OVERALL FORM, HEIGHT, AND BRANCHING HABIT ONLY AS APPROVED BY OWNER'S REPRESENTATIVE.
10. PREPARE ALL PLANT BEDS WITH PLANTING SOIL TO A MINIMUM DEPTH OF 24" OR MATCHING THE DEPTH OF SHRUB ROOT BALLS, WHICHEVER IS GREATER. PLANTING SOIL SHALL BE CONTINUOUS THROUGHOUT ENTIRE PLANT BED.



0 80 160
SCALE: FEET

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NO.	DATE	REVISION	BY
A	02/17/26	REVISED PER MPC COMMENTS	CLB

ASHEVILLE HIGHWAY DEVELOPMENT PARKING
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

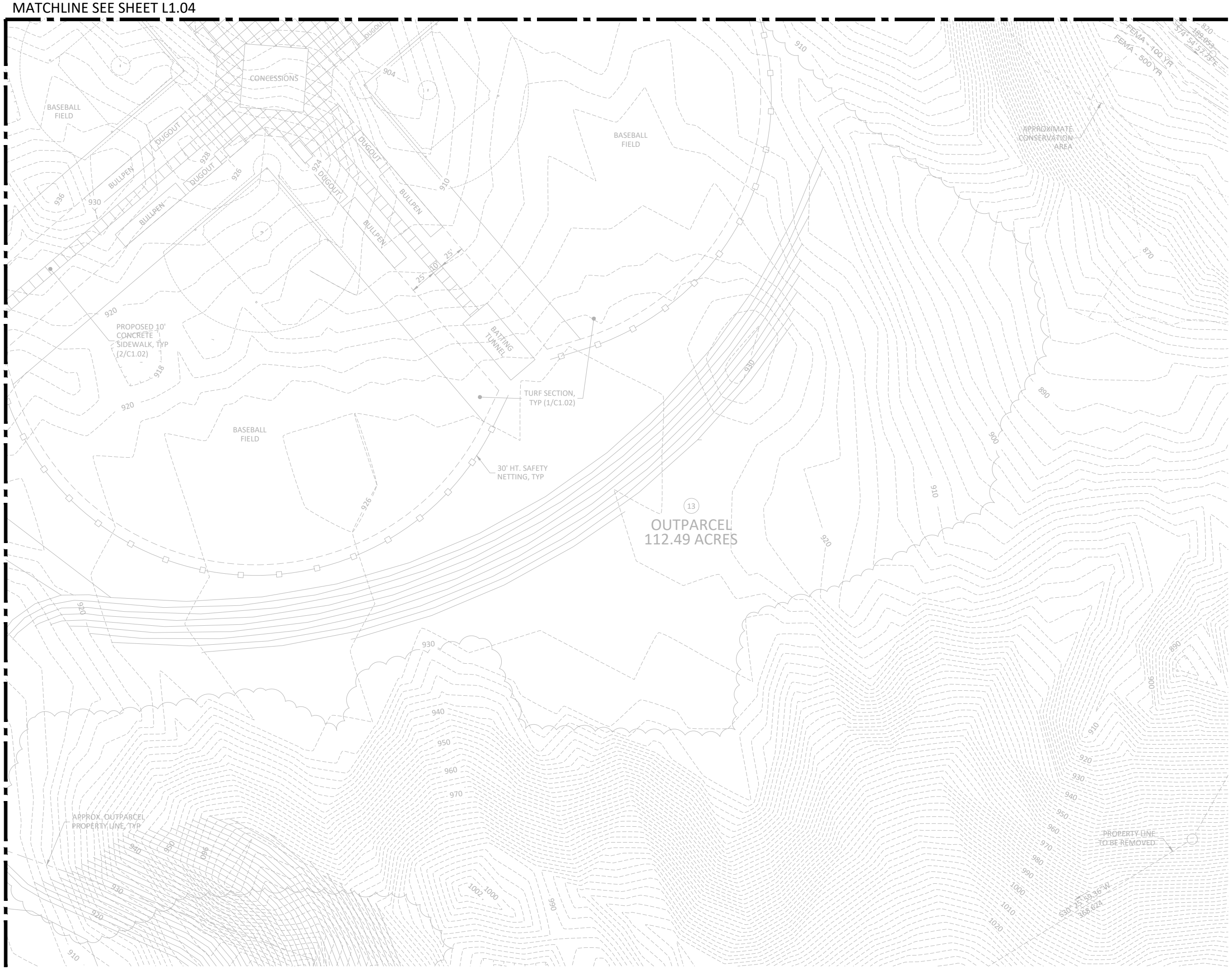
PLANTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE:

L1.04

CONCEPT PLAN



PLANTING LEGEND

Symbol	Description
— — —	LIMIT OF WORK
(tree symbol)	DECIDUOUS / SHADE TREE
(hatch)	GROUNDCOVER
(hatch)	MULCH
(hatch)	LAWN SEED
XXX XXX	PLANT SPECIES CALLOUT & QUANTITY

NOTES:
1. ALL DISTURBED AREAS WITHIN THE LIMIT OF WORK TO RECEIVE LAWN SEED UNLESS OTHERWISE INDICATED ON PLANS.
2. ALL TREES TO BE 2" MIN. CALIPER DECIDUOUS SHADE TREE.

PLANTING NOTES:

1. ALL NEW PLANT MATERIAL SHALL CONFORM TO THE MINIMUM GUIDELINES ESTABLISHED WITHIN THE AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, ANSI Z-60.1.
2. ALL NEW PLANTS SHALL BE CONTAINER GROWN UNLESS OTHERWISE NOTED ON THE PLANT LIST.
3. ALL NEW PLANTS SHALL BE TAGGED AND APPROVED BY THE OWNER'S REPRESENTATIVE AT THE NURSERY PRIOR TO DIGGING OR DELIVERY TO THE SITE.
4. THE GENERAL CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING UTILITY LINES PRIOR TO PLANTING AND REPORT ANY CONFLICTS TO THE OWNER'S REPRESENTATIVE.
5. STAKE LOCATION OF ALL PROPOSED PLANTING FOR APPROVAL BY THE OWNER'S REPRESENTATIVE PRIOR TO THE COMMENCEMENT OF PLANTING.
6. ALL EXISTING TREES TO REMAIN SHALL BE PROPERLY PROTECTED, PRUNED AND FERTILIZED PER THE SPECIFICATIONS.
7. ALL LAWN AREAS DISTURBED BY CONSTRUCTION OPERATIONS INSIDE AND OUTSIDE THE LIMIT OF WORK SHALL RECEIVE FOUR INCHES (4") TOPSOIL AND SEED AS SPECIFIED
8. ALL PLANT BEDS ARE TO RECEIVE THREE INCHES (3") OF SHREDDED BARK MULCH AS SPECIFIED.
9. ANY PROPOSED SUBSTITUTIONS OF PLANT SPECIES SHALL BE MADE WITH PLANTS OF EQUIVALENT OVERALL FORM, HEIGHT, AND BRANCHING HABIT ONLY AS APPROVED BY OWNER'S REPRESENTATIVE.
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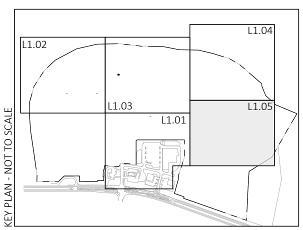

SCALE: FEET (0, 80, 160)

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NO.	DATE	REVISION	BY	CLB
A	02/17/26	REVISED PER MPC COMMENTS		

ASHEVILLE HIGHWAY DEVELOPMENT PARKING
6125 RIVERVIEW CROSSING DR KNOXVILLE, TN 37924

PLANTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE:

L1.05

CONCEPT PLAN

1 MAIN ENTRY GATE
SCALE: NOT TO SCALE

2 MAIN ENTRY GATE
SCALE: NOT TO SCALE

3 FIELD HOUSE
SCALE: NOT TO SCALE

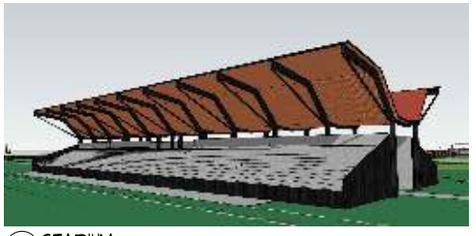
4 FIELD HOUSE
SCALE: NOT TO SCALE

5 BASEBALL FIELD & STANDS
SCALE: NOT TO SCALE

6 BASEBALL CONCESSION STAND
SCALE: NOT TO SCALE

7 CONCESSION STAND
SCALE: NOT TO SCALE

8 STADIUM
SCALE: NOT TO SCALE



9 STADIUM
SCALE: NOT TO SCALE

D&E DOLLAR & ELMERS

A Conceptual Design for:

