

CASE SUMMARY

APPLICATION TYPE: DEVELOPMENT PLAN

PLANNING COMMISSION



File Number: 3-H-26-DP **Related File Number:**
Application Filed: 1/20/2026 **Date of Revision:**
Applicant: 6125 RIVERVIEW, LLC

PROPERTY INFORMATION

General 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

Other Parcel Info.:

Tax ID Number: 71 001 OTHER: 072 001, 002 **Jurisdiction:** County

Size of Tract: 135.81 acres

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.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land, Single Family Residential, Water

Surrounding Land Use:

Proposed Use: Parking facility **Density:**

Planning Sector: East County **Plan Designation:** CC (Corridor Commercial), SP (Stream Protection), HP (Hill)

Growth Policy Plan: Urban Growth Area (Outside City Limits)

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.

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

Street: 6125 RIVERVIEW CROSSING DR

Location:

Proposed Street Name:

Department-Utility Report:

Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PC (Planned Commercial), CA (General Business)

Former Zoning:

Requested Zoning:

Previous Requests:

Extension of Zone:

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-

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.

(c) 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.

Action: Approved with Conditions **Meeting Date:** 3/5/2026

Details of Action:

Summary of Action: 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.

Date of Approval: 3/5/2026 **Date of Denial:** **Postponements:**

Date of Withdrawal: **Withdrawn prior to publication?:** **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

Legislative Body:

Date of Legislative Action:

Ordinance Number:

Disposition of Case:

If "Other":

Amendments:

Date of Legislative Appeal:

Date of Legislative Action, Second Reading:

Other Ordinance Number References:

Disposition of Case, Second Reading:

If "Other":

Amendments:

Effective Date of Ordinance: