DEVELOPMENT PLAN REPORT

FILE #: 3-H-26-DP **AGENDA ITEM #: 37**

AGENDA DATE: 3/5/2026

APPLICANT: **6125 RIVERVIEW, LLC**

OWNER(S): Bradley Pruitt 6125 Riverview, LLC

TAX ID NUMBER: 71 001 072 001, 002 **View map on KGIS**

JURISDICTION: County Commission District 8

STREET ADDRESS: 6125 RIVERVIEW CROSSING DR (0, 6401 Asheville Hwy)

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: **135.81 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: Knoxville Utilities Board

Sewer Source: Knoxville Utilities Board

FIRE DISTRICT: Rural Metro Fire, Knoxville Fire Department

WATERSHED: Holston River and French Broad River

ZONING: **PC (Planned Commercial), CA (General Business)**

PLACE TYPE: CC (Corridor Commercial), SP (Stream Protection), HP (Hillside Ridgetop Protection)

EXISTING LAND USE: **Agriculture/Forestry/Vacant Land, Single Family Residential, Water**

PROPOSED USE: **Parking facility**

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 development plan for up to 1,931 parking spaces in the PC (Planned Commercial) zone, and the Holston Bend Sports Park Development Plan Design Guidelines, subject to 14 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. Implementing the recommendations of the Asheville Highway Property Transportation Impact Analysis (TIS) (Ardurra, 4/28/2025), as revised and approved by Planning Commission staff, Knox County Engineering and Public Works, City of Knoxville Department of Engineering, and the Tennessee Department of Transportation (TDOT). See Exhibit B. The aforementioned departments will determine the phasing of the recommended improvements during the permitting phase.
3. Revisions to the TIS may be required with each subsequent development plan application, or permit application for properties in the CA (General Business) zone that do not require Planning Commission approval, 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 request. This determination and, if needed, scope, must be made before each application is submitted.
4. Obtaining all necessary permits from TDOT and the City of Knoxville Department of Engineering for any work within their right-of-way.
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. During the permitting phase and 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.
7. Providing the sidewalk and pedestrian connections as shown on the development plan, and any additional pedestrian connections required by Knox County Engineering and Public Works during the permitting phase.
8. Providing a Type C landscape screen along the southern edge of the parking lot, adjacent to the Asheville Highway right-of-way (west of outparcel #12).
9. Installing the landscaping as presented on the landscape (planting) plan, with any necessary modifications to meet the development's design guidelines, and as required in condition #8, with review and approval by Planning staff during permitting.
10. Obtaining any necessary approvals to connect the central parking lot sidewalk to the boat launch access driveway in the Asheville Highway right-of-way.
11. Allowing access to Private Drive "E" for outparcel lot #12 and 6115 Asheville Highway (parcel 071 01101).
12. All site light fixtures shall be full cut off and installed with the light source perpendicular to the support structure or otherwise parallel to the ground. This does not apply to accent lighting.
13. Submitting the Holston Bend Sports Park Design Review Board (HBSP-DRB) approval or conditional approval letter as outlined in Section 2.C of the development's design guidelines (pages 13-15). In the PC (Planned Commercial) zone, a Development Plan application must be approved by the Planning Commission for all new developments.
14. Recording protective covenants as outlined in the administrative section of the PC zone (Article 5, Section 5.33.13).

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:

This proposal is a surface parking lot with 1,931 parking spaces and design guidelines for the proposed Holston Bend Sports Park Development Plan. The surface parking is for the commercial sports complex and associated uses. It is also intended to be shared with the River Breeze Event Center (see Exhibit C), located on the opposite side of Asheville Highway. Pedestrian access between the two sites is available under the Asheville Highway bridge, where there is an active access point to the river. The River Breeze Event Center would be the only existing user of the parking lot until the Planning Commission approves subsequent

development plan applications for specific uses.

BACKGROUND
In May 2025, a “master plan” for the site was approved, including a mixed-use development with a commercial sports complex, athletic training facilities, a recreational vehicle (RV) park, office and commercial uses, and a shared parking facility (3-I-25-DP). The purpose of this master plan was to provide the developer with some level of assurance that the general site plan, proposed uses, and use intensities were acceptable before creating detailed development plans to be submitted later. A transportation impact study (TIS) was submitted with the master plan, with the conclusions and recommendations attached in Exhibit B.

In October 2025, a concept plan and development plan for the public roads and commercial lots were approved (10-SC-25-C / 10-H-25-DP).

Applicable conditions of approval from previous submittals:
Master plan (3-I-25-DP) —
(a) Submitting a development plan application(s) for the proposed developments in the PC (Planned Commercial) zoning before land disturbance or building permits are issued.
– This development plan application includes the parking lot use and the development’s design guidelines that specify the permitted uses within the Holston Bend Sports Park boundary.
(b) 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.
– A revised TIS was not required with this submittal because there have not been substantive changes to the development.

Concept Plan (10-SC-25-C)—
(a) All future grading permits must be outside either the phase 2 environmental assessment or the areas excepted by the State in the Brownfield Agreement, as demonstrated at the time of application for permitting.
- This condition must be satisfied before grading permits are issued in the specified areas.
(b) The rough grading plan attached to the concept plan does not guarantee that the proposed grades will be approved when detailed development plan applications are submitted for Planning Commission approval. The applicant may obtain rough grading permits based on the conditions of this approval and the associated development plan (10-H-25-DP), with the understanding that the Planning Commission may require modifications to the grading based on future approvals. This does not apply to grading associated with the proposed roads, consistent with applicable conditions of approval.
- If approved, this development plan application will satisfy this condition for the area shown on this development plan.
© The private portion of Road ‘A’ and all of Road ‘E’ are not approved with this development plan and application since they are considered driveways and will be considered for approval as part of a future development plan application for the uses they serve.
- If approved, this development plan application will satisfy this condition.

Development Plan (10-H-25-DP)—
(a) The tree line within 100 ft of the riverbank shall remain undisturbed, as outlined in condition #3 of the Asheville Highway Property Masterplan (3-I-25-DP), until a detailed development plan for specific uses is approved by the Planning Commission.
- If approved, this development plan application will satisfy this condition. The preliminary grading plan indicates the approximate limit of disturbance, and the approximate conservation area line indicates the area to remain undisturbed until an open space/park use is designed and implemented. Retaining walls are proposed in the southwest corner of the parking lot to limit the extent of disturbance or fill.

DESIGN GUIDELINES
The design guidelines' stated intent (page 6) is “to guide project design and provide clear expectations for all development activities… These design guidelines establish the minimum standards which shall be conformed to…” The design guidelines are proposed for both the PC- and CA-zoned portions of the development, with the site limit shown on page 7. The development will have its own Design Review Board, which will provide a preliminary review and approval of projects in accordance with the adopted design guidelines, with the board’s findings submitted with Planning applications.

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 parking lot location and access are consistent with the previously approved “master plan” for the site (3-I-25-DP).

2) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES
A) When future development plan applications are submitted for the individual development proposals, the developer will be required to make road improvements based on the cumulative impact of the overall project at that time. The timing of installing the improvements associated with this phase will be determined during the design plan phase. This is consistent with Policy 9, to coordinate infrastructure improvements with development.
B) The conservation area and potential park proposed along the riverfront as described in the Master Plan (3-I-25-DP), and as identified on this development plan, is consistent with Policy 19, to collaborate to expand the county’s park and recreational system, and Policy 22, to promote public access to and use of Knox County’s waterways.
C) Pedestrian connections and sidewalks along the private roadways are consistent with Policy 13, to provide alternative transportation options.

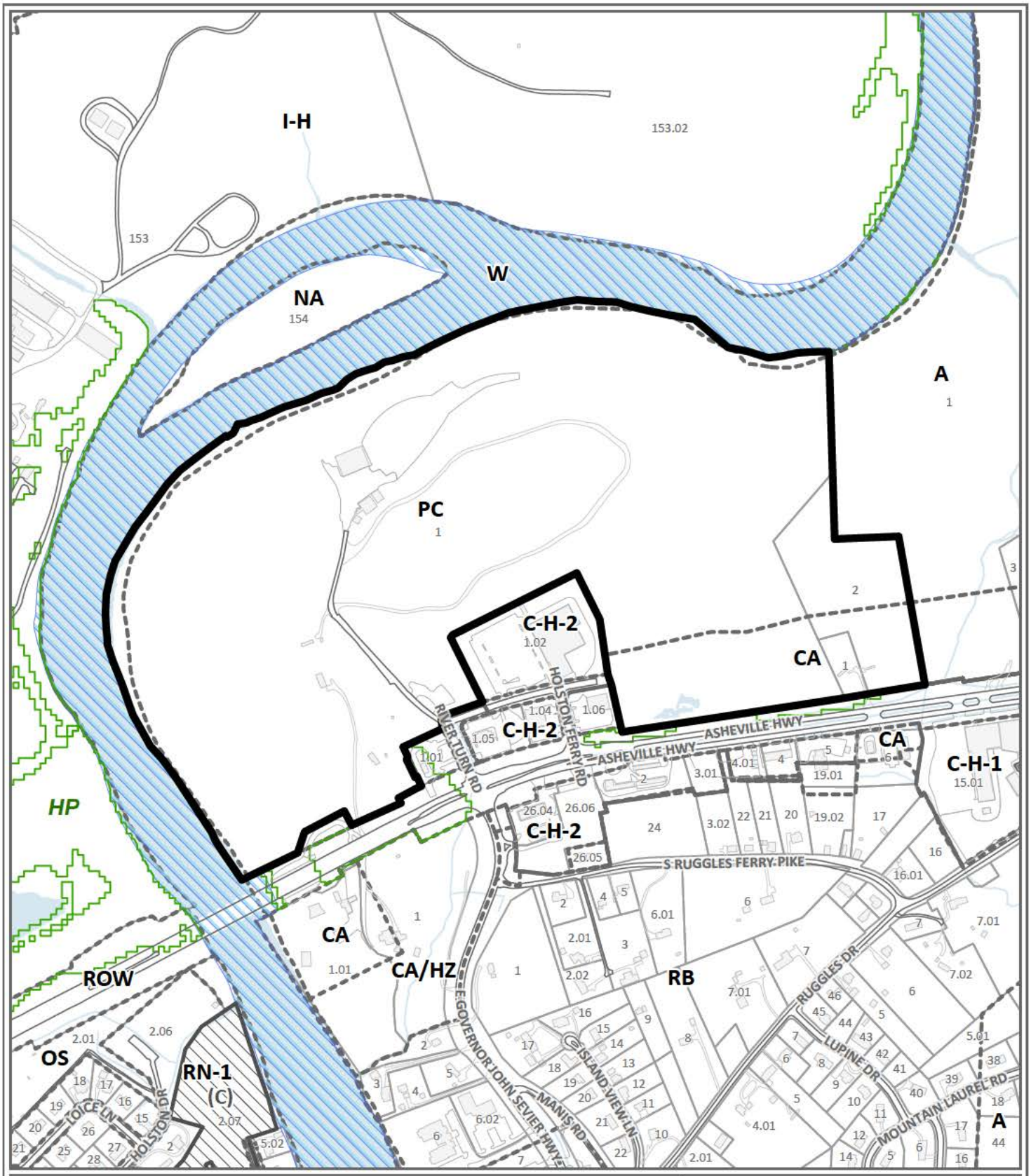
3) FUTURE LAND USE MAP
A) The property is classified as the CC (Corridor Commercial) place type. CC sites are situated along major transportation corridors that are appropriate for a mix of commercial development including shopping centers, large format retail, and auto-oriented uses. Development is 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 streets will have sidewalks on both sides of all public streets, creating a well-connected pedestrian network that will reduce internal vehicle trips and increase safety for all users.
B) 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 mix of uses in the design guidelines (page 11) are consistent with the CC place type.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN
A) 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.
— 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 **3-H-26-DP**

Petitioner: 6125 Riverview, LLC

Parking facility in PC (Planned Commercial), CA (General Business)

Map No: 71

Jurisdiction: County

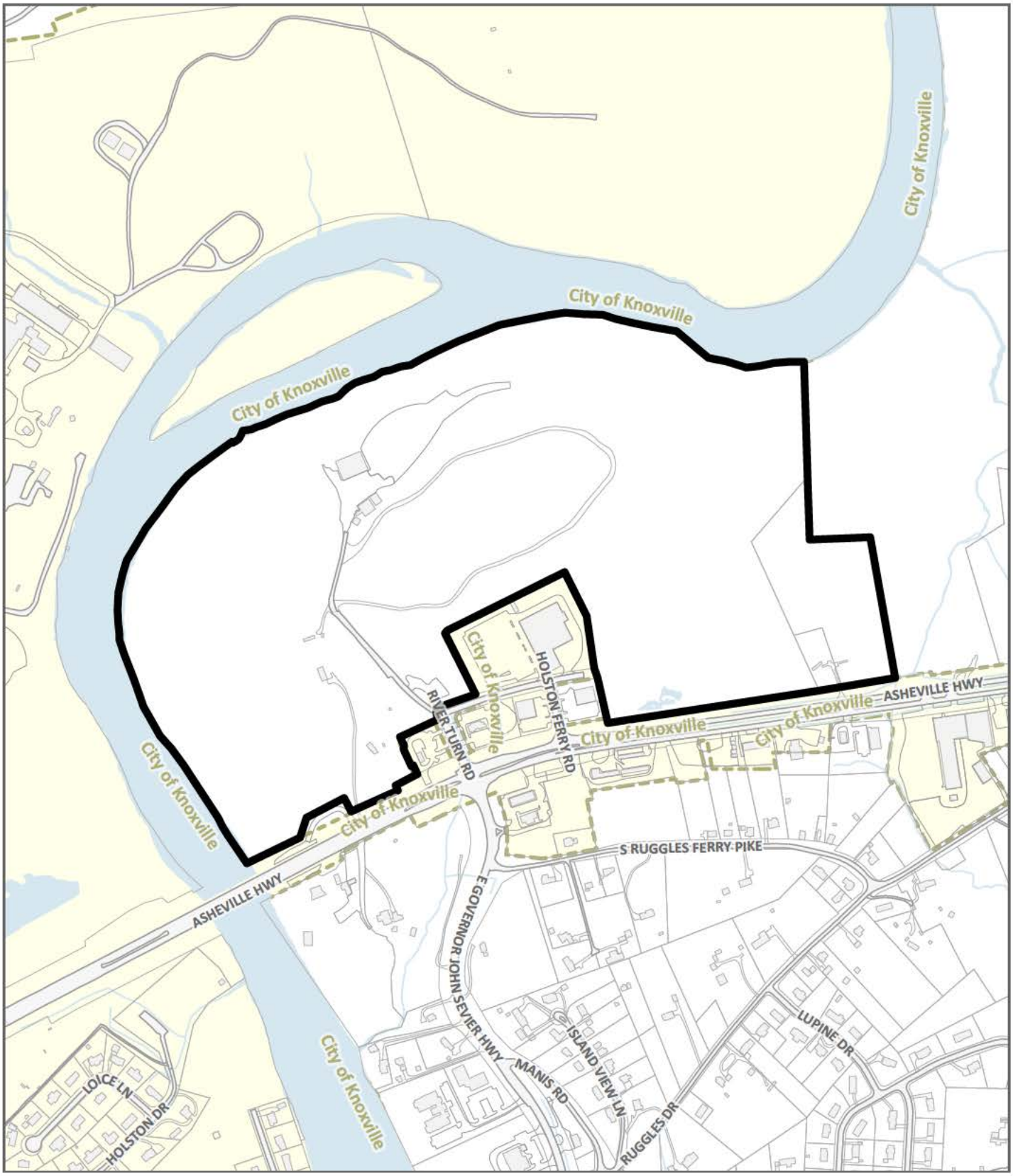
0 650

Feet

Original Print Date: 1/27/2026

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

Exhibit A. Contextual Images



LOCATION MAP **3-H-26-DP**

Case boundary

0 690

Feet

N

Exhibit A. Contextual Images

AERIAL MAP

Case boundary

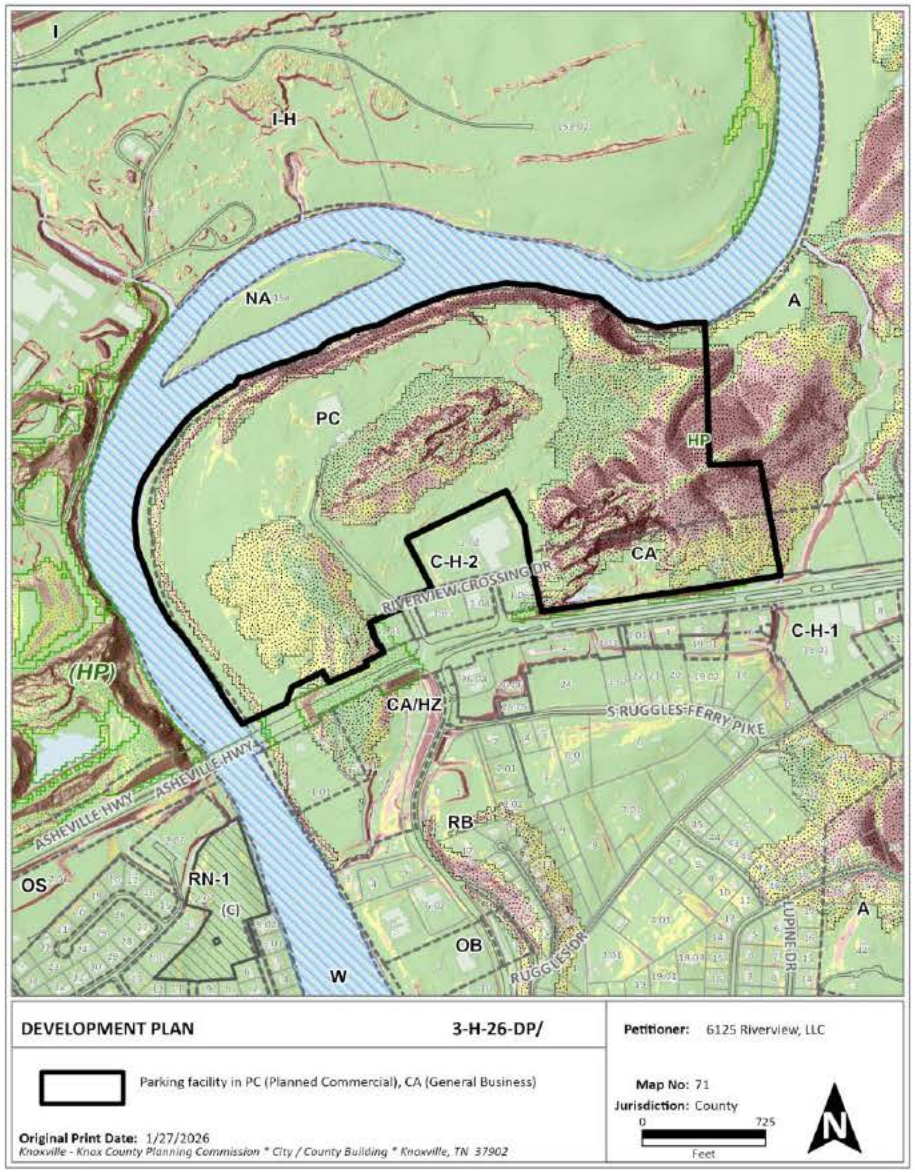
0 600

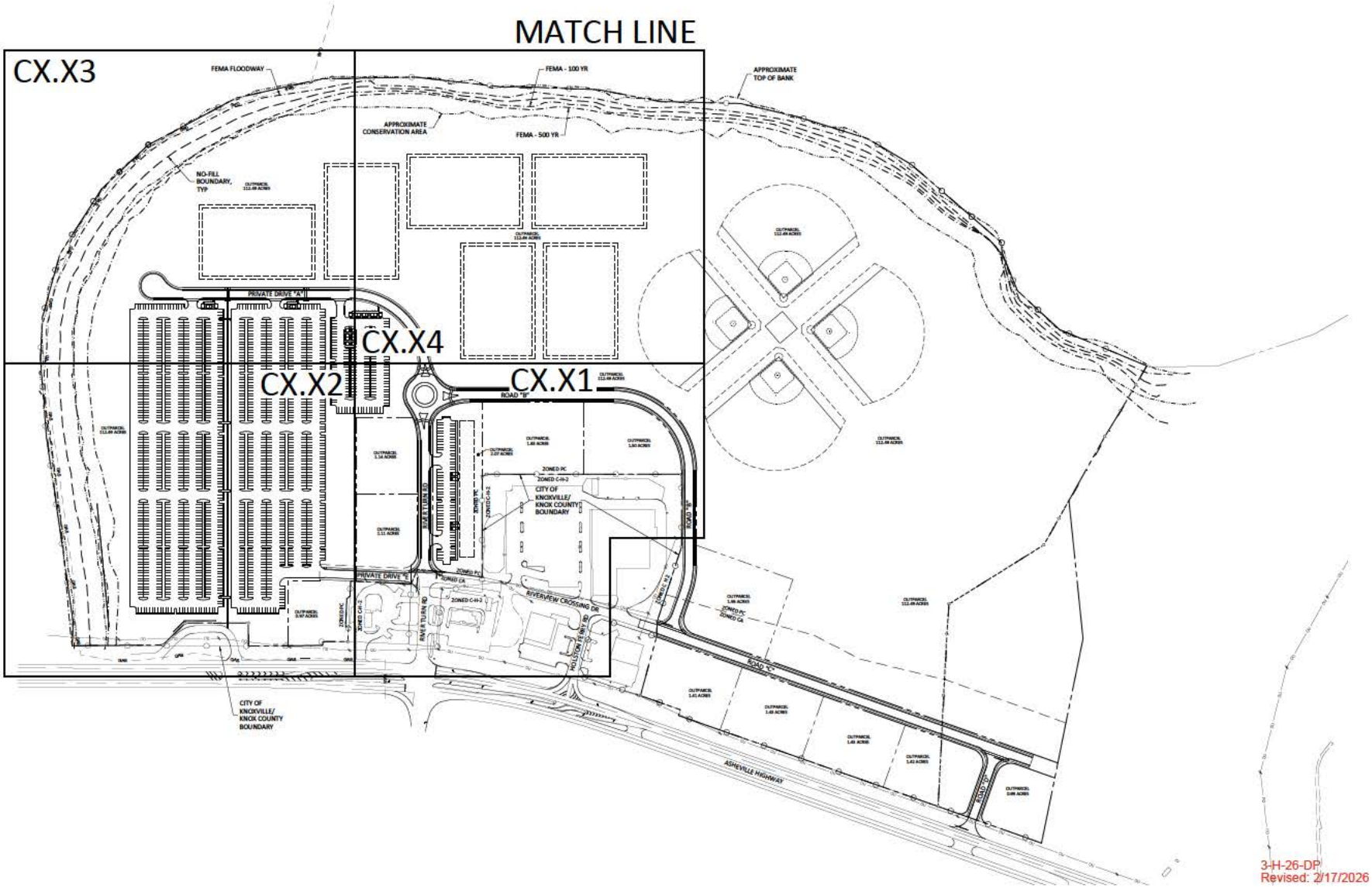
Feet

N

Staff - Slope Analysis
Case: 3-H-26-DP

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	135.81		
Non-Hillside	57.03	N/A	
0-15% Slope	24.01	100%	24.01
15-25% Slope	20.27	50%	10.13
25-40% Slope	14.48	20%	2.90
Greater than 40% Slope	20.02	10%	2.00
Ridgetops			
Hillside Protection (HP) Area	78.78	Recommended disturbance budget within HP Area (acres)	**39.04**
		Percent of HP Area	**49.6%**