ASHEVILLE HIGHWAY DEVELOPMENT FIELDS

6125 REVERVIEW CROSSING ROAD, KNOXVILLE, TENNESSEE 37924

ISSUE DATE: MAY 26, 2026

SHEET NUMBER:

D1

EXHIBIT C

ASHEVILLE HIGHWAY PROPERTY

Transportation Impact Analysis

Asheville Highway

Knoxville, TN

A Transportation Impact Analysis for the Asheville Highway Property Mixed-Use Development

Submitted to

Knoxville-Knox County Planning

Updated April 28, 2025
January 27, 2025
Ardurra Project No. 377.030

Submitted By:

ARDURRA

10-SC-25-C / 10-H-25-DP

Original submittal:
3-I-25-DP
TIS Version 3
4/28/2025

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The MUTCD states that "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal."

The traffic signal warrant worksheet is included in Attachment 12.

9 Conclusions and Recommendations

9.1 Asheville Highway at I-40 Eastbound Ramp

The existing, background and full buildout conditions at the signalized intersection of Asheville Highway at I-40 Eastbound Ramp were analyzed using the Synchro 11 software. The existing intersection of Asheville Highway at I-40 Eastbound Ramp is a signalized three-way intersection.

The existing and background traffic conditions for the signalized intersection of Asheville Highway at I-40 Eastbound Ramp operate at an overall LOS C during the AM and PM peak hours.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the traffic conditions for the intersection of Asheville Highway at I-40 Eastbound Ramp operate at an overall LOS C during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assumes a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The existing westbound left turn lane at the signalized intersection of Asheville Highway at I-40 Eastbound Ramp has an available storage length of 75 feet. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the westbound left turn lane (Asheville Highway) of 11 feet (one vehicle) during the AM peak hour and 19 feet (one vehicle) during the PM peak hour.

The existing southbound left/thru lanes at the signalized intersection of Asheville Highway at I-40 Eastbound Ramp have an available storage length of 800 feet with an additional 1,275 feet of storage as a part of the Interstate 40 exit only lane. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the southbound left/thru lanes (I-40 Eastbound Ramp) of 309 feet (13 vehicles) during the AM peak hour and 733 feet (30 vehicles) during the PM peak hour; therefore, the queue will remain within the interstate ramp and the queue is not expected to impede flow on Interstate 40.

The result of the queue analysis is that the existing storage lengths at the intersection of Asheville Highway at I-40 Eastbound Ramp are adequate, and no additional improvements are necessary in order to accommodate the Asheville Highway Property Mixed-Use Development.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Tennessee Department of Transportation and the City of Knoxville Department of Engineering.

9.2 Asheville Highway at I-40 Westbound Ramp

The existing, background and full buildout conditions at the unsignalized intersection of Asheville Highway at I-40 Westbound Ramp were analyzed using the Synchro 11 software. Asheville Highway at I-40 Westbound Ramp is a signalized three-way intersection.

The existing traffic conditions for the signalized intersection of Asheville Highway at I-40 Westbound Ramp operate at an overall LOS C during the AM peak hour and a LOS A during the PM peak hour.

The background traffic conditions for the signalized intersection of Asheville Highway at I-40 Westbound Ramp operate at an overall LOS D during the AM peak hour and a LOS B during the PM peak hour.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the traffic conditions for the intersection of Asheville Highway at I-40 Westbound Ramp operate at an overall LOS B during the both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assume a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The existing eastbound left turn lane at the intersection of Asheville Highway at I-40 Westbound Ramp has an available storage length of 55 feet. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the eastbound left turn lane (Asheville Highway) of 117 feet (5 vehicles) during the AM peak hour and 16 feet (one vehicle) during the PM peak hour. The eastbound left turn lane exceeds capacity during the AM peak hour for the existing, background and full buildout conditions.

