



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

FILE #:	8-SB-26-C	AGENDA ITEM #:	25
	8-B-26-DP	AGENDA DATE:	9/10/2026
POSTPONEMENT(S):	8/13/26		
SUBDIVISION:	CARTER VALLEY (FORMERLY CARTER MILL, PHASE 9)		
APPLICANT/DEVELOPER:	SKYCREST ENGINEERING SERVICES LLC		
OWNER(S):	Winston D Cox Carter Mill LLC		
TAX IDENTIFICATION:	74 00101 (PARTIAL)	View map on KGIS	
JURISDICTION:	County Commission District 8		
STREET ADDRESS:	0 CARTER MILL DR		
LOCATION:	South side of Carter Mill Dr, east of McCubbins Rd		
GROWTH POLICY PLAN:	Planned Growth Area		
FIRE DISTRICT:	Rural Metro Fire		
WATERSHED:	Lyon Creek		
APPROXIMATE ACREAGE:	77.82 acres		
ZONING:	PR (Planned Residential), up to 2.5 du/ac		
PLACE TYPE:	RC (Rural Conservation), HP (Hillside Ridgetop Protection)		
EXISTING LAND USE:	Agriculture/Forestry/Vacant Land		
PROPOSED USE:	Detached residential subdivision		
SURROUNDING LAND USE AND ZONING:	North: Agriculture/forestry/vacant land, single family residential - PR (Planned Residential) up to 2.5 du/ac, A (Agricultural) South: Agriculture/forestry/vacant land - PR (Planned Residential) up to 2 du/ac, A (Agricultural) East: Single family residential - PR (Planned Residential) up to 2.5 du/ac West: Agriculture/forestry/vacant land - A (Agricultural)		
NUMBER OF LOTS:	121		
SURVEYOR/ENGINEER:	Casey Potter Skycrest Engineering Services LLC		
ACCESSIBILITY:	Access is via Carter Mill Drive, a minor collector with a pavement width that varies between 13.6 ft and 20 ft of pavement width within a 50-ft right-of-way.		
SUBDIVISION VARIANCES REQUIRED:	VARIANCES None. ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL None. ALTERNATIVE DESIGN STANDARD REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED) 1) Increase the maximum intersection grade of Road 'N' from 1 percent		

to 2 percent at Carter Mill Road.

2) Increase the maximum intersection grade of Road 'O', Road 'P', Road 'Q', and Road 'R' from 1 percent to 2 percent at Road 'N'.

STAFF RECOMMENDATION:

► **Approve the Concept Plan subject to 11 conditions.**

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Providing street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary as caused by the development, the developer will either enter into a memorandum of understanding (MOU) with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.
4. Implementing the recommendations of the Carter Ridge Phase IX (n/k/a Carter Valley) Subdivision Transportation Impact Study (AJAX Engineering, 6/1/2026) as required by Knox County Engineering and Public Works during the design plan phase.
5. Widening Carter Mill Road to 20 ft along the full length of the property's frontage, and to 18 ft from the western edge of the property to the McCubbins Road intersection.
6. Entering into a memorandum of understanding (MOU) with Knox County Engineering and Public Works for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). The property owner (applicant) shall be responsible for these improvements, except for the final asphalt surface course, which will be the responsibility of Knox County.
7. Installing sidewalks per Chapter 54, Article IV of the Knox County Code, including but not limited to, the Carter Mill Road frontage and the sections of Road 'N' that exceed 1,000 vehicle trips per day. The location of the required sidewalks will be determined by Knox County Engineering and Public Works during the design plan phase. Any sidewalks installed that are not required must be maintained by the homeowner's association.
8. Providing a note on the final plat that all lots shall have access from the internal roads only.
9. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
10. Meeting all applicable requirements of the Knox County Zoning Ordinance.
11. Before certification of the final plat for the subdivision, establish a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems.

► **Approve the development plan for up to 121 detached residential lots, subject to 1 condition.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.

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

COMMENTS:

This subdivision is for 121 detached residential lots on 77.82 acres (1.56 du/ac). The subject property was rezoned from A (Agricultural) to PR (Planned Residential) up to 2.5 du/ac in 2005 (2-C-05-RZ). The subdivision will have one access point to Carter Mill Road.

PEDESTRIAN AND ROAD IMPROVEMENTS

Sidewalks are required along the Carter Mill Road frontage of the property, tying into the existing sidewalk to the east, and for the portion of Road 'N' that exceeds 1,000 vehicle trips per day. The applicant has proposed sidewalks on all internal streets; however, if installed, sidewalks not required by the Knox County sidewalk ordinance must be maintained by the homeowner's association.

Carter Mill Road was widened to 20 ft from the subject property to S Carter School Road by the developer of the Carter Ridge subdivision, who is also the current owner of the subject property. If this application is approved, the substandard portion of Carter Mill Road in front of the subject property needs to be widened to 20 ft, and the remainder of Carter Mill Road to the west must be widened to 18 ft. The applicant must enter into a Memorandum of Understanding with Knox County for the off-site work within the public right-of-way, based upon the costsharing arrangement outlined in Condition # 6.

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

PR (Planned Residential) up to 2.5 du/ac.

A. The PR zone allows detached houses as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Knox County Zoning Ordinance Article 5, Section 5.13.15).

B. The PR zoning allows consideration of up to 2.5 du/ac. The proposed subdivision has a density of 1.56 du/ac for the 77.82 acres associated with this proposal.

C. The overall PR zone district, encompassing approximately 218 acres, will have a density of 2.17 du/ac for all approved lots. See the "Master Plan" attached to the concept plan for Carter Ridge, Phases VI-VIII (1-SH-23-C/1-G-23-DP) for a summary of the approvals in this zone district prior to this proposal (Carter Valley), which is referred to as Carter Ridge, Phase IX.

2) COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. The proposed disturbance area in relation to the slope analysis is consistent with Policy 2.3, to provide protections for ridges, views, and open spaces.

B. The development will have 51 percent of the land area in open space. This is consistent with Policy 2, ensuring that development is sensitive to the existing community character by separating the proposed house lots and adjacent properties.

C. Per the Knox County Sidewalk Ordinance, the existing sidewalk system must be extended along the site's Carter Mill Road frontage and for the portion of Road 'N' that exceeds 1,000 vehicle trips per day, consistent with Implementation Policy 11, to promote connectivity with new development.

3) COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The subject property is located in the RC (Rural Conservation) place type and HP (Hillside Protection) area. The RC place type is intended to conserve forested areas, ridges, wetlands, and other significant natural areas by clustering development and minimizing land disturbance. RC recommends single-family residential in a conservation pattern as a "primary use."