3-H-26-DP
Revised: 2/17/2026

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB46@GMAIL.COM
865.603.0967

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

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

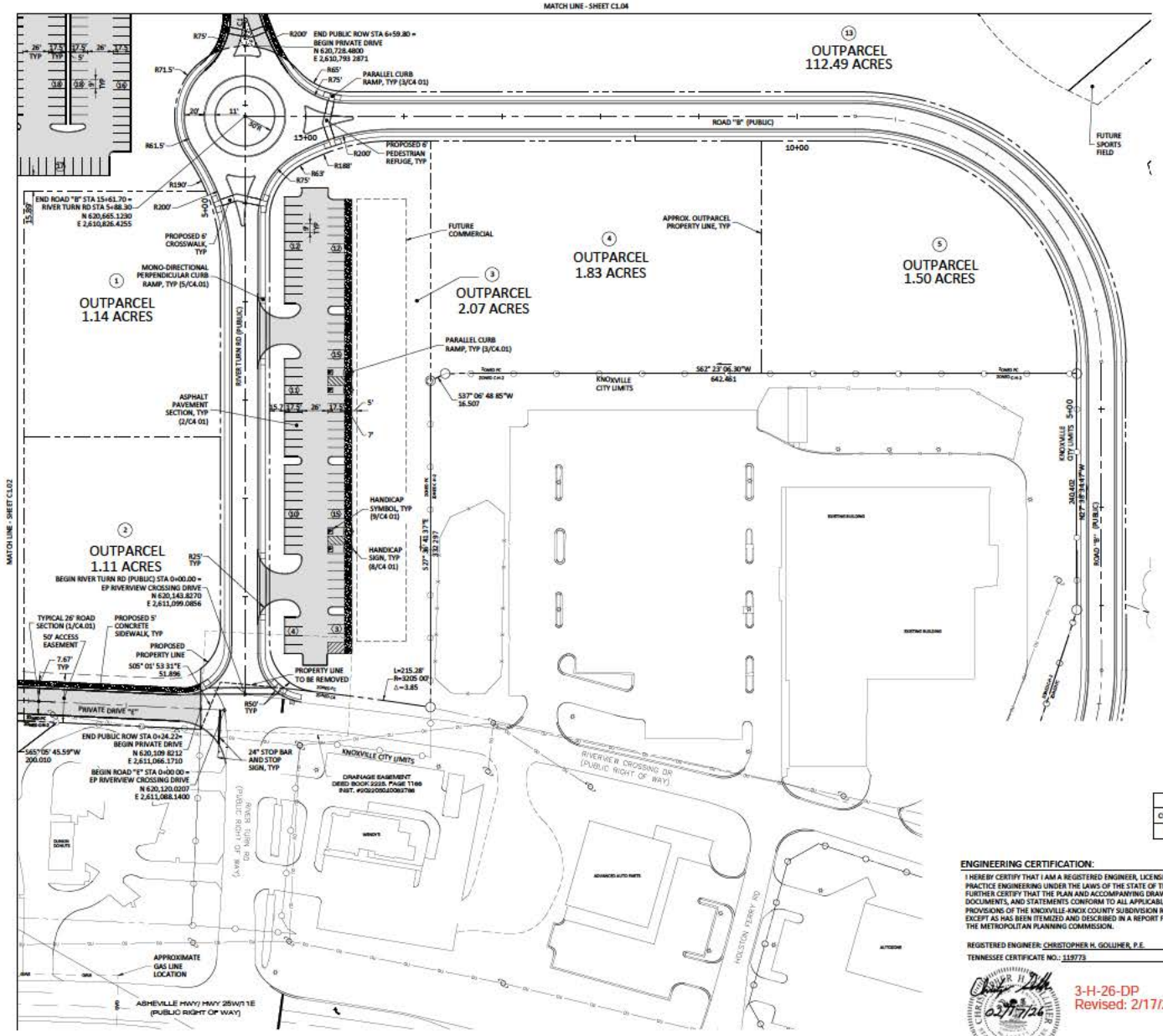
OVERALL PLAN
MPC FILE NUMBER: 3-H-26-DP

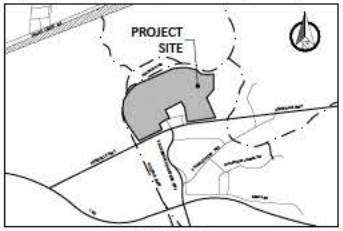
PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 000 001
DATE: 01/15/26

C0.01

CONCEPT PLAN
01/15/2026





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 16-FT. REAR. FOR PC ZONING, THE PERIPHERAL SETBACK IS 50-FT.
5. PROPOSED IMPROVEMENTS INCLUDE: 26' WIDE PRIVATE ROAD, PARKING LOTS, 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

PARKING SUMMARY:

TOTAL PARKING PROVIDED

STANDARD SPACES (9'x17.5')	1,895
HANDICAP (VAN) SPACES	36
TOTAL	1,931 SPACES

LEGEND:

	PROPOSED ASPHALT
	PROPOSED CONCRETE PAVEMENT
	PROPOSED CONCRETE SIDEWALK
	PROPERTY/ROW LINE
	OUTPARCEL PROPERTY LINE
	PROPOSED ROAD CENTER LINE
(1/C1.01) TYP	DETAIL REF. (DETAIL NO./SHT. NO.) TYPICAL

HORIZONTAL CURVE DATA TABLE							
CURVE	ALIGNMENT	PI NORTHING	PI EASTING	DELTA	RADIUS	TANGENT	LENGTH
C1	RIVER TURN RD	620,959.9112	2,610,672.2387	90°00'00"	250.00	250.00	392.70

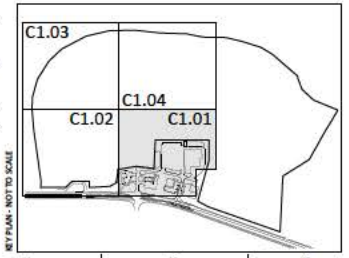
ENGINEERING CERTIFICATION:

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

3-H-26-DP
Revised: 2/17/2026



KEY PLAN - NOT TO SCALE

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTBRAD@GMAIL.COM
865.603.0967

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

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

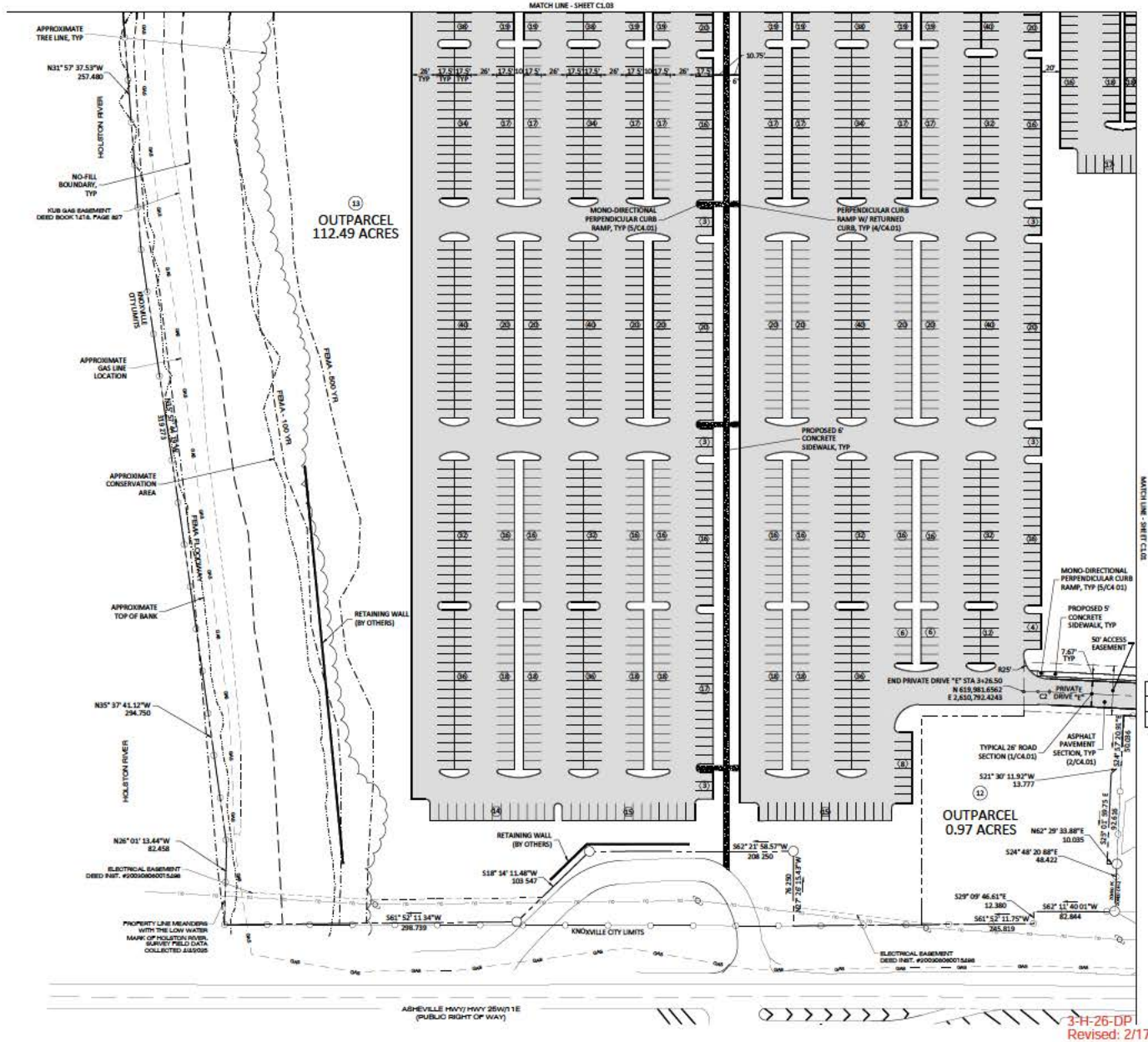
CONCEPT PLAN OF ASHEVILLE HIGHWAY DEVELOPMENT
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800 001
DATE: 01/15/26

C1.01

CONCEPT PLAN
01/15/2026



NOTES:

1. REFER TO SHEET C1.01 FOR GENERAL NOTES

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.

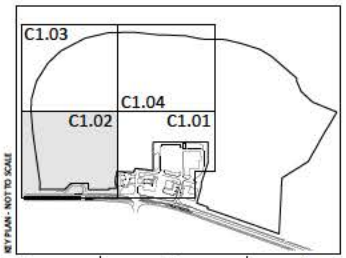
TENNESSEE CERTIFICATE NO.: 119773

HORIZONTAL CURVE DATA TABLE

CURVE	ALIGNMENT	PI NORTHING	PI EASTING	DELTA	RADIUS	TANGENT	LENG
C2	PRIVATE DRIVE "E"	619,991.2030	2,610,810.6769	2°42'27"	250.00	5.91	11.8

LEGEND:

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



KEY PLAN - NOT TO SCALE

SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB66@GMAIL.COM
865.603.0967

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

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

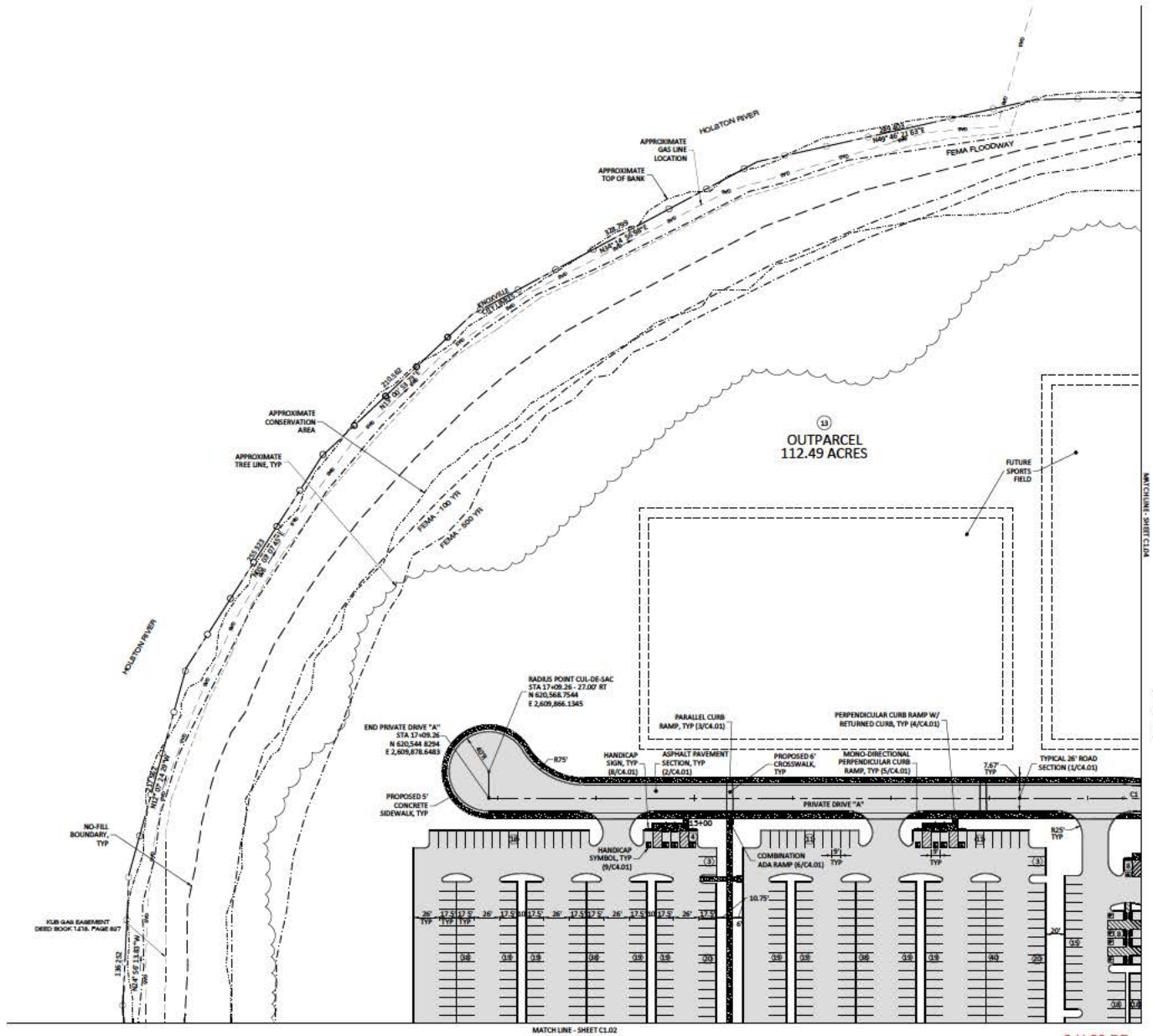
CONCEPT PLAN OF ASHEVILLE HIGHWAY DEVELOPMENT
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 600 001
DATE: 01/15/26

C1.02

CONCEPT PLAN
01/15/2026



NOTES:

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

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

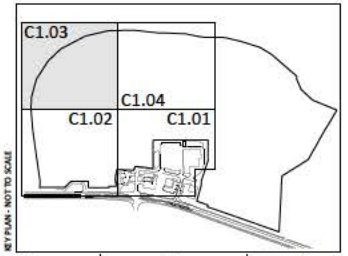
HORIZONTAL CURVE DATA TABLE

CURVE	ALIGNMENT	PI NORTHING	PI EASTING	DELTA	RADIUS	TANGENT	LENGTH
C1	RIVER TURN RD	620,959.9112	2,610,672.2387	90°00'00"	250.00	250.00	392.70

LEGEND:

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

KEY PLAN - NOT TO SCALE



3-H-26-DP
Revised: 2/17/2026

SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB66@GMAIL.COM
865.603.0967

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

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

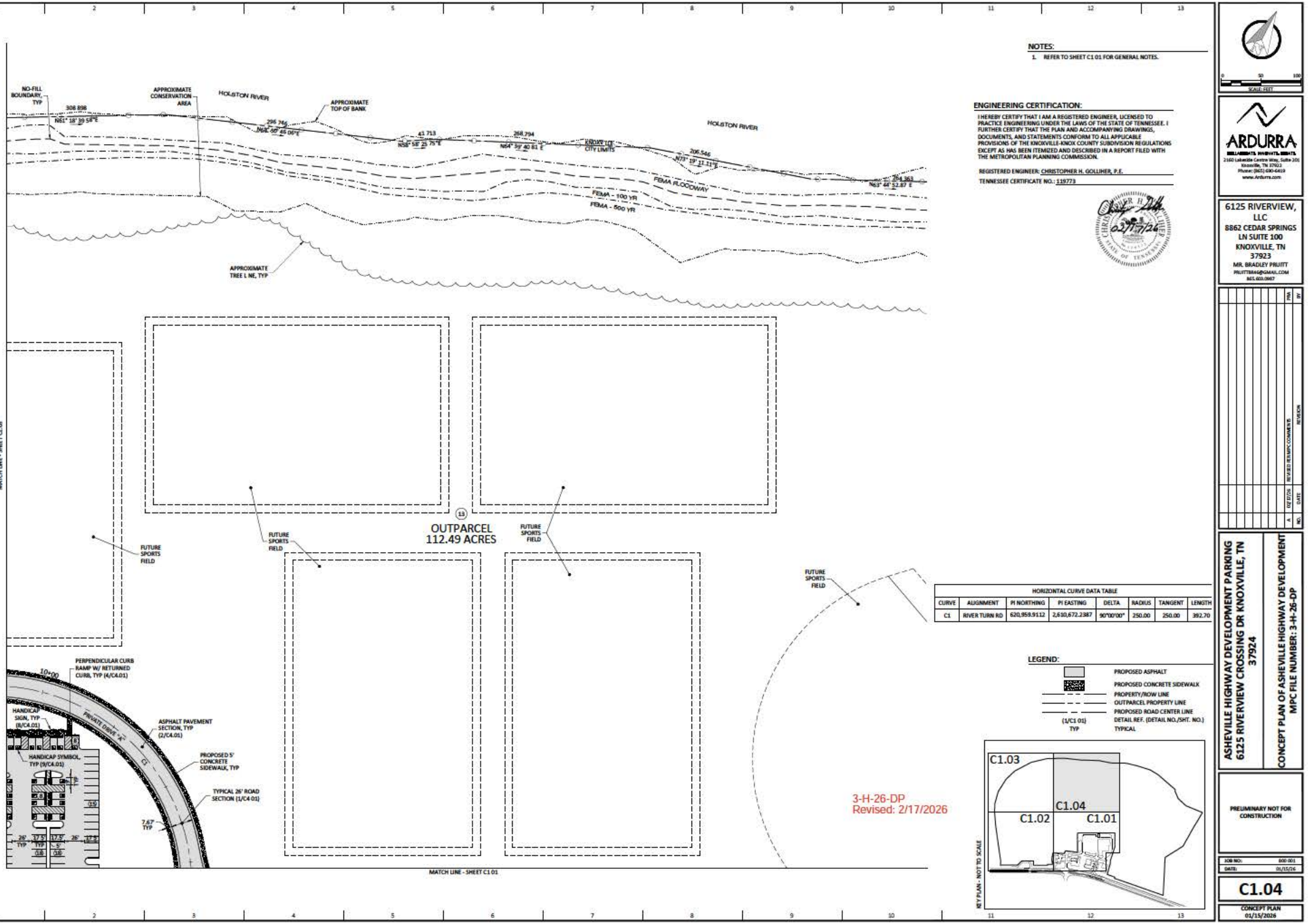
CONCEPT PLAN OF ASHEVILLE HIGHWAY DEVELOPMENT
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 600 001
DATE: 01/15/26