The existing northbound approach at the intersection of Asheville Highway at I-40 Westbound Ramp has an available storage length of 620 feet before the queue will back up onto Interstate 40. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the northbound approach (I-40 Westbound Ramp) of 65 feet (3 vehicles) during the AM peak hour and 107 feet (5 vehicles) during the PM peak hour.

The result of the queue analysis is that the existing eastbound left turn lane exceeds capacity during the existing, background and full buildout conditions. The existing geometry including the location of the Interstate 40 Bridge prohibits increasing the storage length for the eastbound left turn lane; therefore, there are no additional recommended improvements at this intersection.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Tennessee Department of Transportation and the City of Knoxville Department of Engineering.

9.3 Asheville Highway at E Governor John Sevier Highway / River Turn Road

The existing, background and full buildout conditions at the signalized intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road were analyzed using the Synchro 11 software. The existing intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road is a signalized four-way intersection. The existing signal timing was used to analyze the intersection during existing and background conditions and optimized signal timing was used to analyze the full buildout conditions.

The existing traffic conditions for the signalized intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road operate at an overall LOS C during the AM peak hour and a LOS D during the PM peak hour.

The background traffic conditions for the signalized intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road operate at an overall LOS D during the AM and PM peak hours.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the traffic conditions for the intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road operate at an overall LOS D during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length

is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assumes a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The existing eastbound left turn lane at the intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road has an available storage length of 80 feet. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the eastbound left turn lane (Asheville Highway) of 139 feet (6 vehicles) during the AM peak hour and 125 feet (5 vehicles) during the PM peak hour.

Ardurra recommends increasing the storage capacity of the eastbound left turn lane from 80 feet to 150 feet in order to accommodate the Asheville Highway Property Mixed Use Development.

The existing southbound approach has a left/thru lane and a separate right turn lane that extends approximately 250 feet to the stop-controlled intersection of Riverview Crossing Drive. The signalized intersection capacity analysis for the full buildout condition shows the 95% queue length for the southbound left/thru lane of 161 feet (7 vehicles) during the AM peak hour and 295 feet (12 vehicles) during the PM peak hour. And the 95% queue for the southbound right turn lane of 60 feet (3 vehicles) during the AM peak hour and 85 feet (4 vehicles) during the PM peak hour. Therefore, the queue from the signalized intersection will queue past the stop-controlled intersection of Riverview Crossing Drive.

Ardurra recommends that the pavement markings on River Turn Road at the signalized intersection be striped to indicate a separate left/thru lane and right turn lane between Asheville Highway and Riverview Crossing Drive.

Consideration should be made to the addition of either a southbound right turn lane on River Turn Lane at the signalized intersection or a separate exit only right turn lane for the parcel designated for a fast-food restaurant west of the signalized intersection. Either roadway improvement would help alleviate the southbound queue at the signalized intersection. Ardurra recommends re-evaluating the need for a southbound right turn lane on River Turn Road once the Commercial Land Uses along Asheville Highway are known.

The minimum required stopping sight distance and intersection sight distance for the left turn from the Major Road (Case F) at the signalized intersection of Asheville Highway at Governor John Sevier Highway was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 360 feet for a road with a 45 mph design speed. The required intersection sight

distance for a left turn from the major approach on a roadway with a 45 mph design speed is 480 feet, accounting for crossing two lanes of traffic and a median.

Attachment 11 shows the intersection sight distance triangles for the eastbound and westbound left turns at the signalized intersection of Asheville Highway at E Governor John Sevier Highway.

Based on the intersection sight triangles the westbound left turn lane has the potential for compromised sight distance when the eastbound left turn lane has vehicles queued at the signal.

Per the recommendation of the Knoxville-Knox County Planning Commission an alternative scenario was analyzed for the westbound left turn to operate as a protected only phase due to the potential for limited sight distance from the left turn lanes not being directly opposite from one another.

Attachment 11 includes the Synchro 11 capacity analysis worksheets for an alternative scenario at the signalized intersection of Asheville Highway at E Governor John Sevier Highway. The result of the capacity analysis is that the intersection will operate at a LOS D during the AM peak hour and a LOS E during the PM peak hour and the westbound left turn 95% queue would be contained within the existing turn lane dimensions.