B. Single family residential subdivisions shall be clustered in a pattern that preserves 50 percent or more open space on the site. This development has 51 percent of the site in open space.

C. The site has 66 acres in the HP (Hillside Protection) area. The slope analysis recommends a disturbance budget of 40 acres in the HP area, and this proposal disturbs approximately 27 acres.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

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

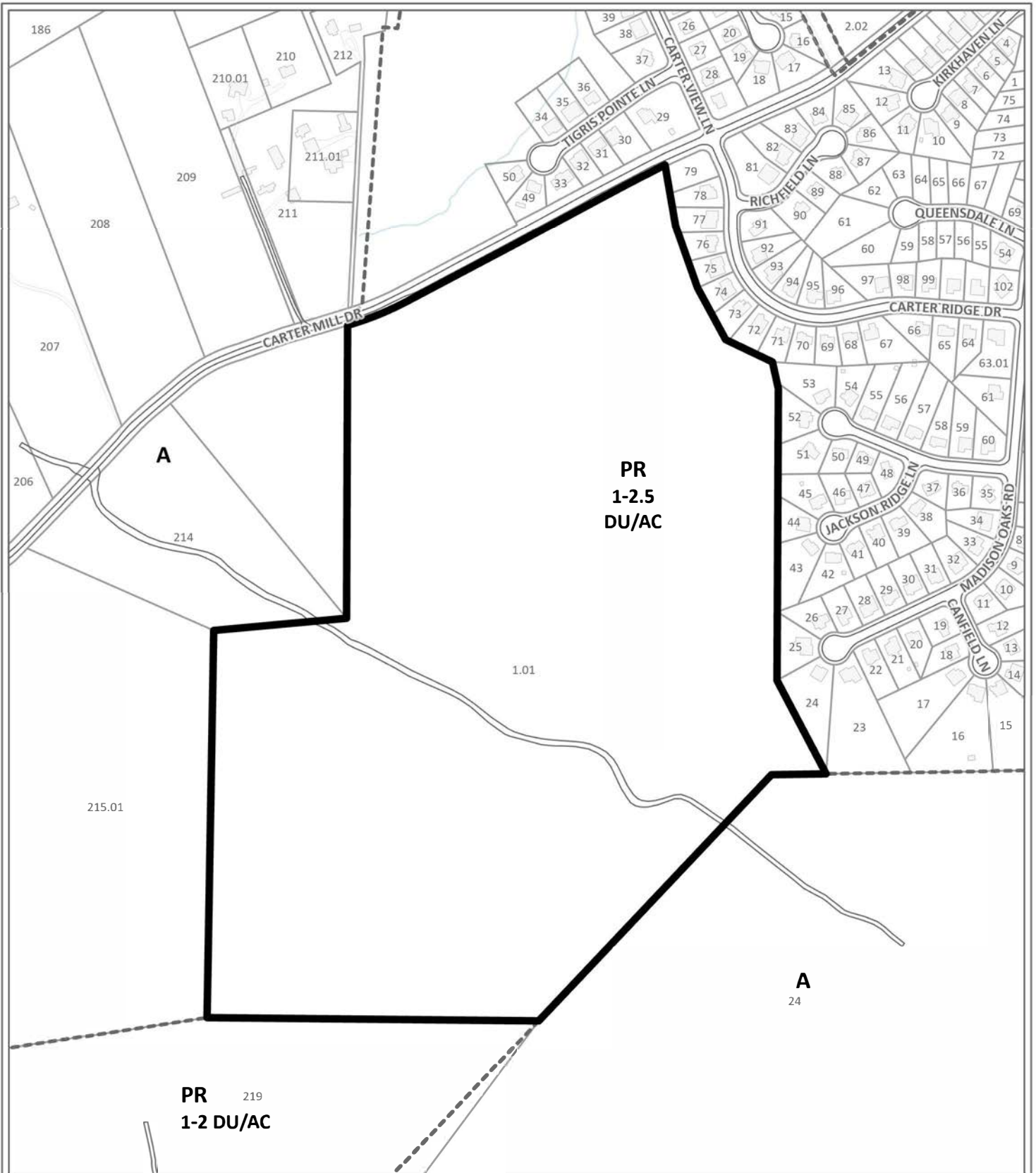
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: 31 (public school children, grades K-12)

Schools affected by this proposal: Carter Elementary, Carter Middle, and Carter High.

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.

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



CONCEPT PLAN / DEVELOPMENT PLAN

8-SB-26-C / 8-B-26-DP



Detached residential subdivision in PR (Planned Residential), 1-2.5 DU/AC

Original Print Date: 7/14/2026

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

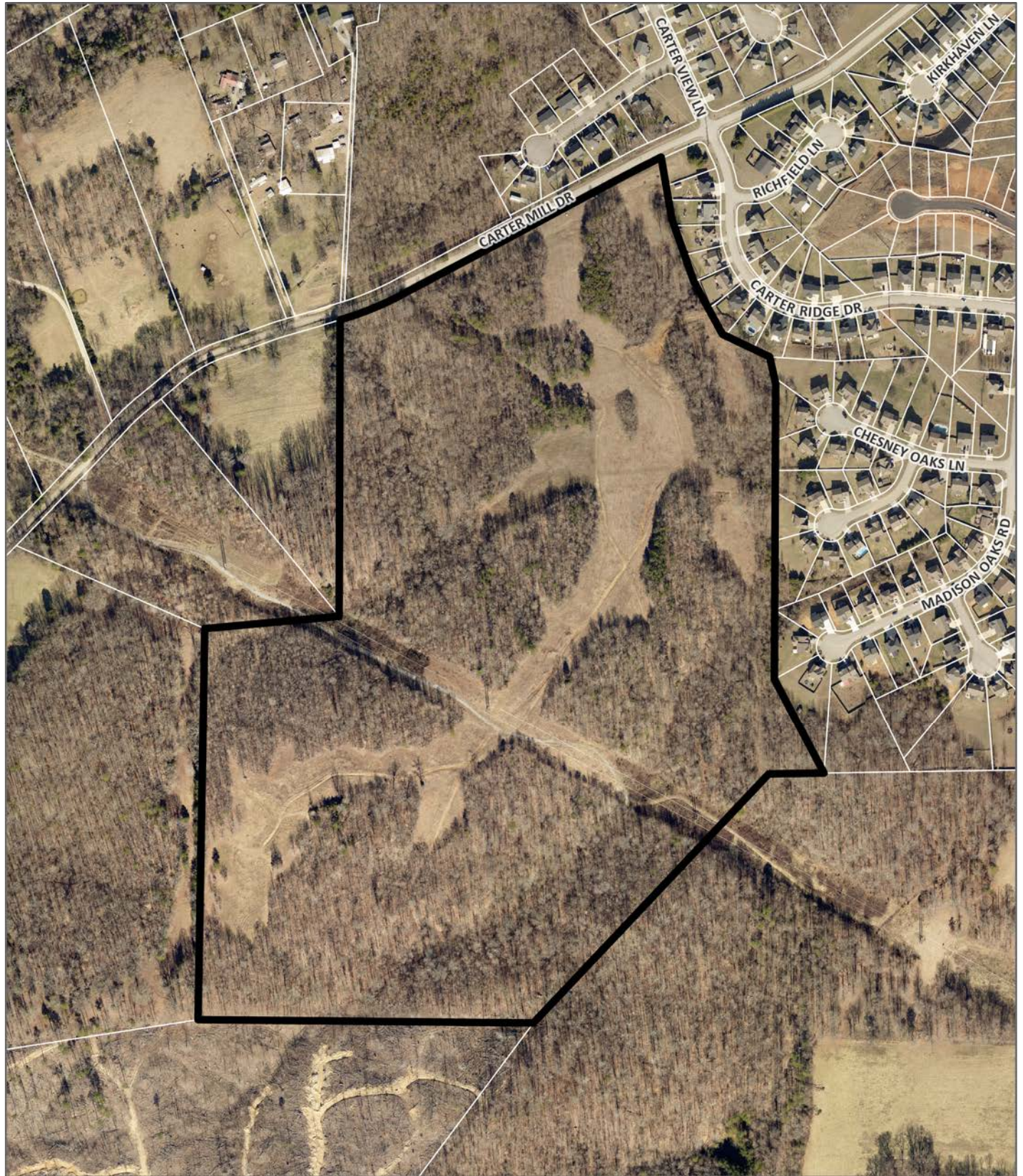
Petitioner: Skycrest Engineering Services LLC

