



MEMORANDUM

**TO:** Metropolitan Planning Commission

**FROM:** Mark Donaldson, Executive Director

**DATE:** November 13, 2008

**SUBJECT:** Amendments to the City of Knoxville Zoning Ordinance regarding parking in front yards, including definitions and driveway requirements.  
2-C-08-OA

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**Staff Recommendation:**

Staff recommends approval of Option "D".

**Background:**

In December, 2007, City Council requested MPC review and make a recommendation regarding the act of parking in the front yard of residential properties. The letter from Charles Swanson, on behalf of Council is enclosed.

In April, 2008, MPC recommended to City Council a proposed ordinance amendment relegating parking in the front yard to limited paved or designated surfaces. This recommendation is enclosed herein as Option "A".

At its October 9, 2008, meeting City Council referred the item back to MPC after hearing a set of proposed ordinance amendments from a citizen based task force. These proposed amendments are enclosed herein as Option "B".

At an October 30, 2008, City Council work session, City Council received a set of proposed ordinance amendments from City of Knoxville administration. These proposed amendments are enclosed herein as Option "C". The City proposed alternatives with and without a process to apply the parking restrictions as an optional overlay district. In addition, the task force presented alternative language for its proposed amendments.

MPC staff's recommendation is enclosed herein as Option "D". The rationale for staff recommendation is included with each ordinance subsection.

A summary of each of the four options is also enclosed. The cover sheet itemizes the nine different subsections of the ordinance that would be affected by one or all of the proposed amendment sets. They include, generally:

- Definitions;
- Article 4, off-street parking requirements within zone districts R-1, R-1A, R-1E, and R-1EN;
- Article 5, Section 7.A (Off-Street Parking Requirements);
- Article 5, Section 7.B (Access and Driveway Requirements).

Also included in the packet is a response to seven specific sets of questions MPC staff received from City Council. The letter from Charles Swanson, on behalf of the Council, is enclosed.

Option "A"

The approach to parking in the front yard recommended by MPC in April was to restrict parking to driveway and parking surfaces, except for infrequent (less than 3 times per week), temporary (less than 12 hours) periods of time. The Zoning Ordinance has already been amended to limit the amount of driveway and parking surface in the front yard (approved in 2007) in the R-1, R-1A, R-1E, and R-1EN residential zoning districts.

Option "B"

The approach of the Task Force is to restrict parking in the front yard to approved driveway and parking areas, except for a list of specific temporary events, reduce dimensions and curb cut size for driveways on smaller lots, limit the location of driveways on smaller lots, allow circular driveways on larger lots with houses that have garages or carports, and prohibit driveways in front of houses without garages or carports on larger lots.

Option "C"

The approach of the City Administration is to require neighborhoods to adopt an overlay district to implement parking regulations. These regulations would restrict parking in the front yard to approved driveway and parking surfaces, except for a list of specific temporary events, limit the amount of driveway and parking surface in the front yard, and allow circular driveways only on larger lots. The City also offers an option to eliminate the adoption of regulations on a neighborhood basis, while keeping everything else the same.

Option "D"

Staff generally supports the proposal of City Administration that requires each neighborhood to opt in to the parking restrictions, with modifications. These modifications include:

- At Article 5, Section 7.A.1.a, splitting the description of residential parking facilities into two parts;
- At Article 5, Section 7.A.1.j, the minimum area for a parking space is raised to 250 square feet. If a homeowner desires to provide only two parking spaces as a parking pad adjacent to the street, 200 square feet (10 ft. by 20 ft.) per space seems sufficient. The current definition of parking space states a minimum size of 200 square feet but is in conflict with other parts of the code which allow smaller spaces (9 ft. by 17.5 ft., or 157.5 square feet).
- MPC staff also recommends modifying the amount of off-street parking surfaces in the front yard, depending on the location of parking spaces.
- There is no need to provide an exception for circular drives. If any driveway configuration fits within the 25% of front yard restriction it should be allowed, regardless of lot size.

Each of the four options raises significant enforcement issues.

Enclosures:

- Letter from Charles Swanson, on behalf of City Council, dated December 4, 2007
- MPC recommendation, 2-C-08-OA, Option "A"
- Memo from Cindy Mitchell, City Recorder, containing Task Force report, dated October 9, 2008
- Task Force proposed amendments, Option "B"
- City Administration proposed amendments, Option "C"
- MPC staff recommendation, Option "D"
- Summary of Options A, B, C, and D
- Letter from Charles Swanson, on behalf of City Council, dated November 3, 2008
- Response to City Council inquiries

SHEPPEARD, SWANSON & MYNATT, PLC

ATTORNEYS AT LAW

816 W HILL AVENUE

KNOXVILLE TENNESSEE 37902

SARAH Y SHEPPEARD †

CHARLES W SWANSON

WILLIAM A MYNATT JR

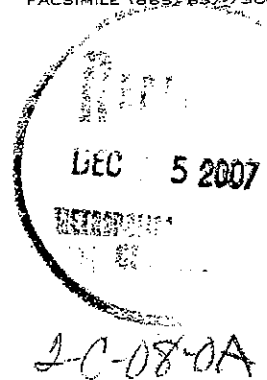
MAILING ADDRESS  
POST OFFICE BOX 2149  
KNOXVILLE TENNESSEE 37901-2149

TELEPHONE (865) 546-3653  
FACSIMILE (865) 637-7300

†CERTIFIED CIVIL TRIAL SPECIALIST  
\*SUPREME COURT RULE 31 MEDIATOR

December 4, 2007

Mr. Mark Donaldson  
Executive Director  
Metropolitan Planning Commission  
400 Main Street, 4<sup>th</sup> Floor  
City/County Building  
Knoxville, TN 37901



Re: Front Yard Parking in Residential Areas

Dear Mr Donaldson:

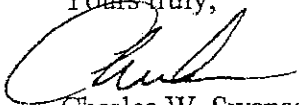
I am writing at the request of some of the members of City Council to express a concern with regard to the provisions of the zoning ordinance which regulate parking in front yards. The current provisions of our code do regulate the amount of parking which is permitted in front yards but that does not necessarily limit the number of vehicles which may be parked in the front yard. In a number of our neighborhoods, and particularly in those neighborhoods which historically have deteriorated to some extent but now have become emerging jewels through a process of rehabilitation, the "cluttered" look which is created by parking numerous vehicles in the front yard area seriously detracts from the aesthetics of the neighborhood and has an adverse impact upon the rehabilitation process.

The negative consequences of excessive front yard parking present a serious challenge to the efforts of many who seek to revive and revitalize neighborhoods which are so important to the City of Knoxville. An excellent example is in the Lonsdale neighborhood where so much effort and investment has resulted in a wonderful, newly energized neighborhood in so many ways. The front yard parking issue, however, presents a critical challenge to continued progress. Consequently, the purpose of this letter is to respectfully request that you and the members of the professional staff at the Metropolitan Planning Commission undertake a review and analysis of this problem situation so as to come up with reasonable modifications to the zoning ordinance which will provide a solution to this situation. The answer may be something as simple as restricting front yard parking to paved areas but we would rely upon your considerable experience and expertise to advise with respect to the most appropriate solution to this problem.

On behalf of the members of City Council, I would like to express to you our appreciation for any assistance you might provide with respect to this matter. Of course, if you have any questions or desire further information concerning any of the foregoing, please do not hesitate to contact me or the members of Council noted below.

Thank you so much for your anticipated courtesy and cooperation in this matter

Yours truly,



Charles W Swanson

CWS/akm

cc: Councilmember Rob Frost  
Councilmember Bob Becker

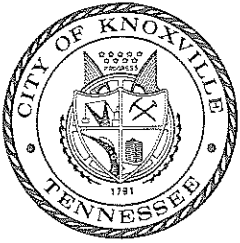
Add to Article 2 (Definitions)

VEHICLE PARKING – A standing or stored, unattended vehicle.

Add to Article 4, Section 2 (R-1), G. Off-Street Parking regulations;
Add to Article 4, Section 2a (R-1A), G. Off-Street Parking regulations;
Add to Article 4, Section 2b (R-1E), F. Off-Street Parking regulations; and
Add to Article 4, Section 2c (R-1EN), G. Off-Street Parking regulations.

Parking and storage of vehicles that are routinely parked at a residential property shall be limited to the defined driveway and parking area of the site. However, temporary parking for short (less than 12 hours) and/or infrequent (not more than 3 times per week) periods may occur on the site outside the defined driveway area.

The defined driveways within the front yard shall have a maximum width of 18 feet or the maximum width of the enclosed parking space (garage, carport) with pull out spaces not more than nine feet wide and sixteen feet long. All defined driveways on a site shall be paved, or covered with gravel, wood chips, bark mulch, or other erosion-preventing material clearly defining the driveway parking area, and have side borders of plants, pressure treated landscaped timbers, railroad ties, pressure treated wood, composite "plastic wood", brick, concrete, or similar border materials. Alterations to the above stated requirements may be sought by use-on-review application to the Metropolitan Planning Commission where it can be shown that physical conditions of the subject property, or traffic safety considerations associated with permitting on-street parking on the adjacent streets are a concern.



CITY OF KNOXVILLE, TENNESSEE

OFFICE OF THE CITY COUNCIL



**MEMORANDUM**

**TO: MARK DONALDSON, EXECUTIVE DIRECTOR MPC**

**FROM: CINDY MITCHELL, CITY RECORDER CITY OF KNOXVILLE** *cm*

**DATE: OCTOBER 9, 2008**

**RE: CITY COUNCIL ORDINANCE**

Please find enclosed a Knoxville City Council ordinance regarding parking in front yards that was amended to include a committee work document and referred back to MPC for further consideration. This document was considered at the October 7, 2008 City Council meeting.

If you have questions regarding this document, please contact the City Council Office at 865-215-2075.