Ardurra recommends that the signal timing be updated after the buildout of the Asheville Highway Property Mixed-Use Development and that consideration be made to adding a protected westbound left turn phase.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Tennessee Department of Transportation and the City of Knoxville Department of Engineering.

9.4 Asheville Highway at Holston Ferry Road

The existing, background and full buildout conditions at the two-way stop-controlled intersection of Asheville Highway at Holston Ferry Road were analyzed using the Synchro 11 software.

The existing intersection of Asheville Highway at Holston Ferry Road is a four-way intersection with existing stop signs located on the southbound approach (Holston Ferry Road) and northbound approach (driveway). The curbed median allows for eastbound and westbound left turns and U-turns but does not allow thru traffic to cross Asheville Highway between Holston Ferry Road and the access driveway.

The existing traffic conditions for the two-way stop-controlled intersection of Asheville Highway at Holston Ferry Road operates as follows. The eastbound left turn lane (Asheville Highway) operates at a LOS B during the AM peak hour and a LOS A during the PM peak hour, the westbound left turn lane (Asheville Highway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (driveway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour and the southbound approach (Holston Ferry Road) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour.

The background traffic conditions for the two-way stop-controlled intersection of Asheville Highway at Holston Ferry Road operates as follows. The eastbound left turn lane (Asheville Highway) operates at a LOS B during both the AM and PM peak hours, the westbound left turn lane (Asheville Highway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (driveway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour and the southbound approach (Holston Ferry Road) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the traffic conditions for the two-way stop-controlled intersection of Asheville Highway at Holston Ferry Road operates as follows. The eastbound left turn lane (Asheville Highway) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hours, the westbound left turn lane (Asheville Highway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (driveway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour and the southbound approach (Holston Ferry Road) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assumes a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The existing eastbound left turn lane at the intersection of Asheville Highway at Holston Ferry Road has an available storage length of 150 feet. The unsignalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the eastbound left turn lane (Asheville Highway) of 8 feet (one vehicle) during the AM peak hour and 10 feet (one vehicle) during the PM peak hour.

The existing westbound left turn lane at the intersection of Asheville Highway at Holston Ferry Road has an available storage length of 180 feet. The unsignalized

intersection capacity analysis for the full buildout conditions shows the 95% queue length for the westbound left turn lane (Asheville Highway) of 1 foot (one vehicle) during the AM peak hour and 1 foot (one vehicle) during the PM peak hour.

The result of the queue analysis is that the existing storage lengths at the intersection of Asheville Highway at Holston Ferry Road are adequate, and no additional improvements are necessary in order to accommodate the Asheville Highway Property Mixed-Use Development.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the Tennessee Department of Transportation and the City of Knoxville Department of Engineering.

9.5 Asheville Highway at Driveway Connection

The proposed full buildout conditions at the unsignalized intersection of Asheville Highway at the Driveway Connection were analyzed using the Synchro 11 software.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the intersection of Asheville Highway at the proposed Driveway Connection will operate as follows. The eastbound left turn lane (Asheville Highway) will operate at a LOS A during both the AM and PM peak hours and the southbound approach (Driveway) will operate at a LOS F during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assumes a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The southbound approach (Driveway) at the unsignalized intersection of Asheville Highway at the proposed Driveway Connection has an approximate storage length of 250 feet. The unsignalized intersection capacity analysis for the full buildout condition shows the 95% queue length for the southbound approach (Driveway) of 105 feet (five vehicles) during the AM peak hour and 260 feet (11 vehicles) during the PM peak hour; therefore, the queue will exceed capacity during the PM peak hour. Ardurra recommends consideration of separate right and left turn lanes at the driveway connection.

A westbound right turn lane and an eastbound left turn are both warranted at the intersection of Asheville Highway at the Driveway Connection during both the AM and PM peak hours per the TDOT Highway System Access Manual (HSAM) Volume 3: Geometric Design Criteria dated April 2021.

Per the TDOT HSAM the total recommended turn lane length for a roadway with a speed limit of 45 mph is 390 feet or 255 feet under constrained conditions including both storage length and lane change and deceleration distance.

The minimum required driveway spacing on a Principal Arterial in a suburban area is 660 feet for a full access driveway and 330 feet for a restricted access with a non-traversable median per the TDOT Highway System Access Manual.