Map No: 74

Jurisdiction: County



Exhibit A. Contextual Images



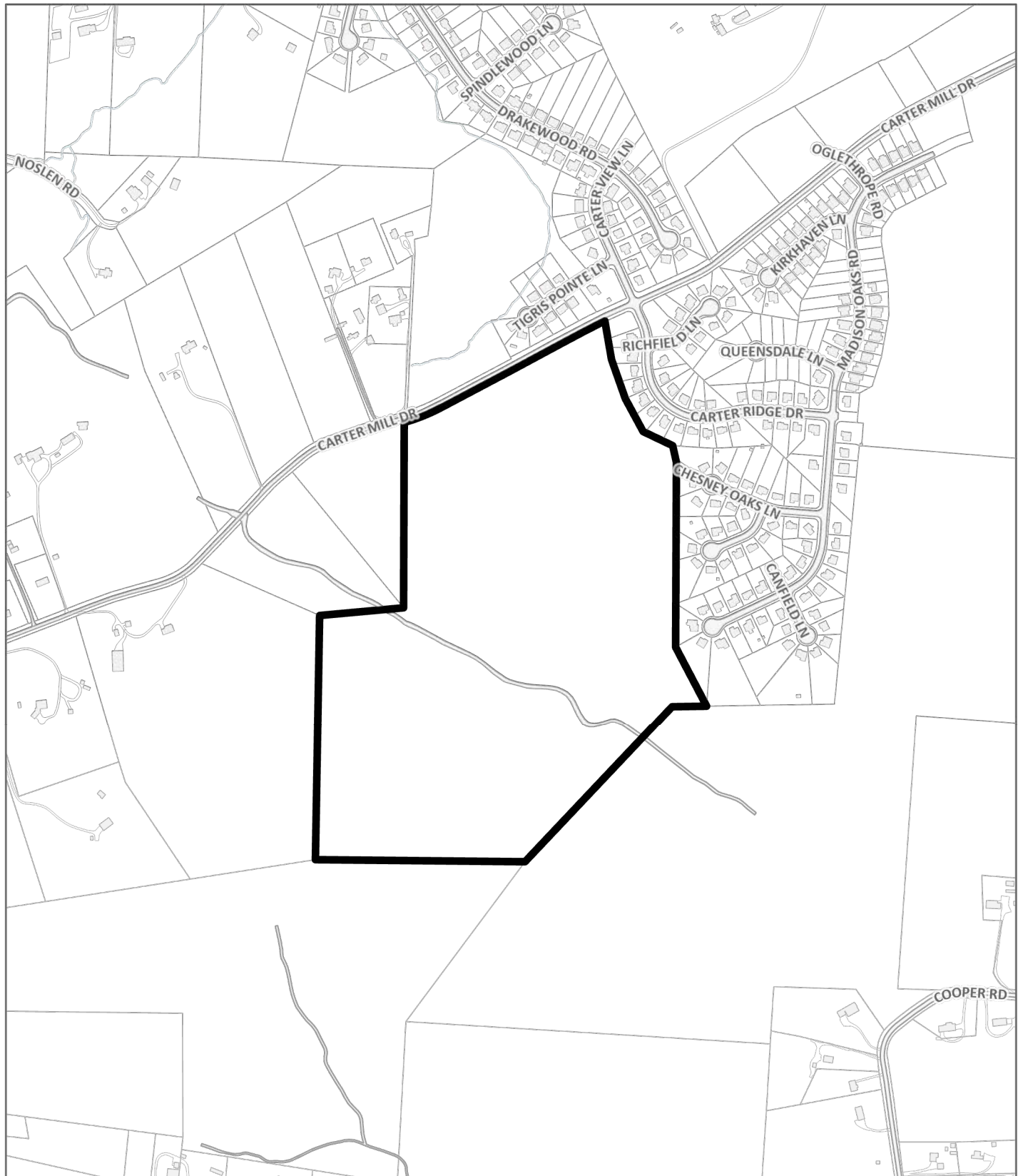
AERIAL MAP



Case boundary



Exhibit A. Contextual Images



LOCATION MAP

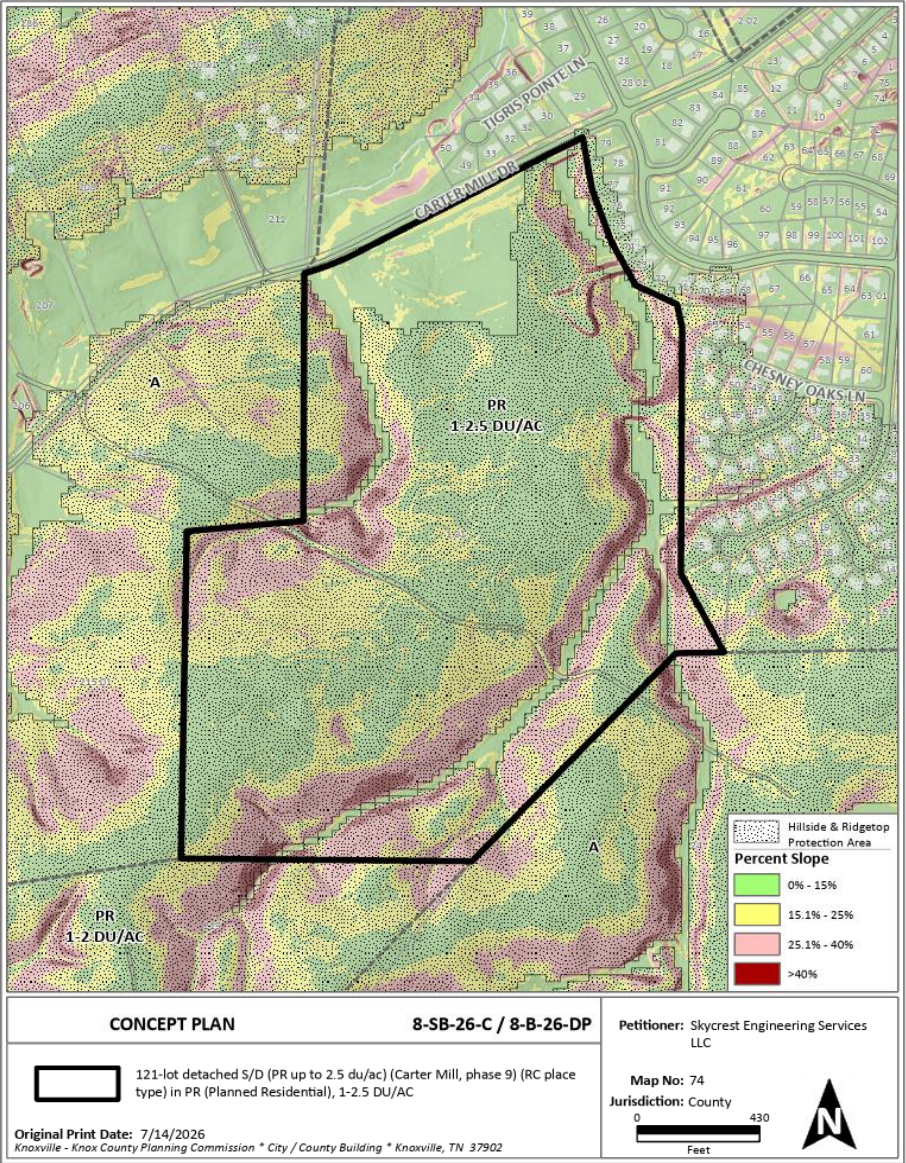
8-SB-26-C / 8-B-26-DP



Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	76.32		
Non-Hillside	10.58	N/A	
0-15% Slope	27.46	100%	27.46
15-25% Slope	19.36	50%	9.68
25-40% Slope	15.79	20%	3.16