/cm

Enclosure



ORDINANCE

ORDINANCE NO.:

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AN ORDINANCE OF THE COUNCIL OF  
THE CITY OF KNOXVILLE TO AMEND  
THE KNOXVILLE CITY CODE,  
APPENDIX B, "ZONING  
REGULATIONS", ARTICLE II AND  
ARTICLE IV, SECTIONS 2.G., 2a.G.,  
2b.F., AND 2c.G., TO RESTRICT  
PARKING IN FRONT YARDS IN R-1, R-  
1A, R-1E, AND R-1EN ZONING  
DISTRICTS. (FILE NO. 2-C-08-0A)

ORDINANCE NO: \_\_\_\_\_

REQUESTED BY: MPC

PREPARED BY: Law

APPROVED AS TO FORM AND

CORRECTNESS: \_\_\_\_\_

Director of Law

FINANCIAL IMPACT STATEMENT:

\_\_\_\_\_

\_\_\_\_\_

Director of Finance

APPROVED ON 1ST

READING: \_\_\_\_\_

APPROVED ON 2ND

READING: \_\_\_\_\_

APPROVED AS

AN EMERGENCY

MEASURE: \_\_\_\_\_

MINUTE BOOK \_\_\_\_\_ PAGE \_\_\_\_\_

**WHEREAS**, the Metropolitan Planning Commission Staff has prepared  
proposed changes to the Knoxville Zoning Code, Appendix B "Zoning Regulations", Article  
II and Article IV, Sections 2.G., 2a.G., 2b.F., and 2c.G., to restrict parking in front yards in  
R-1, R-1A, R-1E, and R-1EN zoning districts; and

**WHEREAS**, at its regular meeting on April 10, 2008, the Metropolitan  
Planning Commission approved said amendments; and

1                   **WHEREAS**, notice of the MPC hearing on April 10, 2008 was published in  
2 The Knoxville News Sentinel on March 28, 2008, and notice of the City Council meeting on  
3 May 6, 2008 was published in The Knoxville News Sentinel on April 18, 2008.

4                   **NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY**  
5 **OF KNOXVILLE:**

6                   **SECTION 1:** The Knoxville City Code, Appendix B, "Zoning Regulations",  
7 Article II and Article IV, Sections 2.G., 2a.G., 2b.F., and 2c.G. are hereby amended to  
8 restrict parking in front yards in R-1 Low Density Residential, R-1A Low Density  
9 Residential, R-1E Low Density Exclusive Residential, and R-1EN Established  
10 Neighborhood zoning districts as shown on Exhibit A, attached hereto and made a part  
11 hereof by reference.

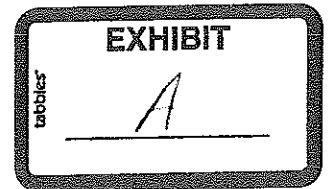
12                   **SECTION 2:** This Ordinance shall take effect seventeen (17) days from and  
13 after its passage, the welfare of the City requiring it.  
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15  
16  
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18 \_\_\_\_\_  
Presiding Officer of the Council

19 \_\_\_\_\_  
City Recorder



Proposed Amendments to the Knoxville Zoning Ordinance Regarding  
Parking in Front Yards (2-C-08-OA)



**Bold** = Proposed additional language

Add to: ARTICLE 2, DEFINITIONS

**VEHICLE PARKING - A standing or stored, unattended vehicle.**

Add to:  
ARTICLE 4, SECTION 2 R-1 LOW DENSITY RESIDENTIAL DISTRICT,  
ARTICLE 4, SECTION 2a R-1A LOW DENSITY RESIDENTIAL DISTRICT

G. OFF-STREET PARKING:

As regulated in Article 5 Section 7.

Except:

Paved parking and storage facilities in the front yard or side yard on any lot containing a house, duplex, or attached house shall be limited to not more than the greater of the following: (a) 25% of the required front or side street yard area; or (b) the paved area leading directly to a carport or enclosed garage or (c) 400 square feet.

**Parking and storage of vehicles that are routinely parked at a residential property shall be limited to the defined driveway and parking area of the site. However, temporary parking for short (less than 12 hrs.) and/or infrequent (not more than 3 times per week) periods may occur on the site outside the defined driveway area.**

**The defined driveways within the front yard shall have a maximum width of 18 feet or the maximum width of the enclosed parking space (garage, carport) with pull out spaces not more than nine feet wide and sixteen feet long. All defined driveways on a site shall be paved, or covered with gravel, wood chips, bark mulch, or other erosion-preventing material clearly defining the driveway parking area, and have side borders of plants, pressure treated landscaped timbers, railroad ties, pressure treated wood, composite "plastic wood", brick, concrete or similar border materials. Alterations to the above stated requirements may be sought by use on review application to the Metropolitan Planning Commission where it can be shown that physical conditions of the subject property, or traffic safety considerations associated with permitting on-street parking on the adjacent streets are a concern.**

ARTICLE 4, SECTION 2b R-1E LOW DENSITY EXCLUSIVE RESIDENTIAL DISTRICT

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As regulated in Article 5 Section 7.

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ARTICLE 4 SECTION 2c R-1EN ESTABLISHED NEIGHBORHOOD DISTRICT

G. OFF STREET PARKING

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wood chips, bark mulch, or other erosion-preventing material clearly defining the driveway parking area, and have side borders of plants, pressure treated landscaped timbers, railroad ties, pressure treated wood, composite "plastic wood" , brick, concrete or similar border materials. Alterations to the above stated requirements may be sought by use on review application to the Metropolitan Planning Commission where it can be shown that physical conditions of the subject property, or traffic safety considerations associated with permitting on-street parking on the adjacent streets are a concern.

SHEPPEARD, SWANSON & MYNATT, PLC

ATTORNEYS AT LAW

616 W. HILL AVENUE

KNOXVILLE, TENNESSEE 37902

SARAH Y. SHEPPEARD,†

CHARLES W. SWANSON,†

WILLIAM A. MYNATT, JR.†

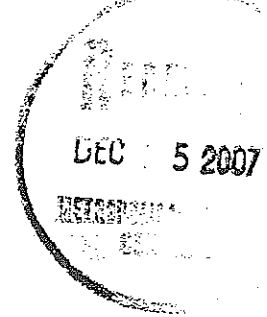
†CERTIFIED CIVIL TRIAL SPECIALIST  
†SUPREME COURT RULE 31 MEDIATOR

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POST OFFICE BOX 2149  
KNOXVILLE, TENNESSEE 37901-2149

TELEPHONE (865) 546-3653  
FACSIMILE (865) 637-7300

December 4, 2007

Mr. Mark Donaldson  
Executive Director  
Metropolitan Planning Commission  
400 Main Street, 4<sup>th</sup> Floor  
City/County Building  
Knoxville, TN 37901



Re: Front Yard Parking in Residential Areas

Dear Mr. Donaldson:

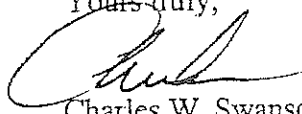
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On behalf of the members of City Council, I would like to express to you our appreciation for any assistance you might provide with respect to this matter. Of course, if you have any questions or desire further information concerning any of the foregoing, please do not hesitate to contact me or the members of Council noted below.

Thank you so much for your anticipated courtesy and cooperation in this matter.

Yours truly,



Charles W. Swanson

CWS/akm

cc: Councilmember Rob Frost  
Councilmember Bob Becker

**KNOXVILLE-KNOX COUNTY**  
**M P C**  
 METROPOLITAN  
 P L A N N I N G  
 C O M M I S S I O N  
**T E N N E S S E E**  
 Suite 403 • City County Building  
 400 Main Street  
 Knoxville, Tennessee 37902  
 3 6 5 • 2 1 5 • 2 5 0 0  
 F A X • 2 1 5 • 2 0 6 6  
 w w w • k n o x m p c • o r g

# Minutes (Unapproved)

## April 10, 2008

1:30 P.M. ⊕ Main Assembly Room ⊕ City County Building

The Metropolitan Planning Commission met in regular session on April 10, 2008 at 1:30 p.m. in the Main Assembly Room, City/County Building, Knoxville, Tennessee. Members:

- |   |                               |    |                      |
|---|-------------------------------|----|----------------------|
|   | Mr. Trey Benefield, Chair     |    | Mr. Stan Johnson     |
|   | Mr. Robert Anders, Vice Chair |    | Mr. Michael Kane     |
| A | Mr. Bart Carey                | ** | Mr. Robert Lobetti   |
|   | Ms. Laura Cole                |    | Ms. Rebecca Longmire |
|   | Mr. Art Clancy                | A  | Mr. Nick Pavlis      |
| * | Mr. Herbert Donaldson         |    | Mr. Jack Sharp       |
|   | Mr. Dick Graf                 |    | Mr. Wes Stowers      |
|   | Ms. Kimberly Henry            |    |                      |

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\* Arrived late to the meeting.

\*\* Left early in the meeting.

A – Absent from the meeting

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- \* **6. METROPOLITAN PLANNING COMMISSION** **2-C-08-OA**  
 Amendments to the City of Knoxville Zoning Ordinance regarding parking in front yards.

STAFF RECOMMENDATION: Approve.

THIS ITEM WAS APPROVED ON CONSENT EARLIER IN THE MEETING.

**MOTION (CLANCY) AND SECOND (JOHNSON) WERE MADE TO APPROVE CONSENT ITEMS AS READ. MOTION CARRIED 12-0-1. APPROVED.**

Friday, April 18, 2008 F3

### **PUBLIC NOTICE**

The following amendments to the Zoning Ordinance of the City of Knoxville will be considered by the City Council on May 6, 2008, at 7:00 p.m. in the Main Assembly Room, City County Building, 400 Main Street, Knoxville, TN. Data pertinent to these items may be seen in the office of the Metropolitan Planning Commission, Fourth Fl., of the City County Bldg., Main St., Knoxville, TN. If you need assistance or accommodation for a disability, please contact the City ADA coordinator at 215-2104.

**Ordinance Amendments**  
Amendments to the City of Knoxville Zoning Ordinance regarding parking in front yards. MPC Recommendation: Approve.  
Amendments to the City of Knoxville Zoning Ordinance, Article 1, Section 1, Article 3, Section 4, Article 4, Section 9, Article 5, Section 5, and related sections removing stories as a criteria for determining building height and utilizing feet to determine height. MPC Recommendation: Approve.