Depending on the final design of the driveway connection the total recommended turn lane length can be shortened to the minimum allowed under constrained conditions to ensure no portion of the turn lane interferes with the existing driveway connections along Asheville Highway.

The need for a traffic control signal was analyzed using the "Manual of Uniform Traffic Control Devices, 11th Edition" (MUTCD) published by the Federal Highway Administration in 2023.

The intersection of Asheville Highway at Driveway Connection does not meet the requirements for Warrant 1, Eight-Hour Vehicular Volume, Warrant 2, Four-Hour Vehicular Volume or Warrant 3, Peak Hour after the full buildout of the Asheville Highway Mixed-Use Development; therefore, Ardurra does not recommend the installation of a traffic signal during this phase of the development.

The minimum required stopping sight distance and intersection sight distance for the intersection of Asheville Highway at the Driveway Connection was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 360 feet for a road with a 45 mph design speed. The required intersection sight distance on a road with a 45 mph design speed is 430 feet a passenger vehicle turning right and 630 feet for a passenger vehicle turning left across the existing median.

Ardurra recommends that the intersection sight distance be certified by a land surveyor prior to construction in order to verify that the driveway connection has adequate intersection sight distance to comply with City of Knoxville and AASHTO requirements.

Ardurra recommends that the signs and pavement markings be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the

Tennessee Department of Transportation and the City of Knoxville Department of Engineering.

9.6 Recommendations

In order to maintain or provide an acceptable level-of-service for each of the intersections studied, some recommendations are presented.

- Asheville Highway at E Governor John Sevier Highway / River Turn Road
  - Extend the storage length of the existing eastbound left turn lane from 80 feet to 150 feet.
  - Recommended taper length of 50 – 100 feet (to be coordinated with COK Engineering). Turn lane length is limited by existing geometry.
  - Ardurra recommends that the pavement markings on River Turn Road at the signalized intersection be striped to indicate a separate left/thru lane and right turn lane between Asheville Highway and Riverview Crossing Drive.
  - Ardurra recommends that the signal timing be updated after the buildout of the Asheville Highway Property Mixed-Use Development and that consideration be made to adding a protected westbound left turn phase.
  - Ardurra recommends re-evaluating the need for a short southbound right turn lane on River Turn Road once the Commercial Land Uses along Asheville Highway are known.
- Asheville Highway at Driveway Connection
  - Install a westbound right turn lane with a minimum total length of 275 feet per the TDOT Highway System Access Manual.
  - Install an eastbound left turn lane with a minimum total length of 275 feet per the TDOT Highway System Access Manual.
  - Recommended taper length of 50 – 100 feet (to be coordinated with COK Engineering).
  - Ardurra recommends consideration of separate southbound right and left turn lanes at the driveway connection.
  - A traffic signal is not warranted during this phase of development.
- Ardurra recommends that the intersection sight distance be certified by a land surveyor prior to construction to verify that Asheville Highway at the Driveway Connection has adequate intersection sight distance to comply with City of Knoxville and AASHTO requirements.
- Ardurra recommends that the signs and pavement markings be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

EXHIBIT D

PHASE I ENVIRONMENTAL SITE ASSESSMENT

ASHEVILLE HIGHWAY DEVELOPMENT
PORTION OF PARCEL IDS: 071 001, 072 011, 072 002, & 061 001
KNOXVILLE, KNOX COUNTY, TENNESSEE
UES Project No: A25109.00259

Report Issuance Date: June 3, 2025
Report Viability Date: November 2, 2025

Prepared For:

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Williamsville, NY 14221

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7.2 Interview with Key Site Manager

An onsite representative was interviewed at the time of the site reconnaissance regarding the current and past use of the subject property. The representative indicated he has worked at this location for approximately 20 years. He indicated he was unaware of any underground storage tanks that exist on the property. He indicated the property was serviced by private utilities for water and sewer (water well and septic tanks/systems). He indicated that a former landfill was in the western portion of the property, but he was unaware of the exact years of operation. He stated that oil changes for all equipment/machinery is completed onsite.

7.3 Interviews with Occupants

See **Section 7.2** for an interview with an onsite representative.