Greater than 40% Slope	3.14	10%	0.31
Ridgetops			
Hillside Protection (HP) Area	65.74	Recommended disturbance budget within HP Area (acres)	40.61
		Percent of HP Area	61.8%



PARCEL ID: 074 00101
KNOX COUNTY, TN
JULY, 2026



SEWER, WATER, POWER FIBER, GAS: KUB
4505 MIDDLEBROOK PIKE,
KNOXVILLE, TN 97502
PHONE: (865) 524-2911

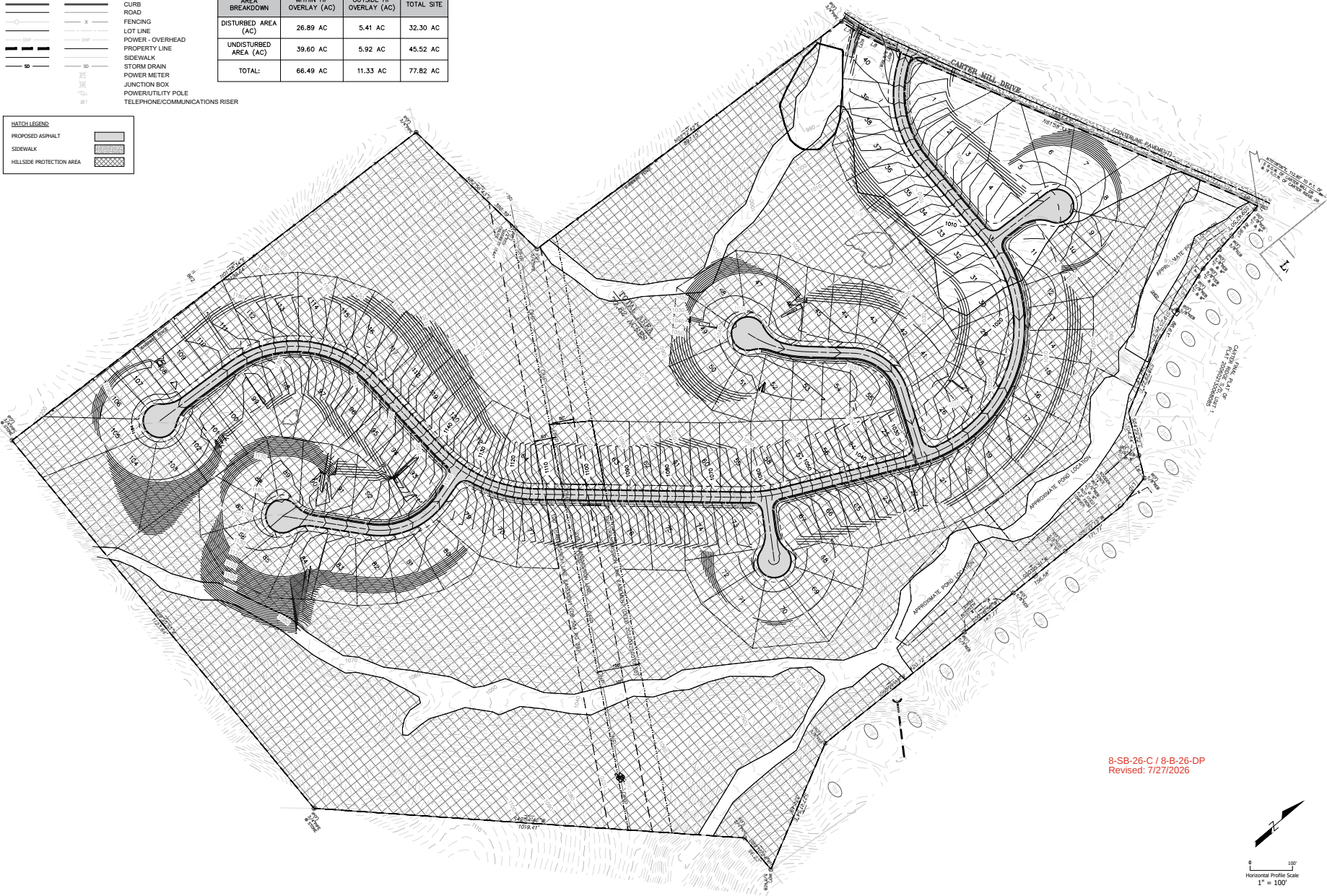
8-SB-26-C / 8-B-26-DP
Revised: 7/27/2026