#### **Rezoning/**

##### **Plan Amendments**

**DR. STEVE COPELAND**  
- Northwest side Miller town Pike, northwest of Amelia and Spring Hill Roads, Council District 4. Rezoning from R-1 (Low Density Residential) to C-3 (General Commercial). MPC Recommendation: Approve. O-1 (Office Medical & Related Service) zoning subject to limiting access to Miller town Pike (prohibiting access to Corbett Dr.)  
**J. STEPHEN RIDENOUR**  
- South side Old Amherst Rd., southwest of Amherst Rd., Council District 3. One Year Plan Amendment from LDR (Low Density Residential) to L1 (Light Industrial) and Rezoning from R-1 (Low Density Residential) to I-3 (General Industrial). MPC Recommendation: Approve.  
**CITY OF KNOXVILLE**  
Northwest side Church Ave., between S. Central St. and S. Hall of Fame Dr., Council District 6. One Year Plan Amendment from O (Office) to CBD (Central Business District) and Rezoning from O-1 (Office, Medical, and Related Services) to C-2 (Central Business District). MPC Recommendation: Approve.

122  
10/7/08

## INDEX TO PACKET CONTENTS

1. THOUGHTS FROM CITYWIDE COALITION MEMBERS
2. SUMMARY OF OBJECTIVES AND OVERVIEW OF ORDINANCE
3. THE ORDINANCE (5 pages)
4. NEIGHBORHOOD/CITY OFFICIAL PARTICIPANTS AND MEETING SCHEDULE
5. MAP AND LIST OF NEIGHBORHOODS WHERE PHOTOGRAPHS WERE TAKEN TO ILLUSTRATE NEED FOR THIS ORDINANCE
- 6- PHOTOGRAPHS



SOME THOUGHTS FROM MEMBERS OF THE  
CITYWIDE NEIGHBORHOOD COALITION

October 1, 2008

Dear City Council Representative,

We would like to express our appreciation to you for making it possible for us to work on this ordinance. We have truly done our best to honor the trust you have placed in us and in our ability to do the work well.

OUR PROCESS:

Representatives from approximately 38+ neighborhoods began meeting 14 weeks ago. A committee of volunteers from the large group of neighborhood representatives met regularly with representatives from the City administration to prepare the text of the ordinance which was intermittently presented to the larger group for discussion and approval (see meeting schedule on page 5). The participation and experiential input of so many residents from all areas of our City enabled us to consider almost every possible situation imaginable regarding parking in front yards. The expertise, guidance and professionalism of City officials (including several City Council representatives) was invaluable and was very much appreciated by our group.

THE AMENDMENT:

We strongly believe that the passage of this amendment to the Knoxville Zoning Ordinance will significantly help residents/homeowners/developers who are working to restore and stabilize neighborhoods, especially those older neighborhoods located in the inner city. It will also be instrumental in insuring the continued well-being of those neighborhoods which have already achieved stability and will provide a means to help create a more attractive City.

We again thank you for your confidence in us and we hope that you will be pleased with our efforts in your behalf.

If you have any questions for Coalition members regarding the information in this packet or the preparation of the amendment, please contact one of our members listed below.

Terry Faulkner: [terryfaulk@bellsouth.net](mailto:terryfaulk@bellsouth.net): 584-3659  
Jamie Rowe: [ombroligo@aol.com](mailto:ombroligo@aol.com): 688-9525  
Jim Bletner: [jbletner@utk.edu](mailto:jbletner@utk.edu): 523-9150

## SUMMARY

### A. Ordinance Objectives

1. Maintain and stabilize property values
2. Restore, protect and preserve the character of neighborhoods
3. Contribute to the revitalization of deteriorating neighborhoods
4. Enhance neighborhood aesthetics and strengthen beautification efforts
5. Decrease dust and runoff onto public roads and storm water systems
6. *Prevent deterioration of city sidewalks & curbs*

### B. Ordinance Overview

1. Prohibits vehicle parking in front yards, except on approved driveways and parking spaces, and limits front yard paving
2. Establishes guidelines for approved driveways and parking spaces
3. Allows for front yard parking exemptions in specific situations
4. Applies to houses, attached houses or duplexes in the R-1 low density residential district, R-1A low density residential district, R-1E low density exclusive residential district, R-2 general residential district and R-3 high density residential district
5. Driven by citizen complaint calls to 311
6. Enforced by the Zoning Department with a notice and /or citation of \$50.00
7. Implemented by public notification through newspapers, brochures, and/or postcards

## Neighborhood Groups and City officials Who Participated in This Effort

### NEIGHBORHOOD GROUPS

Fountain City Town Hall	Sequoyah Hills/Kingston Pike
Tazewell Pike	Forest Heights
Fountain City Connection	Westwood
Edgewood Park	Bellemeade
Old North Knoxville	Deane Hill
Lonsdale United for Change	Adair
Dandridge Ave. Association	Parkdale
Park City	Old Lincoln Park
Historic Fort Sanders Assn.	West Hills
Lonas Drive Homeowners' Assn.	
Coalition for Involved Neighborhoods: an umbrella group for 20+ neighborhoods	

### CITY AND COUNTY ELECTED OFFICIALS WHO ATTENDED ONE OR MORE MEETINGS:

City Council representatives: Barbara Pelot, Bob Becker, Joe Hultquist  
 Newly elected County Commissioners: Amy Broyles and Finbarr Saunders

### CITY ADMINISTRATION REPRESENTATIVES:

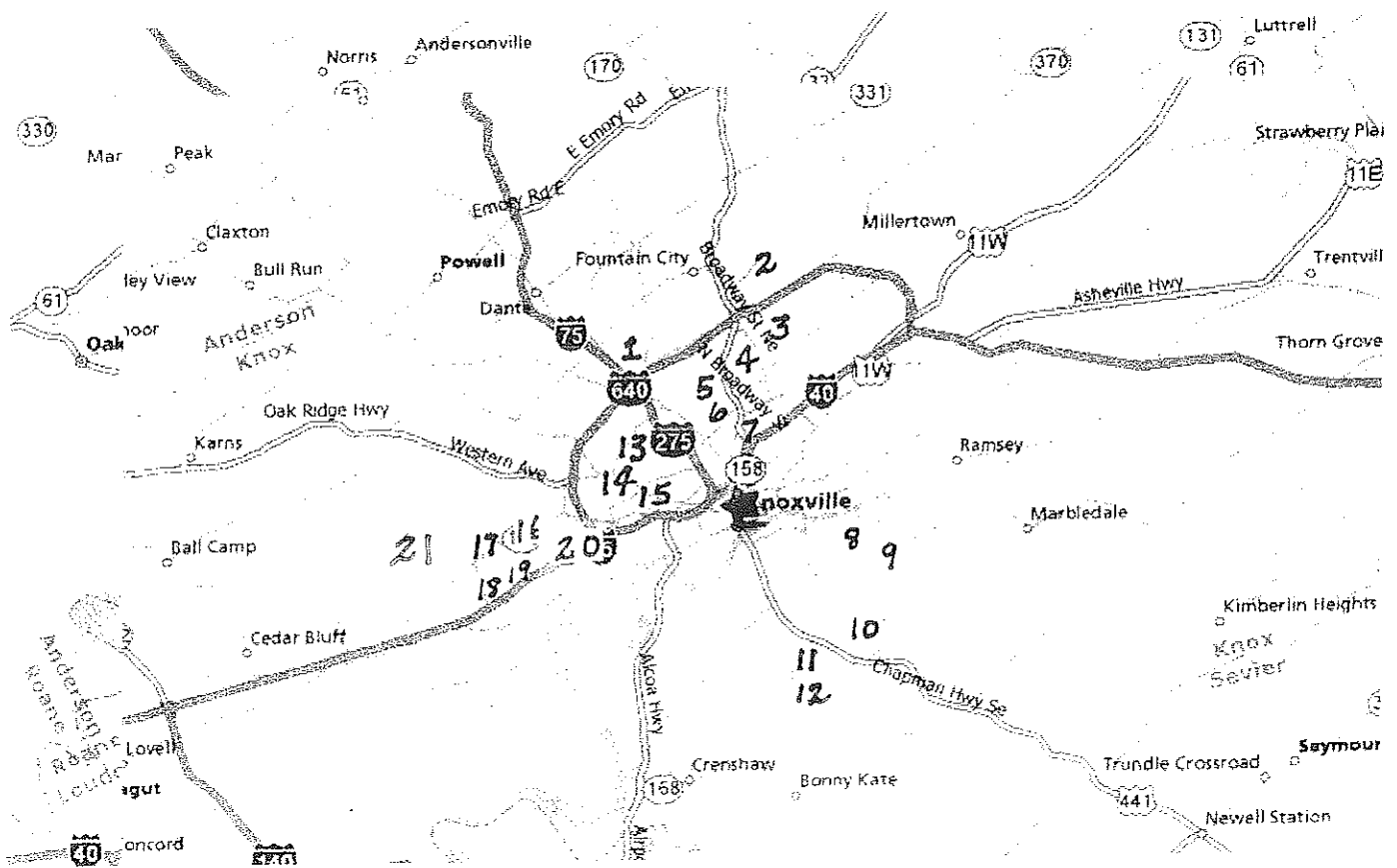
Sharon Boyce, Anita Cash, Robert Moyers, David Brace, David McGinley, Stephanie Cook, David Massey, Elaine Thomas

### MEETING DATES FOR WORK ON ORDINANCE:

JULY 1, 2008; City Council Assigns Task of Ordinance Modification to Citywide Neighborhood Coalition: (A four week postponement)  
 JULY 9; St. James Episcopal Church on Broadway: Large Coalition Group  
 JULY 20; Redeemer Church, 17<sup>th</sup> Street; Large Coalition Group. A committee of members volunteer to work on ordinance.  
 JULY 21; Jamie Rowe's home on Tazewell Pike; Ordinance Committee meeting.  
 AUGUST 12: City Council votes to extend working time for 8 more weeks at the request of Coalition.  
 AUGUST 13, 14, 27, SEPT. 3; Committee meetings at Jamie Rowe's home.  
 SEPTEMBER 11, Trinity United Methodist Church, Kingston Pike; Committee meeting.  
 SEPTEMBER 17; Redeemer Church, 17<sup>th</sup> St.; Large group meeting of Coalition.  
 SEPTEMBER 25, Committee at Jamie's home.  
 SEPTEMBER 30; Committee meeting at City/County Bldg... Ordinance completed!!  
 OCTOBER 1; Beck Cultural Center: Presentation of Completed Ordinance to all Coalition members.  
 OCTOBER 9; Ordinance will be considered by City Council members.