C1.03

CONCEPT PLAN
01/15/2026



NOTES:

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

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

02/17/26

HORIZONTAL CURVE DATA TABLE							
CURVE	ALIGNMENT	PI NORTHING	PI EASTING	DELTA	RADIUS	TANGENT	LENGTH
C1	RIVER TURN RD	620,959.9112	2,610,672.2387	90°00'00"	250.00	250.00	392.70

LEGEND:

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

KEY PLAN - NOT TO SCALE

3-H-26-DP
Revised: 2/17/2026

0 50 100
SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB66@GMAIL.COM
865.603.0967

NO.	DATE	BY	REVISION
A	02/17/26	PRA	REVISED RESPO COMMENTS

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

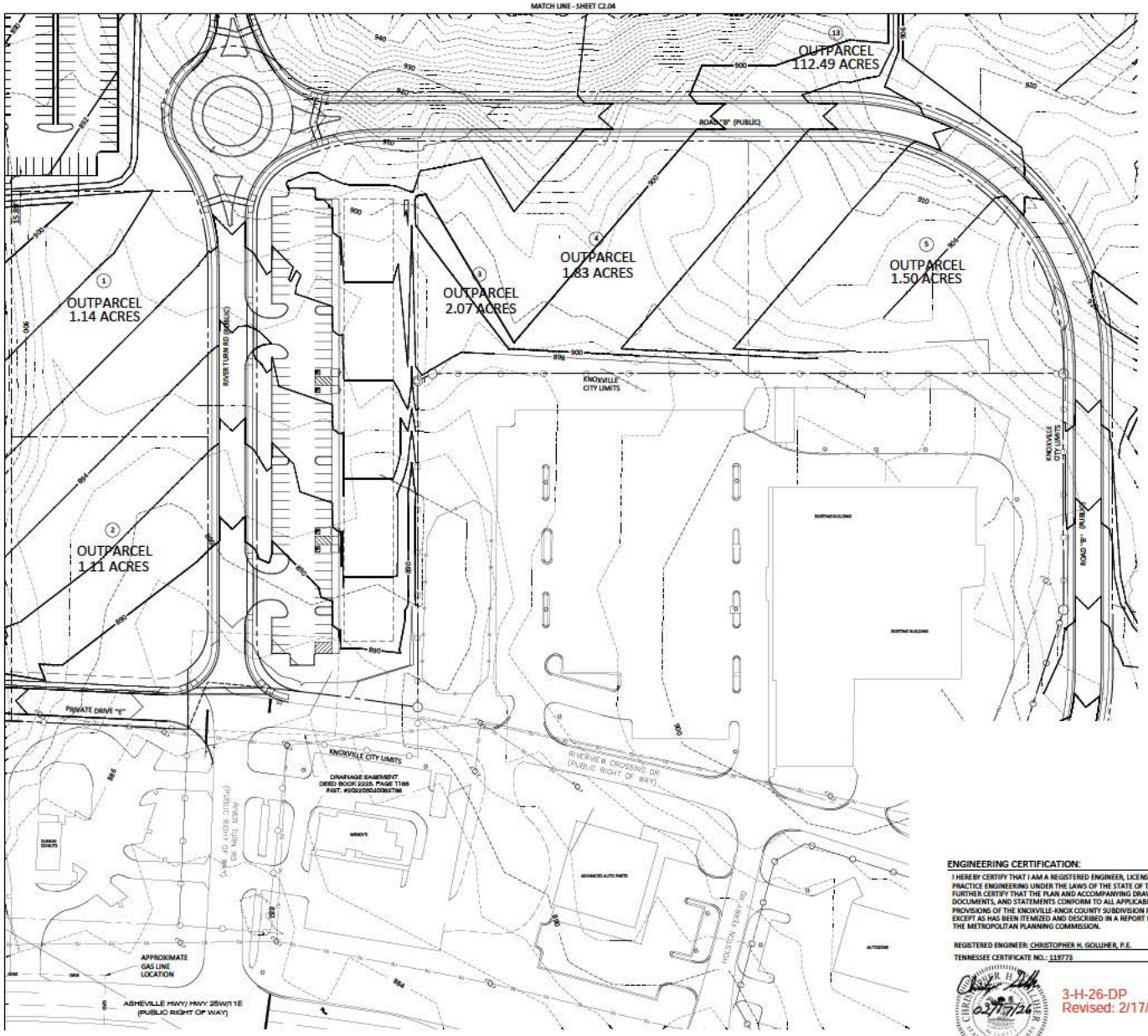
CONCEPT PLAN OF ASHEVILLE HIGHWAY DEVELOPMENT
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 600 001
DATE: 01/15/26

C1.04

CONCEPT PLAN
01/15/2026



LEGEND:

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

ENGINEERING CERTIFICATION:

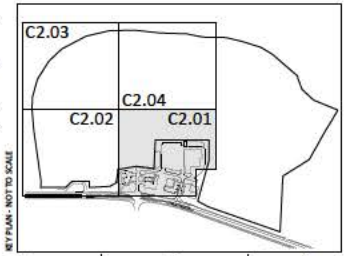
I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS, AND STATEMENTS CONFORM TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT 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

02/17/26

3-H-26-DP
Revised: 2/17/2026



KEY PLAN - NOT TO SCALE

SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB66@GMAIL.COM
865.603.0967

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

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

GRADING PLAN
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 600 001
DATE: 01/15/26

C2.01

CONCEPT PLAN
01/15/2026

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.

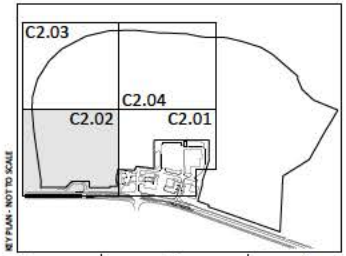
REGISTERED ENGINEER: CHRISTOPHER H. GOLLIHER, P.E.

TENNESSEE CERTIFICATE NO.: 119779

3-H-26-DP
Revised: 2/17/2026

LEGEND:

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



0 50 100
SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB66@GMAIL.COM
865.603.0967

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

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

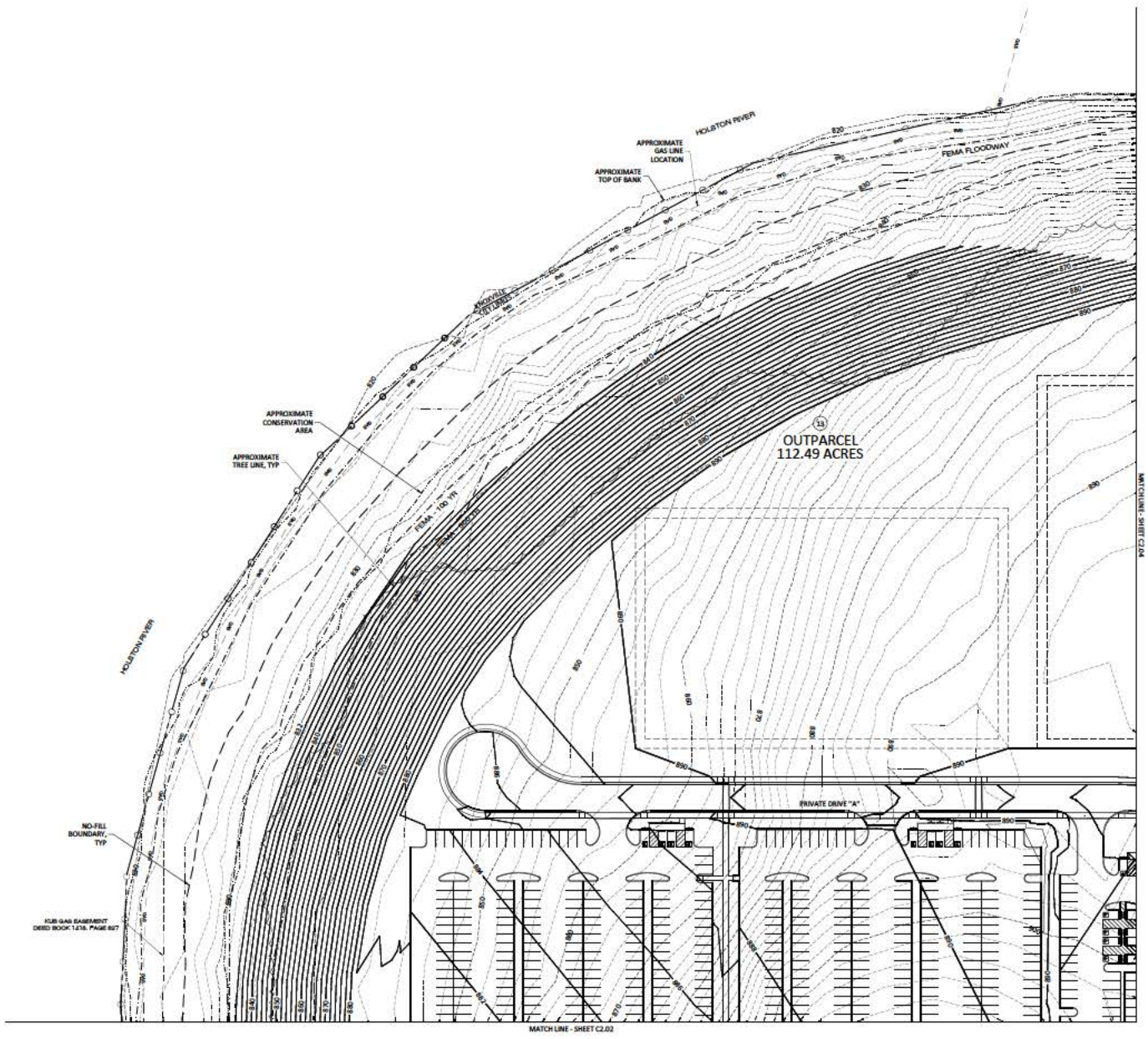
GRADING PLAN
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800 001
DATE: 01/15/26

C2.02

CONCEPT PLAN
01/15/2026



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.

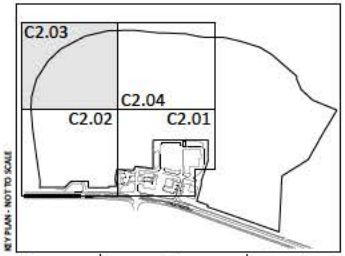
REGISTERED ENGINEER: CHRISTOPHER H. GOLLIHER, P.E.

TENNESSEE CERTIFICATE NO.: 119773

3-H-26-DP
Revised: 2/17/2026

LEGEND:

PROPERTY/ROW LINE
890 PROPOSED CONTOUR
890 EXISTING CONTOUR



KEY PLAN - NOT TO SCALE

0 50 100
SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB66@GMAIL.COM
865.603.0967

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

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

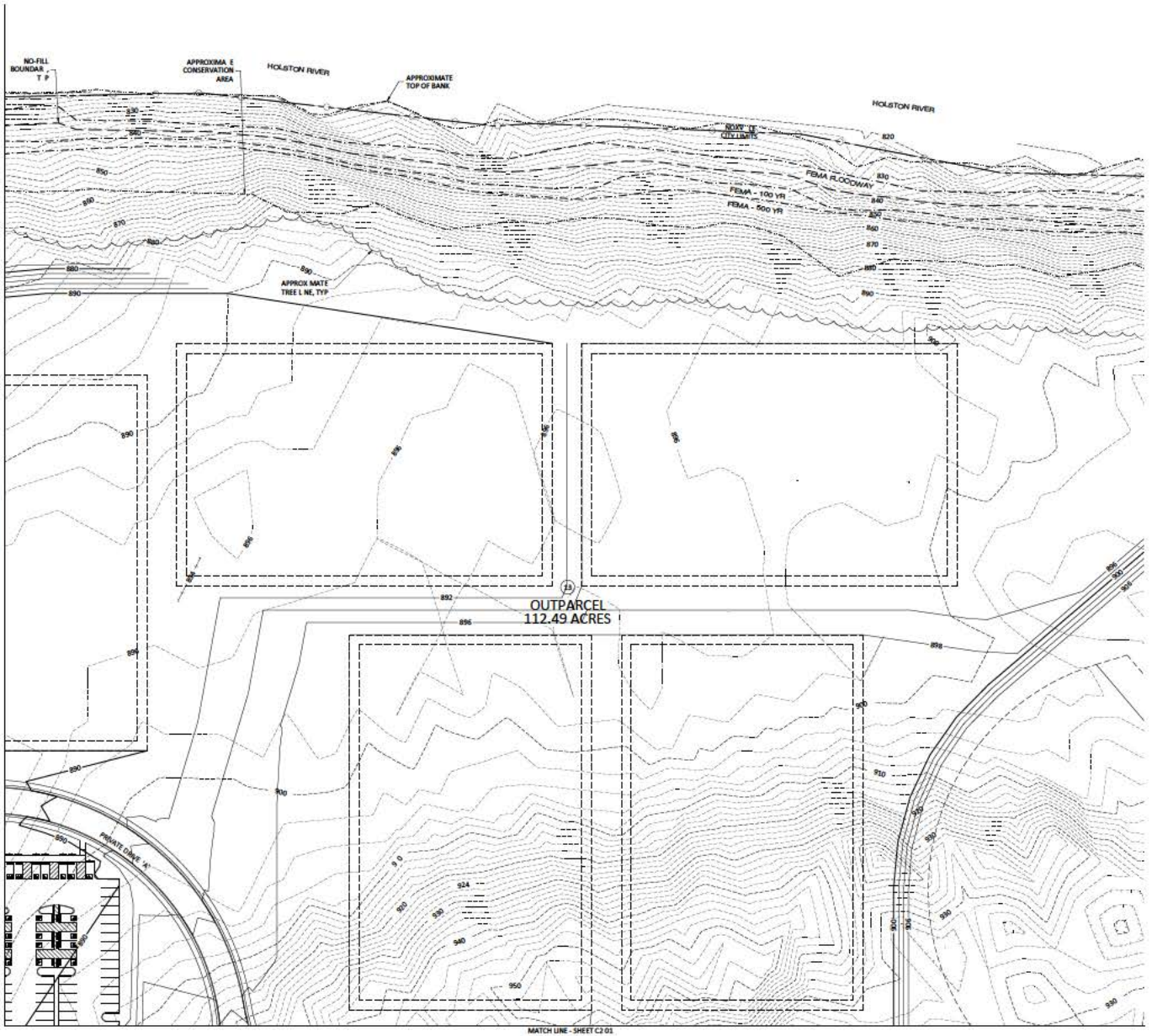
GRADING PLAN
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 600 001
DATE: 01/15/26

C2.03

CONCEPT PLAN
01/15/2026



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.

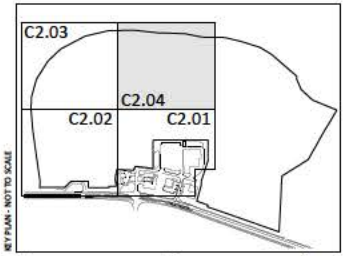
TENNESSEE CERTIFICATE NO.: 119773

02/17/26

3-H-26-DP
Revised: 2/17/2026

LEGEND:

PROPERTY/ROW LINE
890 PROPOSED CONTOUR
890 EXISTING CONTOUR



KEY PLAN - NOT TO SCALE

0 50 100
SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTBRAD@GMAIL.COM
865.603.0967

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

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

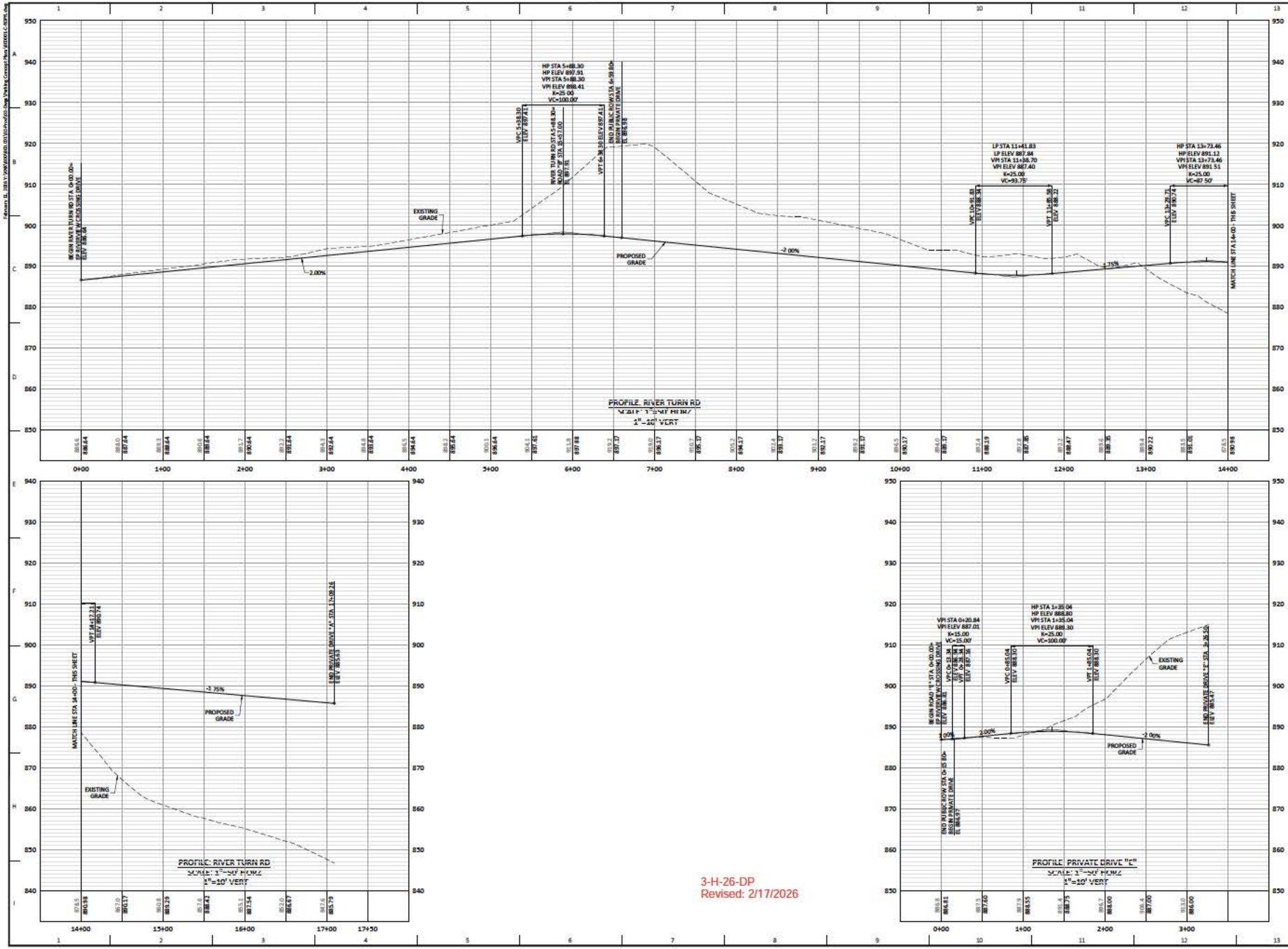
GRADING PLAN
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800 001
DATE: 01/15/26

C2.04

CONCEPT PLAN
01/15/2026



ARDURRA
2160 Lakeside Centre Way, Suite 205
Knoxville, TN 37922
Phone: (865) 690-6419
www.Ardurra.com

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB66@GMAIL.COM
865.603.0967

NO.	DATE	REVISION/MPC COMMENTS	BY
A	01/15/26		

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

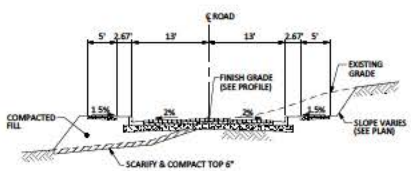
ROAD PROFILES
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

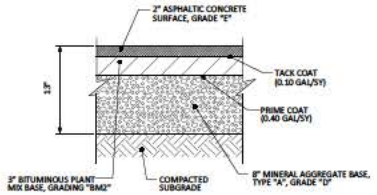
JOB NO: 800 001
DATE: 01/15/26

C3.01

CONCEPT PLAN
01/15/2026

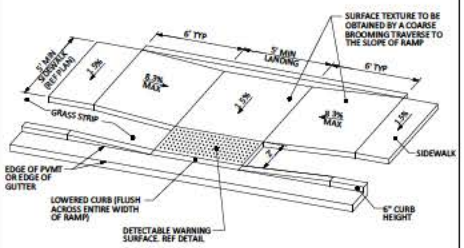


1 C4.01 **PRIVATE 26' ROAD SECTION**
NTS



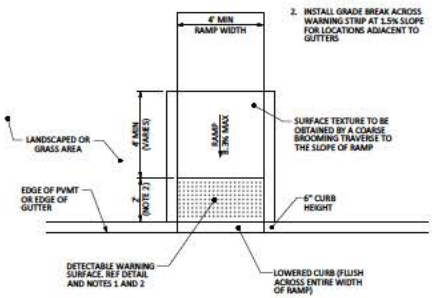
NOTES:
1. PAVEMENT HAS NOT BEEN DESIGNED FOR CONSTRUCTION TRAFFIC/ACTIVITIES. USE OF THESE SURFACES FOR CONSTRUCTION ACTIVITIES SHALL BE DONE AT THE CONTRACTOR'S CONVENIENCE AND RISK. DAMAGE TO PAVEMENT RESULTING FROM THESE ACTIVITIES SHALL BE REPAIRED IN CONFORMANCE WITH THE INITIAL PAVEMENT SPECIFICATIONS.