7.4 Interviews with Fire Department

UES submitted a request to the Rural Metro Fire Department regarding any spills, hazmat responses, cleanups, USTs, ASTs, fires, etc. for the subject property; however, no response was received from the local fire department by the issuance of this report.

7.5 Interviews with Others

No others were interviewed for this assessment.

8.0 FINDINGS AND OPINIONS

Based on the results of the Phase I ESA, UES offers the following findings and opinions regarding de minimis conditions, RECs, Controlled RECs (CRECs), Historical RECs (HRECs), and Significant Data Gaps for the subject property.

8.1 De Minimis Conditions

The following de minimis conditions were identified for the subject property:

- ASTs & Used Oil Containers/Drums
- Construction Demolition Debris & Equipment

All de minimis conditions should be properly managed in accordance with all federal, state, and local regulations. Additional fill material or buried debris may be discovered during construction/excavation activities for any future development. It should be noted that if unusual staining, odors, or debris are encountered in any existing fill material/soils or soil piles during future site development, the material should be properly characterized, managed, and disposed in accordance with all federal, state, and local

regulations. The owner should be aware of these possibilities and prepared to address mitigation options with the environmental professional of record. If any USTs are encountered, contact UES immediately.

8.2 Known or Suspected RECs, CRECs, and HRECs

Suspected RECs, CRECs, or HRECs for the subject property are discussed below:

A former pre-regulation city landfill is located on the property. Attempts to delineate the limits of the landfill have been conducted, but the extent and contents are unknown. **Based on the likelihood that contamination exists from the historical use of the subject property as a landfill, this is considered a REC for the subject property.** The purchase/redevelopment of the subject property would include the acquisition of a former unregulated landfill. The environmental consequences would include the liability of any current and future environmental impacts to the soil, groundwater, or human health. The liability can be minimized if the owner enters into the Brownfield Program with the State of Tennessee. UES has successfully assisted clients in the redevelopment of impacted sites by entering into the Brownfield Program. Prior to entering into the Brownfield Agreement for the subject property, additional testing and analysis would be required to characterize the potential impacts that are present.

During the site reconnaissance, fill material of unknown origins was observed in the north, northwest, central, and south-central portions. Based on the available historical sources, it appears that the subject property has been used as both a fill and borrow site from at least 1973. Rock outcrops were observed in the central and south/southeast portions. It appears the rock outcrops were exposed/encountered as a result of using these areas for “soil borrow”. Generally in soil borrow areas, the usable soil or soil overburden is excavated and transported offsite for use as structural fill material. Once bedrock is encountered in these areas, removal or excavation of bedrock generally requires hoe-ramming or blasting for removal. **Based on the unknown origin of both historical and current fill material, this is considered a REC for the subject property.**

Based on the available historical resources, it also appears that the subject property has been historically occupied by various sitework and construction service facilities from the 1970’s. During the site reconnaissance, the site was occupied by Muphy’s Bobcat. Construction debris & equipment; multiple ASTs (various substances), various containers of used oil, antifreeze, hydraulic oil, water clarification agent, etc.; and significant surface staining were observed throughout. It is likely that the extent of the staining is due to continued long-term use of the existing AST. Overall, poor housekeeping conditions were observed in the existing structures onsite. **Based on the likelihood that contamination exists from the historical and current use of the subject property as a sitework and construction service facility, and the observed conditions during the reconnaissance (staining, poor housekeeping, etc.), this is considered a REC for the subject property.**

The remaining listings included in **Section 4.1** above are not considered RECs for the subject property at this time based on current facility status, distance, and/or overall hydrology of the area.

8.3 Vapor Encroachment Conditions

Vapor encroachment refers to the movement of hazardous substances or petroleum products

vapor in the subsurface. A vapor encroachment/intrusion risk appears to be plausible for the subject property based on the identified RECs in **Section 8.2**.

ASTM E1527-21 does not require a Vapor Encroachment Screening (VES) presented in the Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transaction (ASTM E2600-22) to achieve compliance with *all appropriate inquiries*. However, the guidance document is frequently used by the EP as a reference document in determining the presence of a VEC on the subject property.