C001

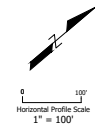
PROPOSED	EXISTING	
		BUILDING
		CURB
		ROAD
		FENCING
		LOT LINE
		POWER - OVERHEAD
		PROPERTY LINE
		SIDEWALK
		STORM DRAIN
		POWER METER
		JUNCTION BOX
		POWER/UTILITY POLE
		TELEPHONE/COMMUNICATIONS RISER

MATCH LEGEND	
	PROPOSED ASPHALT
	SIDEWALK
	HILLSIDE PROTECTION AREA

HILLSIDE PROTECTION OVERLAY			
AREA BREAKDOWN	WITHIN HP OVERLAY (AC)	OUTSIDE HP OVERLAY (AC)	TOTAL SITE
DISTURBED AREA (AC)	26.89 AC	5.41 AC	32.30 AC
UNDISTURBED AREA (AC)	39.60 AC	5.92 AC	45.52 AC
TOTAL:	66.49 AC	11.33 AC	77.82 AC



8-SB-26-C / 8-B-26-DP
Revised: 7/27/2026



REVISIONS

DATE

Skycrest Engineering Services Inc.
725 N. 5th St., Suite 100
Jacksboro, TN 37601
T 931.824.7150
www.skycrest-engineering.com



DATE: 7/27/2026

PROJECT #: 2026-02

DRAWN BY: CP

CHECKED BY: XZ

APPROVED BY:

NOTES:

CONCEPTUAL PLAN
CARTER VALLEY
KNOX COUNTY, TN
FILE #: 8-SB-26-C / 8-B-26-DP

SHEET TITLE:

GRADING PLAN

DRAWING NO.:

C003



- 1 1" ASPHALT SURFACE COURSE (GRADING E)
NOTE: ROAD GRADES GREATER THAN 10% REQUIRE "D" MIX
- 2 2" ASPHALTIC CONCRETE BINDER (GRADE "B" MODIFIED)
- 3 8" BASE STONE TROT TYPE 33-P (PUG) 303-01 TYPE A, GRADING D (PER KNOX COUNTY).
- 4 COMPACTED SUBGRADE (PER KNOX COUNTY).
- 5 24" SLOPING CONCRETE CURB & GUTTER PER TDOT STANDARD DRAWING RP-SC-1 WITH ONLY 6" WIDTH OF CURB.
- 6 4" TYPICAL SIDEWALK
- 7 BACKFILL OR CUT SLOPE 2 TO 1 (TYP.)

[illegible]

**Skycrest
Engineering
Services Inc.**

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DATE: 7-27-2026
PROJECT #: 2026-02
DRAWN BY: CJP
CHECKED BY: XZ
APPROVED BY:
NOTES:

CONCEPTUAL PLAN
CARTER MILL PH 9
KNOX COUNTY, TN

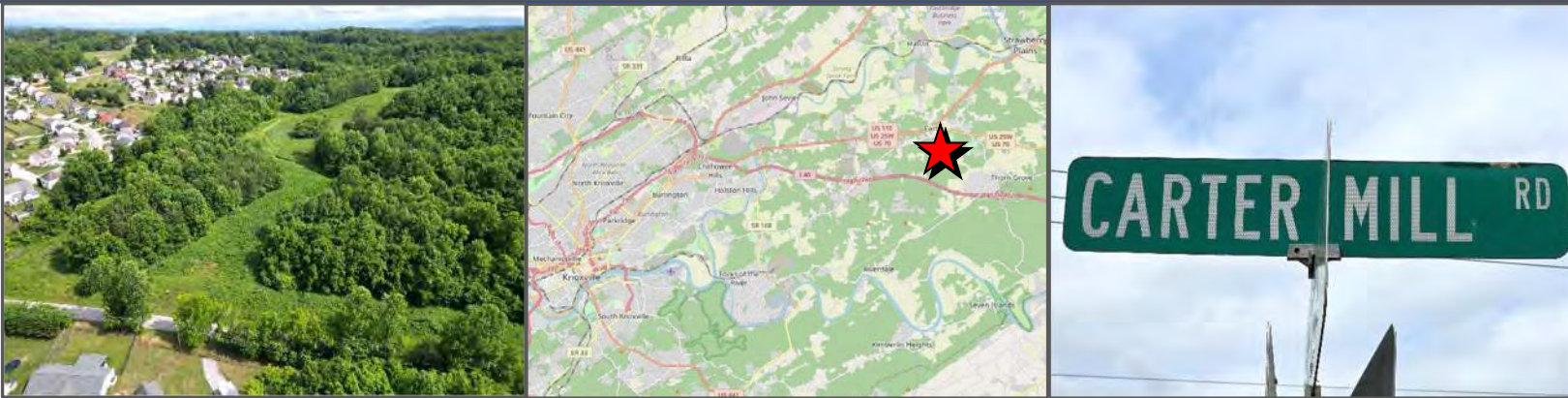
SHEET TITLE:

PROFILES

DRAWING NO.:
C004

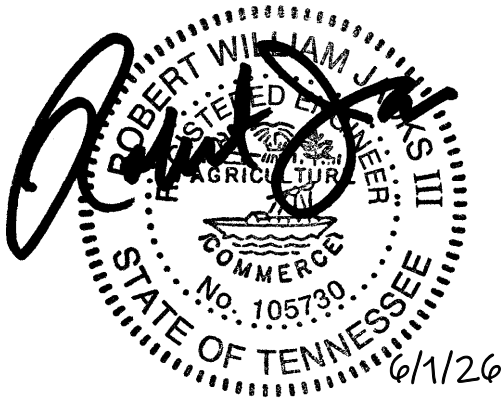


Transportation Impact Study Carter Ridge Phase IX Knox County, Tennessee



June 2026

Prepared for:
Skycrest Development
725 N 5th Street, Suite 100
Jacksonville, OR 97530



8-SB-26-C / 8-B-26-DP
TIS Version 1
6/1/2026

CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of Carter Ridge Phase IX and the other remaining phases of VI, VII, and VIII yet to be built on the adjacent transportation system while achieving acceptable traffic flow and safety levels.