# LOCATION OF NEIGHBORHOODS WHERE PHOTOGRAPHS OF CARS PARKED IN FRONT YARDS WERE TAKEN.

- |                      |                        |
|----------------------|------------------------|
| 1. INSKIP            | 12. MOORELAND HEIGHTS  |
| 2. HARRELL HILLS     | 13. LONSDALE           |
| 3. WHITTLE SPRINGS   | 14. WEST VIEW          |
| 4. FAIRMONT          | 15. STERCHI HILLS      |
| 5. LINCOLN PARK      | 16. FAR VIEW           |
| 6. CHRISTENBERRY     | 17. TIMBERCREST        |
| 7. OLD NORTH         | 18. LONAS DRIVE        |
| 8. ISLAND HOME       | 19. WEISGARBER HEIGHTS |
| 9. IJAMS             | 20. BELLMEADE          |
| 10. LAKE FOREST      | 21. VANOSDALE          |
| 11. COLONIAL VILLAGE |                        |



Tuesday 9/30/08

**PRELIMINARY DRAFT #10**

**Proposed Amendments to the Knoxville Zoning Ordinance  
Parking in Front Yards**

Now, Therefore, be it ordained by the Council of the City of Knoxville as follows:

Section 1: The Zoning Code of the City of Knoxville, Appendix A, is hereby amended as follows:

(a) Article 4, Section 2. R-1 low density residential district, G. Offstreet parking, is amended by deleting the language after "As regulated by article V, section 7."

(b) Article 4, Section 2a. R-1A low density residential district, G. Offstreet parking, is amended by deleting the language after "As regulated by article V, section 7."

(c) Article 4, Section 2b. R-1E low density exclusive residential district, F. Offstreet parking, is amended by deleting the language after "As regulated by article V, section 7."

(d) Article II, Definitions is amended to add the following:

"Parking space, residential: an offstreet space available for the parking of one (1) motor vehicle."

(e) Article V, Section 7. Minimum off-street parking, access and driveway requirements. A. Offstreet parking requirements. is amended by deleting subsection 1.a. in its entirety and substituting in lieu thereof the following:

1. a. "Residential off-street parking spaces shall be provided within a driveway, garage, or individual parking spaces or a combination thereof, and shall be located on the lot they are intended to serve."

(f) Article V, Section 7. Minimum off-street parking, access and driveway requirements. B. Access and driveway requirements. is amended by deleting subsection 1. in its entirety and by substituting the following subsection 1. as follows:

1. The number of driveways shall be based on the type of development on the property served and the amount of frontage which that property has on a given street as follows:

*this is added*

(a) Houses, attached houses and duplexes.

Lot Frontage	Maximum Number of Driveways
Less than 75 feet	1
75 feet – 149 feet	2
150 feet – 300 feet	2
Each additional 150 feet greater than 300 feet	1

*No Change*

(b) All other development.

Lot Frontage	Maximum Number of Driveways
Less than 75 feet	1
75 feet – 149 feet	1
150 feet – 299 feet	2
Each additional 150 feet greater than 300 feet	1

(c) Gasoline service stations or other establishments where service is normally provided to customers without leaving the vehicle may have two driveways.

(d) All driveways must be separated by a distance equal to the width of the widest driveway.

(e) Or as determined by the Department of Engineering.

(g) Article V, Section 7. Minimum off-street parking, access and driveway requirements: B. Access and driveway requirements. is amended by deleting subsection (3.) in its entirety and by substituting the following subsection (3.) as follows:

“(3.) The width of all driveways shall be within the minimum and maximum limits as follows:

(a) Houses, attached houses and duplexes.

Lot Frontage	Driveway Dimensions		Curb Cuts	
	Min	Max	Min	Max
Less than 51 feet	10 ft	18 ft	20 ft	30 ft
51 feet – 74 feet	10 ft	20 ft	20 ft	35 ft
75 feet – 149 feet	10 ft	25 ft	20 ft	40 ft
150 feet – 300 feet	10 ft	25 ft	20 ft	40 ft
Each additional 150 feet greater than 300 feet	10 ft	25 ft	20 ft	40 ft

(b) A circular driveway shall be no wider than eighteen (18) feet.

(c) All other development.

SAME

Land Use	Driveway		Length of Curb Cut	
	Minimum (feet)	Maximum (feet)	Minimum (feet)	Maximum (feet)
Uses serving a substantial number of large trucks (5/day or 25/week)	20	40	60	90
All other	20	30	25	60

~~d~~ Gasoline stations may have driveways up to forty (40) feet wide.

~~e~~ Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding "T" intersections. A major traffic generator is defined as any facility which is required by this section to provide four hundred (400) or more parking spaces.

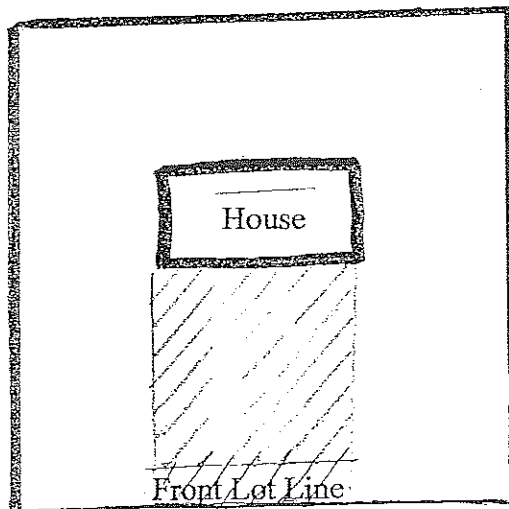
(h) Article V, Section 7. Minimum off-street parking, access and driveway requirements. B. Access and driveway requirements. is amended by adding the following subsection (5):

"B.(5)(a) In R-1, R-1A, R-1E, R-2 and R-3 districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on approved driveways and parking spaces, except for:

1. Vehicles with a current and properly displayed disabled license or placard.
2. Temporary loading or unloading.

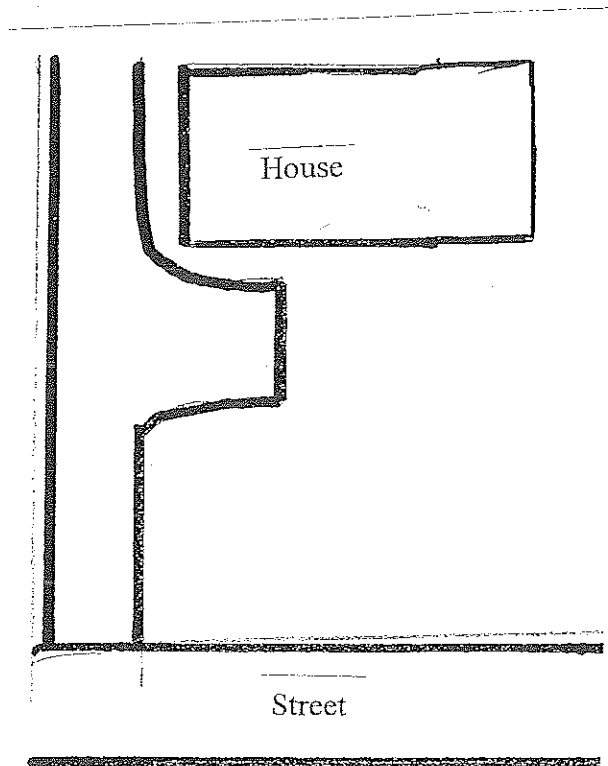
3. When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City of Knoxville permits are valid or as necessary to complete the work.
4. In the vicinity of- University of Tennessee home football games, events at Chilhowee Park, or other city-approved events.
5. parties and non-occurring events

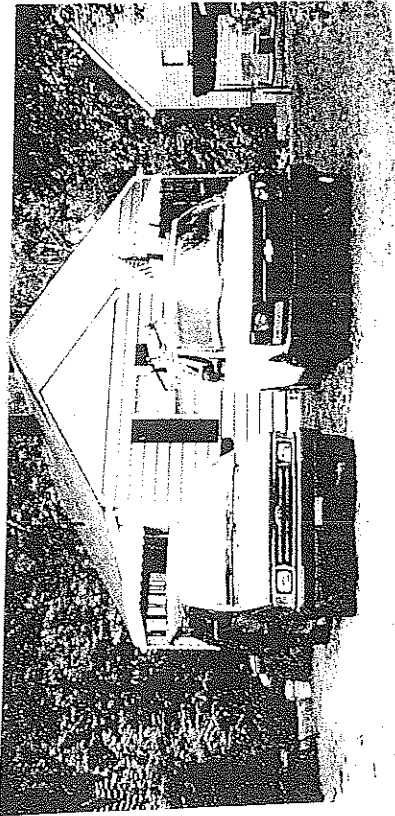
- (b) Approved parking spaces and driveway(s) in the front yard on any lot containing a house, duplex, or attached house shall be limited to one of the following:
- (i) The driveway leading to a carport or enclosed garage, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage, or
  - (ii) On lot frontage of seventy-five (75) feet or less, a driveway within 10 feet of the side lot line, or
  - (iii) A circular driveway may be constructed on lot frontage greater than seventy-five (75) feet.
  - (iv) On lots with no carport or garage:
    - (1) Lot frontage of seventy-five (75) feet or less, a driveway shall be within ten (10) feet of the side lot line.
    - (2) Lot frontage exceeding seventy-five (75) feet, no driveway shall be constructed in the area between the front wall of the principle structure and the front lot line.