2 C4.01 **ASPHALT PAVEMENT SECTION**
NTS

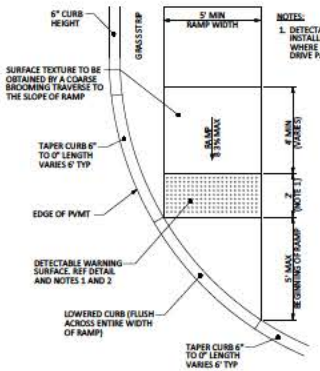


NOTES:
1. DETECTABLE WARNING SHALL BE INSTALLED AT ALL LOCATIONS WHERE RAMP EXITS TO VEHICULAR DRIVE PATH.

3 C4.01 **PARALLEL CURB RAMP**
NTS

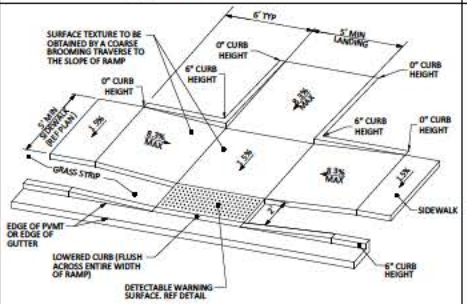


4 C4.01 **PERPENDICULAR CURB RAMP WITH RETURNED CURB**
NTS



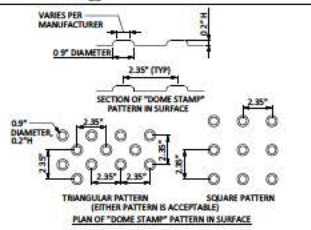
NOTES:
1. DETECTABLE WARNING SHALL BE INSTALLED AT ALL LOCATIONS WHERE RAMP EXITS TO VEHICULAR DRIVE PATH.

5 C4.01 **MONO-DIRECTIONAL PERPENDICULAR CURB RAMP**
NTS



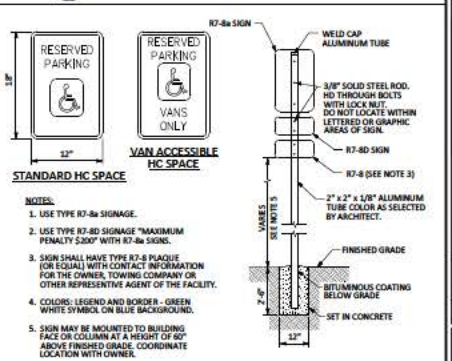
NOTES:
1. DETECTABLE WARNING SHALL BE INSTALLED AT ALL LOCATIONS WHERE RAMP EXITS TO VEHICULAR DRIVE PATH.

6 C4.01 **COMBINATION CURB RAMP**
NTS



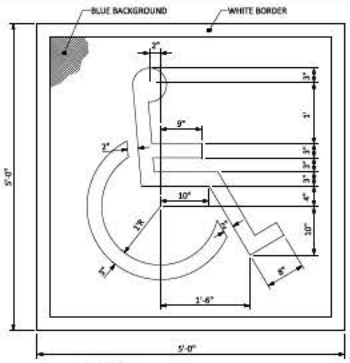
NOTES:
1. WIDTH OF DETECTABLE WARNING AREA SHALL BE A MINIMUM OF 4 FEET AND VARY WITH WIDTH OF RAMP.
2. LENGTH OF DETECTABLE WARNING AREA SHALL BE 2 FEET REGARDLESS OF SECTION WIDTH.
3. DETECTABLE WARNING AREA SHALL BE COLORED YELLOW IN ALL LOCATIONS.
4. SURFACE APPLIED SYSTEMS SHALL HAVE BEVELED EDGES TO EUMINATE TRIP HAZARDS.
5. ARMOR-TILE OR ADA SOLUTIONS TACTILE WARNING CAST-IN-PLACE SYSTEMS OR AN EQUIVALENT SHALL BE USED.

7 C4.01 **DETECTABLE WARNING SURFACE**
NTS



NOTES:
1. USE TYPE R7-8a SIGNAGE.
2. USE TYPE R7-8D SIGNAGE "MAXIMUM PENALTY $200" WITH R7-8a SIGNS.
3. SIGN SHALL HAVE TYPE R7-8 PLAQUE (OR EQUAL) WITH CONTACT INFORMATION FOR THE OWNER, TOWING COMPANY OR OTHER REPRESENTIVE AGENT OF THE FACILITY.
4. COLORS: LEGEND AND BORDER - GREEN WHITE SYMBOL ON BLUE BACKGROUND.
5. SIGN MAY BE MOUNTED TO BUILDING FACE OR COLUMN AT A HEIGHT OF 60" ABOVE FINISHED GRADE. COORDINATE LOCATION WITH OWNER.
6. HEIGHT OF SIGN IN ACCESSIBLE PEDESTRIAN PATHS SHALL BE 7'. HEIGHT OF SIGN IN NON-ACCESSIBLE AREAS SHALL BE 5'.

8 C4.01 **HANDICAP SIGN**
NTS



NOTES:
1. ALL STRIPES TO BE 4" PAINTED WHITE

9 C4.01 **HANDICAP SYMBOL**
NTS

3-H-26-DP
Revised: 2/17/2026

ARDURRA
2160 Lakeside Centre Way, Suite 205
Knoxville, TN 37922
Phone: (865) 690-6419
www.Ardurra.com

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BRADLEY PRUITT
PRUITTB66@GMAIL.COM
865.603.0967

NO.	DATE	REVISION	BY
A	01/17/26	REVISED PER MPC COMMENTS	PNA

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

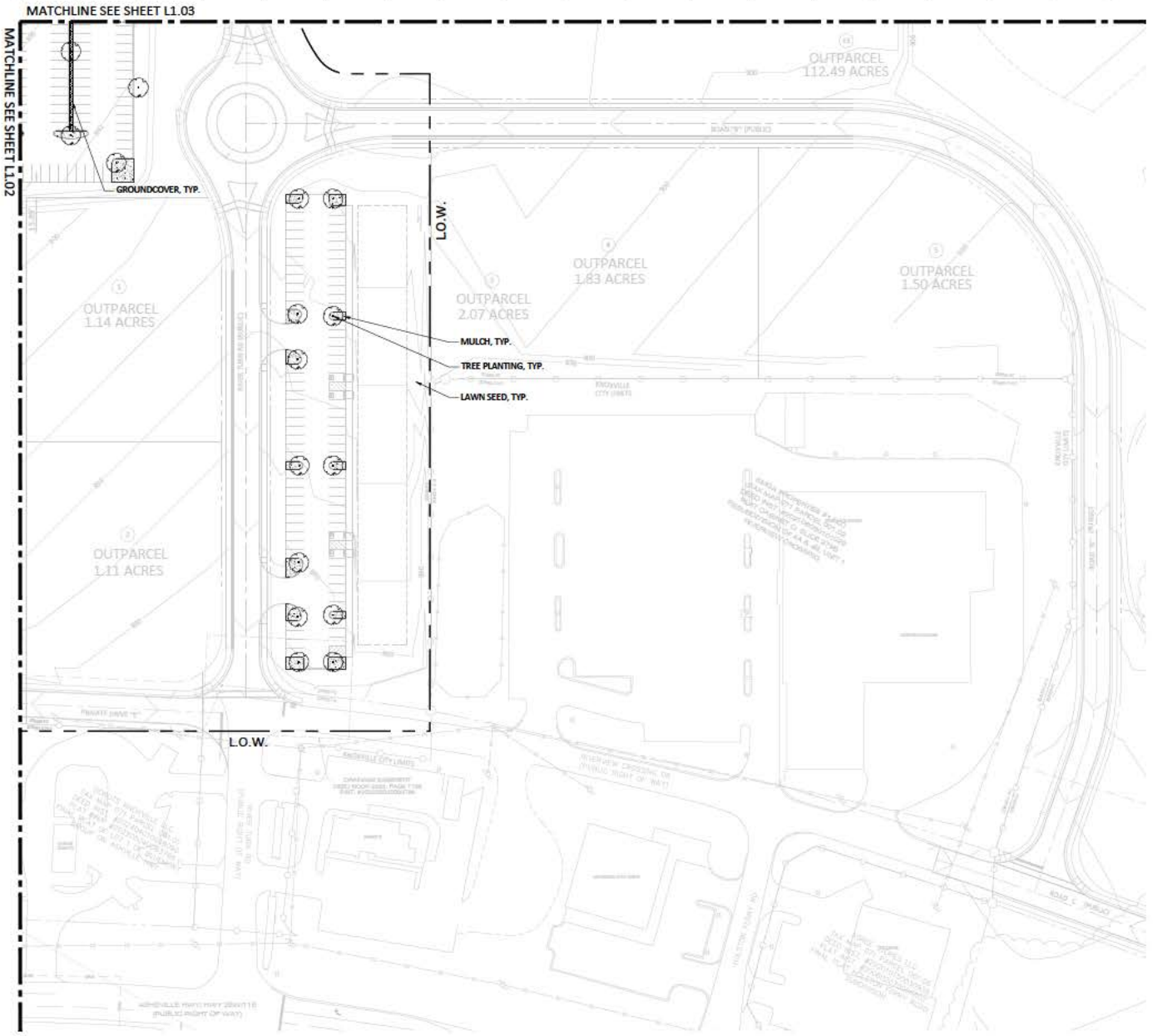
DETAILS
MPC FILE NUMBER: 3-H-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800 001
DATE: 01/15/26

C4.01

CONCEPT PLAN
01/15/2026



PLANTING LEGEND

LIMIT OF WORK	
DECIDUOUS / SHADE TREE	
GROUNDCOVER	
MULCH	
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.

3-H-26-DP
Revised: 2/17/2026

SCALE: FEET

ARDURRA
2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
Phone: (865) 690-8419
www.Ardurra.com

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BOB DUKE
BDUKE@CLARIONRE.COM
716.880.4254

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

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

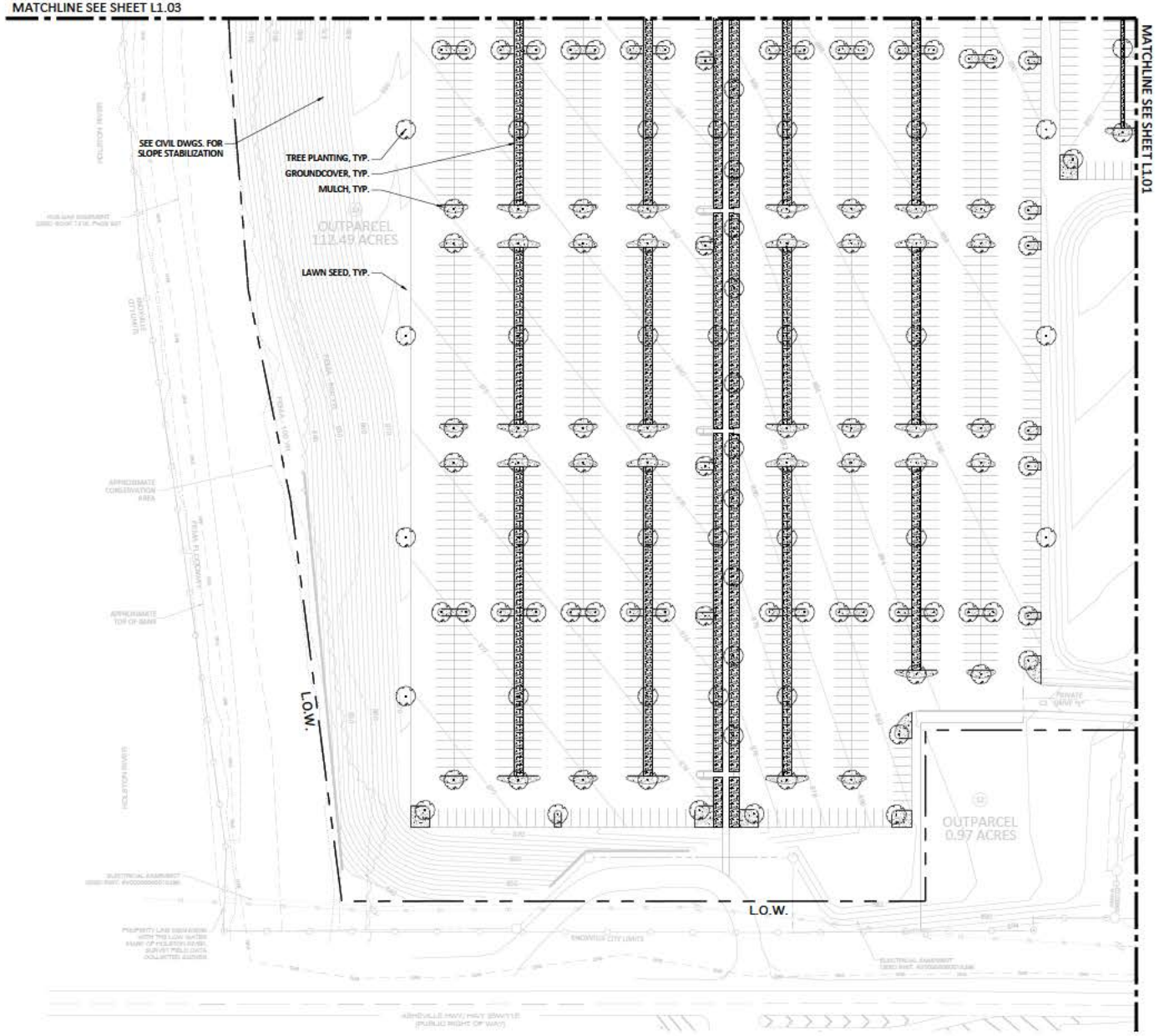
PLANTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE: 10/27/25

L1.01

CONCEPT PLAN
10/27/2025



PLANTING LEGEND

LIMIT OF WORK	
DECIDUOUS / SHADE TREE	
GROUNDCOVER	
MULCH	
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.

3-H-26-DP
Revised: 2/17/2026

SCALE: FEET

ARDURRA
2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
Phone: (865) 690-8419
www.Ardurra.com

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BOB DUKE
BDUKE@CLARIONREI.COM
716.880.4254

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

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

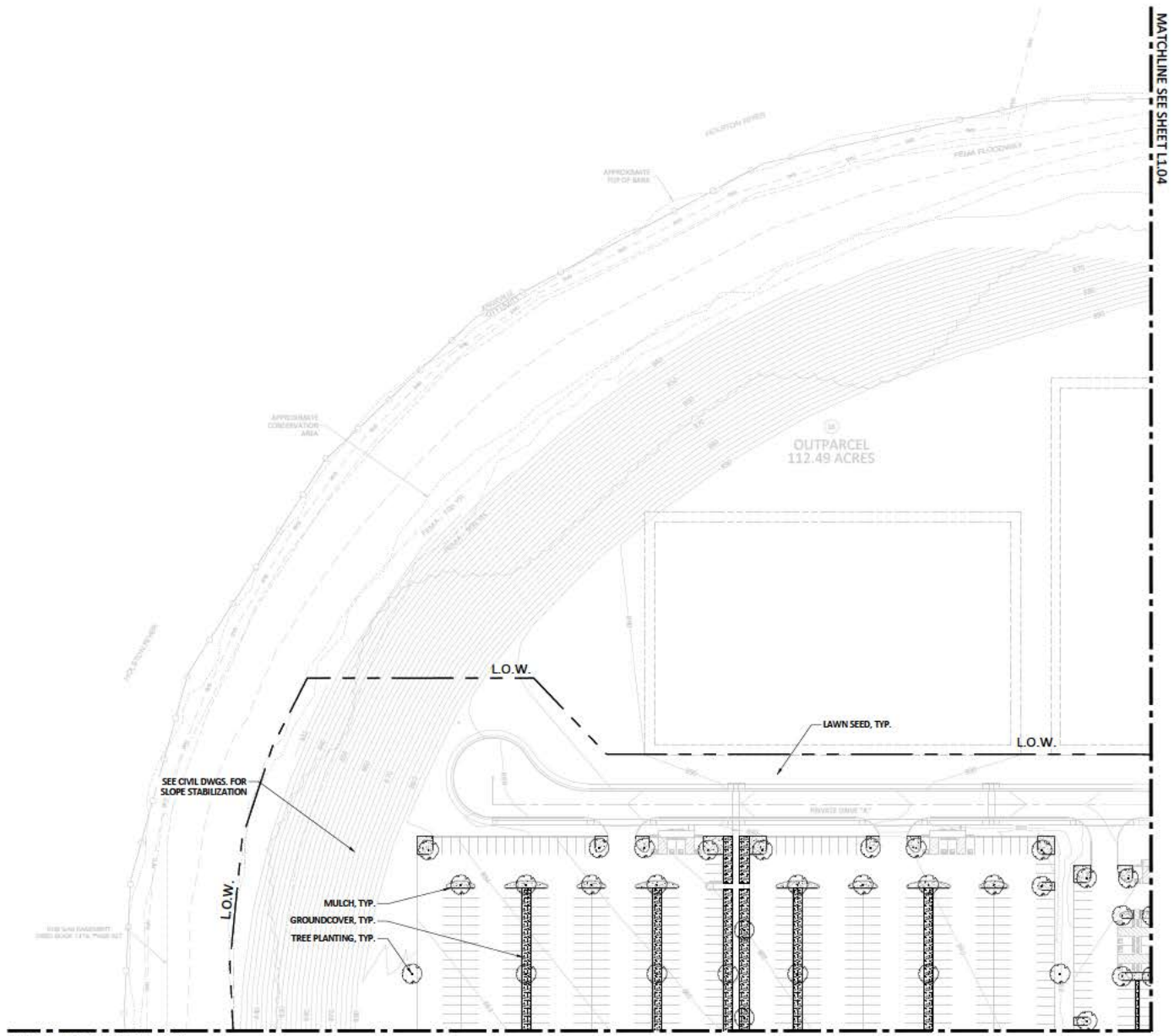
PLANTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 800.001
DATE: 10/27/25

L1.02

CONCEPT PLAN
10/27/2025



PLANTING LEGEND

	LIMIT OF WORK
	DECIDUOUS / SHADE TREE
	GROUNDCOVER
	MULCH
	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.

3-H-26-DP
Revised: 2/17/2026

0 50 100
SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BOB DUKE
BDUKE@CLARIONRE.COM
716.880.4254

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

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

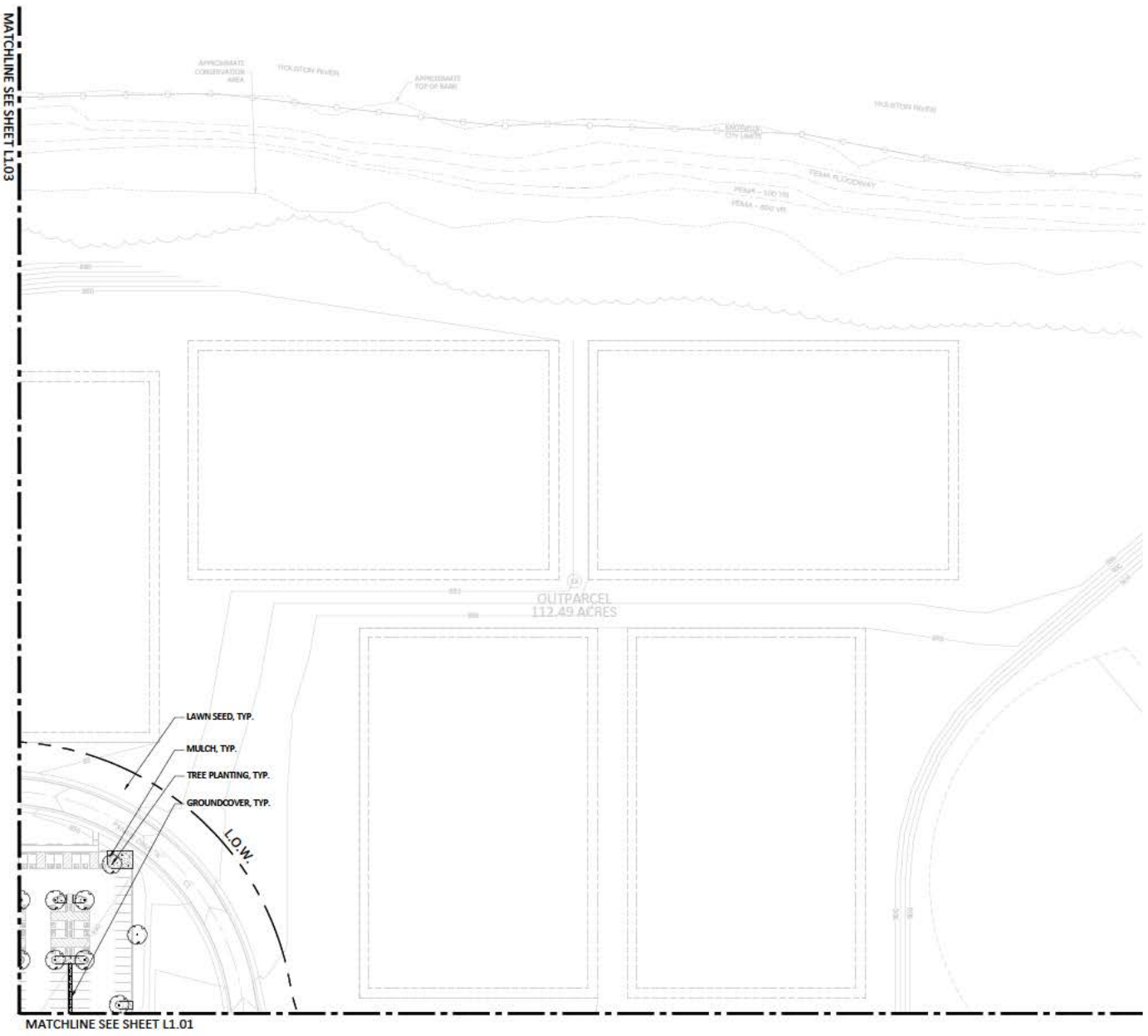
PLANTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 8061.001
DATE: 10/27/25

L1.03

CONCEPT PLAN
10/27/2025



PLANTING LEGEND

LIMIT OF WORK	
DECIDUOUS / SHADE TREE	
GROUNDCOVER	
MULCH	
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.

3-H-26-DP
Revised: 2/17/2026

0 50 100
SCALE: FEET

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

6125 RIVERVIEW, LLC
8862 CEDAR SPRINGS LN SUITE 100
KNOXVILLE, TN 37923
MR. BOB DUKE
BDUKE@CLARIONRE.COM
716.880.4254

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: 806.001
DATE: 10/27/25

L1.04

CONCEPT PLAN
10/27/2025

Holston Bend Sports Park Development Plan

Design Guidelines

FEBRUARY 17, 2026

DRAFT

3-H-26-DP
Revised: 2/17/2026

Table of Contents

Section 1: Introduction

A. Overview

Holston Bend Sports Park (HBSP) Development Plan has been created to provide Knox County with a high-quality sports park located in East Knox County along the Holston River. Designed to serve both the surrounding community and the greater Knoxville region for decades to come, the Park will enhance local recreational opportunities while strengthening the County's appeal to individuals and families considering relocation—supporting growth, new jobs, and long-term capital investment within Knox County.

Leveraging HBSP's strategic location, direct access to Asheville Highway, close proximity to the I-40/75 and I-640 interchange, and its unique connection to the Holston River, the Park will not only serve local residents but also act as a regional economic engine. By attracting traveling sports teams and visitors, the facility will boost local spending and create employment opportunities in the surrounding area.

The Park will feature a wide array of amenities, including sports fields, ample parking, and both paved and natural-surface walking trails for recreation and exercise. Enhanced open spaces, shelters, and gathering areas will provide welcoming places for residents to enjoy year-round. The Park's Development Guidelines will ensure high standards in architectural and site design, incorporating extensive landscaping to create an attractive and enduring community asset.

B. Purpose and Intent

These design guidelines have been established to foster a high-quality built environment and to maintain consistent performance standards for all development within the Park. Upholding these standards helps protect the long-term investment of current and future property owners.

In addition, the guidelines are intended to guide project design and provide clear expectations for all development activities. Property owners within the Park should ensure their design teams are familiar with these requirements early in the design process. All development plans will be reviewed by the Holston Bend Sports Park Design Review Board (HBSP-DRB) and the Knoxville–Knox County Planning staff. For more information on the DRB, refer to Section 2.C.

These design guidelines establish the minimum standards which shall be conformed to, as required by HBSP-DRB and Knox County Planning staff. They do not replace the need for conformance to any applicable federal, state, county, or local obligations or approval procedures. All structures must conform to applicable state or local building codes, zoning ordinances, or other governmental regulations to ensure the health and safety of users. If any provisions of these design guidelines are more restrictive than the applicable codes, the provisions of the design guidelines shall apply.

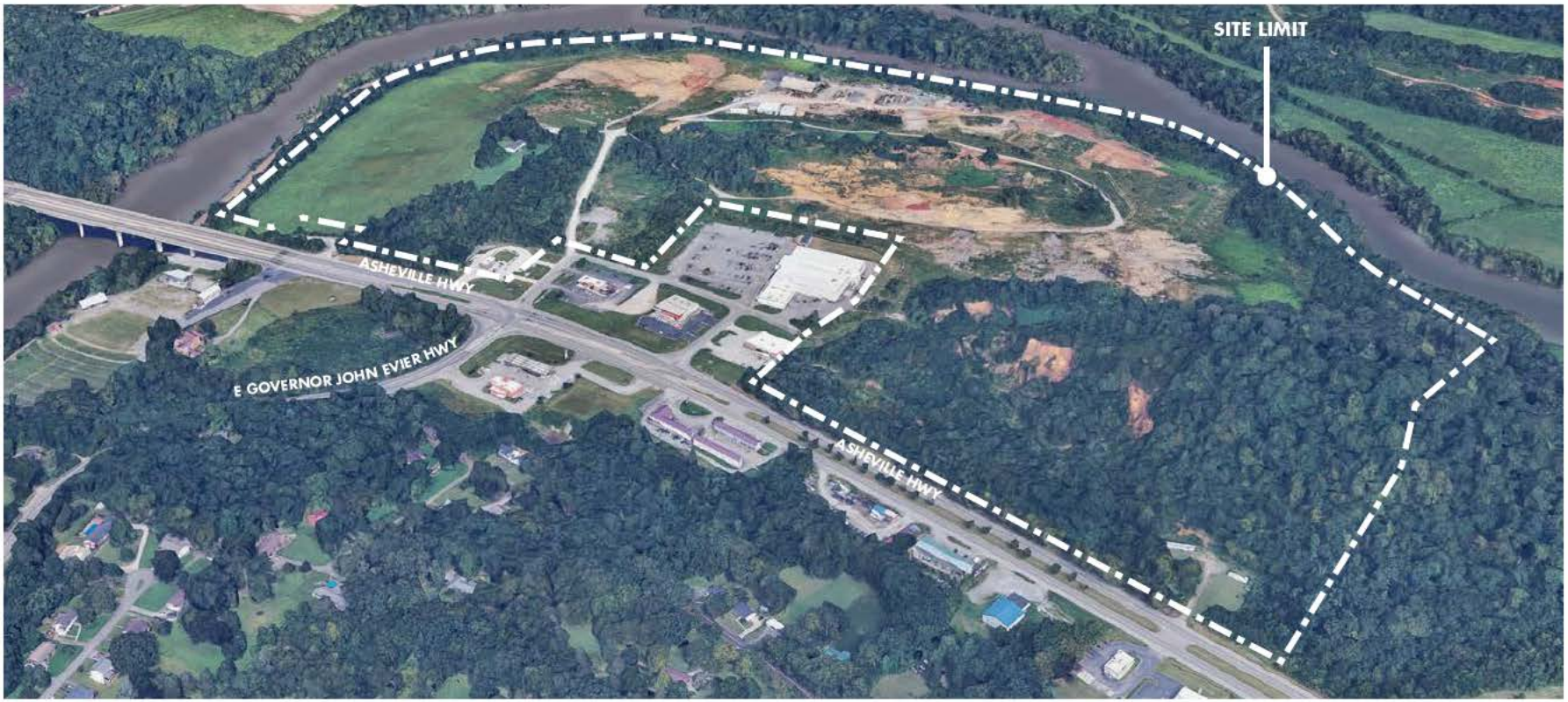
Development plans for the HBSP are also subject to permitting through Knox County.

The HBSP-DRB is committed to assisting property owners throughout the development of their sites. If challenges arise due to specific guideline requirements or conflicts with other County regulations, these should be brought to the attention of HBSP-DRB staff to help identify solutions.

Property owners are encouraged to contact HBSP-DRB staff with any questions or concerns. A preliminary meeting with staff is strongly recommended to review the guidelines and ensure a smooth design and review process.

C. Property Owner's Association

All property within HBSP shall be subject to the Holston Bend Sports Park Property Owner's Association Covenants which shall be recorded with the Knox County Register of Deeds. Design Guidelines shall be referenced in covenants.

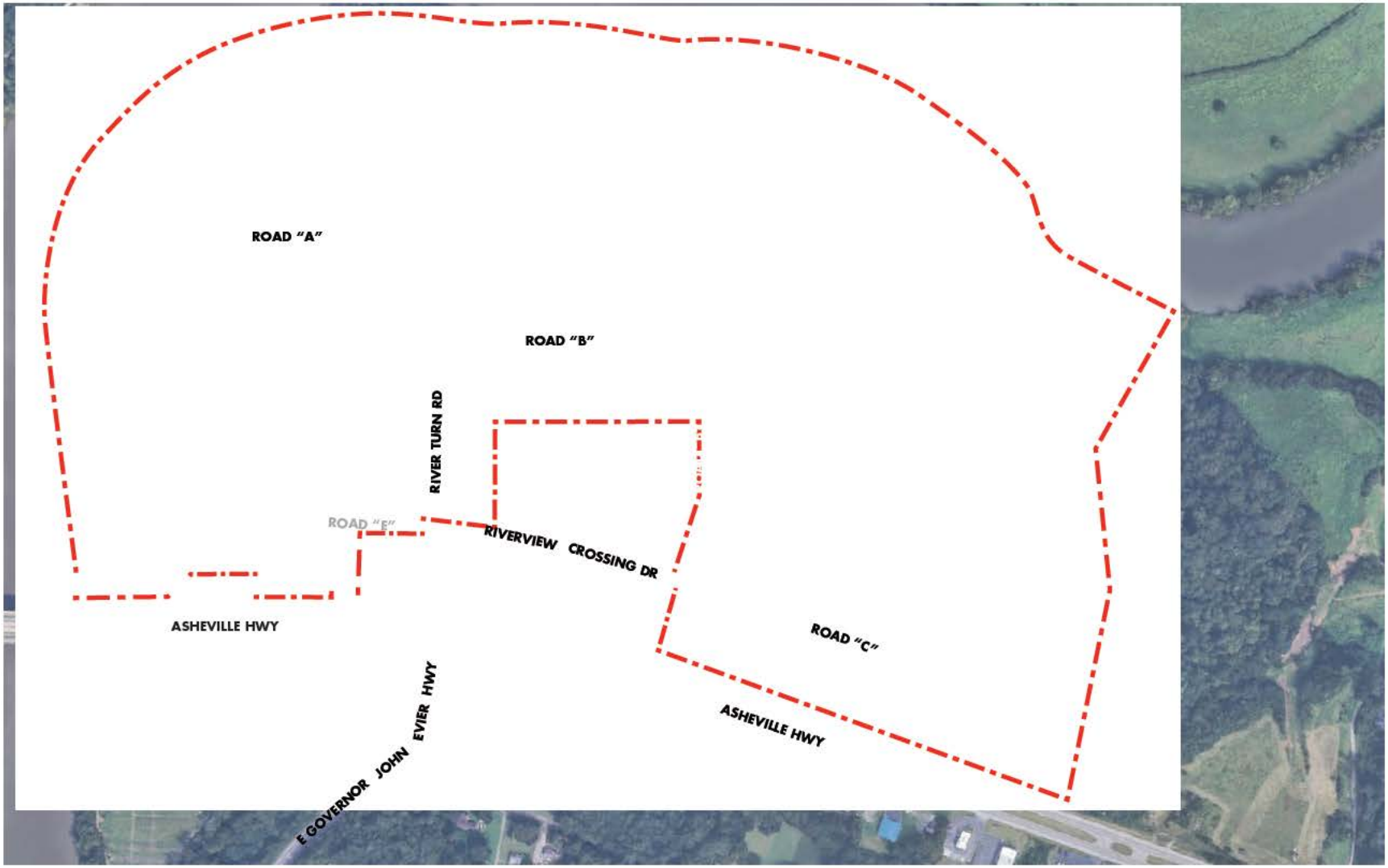


D. Glossary of Terms

The following definitions are applicable to the terms as they are used in the design guidelines for HBSP.

- **Design Review** is a process which has been adopted by HBSP-DRB whereby development plans/proposals are evaluated by the DRB for their compliance with these design guidelines.
- **Design Guidelines** are statements and graphics intended to direct the planning and development of the built environment in a particular manner or style so that the end result contributes positively to the Sports Park.
- **A unified design** is where each of the individual elements, such as building orientations, building forms, materials, colors, landscaping, pavement, lighting, signs, etc., when joined together, appear as a logical and aesthetically integrated whole. The elements (of each parcel and the park) should be conceived as part of a "family," not identical in appearance but designed with similar or complementary characteristics. Some repetition of elements also contributes to a unified design, but care should be taken not to repeat entire building or landscape designs.
- **Streetscape** refers to all the elements within and adjacent to the right-of-way that contribute to the street's appearance and functionality.
- **Articulate** means to give emphasis to or distinctly mark off a particular building element. An articulated facade would be the emphasis of elements on the face of a wall—could be a change in step back, a change in material, color, etc.; anything which emphasizes that particular building face.
- **Building mass** means the building's expanse or bulk and is typically used in reference to structures of considerable size.
- **Public building face** refers to any building side which is visible from public road right-of-ways.
- **Front building face** refers to any building face which can be touched by a line drawn perpendicular to the street and/or the face(s) which contains the public entry.
- **Swales** are low lying or depressed stretches of land which carry storm water runoff. Swales are typically wide, gently sloping, and covered by grass.
- The term **setback** has been used as a prescribed distance or an area between one element and another. Within these guidelines, the term describes:
  - A **yard setback** is the minimum distance and the area measured from the property line to the interior of a parcel where buildings may be constructed.
  - A **parking setback** is the required distance and the area between the edge of parking lot pavement and the property line. For dimensional standards, refer to Article II of the Zoning Ordinance for Knox County, Tennessee.
- A **screen** or **buffer** is intended to block undesired views and is consisting of materials effective in blocking unwanted views.
- **Caliper**, in landscape and nursery usage, is the diameter of a tree measured six inches above the ground line for up to a four inch caliper tree. The diameter is measured twelve inches above the ground line for plants which have a caliper greater than four inches.
- **Footcandle** refers to the amount of illumination on a surface at a single point. One footcandle is equal to one lumen (measurement of the amount of light energy emitted by a light source) uniformly distributed over an area of one square foot. The amount of illumination incident on a surface varies with the intensity of the source in the direction of the surface, the distance between the source and the surface, and the angle of incidence.
- The **buffer yard** is established along the property line abutting residential or agricultural property. No parking lots or structure shall be allowed within the buffer yard setback.

E. Site Context



Section 2: Design Submission and Review

A. Permitting and Zoning Requirements

General Description

The Holston Bend Sports Park is zoned PC Planned Commercial zone and CA General Business zone. The PC and CA zones are intended for a unified grouping of commercial buildings which do not require or desire a central business location. It is the objective of this zone to achieve the highest quality site design, building arrangement, landscaping and traffic circulation patterns possible.

Permitted Uses

The following permitted uses allowed in the PC Planned Commercial and CA General Business zoning ordinance may be permitted in the Holston Bend Sports Park (HBSP) development.

- Recreational Uses and Sports Playing Fields such as those for K-12 Youth Football, Soccer, Lacrosse, and Baseball.
- Athletic Training Facilities
- Banks and Financial Institutions.
- Professional and Business Offices.
- Restaurants, with and without drive-thru facilities.
- Hotels
- Medical Clinics
- Retail/Mercantile Stores
- Personal Service Establishments
- Accessory Uses customarily incidental to any of the Commercial uses listed.

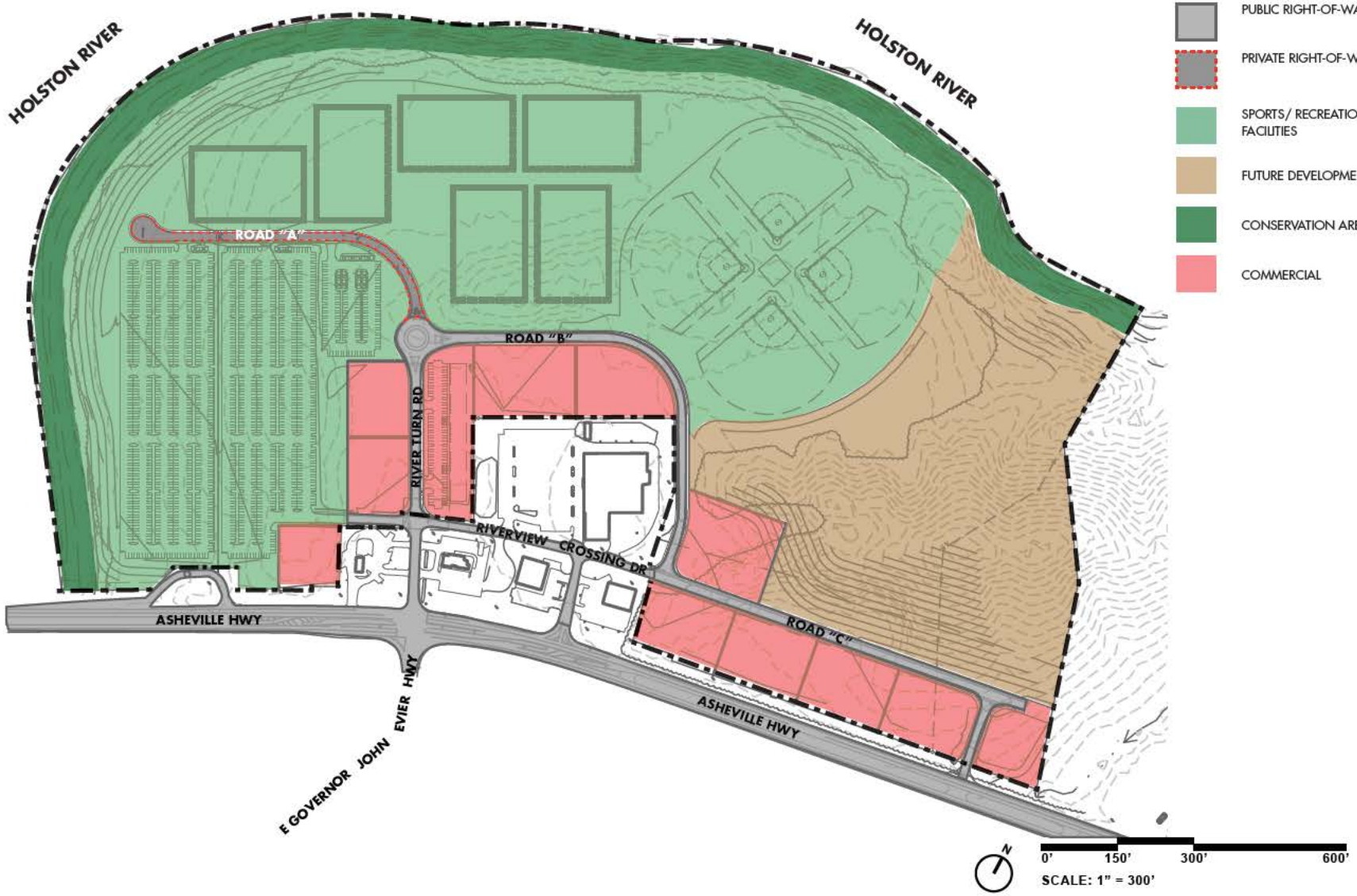
Other uses of the same general character as those listed in this section as permitted uses and deemed appropriate by Knoxville – Knox County Planning.

Outdoor storage, subject to the following requirements:

•Outdoor storage shall be fully screened on all sides by an opaque, ornamental or vegetative screen.

•Outdoor storage must be an accessory use to a principal use on the same site.

B. Site Zoning Overview



C. Development and Approval Process

Site Selection Process

Step One - Choosing Holston Bend Sports Park

Review the Design Guidelines in its entirety to get a complete picture of the requirements. Will the proposed facility fit the plan and the proposed site for Holston Bend Sports Park? If so, then go to Step Two.

Step Two - Site Selection and Design

Once a site is chosen, the project's architects or engineers will review this section which outlines information the Design Review.

Board (DRB) requires for review. The DRB will recommend a preliminary meeting with the design team to review the standards and make sure they completely understand what is expected. The project's architect or engineer should review Section 3 and make sure that the plans are in compliance with the standards.

Approval Process

Step One - DRB Review

DRB will require the following process for preliminary review and approval prior to submitting the project's documents to Planning for approval.

DRB Preliminary Review

The applicant should schedule a kickoff meeting with DRB staff to review the site, uses, and design intent. The applicant should be prepared to discuss preliminary development plans which should include one (1) set of the information recommended for preliminary review under the Submittals section of these requirements.

Recommended Submittals for DRB Preliminary Review

It is recommended the applicant provide one (1) full set of the following plans and submittal information for preliminary DRB review. Submittal should include:

- Site plan showing the location of buildings, sidewalks, driveways, intersections with streets, parking areas, screen walls and fences, yard setback requirements, buffer yards, and preserved natural areas
- Architectural plans showing general floor plans, elevations, building materials and
- listing floor area square footages
- Landscape plans showing proposed planting locations and any existing vegetation to be preserved if required or planned.
- Signage plans on all exterior, façade and free standing signs including information on locations, design, dimensions, colors, and lighting.
- Exterior lighting plans
- Narrative including: 1) a description of the proposed operation in enough detail to judge whether or not it is permitted under the approved Development Plan uses for Holston Bend Sports Park (HBSP).

Formal DRB Review

The applicant will deliver documents via electronic submittal to DRB. A DRB meeting will be planned within ten (10) working days after receipt of these submittal plans. A meeting will not be scheduled until all appropriate information is available to the DRB. At the meeting, the applicant will present their plans to the Board. The DRB will discuss the plans and the applicant will receive, via written correspondence, notification of the Board's decision and recommendations on changes the Board may require. Following this presentation, DRB will issue an approval, conditional approval, or instructions regarding resubmittal. DRB's approval or conditional approval letter shall be submitted as part of Planning review.