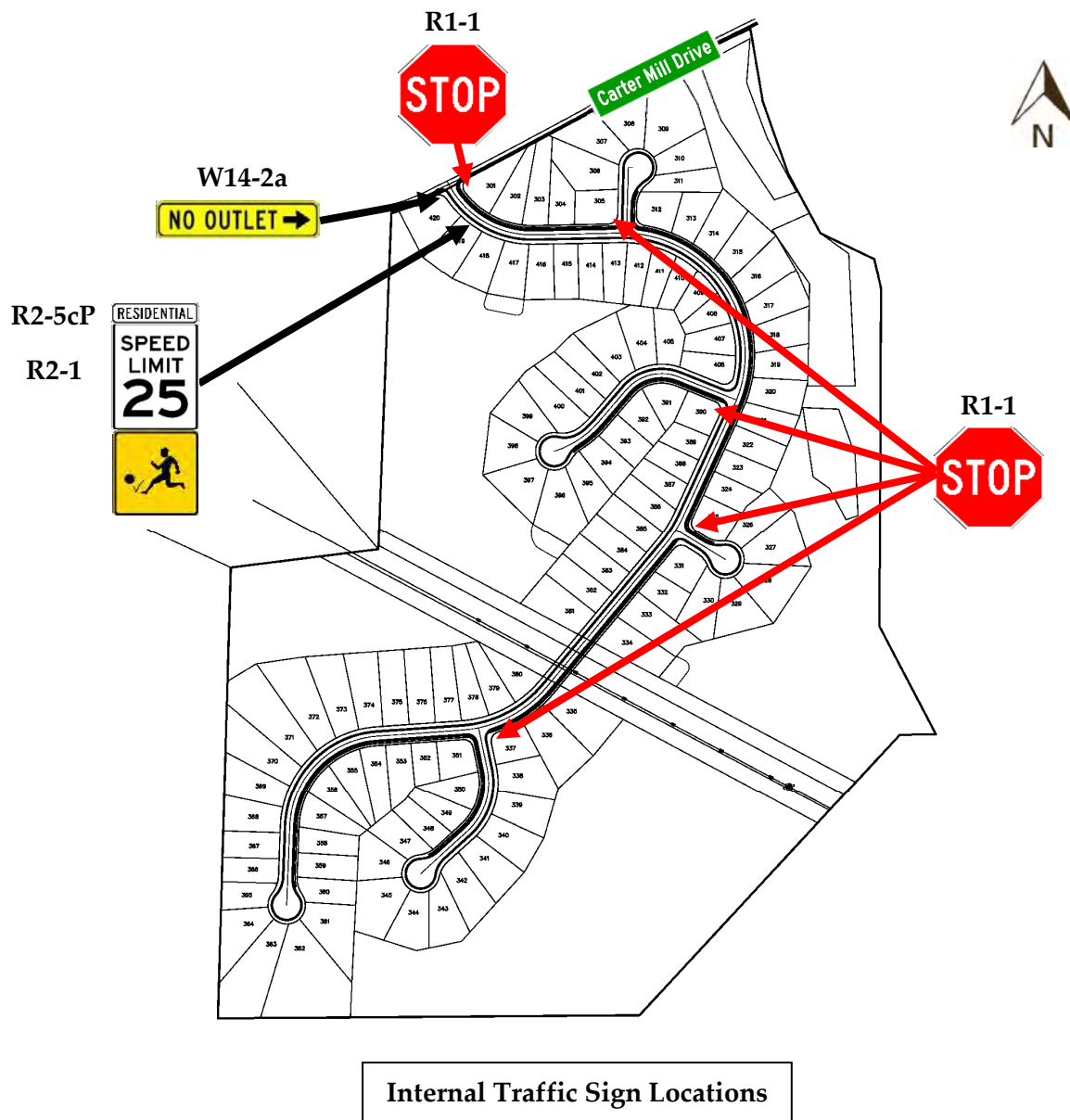
Carter Mill Drive at Proposed Entrance for Phase IX: A single exit lane for Phase IX of the Carter Ridge Subdivision, allowing both left and right turn movements at Carter Mill Drive, will be sufficient, according to the calculations. The delays associated with these exiting vehicle movements are projected to be minimal in the projected 2029 conditions.

- 1a) Future landscaping, existing vegetation, or proposed signage must not impact the intersection sight distances looking from the Proposed Entrance to the west and east on Carter Mill Drive.
- 1b) Based on a posted speed limit of 30 mph on Carter Mill Drive, the required intersection sight distance is 300 feet for exiting left and right-turning vehicles. The existing sight distances from Carter Mill Drive at the Proposed Entrance location were visually estimated to be adequate in both directions, assuming the existing vegetation on the south side of Carter Mill Drive along the property's road frontage will be removed during construction.
- 1c) It is recommended that a Stop Sign (R1-1) be posted and a 24" white stop bar be applied to the Proposed Entrance approach at Carter Mill Drive. The stop bar should be applied a minimum of 4 feet away from the traveled edge of Carter Mill Drive and placed at the desired stopping point that maximizes the sight distance.



Carter Ridge Phase IX Internal Roads: The site layout plan shows five new streets, as shown in Figure 3.

- 2a) A 25-mph Speed Limit Sign (R2-1) with additional plaque signage is recommended to be posted near the beginning of the Proposed Entrance road off Carter Mill Drive. It is also recommended that a “No Outlet” Sign (W14-2a) be posted at the front of the subdivision. This sign can be posted above or below the street name sign.
- 2b) Stop Signs (R1-1) are recommended to be installed on the minor approaches at the internal roadway T-intersections, as shown in the image below with other recommended signage.



- 2c) Sight distances at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping. The civil site designer should ensure that appropriate internal sight distances will be met.
- 2d) If directed by the local post office, the site designer should include a parking area and a centralized mail delivery center within the development for the Phase IX subdivision residents.
- 2e) All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.
- 2f) Internal sidewalks are proposed along one side of each road in Phase IX. Concrete sidewalks should be 5 feet wide and have appropriate ADA-compliant ramps at intersection corners with detectable surfaces. White-painted crosswalks should be installed on internal road pavement at locations where pedestrians are expected to cross. Internal crosswalks should be white transverse pavement markings as shown in TDOT Standard Drawing T-M-4.
- 2g) As provided for the other phases of the Carter Ridge Subdivision that face and abut Carter Mill Drive, a 5-foot-wide sidewalk should be constructed along the road frontage of Phase IX on the southern side of Carter Mill Drive and connect to the short stub already provided west of the Carter Mill Drive at Carter Ridge Drive / Carter View Lane intersection.
- 2h) The main internal road in Phase IX will have long, straight road segments with steep road grades due to the existing terrain. Straight road segments with steep grades encourage higher vehicle speeds. It is recommended that the site designer consider traffic calming measures on this main internal road, and this should be discussed with Knox County in the detailed design phase.
- 2i) All road and intersection elements should be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) and the Manual on Uniform Traffic Control Devices (MUTCD), as well as TDOT and Knox County's specifications and guidelines, to ensure proper roadway operations.