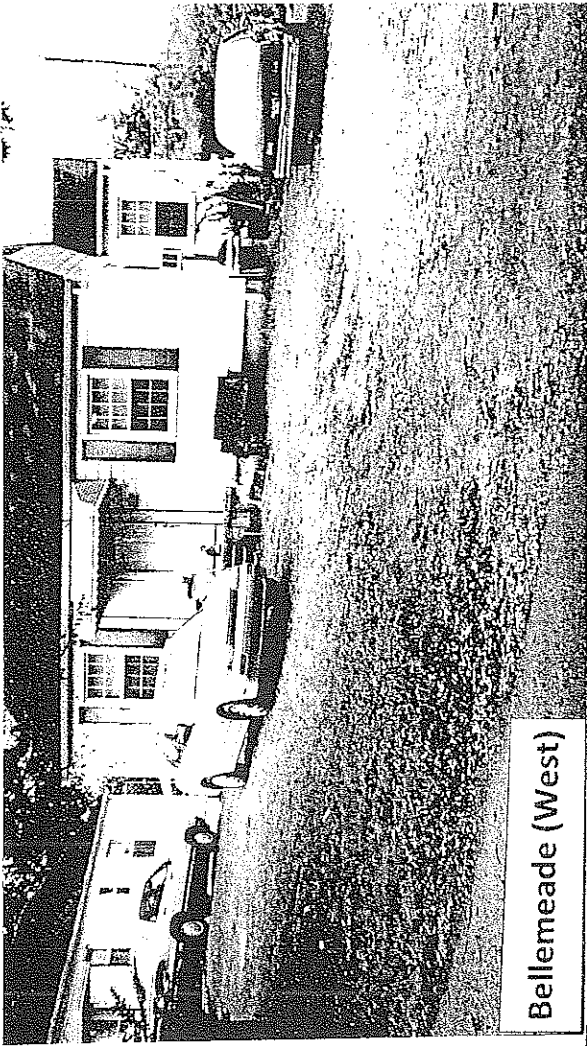


- (3) A corner lot driveway cannot be built between the front wall of the principle structure and the front lot line as designated in the building permit.
- (v) In addition to any of the above, a branch type turnaround not to exceed two hundred (200) square feet is permitted on lot frontage greater than seventy-five (75) feet on any street.

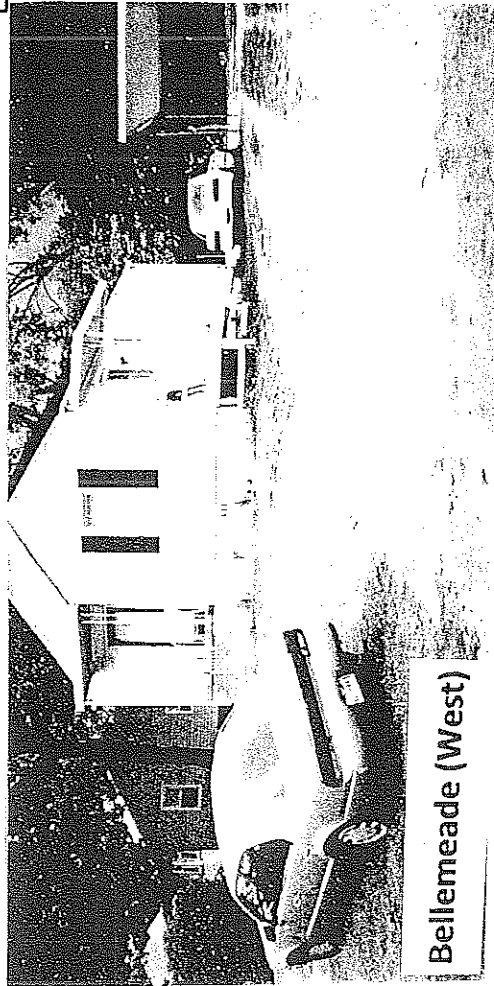




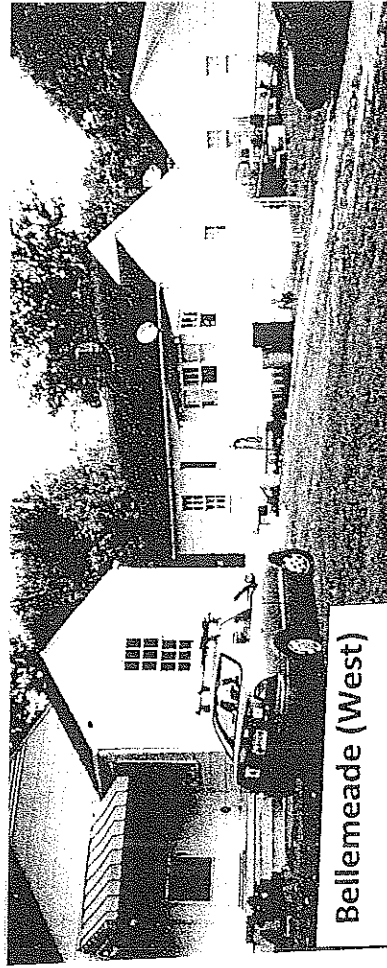
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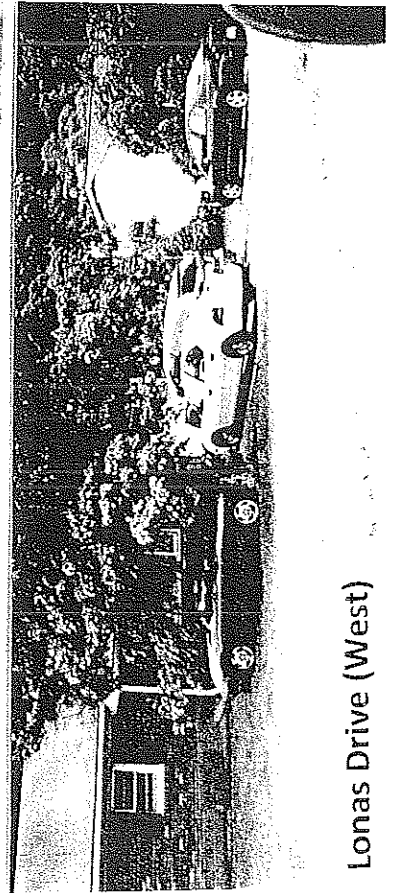
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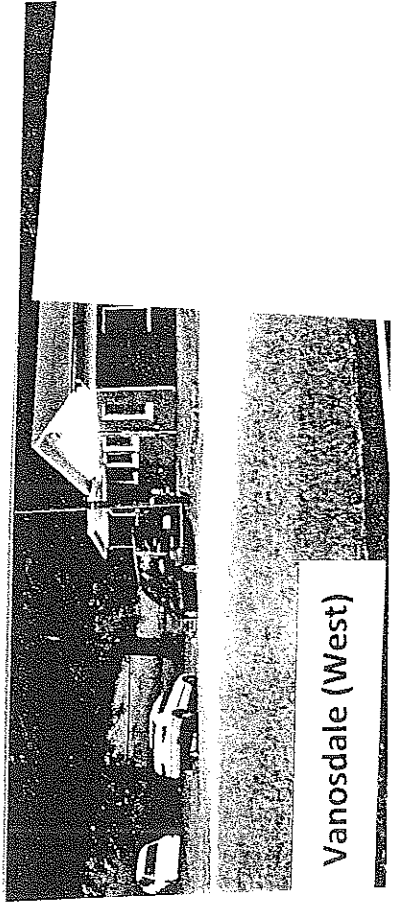
Bellemeade (West)



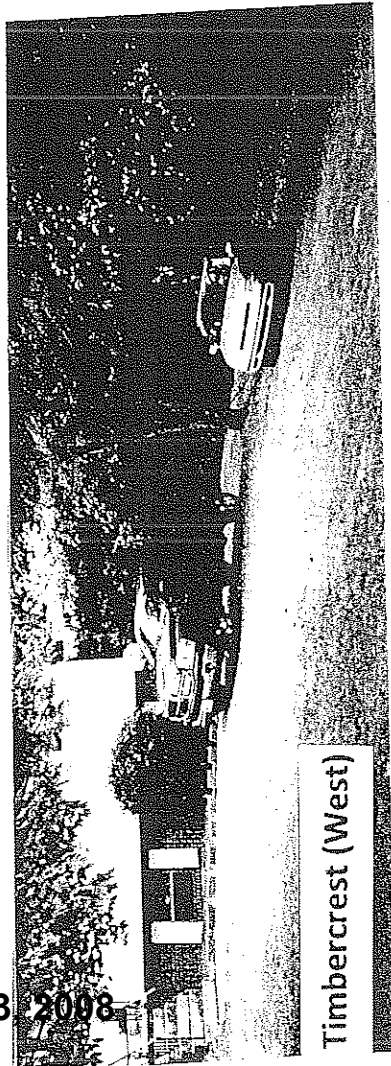
Bellemeade (West)



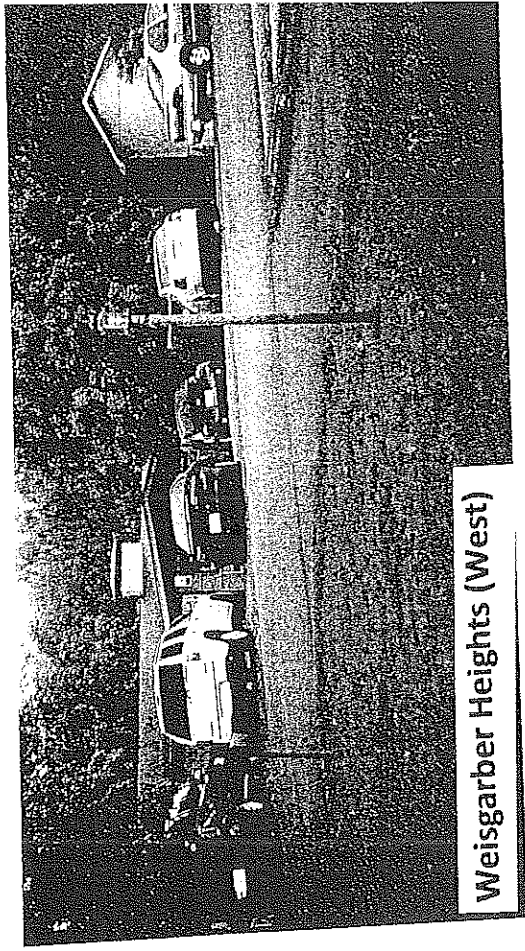
Lonas Drive (West)