Required Submittals for formal DRB reviews

DRB requires five (5) full sets and of the following submittal information. The applicant is required to provide the following information on drawing submittals:

- Plot plan which shows the relationship of the proposed improvements to the improvements on adjacent parcels, utilities and streets.
- Survey of property clearly showing property boundaries in relation to other features
- Site plan at a scale of one inch equals forty (40) feet or less. This should show the location of buildings, sidewalks, driveways, intersections with streets, parking areas (including stall sizes and quantities), screen walls and fences, site grading and erosion control measures and utilities, yard setback requirements, buffer yards, preserved natural areas, calculated building coverage ratio, and calculated impervious surface coverage ratio.
- Architectural plans at a scale no less than one inch equals sixteen (16) feet showing elevations, all building materials, and floor plans including floor area square footages
- Landscape plans at a scale of one inch equals forty (40) feet or less that show proposed planting locations and any existing vegetation to be preserved if required or planned. Landscape plans should also include a detailed plant schedule with the plant's common and botanical name, general type of plant (i.e. evergreen, deciduous tree, flowering tree, annual flower, perennial flower, grass, etc.), minimum specified size at installation and expected size at maturity, total quantity, and symbol (if used).
- Signage plans on all exterior, façade and free standing signs including information on locations, design, dimensions, colors, and lighting.

- Exterior lighting plans including site photometrics, fixture locations and types, pole heights and colors, and descriptive data for all fixtures.
- Samples of all materials and/or paint colors used on all improvements. In lieu of submitting material and/or paint color samples, the DRB may, at its discretion, accept an accurately colored rendering of the proposed building(s) with specific descriptions of all materials to be used.
- Narrative including: 1) a description of the proposed operation in enough detail to judge whether or not it is permitted under the approved Development Plan uses for HBSP. This should include an estimate of the maximum number of employees and visitors contemplated for the business.
- Information that is to be provided on the Survey, Site plan, and/or Architectural plans should include: parcel ID, address, owner, location map, zoning, north arrow and total site acreage.

Plans Review and Approval Process Checklist

TO BE COMPLETED BY THE APPLICANT	YES	N/A
Preliminary DRB Review		
Provide one (1) set of drawings and project narrative		
Site plan including:		
Plan scale shall be no less than 1:40		
Setbacks, yards, and preserved areas		
All easements		
Building locations		
Driveways, sidewalks, and parking areas		
Screening elements (walls, fences, berms)		
Signage plan including:		
Locations of all signs		
Signs on buildings		
Freestanding signs		
Sign exhibit including design, dimensions, color and lighting		
Lighting plan including:		
Locations of all exterior lights		
Fixture cut sheets		
Project narrative including:		
Proposed use		
Description of proposed operational detail		
An estimate of the maximum number of employees and visitors contemplated for the buisness		
Formal DRB Review		
Provide six (6) set of drawings and project narrative		
Existing conditions plan including:		
Plan scale shall be no less than 1:40		
Topography at maximum 2' contour intervals		
Vegetation including trees and shrubs		
Property boundary		
All easements		
Preserved Natural Areas		
Site plan including:		

Pan scale shall be no less than 1: 40		
Setbacks, yards, and preserved areas		
All easements		
Building locations		
Driveways, sidewalks, and parking areas		
Screening elements (walls, fences, berms)		
Maximum lot coverage		
Impervious Area Ratio		
Architectural plan including:		
Plan scale shall be no less than 1:16		
Floor plate with rooms and uses		
Doors and windows		
Façade materials		
Loading docks and service areas		
Landscape plan including:		
Plan scale shall match site plan		
Existing trees to be preserved		
All easements		

Holston River Conservation Area		
Proposed trees, shrubs, groundcover, and lawn areas		
Plant schedule including botanical names, common names, type of plant, installed sizes, and mature sizes		
Signage plan including		
Locations of all signs		
Signs on building		
Freestanding signs		
Sign exhibit including design, dimensions, color and lighting		
Lighting plan including:		
Locations of all exterior lights		
Fixture cut sheets		
Sign exhibit including design, dimensions, color and lighting		
Material samples including:		
Façade materials		
Exterior walls, fences, and railings		

Specialty pavement such as unit pavers or colored concrete		
Accurate renderings may be provided in lieu of samples		
Project narrative including:		
Proposed use		
Description of proposed operational detail including extent of any noise, odor, glare, vibration, smoke, dust, gases, hazards of fire and explosion, radiation, radioactivity, electrical radiation, liquid wastes, or any other unusual performance characteristics.		
An estimate of the maximum number of employees and visitors contemplated for the business and the timing of shifts during which the employees will work.		

D. Design Review Board (HBSP-DRB)

HBSP's DRB shall consist of no fewer than four (4) and no more than five (5) members. The members will include an Owner's Representative(s), the Development Architect, the Development Landscape Architect, and the Development Civil Engineer, all of whom live within Knox County. HBSP may also designate a professional in the construction industry or a real estate developer..

The vote of a majority of the members of the Board at a meeting shall constitute the action of the Board on any matter before it; provided, however, in no event shall a vote of less than three (3) members (either affirmative of negative and not both) constitute the act of the Board. Each Design Review Board member has the responsibility, upon recognizing the potential for the appearance of a conflict or the existence of a real conflict of interest between the member's position and the issue being decided, to declare that he has a conflict of interest on the matter of question. Any member who declares a conflict of interest may continue his involvement in the discussion of the issue but shall excuse himself from voting on the matter.

Approval of plans and improvements shall be at the sole discretion of the Design Review Board. By purchasing property in the HBSP, each Owner accepts the authority of these standards and agrees to the Design Review Board's authority.

The rationale for Board approval, conditions or denial shall be included in the minutes of the Board meeting at which decisions are made. Correspondence regarding denials to applicants shall cite the specific section of the Design Standards and Restrictive Covenants for the HBSP or other basis for denial.

Section 3: Design Guidelines

A. Objectives

Applicants should refer to the Zoning Ordinance for Knox County, Tennessee and to the Holston Bend Sports Park (HBSP) Design Guidelines, as amended from time-to-time, for specific requirements. Where there are differences in requirements, applicant should use the most stringent requirement.

Objectives

These design objectives guide the Park's overall plan and should be used to guide the development of individual parcels.

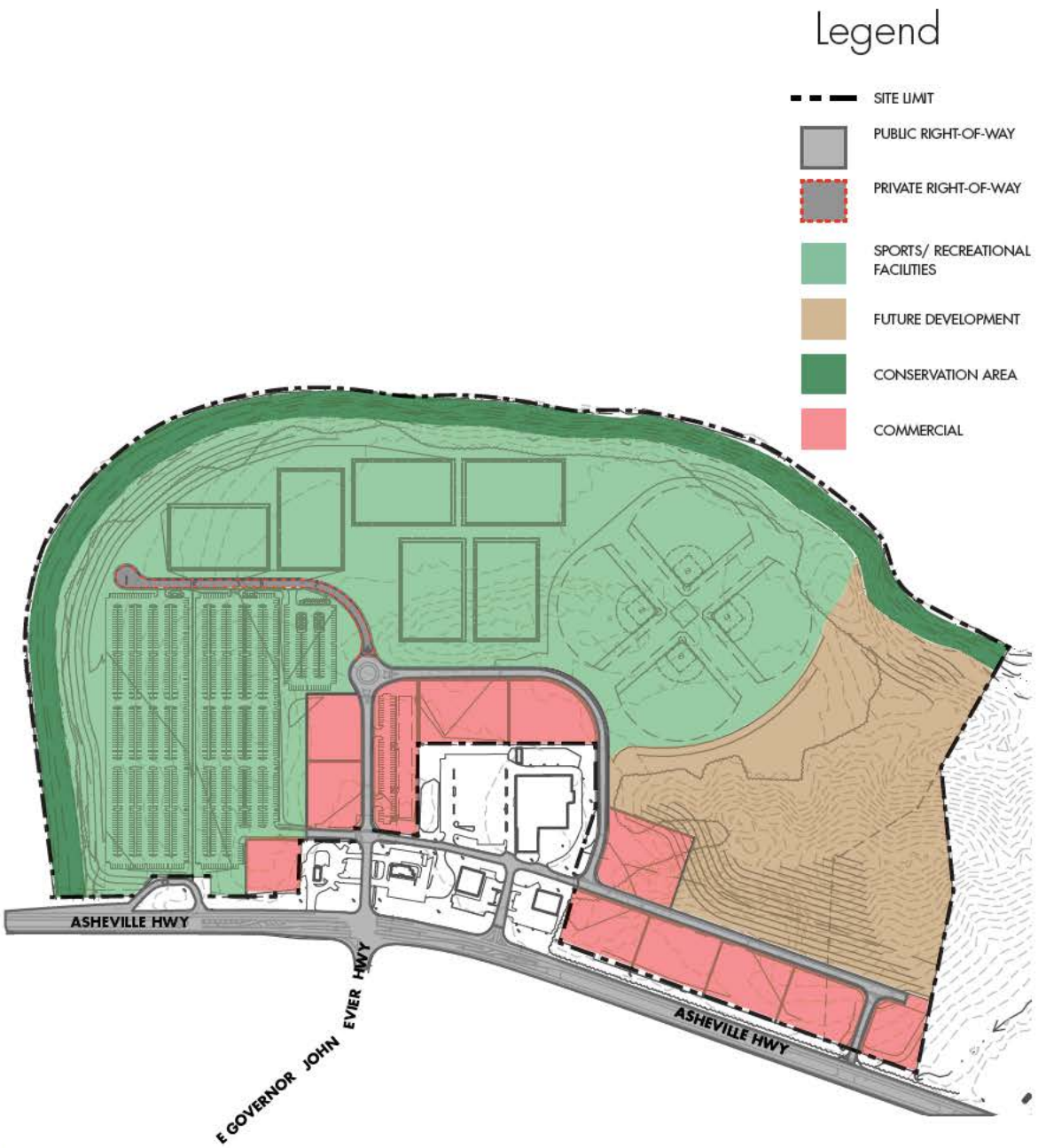
- Foster a unified design which supports the Holston Bend Sports Park concept and serves as a planning and design example for future sports parks.
- Locate buildings and parking so that any appropriate existing vegetation is maintained and utilized as screening and buffering.
- Minimize the operational and visual intrusion of loading and storage areas by screening them and by locating them where they will be least visible and least disruptive to private properties surrounding the HBSP boundary.
- Create an internal vehicular and pedestrian circulation system which facilitates separation of commercial and visitor traffic.
- Foster superior quality in architecture and landscape design throughout the Park while emphasizing low maintenance requirements.
- Incorporate design solutions which will serve to minimize and/or mitigate the potential impact of on-site uses.

B. Site Envelope

Site Envelope

Development shall be sited with minimal negative impact on the land and surroundings and to highlight areas of architectural or natural interest.

- Site buildings and parking areas to preserve as much of the existing vegetation as possible, utilizing it as a natural buffer or screen.
- Site development where the topography is least restrictive—requiring the least amount of site excavation.
- Orient buildings, parking, storage, and loading areas to reduce poor views, noise, and glare off-site. When this is not feasible because of the operational needs of the individual users, the operational needs shall be met and additional steps to mitigate the potential negative effects shall be required—screening, buffering, etc.

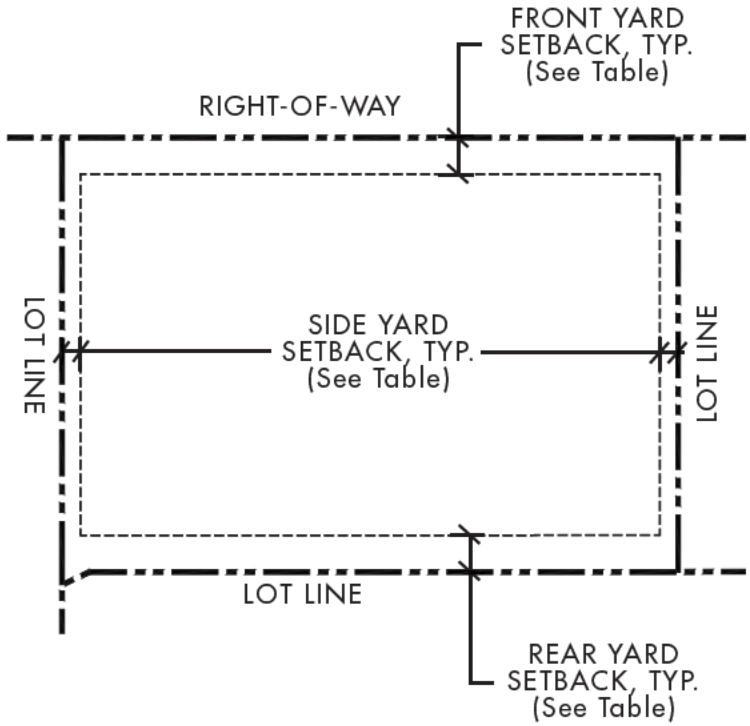


Building Setbacks

Intent:

The setbacks required shall provide sufficient space around development to contribute to the appearance of open space and provide some separation between uses.

Guidelines:



REQUIRED MINIMUM SETBACKS PC ZONE

Yard Location	Document References	Minimum Setback
Front	3.F	20 Feet*
Side	3.F	10 Feet*
Rear	3.F	20 Feet*
Peripheral setback when abutting any external property	3.G	50 Feet*

REQUIRED MINIMUM SETBACKS CA ZONE

Yard Location	Document References	Minimum Setback	Hotel Minimum Setback
Front	5.31.07	20 Feet*	50 Feet*
Side	5.31.08	5 Feet**	5 Feet**
Rear	5.31.09	16 Feet***	16 Feet***

* ***EXCEPT AS OTHERWISE INDICATED ON THE DEVELOPMENT SITE PLAN YARD SETBACKS (NO BUILDING ACCESSORY STRUCTURES)***

** ***SETBACK SHALL INCREASE BY 2 FEET FOR EACH STORY ABOVE THE FIRST STORY***

*** ***SETBACK SHALL BE 16 FEET FOR ONE-STORY BUILDING, 20 FEET FOR TWO-STORY BUILDING, AND 24 FEET FOR THREE-STORY BUILDING***

Development Density/Building Height

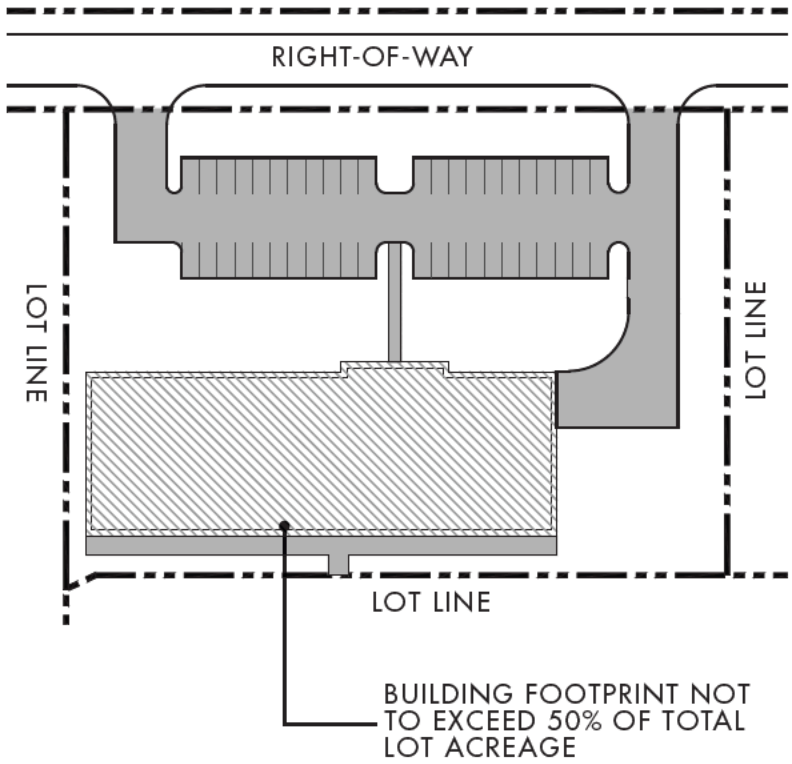
Intent:

Density of development on the site shall ensure sufficient open green areas.

Guidelines:

DEVELOPMENT DENSITY	
Maximum Lot Coverage (divide area of a lot covered by a building by the gross area of the lot)	</= 50%
*Maximum Building Height (measured from finished grade on front side of building)	45 Feet

* ***EXCEPT AS OTHERWISE NOTED IN SECTION F - ARCHITECTURE***



C. Holston River Conservation Area

Intent:

The Holston River Conservation Area (HRCA) are areas of significant ecological value and/or desirability which will remain preserved and protected. This includes approximately 8 acres of conservation area adjacent to the Holston River. Field markers will denote the boundary of the HRCA. In some locations walking trails are provided within preserved areas for recreational purposes. Refer to the development plan for the recorded limits of all HRCA.

D. Grading, Drainage, and Stormwater Management

Intent:

Grading, drainage, and storm water management techniques shall be used which limit erosion, establish proper drainage, and accommodate development with limited impacts on the site or adjacent sites. The results of any grading, drainage, and/or storm water management shall be visually pleasing.

Guidelines:

- All construction shall comply with Knox County, State, and Federal requirements.
- Cut or fill slopes greater than 3:1 are discouraged. Slopes shall not exceed 2:1. Where slopes exceed 3:1, they shall be planted with ground cover, meadow seed, or other acceptable plant material as approved by the DRB and Knox County Planning staff.
- Ensure adequate drainage by maintaining to the greatest extent practical a minimum 2% slope across lawn areas and a minimum 1% slope on paved areas. In locations where driveways, walks, and parking areas cross drainage ways, culverts shall be provided to allow for natural drainage.
- Integrate grading and drainage features for each parcel with the Sports Park's overall storm water management system. Storm water systems shall meet all the Knox County requirements and all the state and federal requirements. Combined storm water and sanitary sewers shall not be permitted.
- Minimize the amount of cut and fill and tree loss with site sensitive development and grading practices. Provide a gentle grade change at site boundaries between excavation on site and existing grades off site.
- Swales should be designed with a rounded bottom and with a gentle transition to existing grade. Grade all dry storm water management areas to follow natural forms and with gradual side slopes so they appear as naturally occurring land forms. Water tolerant vegetation is the encouraged ground cover for swales except in locations runoff velocities do not allow. Stone may be used to line swales as needed. Waivers to this requirement will be considered by the DRB when sustainable design methods (such as low impact design) are used. Refuse and broken concrete shall not be permitted in swales.
- Grading shall not occur within the HRCA except for trails, sanitary wastewater utility facilities.

E. Utilities

Intent:

Utilities shall be located to reduce the visual intrusion of equipment and where they are least susceptible to damage from weather and/or moving vehicles.

Guidelines:

- All new utility lines and service connections shall be located underground. When it is not feasible to do so, dark, neutral colors shall be used on poles and fixtures and they shall be located a safe distance from traffic areas.
- All above-ground utility structures, including those attached to poles or buildings (meters, transformers, etc.), shall be approved by the DRB.
- Screen above ground utilities and/or wall-mounted utilities with architectural elements (building setbacks, walls, fences, architectural building attachments) and/or landscaping.
- Both Tennessee Valley Authority (TVA) and Knoxville Utilities Board (KUB) own utility easements throughout the Sports Park. Refer to each of their own guidelines and restrictions regarding all construction and development within TVA and KUB easements.
- Septic tanks and drain fields shall not be allowed.

Questions about TVA's power line easement in the Park should be directed to the TVA's Electrical Systems Engineering Department.

F. Architecture

Mountain Modern Architecture

The architecture, landscaping and signage of the Holston Bend Sports Park is intended to reflect the unique location of the development in East Tennessee in close proximity to the Urban Center of Knoxville and the natural surroundings of East Tennessee and defined by the boundary of the Holston River and situated between the Plateau Region and the Appalachian Mountains. In this development there will be a natural tendency for the use of stone or brick bases and a juxtaposition of the use of these rustic and traditional materials; stone, brick and heavy timber wood framing and detailing and wood siding and modern materials; glass, exposed steel, metal panels and concrete. Traditional material use and detailing to be reminiscent of the warmth and natural connection of the park structures of the Great Smoky Mountains and the structures of the surrounding Appalachian Mountains used in a modern design aesthetic with large expanses of glass and other modern materials.

Building Entry Areas

Intent:

The building entry shall be clearly defined and shall provide space for safe and easy movement between the indoors and the outdoors.

Guidelines:

- Differentiate the entry area from the rest of the building face with a change in step back, color, texture, pattern, and/or material.
- Delineate a space outside the entry with plant materials, mounding, walls, paving, or overhead features to create a transition space between the entry and the outdoors.
- Differentiate the paving at the entry from the sidewalks or parking areas by changing the width, the color, the material, the scoring pattern, or the finish.
- Use overhead features such as building overhangs, porches, arbors, canopies, etc. to define the entry and to provide overhead protection in the transition space. Tree canopies can also provide the overhead feature in the transition area.

Building Height

In general, Height shall be limited to forty-five (45) feet. However, to permit the greatest flexibility of design, Planning may approve greater heights provided such height is an integral part of the building grouping and enhances the design of the entire project.

Building heights to be measured from the ground level front finished floor elevation to the top edge of parapet wall or ridge of the roof. Building heights shall be subject to approval by the DRB, and shall conform to any other height requirements as may be mandated within the requirements and restrictions of the Zoning Ordinance for Knox County, Tennessee.

Building Form

Intent:

The building form shall reduce the apparent mass of large buildings, give buildings visual interest, and relate buildings to the site and to other buildings within the Sports Park.

Guidelines:

- When the building use allows, reflect the character of the physical setting through building forms by using low, horizontal forms when buildings are in open areas and more vertical, compact forms in wooded area.
- Articulate the building base through a change in setbacks and/or materials. Walls which extend out from buildings and into the site help unify buildings with the site.
- Utilize windows to establish a relationship between indoors and outdoors and to further define the building's character. Where windows pose security issues, secure locations and/or special glass (glass block, tinted, etc.) should be used, rather than completely removing windows from the building face.
- Provide a distinctly different architectural treatment at the ground or lower levels of buildings to reduce the building mass. Examples of ways to differentiate the base include: articulating the building base, changing materials, colors, or textures, using overhangs, and window detailing.
- Emphasize architectural elements such as roof lines, windows, and entries to help break up large building faces and blank walls into smaller identifiable parts.
- Utilize plant materials, of an effective size and scale, to visually break up large building faces and blank walls into smaller identifiable parts. Plant materials shall be used when architectural elements are not emphasized.
- Any building face which is visible from a public right-of-way shall not be blank. Architectural elements and/or landscaping of a scale which will be effective in breaking up the blank wall shall be used.
- Use some uniformity (not repetition) of building details, scale, proportions, textures, materials, colors and overall building forms throughout the corporate center.

Building Material

Intent:

Materials shall be used to establish a look of quality and permanence and to create some visual interest in buildings, walls, and fences. Materials shall also be used to contribute to a unified park design.

Guidelines:

- Use materials which will age without deteriorating given a minimum level of maintenance.
- Use materials consistently throughout the park to further unify the overall park design.
- • Building materials which are encouraged include: brick, stone, natural or manufactured stone veneers, natural wood or fiber cement siding or panels, heavy timber wood framing and detailing. Exposed steel and architectural metal panels are acceptable, however all metal buildings are unacceptable.
- Repeat the building face materials and patterns on architectural or screening walls, retaining walls, and other hardscape features.
- Use primary and secondary materials of different colors and textures to add architectural interest

Colors

Intent:

Colors shall be used to establish an appearance of quality, to provide visual interest to buildings, walls, and fences, and to contribute to a unified park design. Building colors shall blend with the natural landscape and shall not be in sharp contrast with other buildings in the Sports Park.

Guidelines:

- Colors recommended for primary building coverage include neutral earth tones which have subdued color intensity.
- Accent colors (colors other than the primary building color) shall be used in limited amounts relative to the primary building color. Accents are encouraged, and should be used to emphasize architectural elements such as windows and doors, and/or in patterns on the building face. Buildings which are all one color are undesirable.
- A change in color, color patterns, or a change in materials shall be used to visually break up large building facades.
- Repeat the primary building color on walls which extend into the site or are used for screening. If accent colors are used on the wall they should be the same accent colors which are on the building.
- Radical use of intense or bright colors and/or color patterns is unacceptable.
- All color schemes are subject to review and approval by the DRB.

Roof

Intent:

The visibility of rooftop mechanical equipment shall be decreased so the overall appearance of the building is improved.

Guidelines:

- Utilize low profile rooftop equipment and locate it to the center and rear of buildings, out of view from public roads. When equipment cannot be placed out of view, architectural screening shall be required that is equal to or between one (1) and two (2) feet greater in height than the equipment to be screened.
- Rooftop equipment shall be screened with sloped roof lines, parapet walls and/or other architectural features when such equipment cannot be physically placed out of view from public roads, building entry areas, and neighborhood properties. These architectural features shall be designed to appear as part of the overall building design—repeating building forms, materials, and colors. Special consideration shall be given to appropriate and effective screening features when rooftops can be viewed from above by neighboring properties.
- Although architectural screening is required for all rooftop mounted equipment, care should be given to the placement and grouping of such equipment so as to minimize the amount of screen required.
- The DRB shall require all rooftop equipment be painted the same color when it can be proven to the DRB that the requirements for location and/or screening are physically impossible or will result in unnecessary hardship. The color shall be approved by the DRB.
- Roofs may be sloped or flat. Acceptable materials include fully adhered membrane; EPDM or TPO, shingles/shakes, standing seam metal (non-reflective only), green/planted and others. Roofscapes shall be organized and clean.

Accessory Structures (Service/ Storage)

Intent:

Service/storage areas (service storage areas, loading areas, refuse containers, and all ground mounted service equipment, chillers, condensing units, transformers, trash collection equipment, etc.) shall be located and/or screened so they are safe and not visible from building entry areas, roadways, and neighboring properties. Service/storage accessory structures shall be integrated with the overall building and parcel design.

Guidelines:

- Locate service/storage areas, loading, and refuse containers within the buildings. When such functions cannot be housed within the building, they shall be located where they are least visible from adjacent properties, building entry areas (both on-site and from neighboring buildings), or from roadways.
- All accessory structures shall be screened. Materials typically used for screening include earth mounding, plantings, walls, and fences—used individually or in some combination. To be effective, the height shall be sized to screen the accessory structure or items being

stored, but at a minimum, plantings, walls, and fences shall be at least six (6) feet high. Proposed earth mounding shall be evaluated for effective screen height and natural appearance.

- Walls and or fences shall be used to screen service/storage areas when the service/storage area is visible from non-service areas of adjacent properties, building entrances (both on and off site) and/or from public right-of-ways.
- Service/storage and loading areas (including the pavement) shall not encroach within the required front, side, or rear yards.
- Loading areas shall be located and designed so that no part of the vehicle extends outside the property line while loading or unloading.
- Use a canopy over loading areas which extends a minimum of ten (10) feet away from the building wall, for the length of the loading bays. Heights will vary, but shall be the minimum height above the loading doors which will allow any security lighting to be located below the canopy and which allows safe use by all loading and unloading vehicles.
- Replicate the forms, colors, and materials of the primary buildings in the design of all accessory structures and screening walls.
- Locate antennas, satellite dishes, and other transmission equipment where they are least visible from all rights-of-way and building entrance areas (on and off site). Mounting the equipment to non-public building faces or to roof areas which are screened from public view is encouraged.
- Any transmission equipment which must be visible, for functional reasons, shall be painted to blend into its surroundings and shall be screened with architectural or landscape materials consistent with the building and landscape design. When safety/security is an issue, ground mounted equipment shall be secured with walls and/or fences.

Energy Conscious Design

Where possible, energy conscious design strategies shall be employed. Energy conscious design may include, but should not be limited to, solar energy, green roofs, geothermal hvac systems, low flow plumbing fixtures, etc.

Loading Docks and Service Areas:

- It is preferred that all loading docks are located at the rear of the building; however they may be located at the side of the building as noted herein. Loading docks may be located on the side of the building when appropriately screened from public roads, and approved by the DRB and Planning staff. Where the size and/or shape of the building and property, or some physical characteristic of the property (i.e., topography, wetlands, sinkholes, etc.), make it infeasible to locate a loading dock at the rear of a building, the loading dock may be located at the side of a building providing that landscaping is used to screen the loading dock from neighboring properties and public rights-of-way.
- All loading docks shall be set back and permanently screened, either by landscaping, berming or architectural screens, from neighboring properties and public view to minimize the effect of their appearance from neighboring building sites.
- Vehicle maneuvering for loading and unloading shall not be permitted on abutting rights-of-way.

G. Circulation

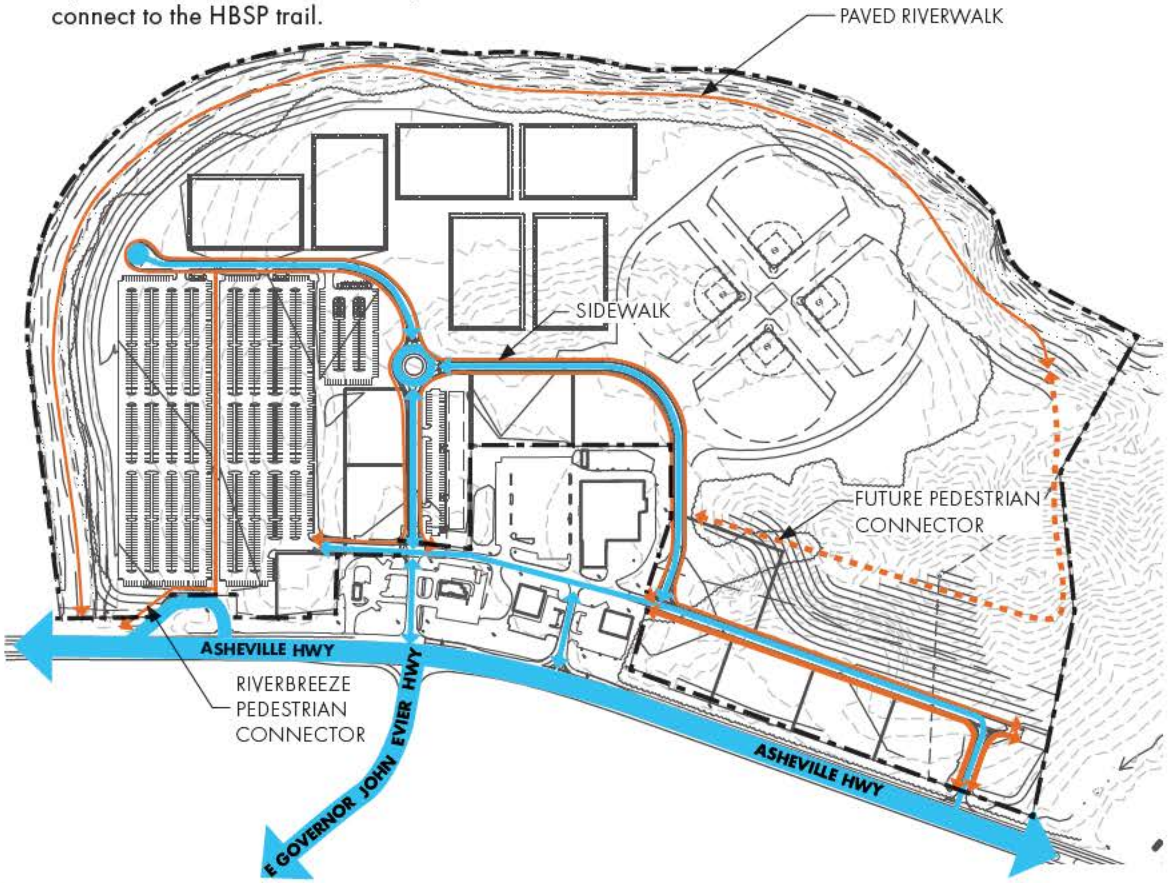
Pedestrian Circulation Sidewalks and Trails

Intent:

Pedestrian circulation shall be accommodated by a clearly identifiable path which shall be separated from vehicular circulation to the greatest extent feasible. The Holston Bend Sports Park includes a trail system and associated easements within the Sports Park boundary. The trails include paved and unpaved trails. Paved trails are located along roadways in the Sports Park.

Guidelines:

- Walkways for pedestrian circulation shall be 5' wide minimum except for Riverbreeze Pedestrian Connector. Concrete sidewalks are recommended.
- Provide changes of materials and striping as necessary to delineate pedestrian circulation when it does not occur on sidewalks. Unit pavers, stamped concrete, colored thermoplastic overlays are recommended.
- In parking areas provide clear paths of travel from the parking stalls to the front door. Provides sidewalks within medians and provide thermoplastic overlays when pedestrian paths intersect vehicular paths such as asphalt drive aisles.
- Additionally, in locations where the HBSP paved trail easement crosses an individual lot a pedestrian connection shall be provided to connect to the HBSP trail.



Vehicular Circulation Entrance Areas

Intent:

Entrances to both the park and the parcels shall be clearly defined, attractive, and safe. Refer to Knox County Access Control and Driveway Design Policy, 1996 or latest edition.

Guidelines:

- Driveway pavement materials shall not include gravel or lose aggregate.
- Highlight entrances (at the curb cut) with special landscaping, lighting, and identification signs. The use of special paving to further delineate the entry is encouraged. All paving should be able to support anticipated loads.
- Adequate sight distances shall be maintained at all entrances.
- Turning radii, into and within, each parcel shall be designed to accommodate the largest vehicles anticipated on each site and is subject to Knox County Engineering review and regulations.
- At entrances where the pavement width exceeds thirty-six (36) feet, landscaped medians, a minimum width of ten (10) feet, shall be provided. Total width of entrance may increase by median width.
- Provide a visitor drop-off area near visitor entrances when requested by the DRB. Special landscaping and/or a change in pavement material are encouraged in and around the drop-off zone.

Parking Areas

Intent:

Parking areas shall be safe, convenient, and efficient and shall have reduced negative physical and visual impacts on the site and the surroundings.

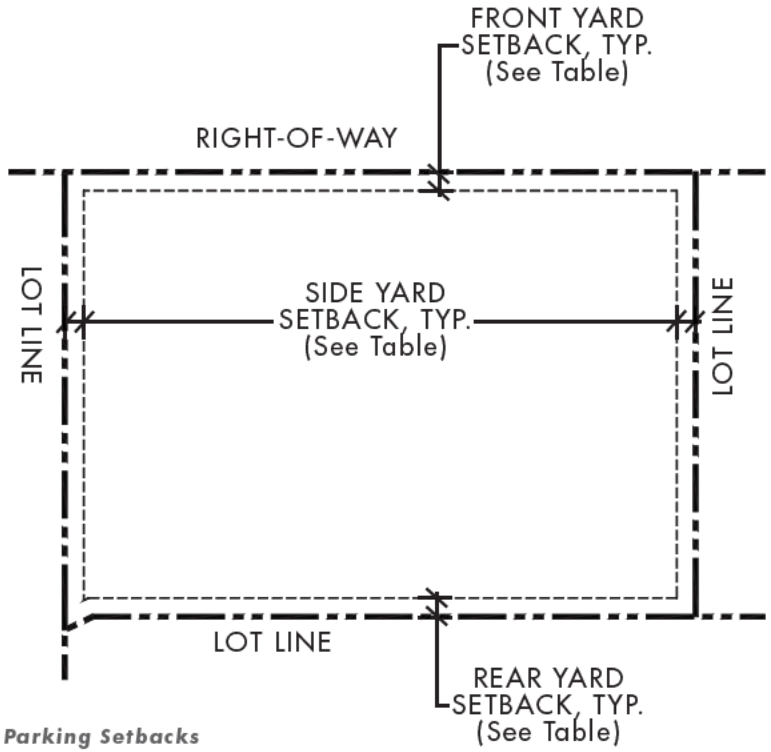
Guidelines:

- Parking areas shall be set back a minimum of twelve (12) feet from all building edges. This setback shall be landscaped with trees, shrubs, and ground cover, as well as pedestrian walkways.
- Locate parking where it is convenient to building entrances and, as much as possible, where it has little negative impact on natural amenities and the overall appearance of the development. Innovative design concepts to improve parking area appearance and environmental friendliness are encouraged.
- Utilize berms, landscaped medians, and islands to break large parking areas into smaller lots and to shade and screen vehicles. Where medians or islands utilize existing vegetation, they are exempt from the following requirements, but shall be reviewed for effectiveness in screening, shading, and breaking up parking areas.
- Medians shall be used between every two (2) double aisles of parking. Minimum median width is eight (8) feet and the length shall be, at a minimum, equal to the length of the parking aisles it divides. Medians shall be planted and shall include plantings of a type and number which are effective in shading and breaking up the parking areas.
- Landscaped islands shall be provided at the ends of parking bays and throughout the parking area. A minimum of one island per twelve (12) continuous parking stalls is required. Islands shall contain at least one (1) shade tree. Large islands that can accommodate several trees are preferable to multiple smaller islands. The minimum width for islands is eight (8) feet, minimum length eighteen (18) feet.

- All parking areas shall be paved and curbed. No parking is allowed on streets or drives, or any place other than paved parking spaces. Alternate designs shall be approved by the Knox County Engineering and Public Works Department.
- The number of required parking spaces shall be determined by referring to the Zoning Ordinance for Knox County, Tennessee.
- The minimum size of a parking space and other parking lot dimensions shall be as specified in the Zoning Ordinance for Knox County, Tennessee.

REQUIRED MINIMUM SETBACKS FOR PC AND CA ZONES		
Yard Location	Minimum Setback	Document References
Front	10 Feet *	3.50
Side	10 Feet *	3.50
Rear	10 Feet *	3.50
Peripheral setback when abutting any external property	50 Feet *	3.50

* ***EXCEPT AS OTHERWISE INDICATED ON THE DEVELOPMENT SITE PLAN***



Parking Setbacks

H. Planting

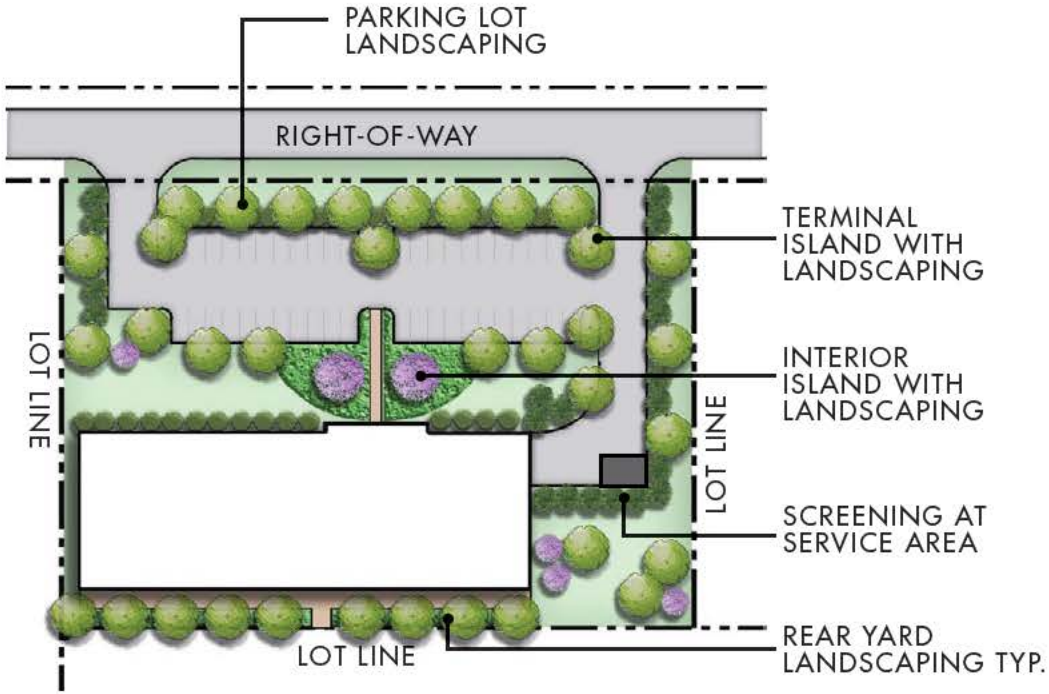
A landscaping plan shall be submitted as a part of any application for plan approval. The species lists for plant material is located in the Plant Schedule (pg. 39-42). The following minimum standards shall apply

Parking Areas:

- Parking areas shall contain one thousand (1,000) square feet of landscaping for every twenty thousand (20,000) square feet, or fraction thereof, of paved parking area.
- For each five thousand (5,000) square feet of parking area, or fraction thereof, a tree shall be provided that will obtain a minimum height of forty (40) feet at maturity. Trees planted in islands may count toward this requirement.

Refuse Collection and Outdoor Storage Areas:

- Refuse collection: Screen shall be one (1) foot height higher the refuse container enclosure.
- Outdoor storage (where permitted): Screen shall be minimum six (6) feet in height.
- For these operations, adequate screening can be either natural or architectural material which obscures the line of sight from vehicles, pedestrians, and first story windows. Storage, loading and refuse container screening shall be of a material and design compatible with the overall architecture of the associated structure. The trees and shrubs shall cover a minimum of fifty (50) percent of the fence or architectural material in order to soften the screen.
- Berms, which have a minimum height of three (3) feet at any point, are strongly encouraged as a technique to screen on-site activities and to provide a buffer between those activities and adjacent properties.
- Berms may be provided to meet screening requirements. Berms should be a minimum of 3' high and should vary in height to provide interest. The plan materials previously identified should be used in landscaping berms.
- Existing trees to be preserved to provide buffer and other screening shall be identified on the landscaping plan.



Setback Yards:

- Any required setback yard shall be landscaped with various sizes of native trees. Four (4) large maturing trees and four (4) medium or small maturing trees shall be provided per acre of required yard setback areas.
- Grass or other natural ground cover shall be used in the required setback yard. The majority of the area around buildings shall be landscaped with shrubs, and yards shall be maintained in such a manner as to provide a park-like setting for the Sports Park.

Plant Materials:

Intent:

Existing and new plant materials shall be consistent throughout the site, and shall be used in defining space, screening undesirable views, breaking up large building faces, and providing adequate shade in parking and pedestrian areas. Plant materials and landscape design shall contribute to a unified park-like appearance and shall be consistent within common area landscaping.

Guidelines:

- Use planting designs which reinforce the overall planting scheme of the Holston Bend Sports Park and which are well integrated with planting plans on adjoining sites.
- Use plantings which have a quality, year-round appearance around entrance areas and entry signs. Plantings should include a mix of evergreen and deciduous materials.
- Use landscaping in the foreground and background of entry signs to highlight the signs and to visually anchor them to the site.
- Maintain as many of the existing trees as possible with sensitive site lay out and building design.
- Continue the lines, forms, masses, and spaces of buildings with plant materials and planting configurations.
- Repeat planting forms, and/or materials to create a unified planting appearance.
- Mass plants, as opposed to using individual plantings, shall be used to provide visual continuity among planted areas - unless the individual species is used as a focal point or specimen plant. Also, keep the number of different materials used in mass plantings low (but not one type only) to unify the design. A random mix of plants scattered about the site is undesirable.
- Use plantings around the base of buildings to reduce the building mass and to break up large blank walls—choose plant materials with heights, forms, and foliage which will effectively accomplish this.
- Mix shade trees and lower growing trees and shrubs on berms, medians, and islands to effectively shade and screen parking areas.
- The use of approved native plant material is strongly encouraged.

- Choose plant materials with high resistance to disease, insects, and storm damage in addition to qualities such as seasonal color, overall form, and/or ornamental qualities. A fast growth rate is also desirable in new plant material.

Obtain plant materials from businesses which are primarily a plant nursery, and use the largest caliper, height, or spread available for each plant. Minimum acceptable sizes at the time of installation are shown in the following table

PLANT MATERIAL MINIMUM SPECIFICATION	
Shade Tree	3 inch caliper
Evergreen Tree	8 feet height
Ornamental	10 feet height
Large Deciduous Shrubs	3 feet height, 3 foot spread
Evergreen Shrubs	36 inch height and spread
Low Spreading Shrubs	24 inch spread

All landscaping shall be properly maintained. Any tree, shrub or ground cover which does not survive shall be replaced with the same or similar planting material. The owner of the parcel, where the failing plant exists, is responsible for replacement and shall do so in a timely manner (60 days maximum). The HBSP Association shall maintain and replace failed landscape material in common areas within the park including the development entry, rights-of-way, and Park walking trails.

Suggested Plant Materials:
Plants not listed within the Suggested Plant Materials list may be used.

Plants noted as Established Threats or Emerging Threats on the Tennessee Invasive Plant Council's Invasive Plants of Tennessee list shall not be used.

RECOMMENDED PLANT SCHEDULE - OVERALL SITE					
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE MIN.	NOTES
SHADE TREES					
	QL	Quercus Lyrata 'Highbeam'	Highbeam Overcup Oak	2" Cal. Min.	B & B
	QP	Quercus phellos 'High Tower'	Hightower Willow Oak	2" Cal. Min.	B & B
	TC	Liriondendron Tulipfera	Tulip Poplar (improved cultivars only)	2" Cal. Min.	B & B
	UA	Ulmus americana	Valley Forge American Elm	2" Cal. Min.	B & B
DECIDUOUS TREES - BUFFER PLANTING					
	AR	Acer rubrum 'Armstrong'	Armstrong Red Maple	2" Cal. Min.	B & B
	LS	Liquidambar styraciflua 'Rotundiloba'	Rotundiloba Sweetgum	2" Cal. Min.	B & B
	LT	Liriodendron tulipifera	Tulip Poplar	2" Cal. Min.	B & B
	NS	Nyssa sylvatica	Black Gum	2" Cal. Min.	B & B
	PL	Platanus occidentalis	American Sycamore	2" Cal. Min.	B & B

UNDERSTORY TREES - BUFFER PLANTING					
	AL	Amelanchier laevis	Allegheny Serviceberry	8' HT.	B&B; FULL CROWN; MULTISTEMMED
	CC	Cercis canadensis	Redbud (improved cultivars only)	8' HT.	B&B; FULL CROWN
	CV	Crataegus viridis	Green Hawthorn	8' HT.	B&B; FULL CROWN
EVERGREEN TREES - BUFFER PLANTING					
	JV	Juniperus virginiana	Eastern Red Cedar	8' HT.	B&B; FULL TO GROUND
	PS	Pinus strobus	White Pine	8' HT.	B&B; FULL TO GROUND
MEADOW SEED MIX					
	AG	Andropogon gerardii	Big Bluestem		
	CL	Chasmanthium latifolium	River Oats		
	PV	Panicum virgatum	Switchgrass		
	RH	Rudbeckia hirta	Black Eyed Susan		
	SN	Sorgastrum nutans	Indangrass		

RECOMMENDED PLANT SCHEDULE - INDIVIDUAL SITE					
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE MIN.	NOTES
DECIDUOUS TREES					
	AR	Acer rubrum 'Armstrong'	Armstrong Red Maple	2" Cal. Min.	B & B
	LS	Liquidambar styraciflua 'Rotundiloba'	Rotundiloba Sweetgum	2" Cal. Min.	B & B
	LT	Liriodendron tulipifera	Tulip Poplar	2" Cal. Min.	B & B
	NS	Nyssa sylvatica	Black Gum	2" Cal. Min.	B & B
	PL	Platanus occidentalis	American Sycamore	2" Cal. Min.	B & B
	QL	Quercus Lyrata 'Highbeam'	Highbeam Overcup Oak	2" Cal. Min.	B & B
	QP	Quercus phellos 'High Tower'	Hightower Willow Oak	2" Cal. Min.	B & B
	TC	Liriondendron Tulipfera	Tulip Poplar (improved cultivars only)	2" Cal. Min.	B & B
	UA	Ulmus americana	Valley Forge American Elm	2" Cal. Min.	B & B

UNDERSTORY TREES					
	AL	Amelanchier laevis	Allegheny Serviceberry	8' HT.	B&B; FULL CROWN; MULTISTEMMED
	CC	Cercis canadensis	Redbud (improved cultivars only)	8' HT.	B&B; FULL CROWN
	CCH	Cercis canadensis 'Hearts of Gold'	Hearts of Gold' Redbud	8' HT.	B&B; FULL CROWN
	CV	Crataegus viridis	Green Hawthorn	8' HT.	B&B; FULL CROWN
EVERGREEN TREES					
	IE	Ilex x 'Emily Bruner'	Emily Bruner Holly	8' HT.	B&B; Full to Ground
	JV	Juniperus virginiana	Eastern Red Cedar	8' HT.	B&B; Full to Ground
	MG	Magnolia grandiflora	Bracken's Brown Beauty	8' HT.	B&B; Full to Ground
	PS	Pinus strobus	White Pine	8' HT.	B&B; Full to Ground
DECIDUOUS SHRUBS					
	CO	Cephlanthus occidentalis	Common Buttonbush	3 GAL.	
	CA	Clethra alnifolia	Hummingbird Summersweet	3 GAL.	
	FG	Fothergilli gardenii 'Mt. Airy'	Mt Airy Fothergilla	3 GAL.	
	HQ	Hydrangea quercifolia	Oakleaf Hydrangea	3 GAL.	
	IV	Ilex verticillata Nana 'Red Sprite'	Red Sprite Winterberry	3 GAL.	
	IV	Itea virginica 'Little Henry'	Little Henry Virginia Sweetspire	3 GAL.	
	RA	Rhus aromatica 'Gro Low'	Dwarf Fragrant Sumac	3 GAL.	
EVERGREEN SHRUBS					
	BS	Buxus sempervirens	Common Boxwood	5 GAL.	
	CH	Cephalotaxus harringtonia 'Dukes'	Duke Gardens Yew	5 GAL.	
	IG	Ilex glabra	Compacts Inkberry	5 GAL.	
	PL	Prunus laurocerasus 'Otto Luyken'	Otto Luyken Laurel	3 GAL.	

PERENNIALS AND GRASSES					
	AH	Amsonia hubrechtii	Willowleaf bluestar	1 GAL.	
	EP	Echinacea purpurea 'Kim's Knee High'	Kim's Knee High Coneflower	1 GAL.	
	HC	Hypericum calcycinum	St. Johns Wort	3 GAL.	
	MC	Muhlenbergia capillaris	Muhly Grass	1 GAL.	
	RH	Rudbeckia hirta	Black-eyed Susan	1 GAL.	
	SS	Schyzachyrium scoparium	The Blues Little Bluestem	1 GAL.	
	HV	Heuchera villosa	Autumn Bride Heuchera	1 GAL.	

I. Landscape Elements

Intent:

Landscape elements shall relate to and complement the architecture and landscape design of each parcel and shall be integrated with the park's overall landscape design.

Guidelines:

- Design walls and fences to be compatible with the architecture of the buildings they serve by repeating forms, materials, colors, textures, and/or patterns complementary to and consistent with the primary building. Use a consistent design in walls and fences which are within a given parcel or grouping of buildings.
- Use earth berms to provide screening (alone or in combination with plant material) and to provide visual interest in the landscape. Berm use and placement should enhance the overall Park design. Design and shape built landforms (berms, medians) shall be gently rolling—appearing as an extension of the natural landform. Built landforms with hard edges or an erratic series of small undulations are undesirable.
- Integrate planting designs with the design of walls and fences so that each complements the other.
- Within commercial development areas, locate fenced areas to the side and/or rear of parcels. Fencing shall not be permitted between a front building face and the road rights-of-way. Decorative fencing may be permitted upon DRB approval between face of building and right-of-way.
- Fencing shall be allowed around and to separate sports fields as needed.
- All fencing materials are subject to review for appropriateness.
- Chain link fence within Sports field areas shall be black vinyl coated screened by windbreak material.

J. Signage

Intent:

Signs used in the Park shall provide clear, logical, and consistent directional information; reinforce an orderly traffic pattern and flow; be legible from moving automobiles; and be located where time is allowed for decisions to be made for appropriate maneuvers.

The design guidelines used in the Park shall be used consistently throughout the Park to provide a unified appearance. The guidelines specify standards for size, color, form, type style and type size, logo placement, type locations, message content, materials, and general sign locations for each type of sign. Business signs shall be consistent with the sign design guidelines for the Park.

Guidelines:

- All sign types shall conform in size and dimension to the Zoning Ordinance for Knox County, Tennessee and the HBSP Design Guidelines, unless otherwise noted.
- Each development shall be limited to one free-standing sign of not more than one hundred (100) square feet of sign area and not exceeding six (6) feet in height. For doubled-faced signs, a maximum of fifty (50) square feet will be permitted per side. Each sign must be ground mounted with a fully enclosed base.
- Free-standing signs shall be located no closer than ten (10) feet from the street right-of-way line, or fifteen (15) feet from the edge of pavement, whichever is greater so long as the sign is not located in the street right-of-way.
- One (1) face sign will be permitted at one (1) square foot of sign area for each foot of building frontage, up to maximum of one hundred (100) square feet per building. The sign shall not extend above the parapet wall. Multi-tenant buildings may be approved for more than one (1) sign, provided that all other requirements of this section are met.
- Additional signs may be permitted if approved by both the DRB and the Planning Commission through the Development Plan procedure, provided that scaled drawings of the signs indicate they will not detract from the Sports Park development. The development plan must clearly show that because of unusual topography, building locations and relationships of development with multiple structures, additional signs are essential to inform and direct the public.
- No sign may have flashing, intermittent or animated illumination.
- Billboards and other advertising signs are prohibited.
- Finishes should be matte or flat as opposed to glossy or reflective finishes,
- The number of colors on each sign shall be limited to three,
- The message on the sign shall be limited to a maximum of corporate name, logo, street address, and parent company, except where otherwise allowed.
- Signs may be internally illuminated or not illuminated.
- Signs shall be internally illuminated through the use of Light Emitting Diode (LED) technology. Internally illuminated signs shall not be mounted on a building wall that faces a property line that abutting privately owned property beyond the boundary of the Park. The signs shall be designed so that when illuminated at night, only the letters and or logos of the sign are visible. This shall be accomplished by one of the following methods:
- Channel letters where the raceways, conduits, and other electrical components are concealed from public view, or
- Cabinet design with an opaque and non-reflective background with translucent letters

and logos.

- No light shall emanate through the background, the borders, sides, or any other surface of the sign or its supporting structure.

Temporary Signs:

- One construction sign and one “for sale” / “for lease” sign is permitted per parcel. Signs shall not exceed thirty-two (32) square feet.

K. Lighting

Intent:

Light shall be provided for the safe and efficient movement of people and vehicles with minimal light/glare off site. Lighting features shall contribute to a unified appearance in the Park while also distinguishing individual businesses.

Guidelines:

- Provide lighting, as needed for safe movement, along roadways and entry drives; throughout parking areas; at site, parcel, and building entrance areas; and along pedestrian walkways.
- Lighting intensity within the Park shall not exceed the following:
  - Baseball sports fields – Infield – 50 footcandles
  - Baseball sports fields – Outfield – 30 footcandles
  - Other sports fields such as football, soccer, lacrosse – 50 footcandles
  - Parking lots – 2.5 foot candles
  - Use areas and entrances – 5 footcandles
  - Sidewalks, paths, and steps – average of 1 footcandle
  - At perimeter lot lines adjacent to privately owned agricultural or residential zoning 0.0 footcandles. Property owned by public utilities is not included in the 0.0 footcandle requirement.
  - Changes in illumination requirements will be considered when they are consistent with recommendations by the current Institute of Electrical Standards for office and industrial uses.
- Light sources shall be LED with core temperatures between 3,200 and 3,800 kelvin. Neutral colored poles of a dark color are desired. All hardware should be vandal proof and colored to match the pole and fixture color.
- Use special fixtures at building entrance areas to help establish identity for each business. All light fixtures should be chosen to be compatible with the overall Park lighting design. Full cut-off fixtures are required.
- Locate lights to avoid glare or excessive light spillage on adjacent sites and direct exterior lighting away from adjoining properties. Glare, whether direct or reflected, shall not be visible at any property line.
- Cut-off luminaries shall be used for all parking, road, and security lights to reduce the amount of glare and light spillage. The bulb shall be concave or flat and shall not be visible from the side.
  - Shield light sources from view of adjacent privately owned agricultural and residential properties where feasible.
- No pole light shall exceed 30 feet in height. Recommended range for the height of lights are:
  - Roadways and parking areas—25-30 feet
  - Intermediate landscape lights and Pedestrian lights—8-16 feet
  - Pathway lights—less than 4 feet
- Use building illumination and architectural lighting to articulate and highlight particular building features. Indirect lighting (no light source visible), overhead down lighting, and/or interior illumination which does not spill outside are encouraged.
- Wall-pack units shall be permitted in service areas only and the units shall be shielded to direct light downwards. Full cut-off fixtures required.

EXHIBIT B

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

3-H-26-DP

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

2160 LAKESIDE CENTRE WAY, SUITE 201 KNOXVILLE, TN 37922 T 865.690.6419 F 865.690.6448 www.ardurra.com

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 C

SHARED PARKING AGREEMENT

This Shared Parking Agreement ("**Agreement**") is made this ___ day of _____, 2026, by and between 6125 Riverview LLC ("**Riverview**"), and RBL, LLC ("**RBL**").

BACKGROUND

WHEREAS, Riverview is developing its property at Riverview Crossing Drive for mixed-use development that includes a commercial sports complex, athletic training facilities, a recreational vehicle (RV) park, office and commercial uses, and a shared parking facility with approximately 3000 spaces.

WHERAS, RBL desires to lease from Riverview up to two thousand five hundred (2,500) parking spots for entertainment events to occur on their property at 6110 Asheville Hwy currently knows as the River Breeze Event Center ("River Breeze Parking Spaces") and, subject to the terms and conditions contained in this Agreement, Riverview is willing to lease the River Breeze Parking Spaces.

NOW, THEREFORE, in consideration of Ten Dollars ($10) cash in hand, and in consideration of the mutual covenants and conditions set forth herein and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Riverview and RBL, intending to be legally bound, agree as follows:

1. RBL shall charge its patrons for the use of the River Breeze Parking Spaces and share ____% of the proceeds of the parking charges with Riverview.

2. RBL shall only conduct entertainment events requiring the River Breeze Parking Spaces when sporting events located on Riverview Property are not being conducted.

3. RBL shall and one another Riverview as an additional insured on its liability policy over the parking area and agrees to indemnify and hold each other harmless from any claims arising solely out of the negligence of the other.

4. This Agreement shall be for five-year terms, beginning on the date of execution of the Agreement below. The terms shall renew automatically unless either party notifies the other of the intent to terminate the Agreement within 6-months of the Agreement's current date of expiration.

5. Events of Default include failure to make the River Breeze Parking Spaces available to RBL upon reasonable demand, failure to maintain insurance or to make shared payments for parking revenue within thirty (30) days of receipt.

6. This Agreement shall not be transferable without the prior written consent of the other party.

7. This Agreement shall not be amended except in writing.

8. This Lease constitutes the entire agreement between the partes regarding the subject matter hereof and supersedes all oral statements and prior writings relating thereto. Except for those set forth in this Agreement, no representations, warranties, or agreements have been made.

9. The parties hereby represent and warrant that the signatories to the Agreement each have the authority to bind their respective companies to the terms of the Agreement.

10. Nothing herein is intended to be construed as creating a joint venture, partnership or fiduciary relationship between the parties hereto with respect to the subject matter of this Agreement.

11. This Agreement shall be governed by and construed in accordance with the laws of the State of Tennessee.

12. Notices shall be sent to the following addresses unless otherwise designated by notice from such party:

For Riverview: _____
_____
_____
_____
Attention: _____

With a copy to: _____
_____
_____
Attention: _____

For RBL: _____
_____
_____
_____
Attention: _____

With a copy to: _____
_____
_____
Attention: _____

EXHIBIT D

Planning
KNOXVILLE | KNOX COUNTY

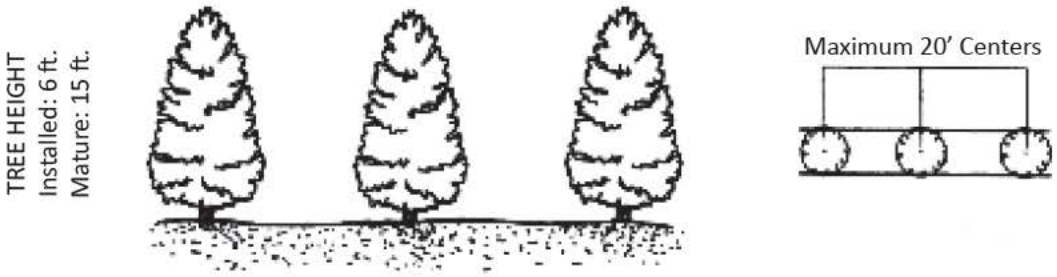
Design Guidelines
Landscape Screening

Type "C" Screen: Partial

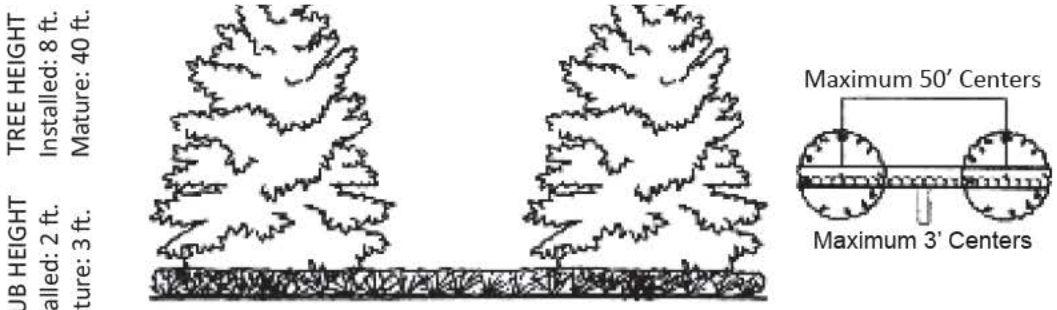
APPROPRIATE LOCATION: Between parking lots and public streets; boundaries of industrial and office development

NOTE: Landscape buffer strips should be a minimum of 8 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

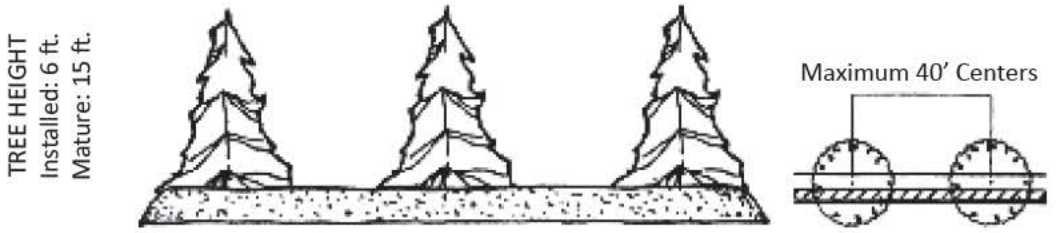
- A row of small evergreen trees



- A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree)



- A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall



INTRODUCTION

Landscape screening reduces the impact of intense development upon adjacent land uses by providing visual separation, reducing the transmission of glare and air pollution, and limiting access. Screening also promotes the aesthetic appeal of a neighborhood and promotes higher property values.

This series of design guidelines defines several types of landscape screen. Each type is applicable to a certain intensity of conflict between adjacent land uses. Each screen type is illustrated by several planting schemes with an equivalent height, density and opacity of landscaping.

Planning uses these guidelines to illustrate desirable levels of screening appropriate to various site planning situations. Creative alternatives which achieve a comparable effect are encouraged.

The contents of these guidelines are advisory and are intended to supplement, but not replace, the requirements of the Knoxville Zoning Ordinance and the Knox County Zoning Ordinance.

Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902 | 865.215.2500

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.*

02/20/2026 — Date to be Posted

03/06/2026 — Date to be Removed

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

- [x] Yes
- [ ] No
- [ ] No, but I plan to prior to the Planning Commission meeting

Applicant Signature

6125 Riverview, LLC — Applicant Name

1-20-26 — Date