Carter Mill Drive: As discussed and described previously, the western section of Carter Mill Drive is narrow in width and difficult to safely traverse with vehicles simultaneously traveling in opposite directions. This narrow width is outside of the portion that was widened to 20 feet to allow for the initial development of the Carter Ridge Subdivision. This western section of Carter Mill Drive also has other issues outside narrow road widths that are problematic for safe travel with ever-increasing volumes.

The average width of the western section of Carter Mill Drive (west of the Proposed Entrance location for Phase IX – approximately 3,545 feet) was calculated to be 15.7 feet and has limited shoulders outside the pavement, faded to non-existent pavement markings, limited warning road signage, possibly substandard sight distances when vegetation is growing and unmaintained, pavement edge drop-offs, and the pavement surface on this section appears to be approaching the end of its useful life. The narrowest pavement width measured on the western section of Carter Mill Drive was 13.6 feet.

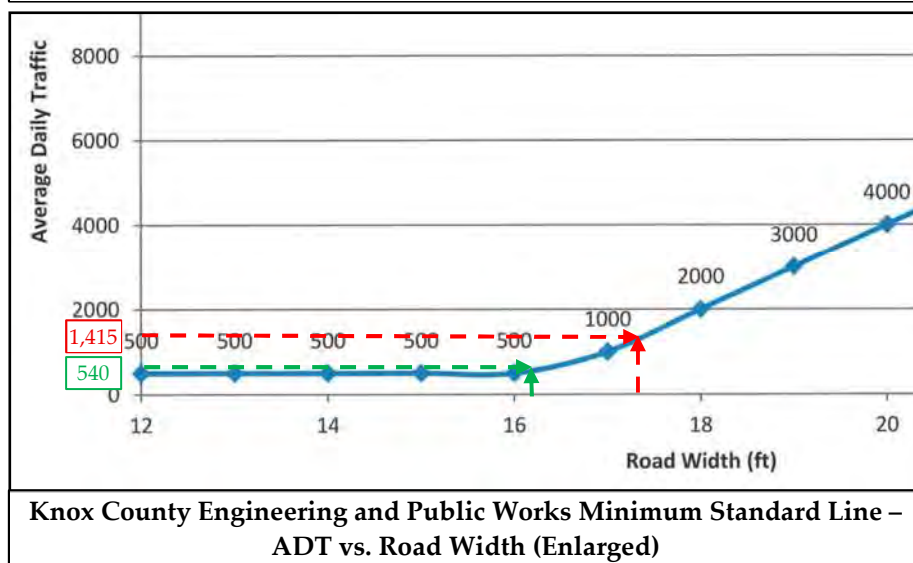
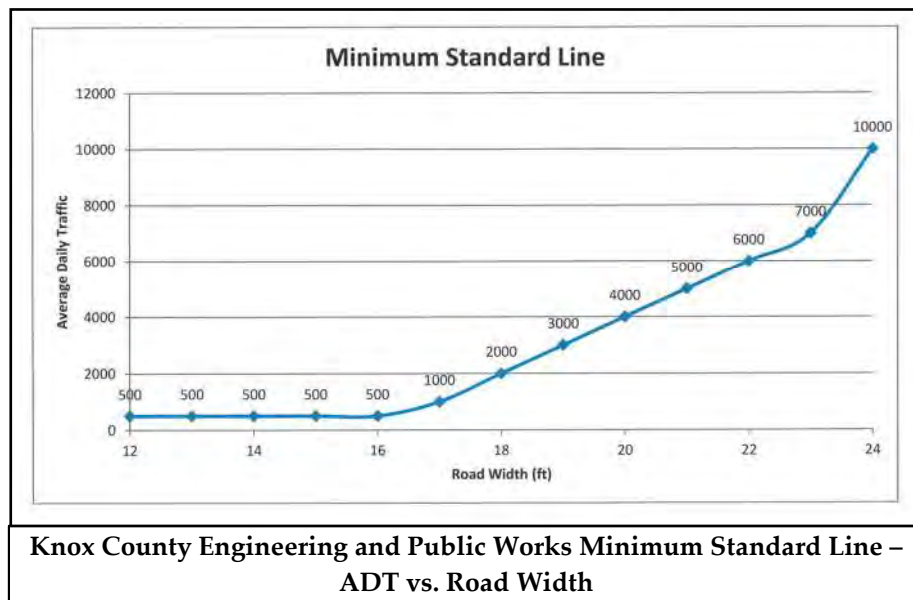
Carter Mill Drive's western section will require improvements to safely and effectively serve both current and future users. Demand on this roadway is currently relatively light. Still, it is expected to increase with each subsequent phase of the Carter Ridge Subdivision being constructed and general background traffic growth in the area. Any improvements must carefully balance safety considerations with the corridor's physical constraints. Providing an improved roadway that balances the need for safe vehicle passage with the surrounding terrain and existing alignment requires careful engineering judgment and trade-offs.

As calculated previously in the Trip Generation section of this report, the remaining phases in the Carter Ridge Subdivision by 2029 are projected to generate an additional 2,919 daily trips on top of the trips that are already occurring. Utilizing the assumed trip distribution in this report, with between 25 – 30% of these trips during the peak hours traveling to and from the west on Carter Mill Drive, the total daily amount of traffic on this section from the homes in the remaining phases of Carter Ridge Subdivision, on the higher end (30%), could be estimated to be approximately 875 additional vehicles per day.

The existing baseline daily traffic on the western section of Carter Mill Drive can be approximated by assuming that the PM peak hour thru volumes shown at the Proposed Entrance location on Carter Mill Drive in Figure 4 is, by using a rule of thumb, 10% of the daily traffic. With this assumption of 10%, the current daily traffic for the western section

of Carter Mill Drive can be estimated to be 540 vehicles (25+29/10%). Adding the calculated daily trips from the additional remaining phases of the subdivision would result in daily traffic of 1,415 vehicles on the western section of Carter Mill Drive in 2029 (2029 daily count = $540 + 2,919 \times 30\% = 1,415$ vehicles).