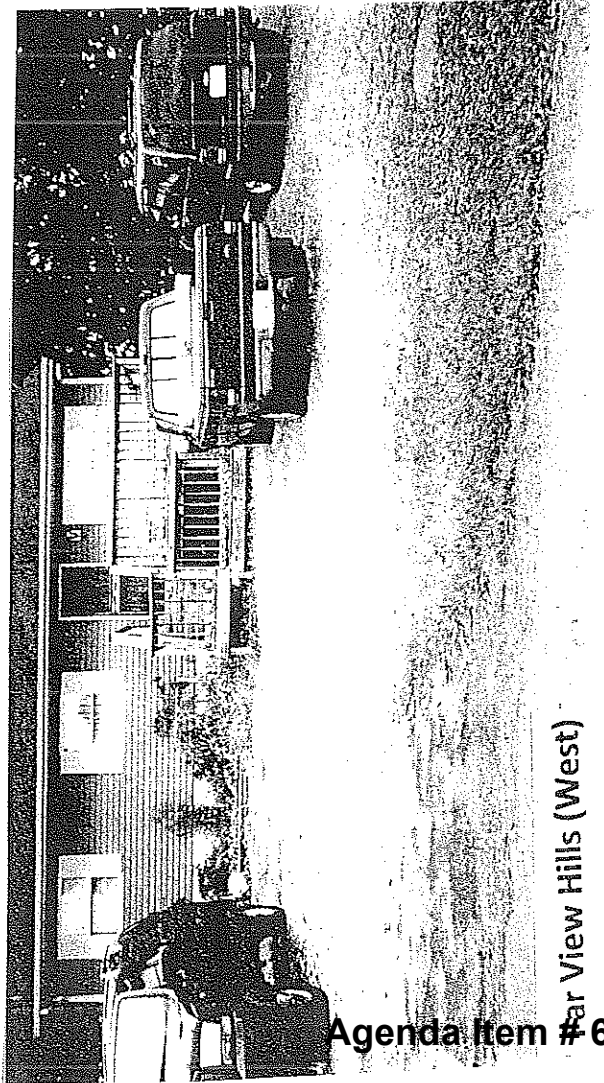
Vanosdale (West)



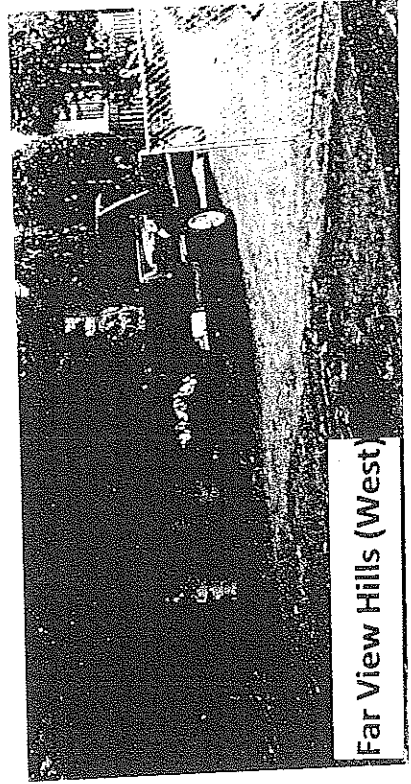
Timbercrest (West)



Weisgarber Heights (West)



Far View Hills (West)



Far View Hills (West)



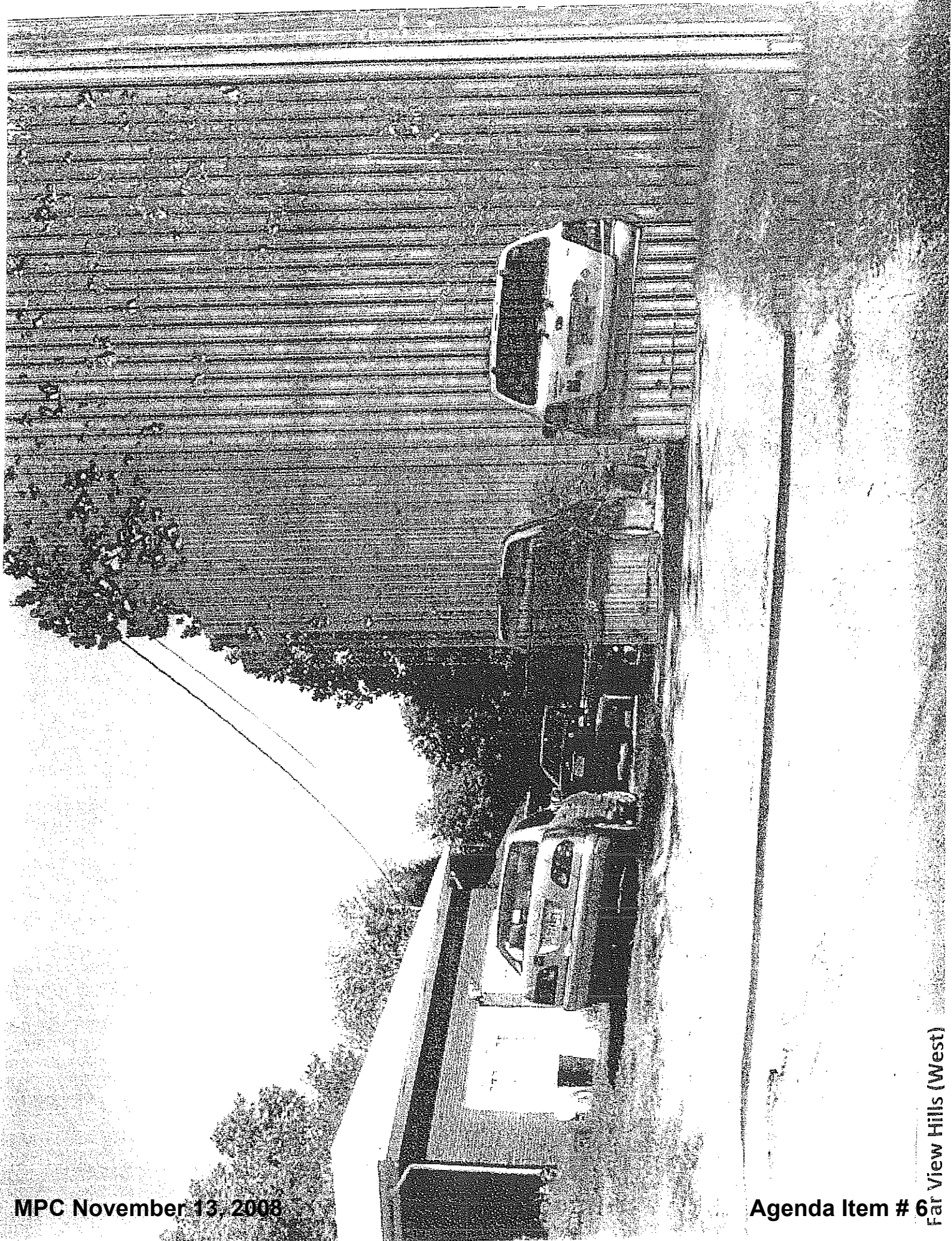


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Lonas Drive (West)

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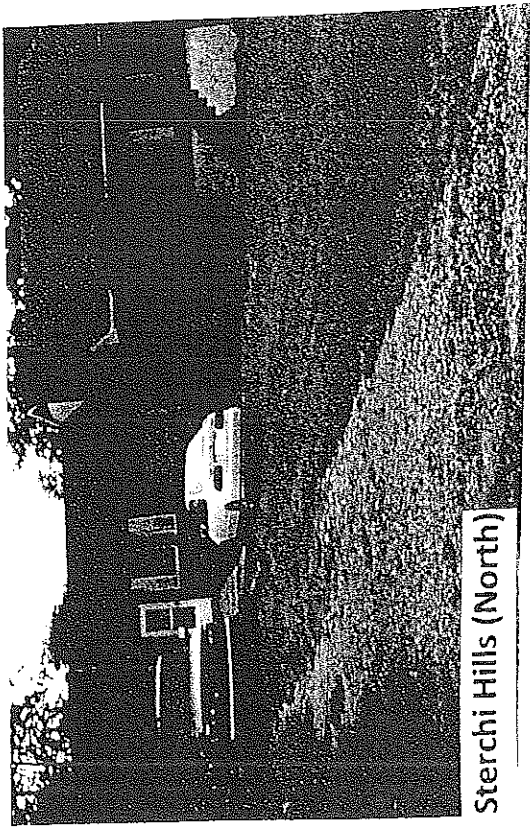


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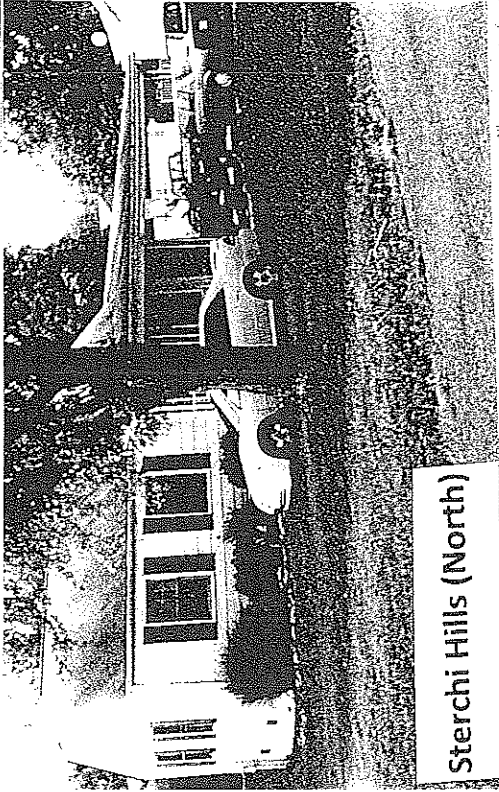
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Far View Hills (West)