8.4 Data Gaps

The ASTM Standard Method E1527-21 requires the identification of data gaps, along with actions taken to address these gaps, and an opinion as to whether these gaps are significant. Information sources at intervals greater than five years between sources from the present to 1940 or the first developed land use, whichever is earlier, can be considered a data gap. In addition, a lack of or the inability to obtain information required by the ASTM Standard (i.e., site reconnaissance or interview with the owner/key site manager) may constitute a data gap. This report is prepared in general accordance with UES proposal provided for this site, with the following gaps:

- No historical tax maps were available for the project site; however, an aerial photograph, fire insurance maps, topographic map, and/or city directory were available for the years 1895/1897, 1900/1901, 1936, 1938, 1940, 1943, 1953, 1956, 1965, 1966/1968, 1969, 1973, 1974, 1975, 1978/1979, 1979, 1984, 1987, 1987/1992, 1989, 1992, 1995, 1997, 2000, 2005, 2007, 2010, 2013/2014, 2014, 2016, 2017, 2018, 2019, 2020, and 2022.

- No response was received from the local fire department by the issuance of this report.

Given the history of the subject property, observations made during the site reconnaissance, and review of historical data, the above data gaps are not expected to significantly affect the determination of the presence or absence of RECs for the subject property. If additional information becomes available, the presence of RECs at the subject property will be reevaluated and an addendum to this Phase I ESA prepared as deemed necessary. Conclusions drawn from the results of this report should recognize the limitations of the methods used. Please note that UES does not comment on items that are outside the scope of the E1527-21 Phase I ESA.

9.0 CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E1527-21 of the subject property referenced as Asheville Highway Development (159.4-acres) in Knoxville, Knox County, Tennessee. Any exceptions to, or deletions from, this practice are described in **Section 1.9** of this report. This assessment has revealed the following recognized environmental conditions, controlled recognized environmental conditions, and/or significant data gaps in connection with the subject property:

- Former Pre-Regulation City Landfill (REC)

- Fill Material of Unknown Origins (REC)
- Historical Use as Sitework and Construction Service Facilities (REC)

These are considered RECs for the subject property based on the likelihood that contamination exists from these historical and current uses. Overall, a vapor encroachment risk is likely based on the identified RECs.

The conclusions presented herein are based solely on the information obtained during the activities performed as outlined in our scope of services for this project. See details regarding identified de minimis conditions in **Section 8.1**. Please note that UES does not comment on items that are outside the scope of the ASTM Standard Practice E1527-21 Phase I ESA, such as wetland and stream determinations, asbestos-containing material surveys, lead-based paint surveys, radon, business environmental risks, etc.

10.0 ADDITIONAL INVESTIGATIONS

Based on the conclusions regarding the RECs above, additional investigations are recommended for the subject property. Feel free to contact UES for discussions regarding a potential scope of work on the subject property.

11.0 REFERENCES

- American Society for Testing and Materials (ASTM), 2021. Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM Designation E 1527-21.
- Environmental Protection Agency, 40 CFR Part 312, *Federal Register*, Standards and Practices for All Appropriate Inquiries; Final Rule, Vol. 70, No. 210, November 1, 2005.
- Tennessee Department of Environment and Conservation, Various Files Via Open Records Request.
- Database Report, EDR, May 6, 2025.
- Historical Aerial Report, EDR, May 7, 2025.
- Historical Topographic Maps, EDR, May 6, 2025.
- Historical City Directory Report, EDR, May May 9, 2025.

12.0 NON-SCOPE SERVICES

No additional non-scope services were conducted or requested by the client during this report.

Note:
Site boundary and features shown are approximate only.
Drawing composed from field notes and observations only.

Surface runoff direction.
Subject Property.

EXHIBIT D

SCALE:	NTS
CHECKED BY:	MCP
DRAWN BY:	SG
DATE:	06–03–2025

UES
2651 Willow Point Way
Knoxville, Tennessee 37931
Phone: (865) 539-8242
Fax: (865) 539-8252

SITE PLAN
ASHEVILLE HWY DEVELOPMENT PHASE I
6125 RIVERVIEW CROSSING DRIVE
KNOXVILLE, TENNESSEE

JOB NO: A25109.00259.000

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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.*

6/27/26 — Date to be Posted

7/10/2026 — 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

Applicant Signature

Bradley Smith — Applicant Name

5.20.25 — Date