For planning purposes, Knox County (TN) Engineering and Public Works has published a “Minimum Standard Line” chart that relates average daily traffic (ADT) to the desired pavement width to be provided. A graph of this minimum standard from Knox County is shown in the images below. The first image is the full graph, and the second is an enlarged section for clarity of the results in this study. The second graph includes data in red for the calculated 2029 daily traffic with all subdivision phases constructed. The data in green represents the estimated current daily traffic on the western section of Carter Mill Drive.



According to the Knox County chart, the current estimated daily traffic on the western section of Carter Mill Drive would indicate a desired road width just over 16 feet. Carter Mill Drive, on its western section, had road width measurements between Station 12+50 and 42+50 that ranged from 13.6 feet to 17.6 feet, with most measurements being in the 14 – 16-foot range, less than desired, as demonstrated in the graph.

A road width of 18 feet would be appropriate for up to approximately 2,000 vehicles per day based on Knox County's ADT/road width minimum standard. The projected 2029 daily traffic volume on the western section of Carter Mill Drive, including traffic from Phases VI–IX, is estimated at approximately 1,415 vehicles per day — well below this threshold.

Therefore, widening the western section of Carter Mill Drive to a target width of 18 feet is recommended as the ultimate goal by the time all phases of the Carter Ridge Subdivision are completed and occupied in 2029. This width will provide adequate capacity and improved safety for projected traffic volumes. Widening this section beyond 18 feet to a full 20 feet to match the eastern portion of Carter Mill Drive could be considered impractical in many locations due to the more aggressive terrain, winding horizontal alignments, and right-of-way constraints present on the western end. Widening beyond 18 feet could also encourage higher vehicle speeds, which would be incompatible with the existing geometry, steep grades, and roadside hazards.

Where feasible and consistent with the original subdivision approval, the road frontage directly adjacent to Phase IX should be widened to 20 feet; however, 18 feet should be the standard applied to the remainder of the western section.

As such, recommendations for the western section of Carter Mill Drive are broken into immediate (2026) and future (2029) needs and actions in the following.

Summary Timeline of External Transportation Recommendations:

- 2026 Immediate Recommendations:
 - Identify and prioritize locations where Carter Mill Drive is less than 16 feet wide and widen the pavement to a minimum of 18 feet.
 - Post a Speed Limit Sign (R2-1) of 30 mph for westbound traffic on Carter Mill Drive to the west of the intersection with Carter Ridge Drive / Carter View Lane.

- Install a “Narrow Road” Sign (W5-2) 250 feet to the east of the existing 30-mph Speed Limit Sign posted on Carter Mill Drive off McCubbins Road for eastbound traffic.
 - After widening, install 6-inch white edge lines on the newly widened segments along Carter Mill Drive.
 - Install “Two-Way Traffic” Signs (W6-3) for both directions of travel with advisory speed plaques (W13-1P), preferably stating 20 mph or less. These signs should be posted on both ends of Carter Mill Drive’s narrower western section and where horizontal curves warrant additional caution.
 - Aggressively clear vegetation and trees within the right-of-way along the western section of Carter Mill Drive to improve sight distance and roadside safety.
 - All utility poles within this western section of Carter Mill Drive and adjacent to the roadway, if not relocated away from the roadway, should be delineated with all-yellow horizontal or vertical retroreflective signs (OM2-2V or OM2-2H) facing oncoming traffic.
- 2029 Future Recommendations (or earlier if feasible):
 - Widen the western section of Carter Mill Drive to a consistent 18-foot paved width if not already completed by 2029. When widening to 18 feet, consideration should be given to using a SafetyEdgeSM at the pavement edges, which shapes the pavement at a 30-degree angle during the paving process.
 - The initial approval for the Carter Ridge Subdivision stipulated that prior to final plat approval for any lots in the development, Carter Mill Drive needed to be widened to 20 feet along the entire frontage of the site. This initial road widening of Carter Mill Drive terminated approximately 200 feet to the east of the subdivision property’s westernmost point, which includes the development parcel for Phase IX. This remaining unwidened section of Carter Mill Drive is directly in front of Phase IX and should be widened to 20 feet. Beyond that point, the pavement should be properly transitioned to the narrower road section to the west.
 - After all the phases of Carter Ridge Subdivision are completed, the pavement markings on the already 20-foot-wide eastern and central sections of Carter Mill Drive, including the double yellow centerline and



W6-3



W13-1P

white edge lines, should be reapplied.

The developer should be responsible for widening Carter Mill Drive to 20 feet along the full road frontage of Phase IX, consistent with the original subdivision approval conditions. It is recommended that Knox County and the developer coordinate regarding any potential shared improvements to the broader western section of Carter Mill Drive beyond the Phase IX road frontage.



Alternative Design Standards

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

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

Alternative Design Standards Requiring Planning Commission Approval

Section 3.03.B.2 - Street frontage in the PR (Planned Residential) zone, Knox County

Section 3.03.E.1.e – Maximum grade of private right-of-way

Section 3.03.E.3.a – Pavement width reduction, private rights-of-way serving 6 or more lots

Section 3.04.H.2 – Maximum grade, public streets

Section 3.04.I.1.b.1 – Horizontal curves, local streets in Knox County

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

Section 3.03.E.3.a – Right-of-way width reduction, private rights-of-way serving 6 or more lots

Section 3.04.A.3.c – Right-of-way dedication, new subdivisions

Section 3.04.F.1 – Right-of-way reduction, local streets

Section 3.04.G.1 – Pavement width reduction, local streets

Section 3.04.H.3 – Intersection grade, all streets

Section 3.04.J.2 – Corner radius reduction in agricultural, residential, and office zones

Section 3.04.J.3 – Corner radius reduction in commercial and industrial zones

Section 3.11.A.2 – Standard utility and drainage easement

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

A handwritten signature in black ink, appearing to read "Xia Zhu".

Xia Zhu

7/27/26

Signature

Printed Name

Date

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

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the minimum intersections grade from 1% to 2% at the intersections of Road P at Road N, Road Q at Road N, Road O at Road N, and Road N at Carter Mill Drive.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☒ NO ☐

Engineering Comments:

APPROVED

By Steve Elliott at 1:11 pm, Aug 06, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☐ NO ☐

Engineering Comments:

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☐ NO ☐

Engineering Comments:

Public Notice and Community Engagement

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

Sign Posting and Removal

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

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

Location and Visibility

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

Timing

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

Acknowledgement

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

8/1/2026

8/14/2026

Date to be Posted

Date to be Removed

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

☐ Yes ☒ No

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

Casey Potter

Digitally signed by Casey
Potter
Location: Washington Terrace,
UT

Casey Potter

5/22/2026

Applicant Signature

Applicant Name

Date