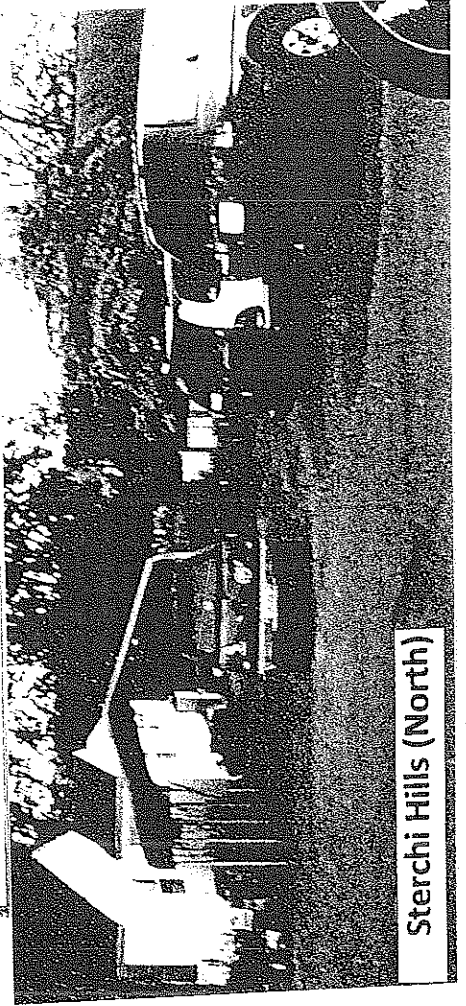




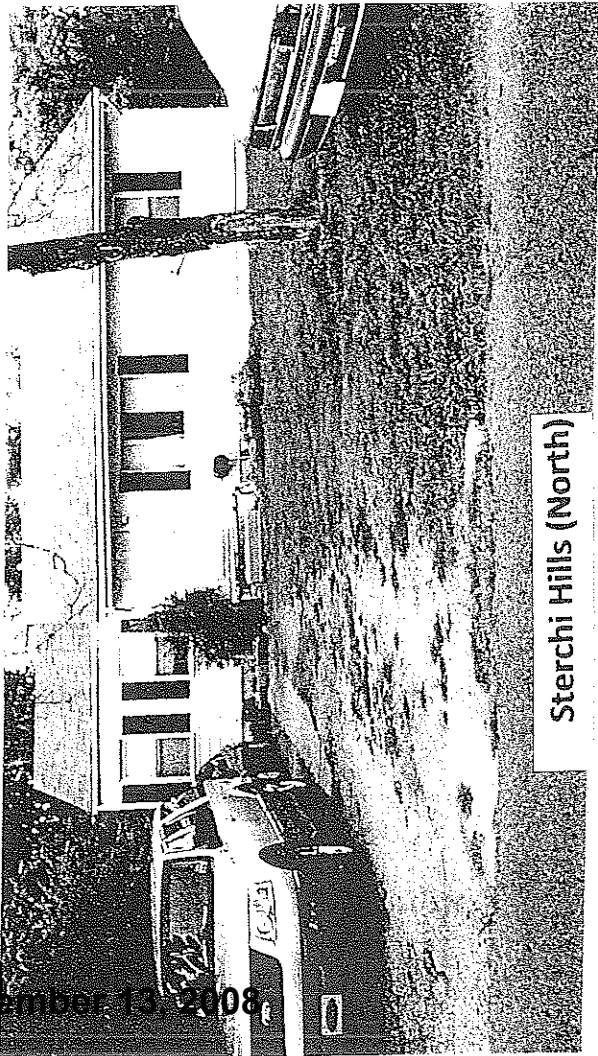
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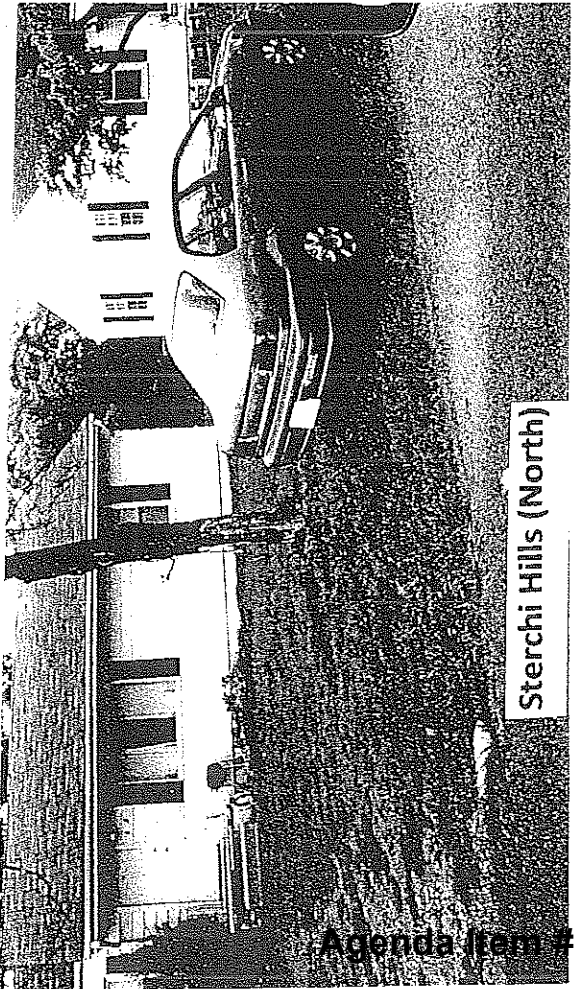
Sterchi Hills (North)



Sterchi Hills (North)

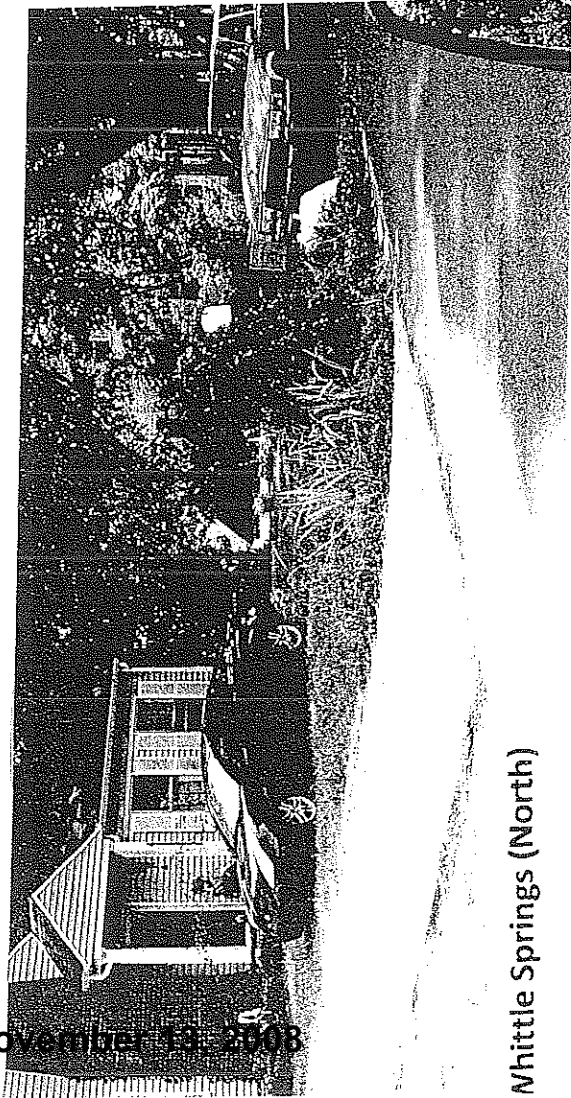


Sterchi Hills (North)



Sterchi Hills (North)

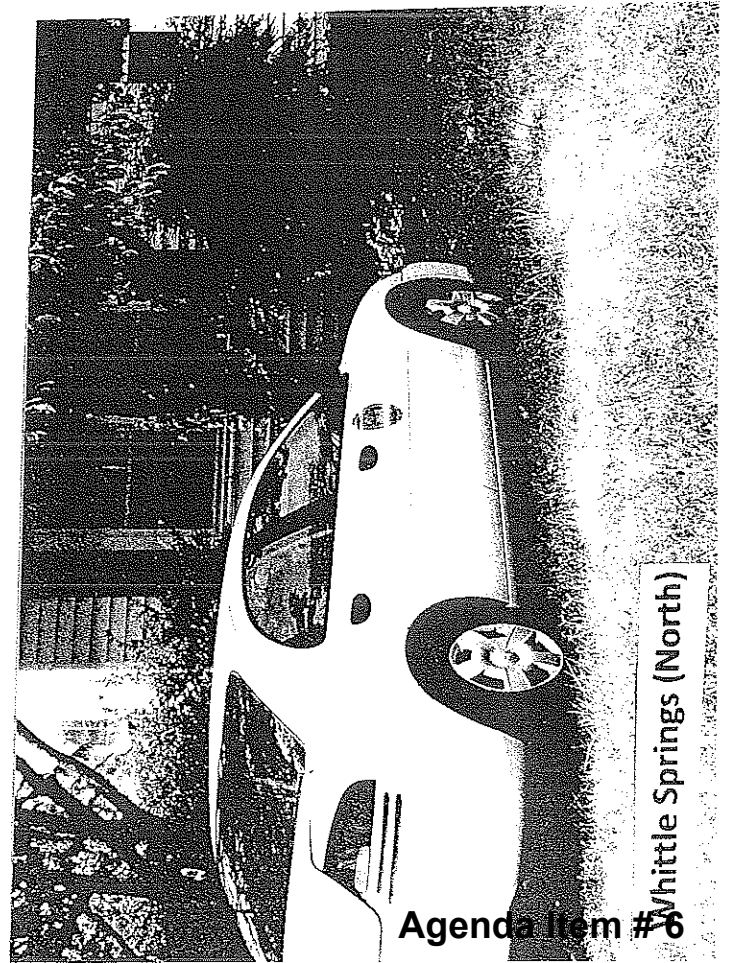




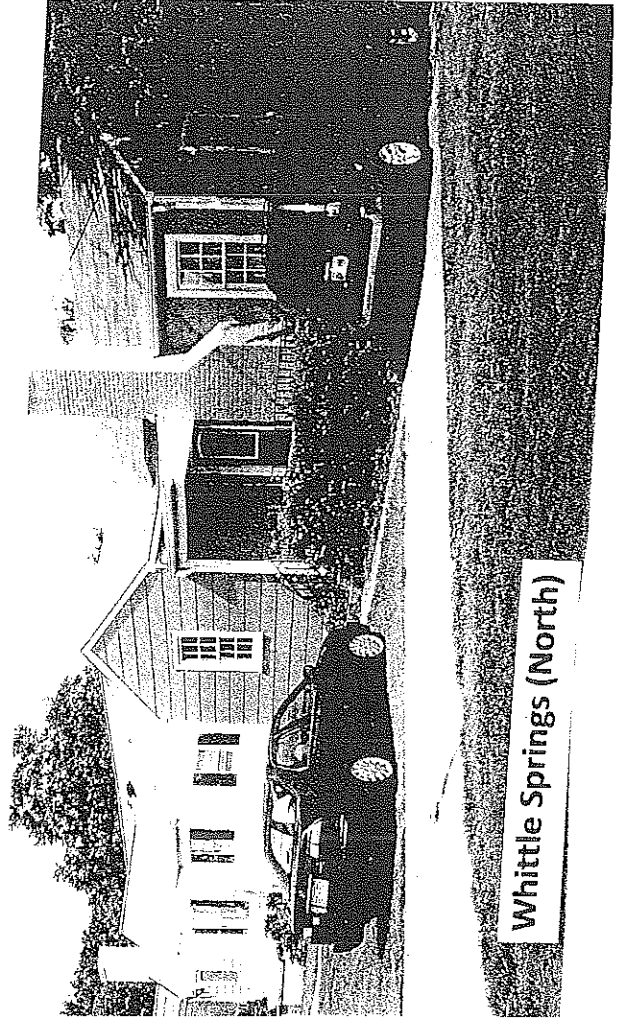
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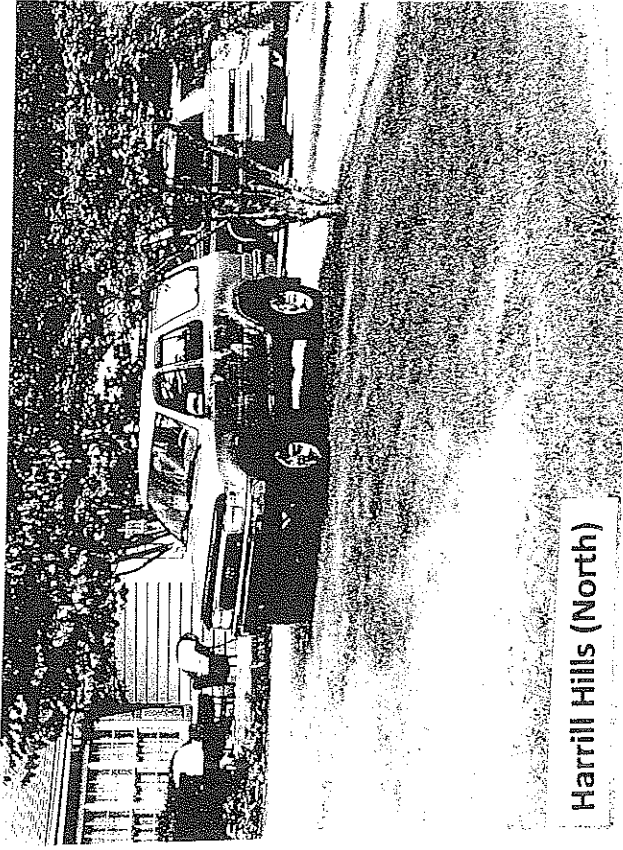
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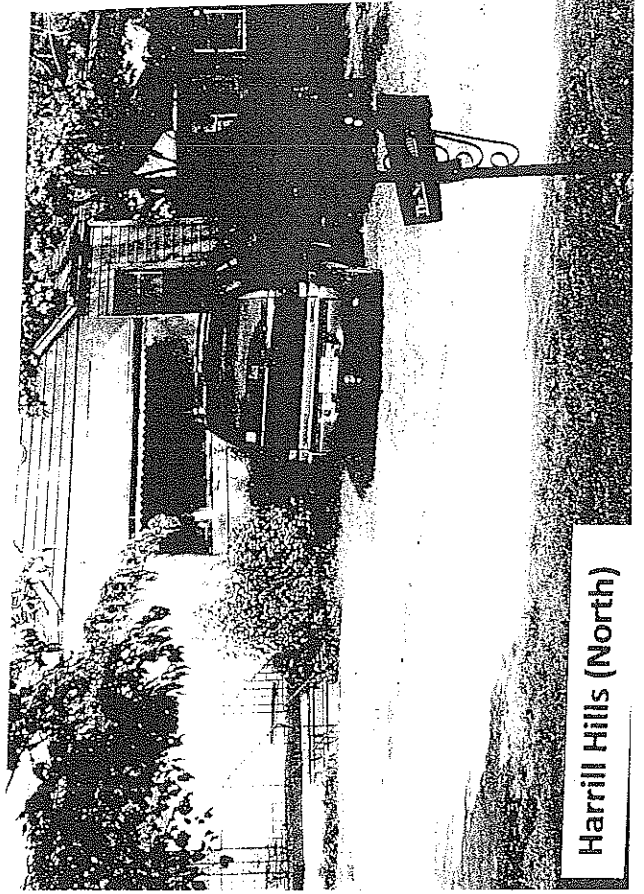
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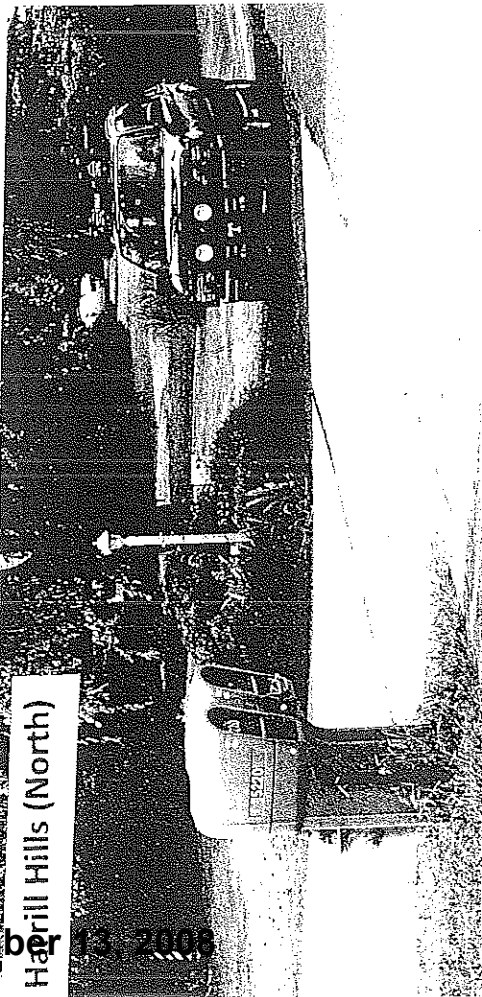
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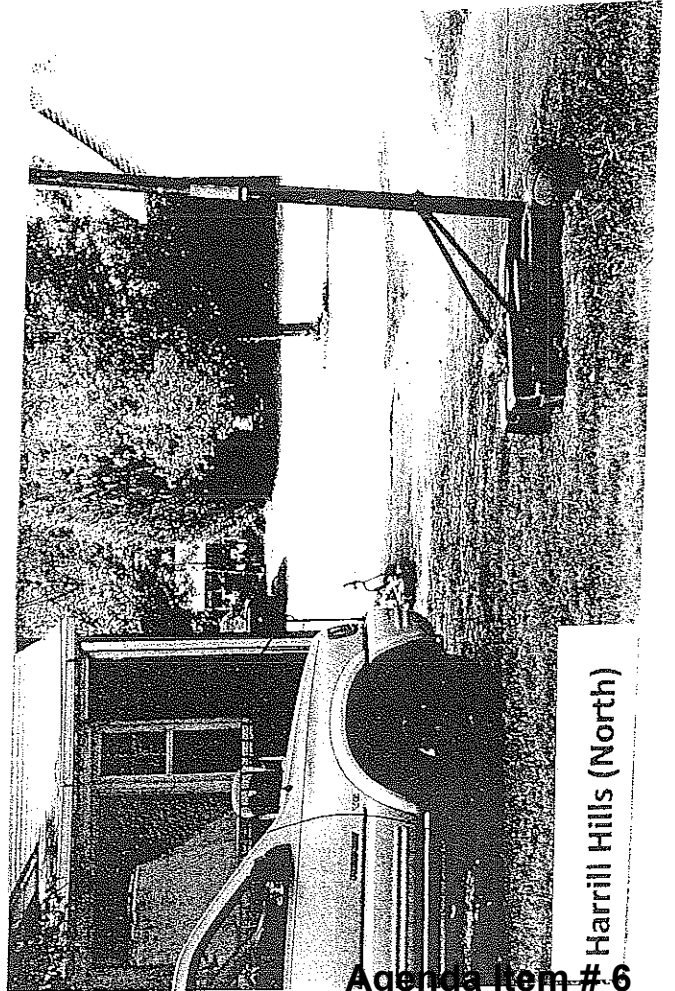
Harrill Hills (North)



Harrill Hills (North)



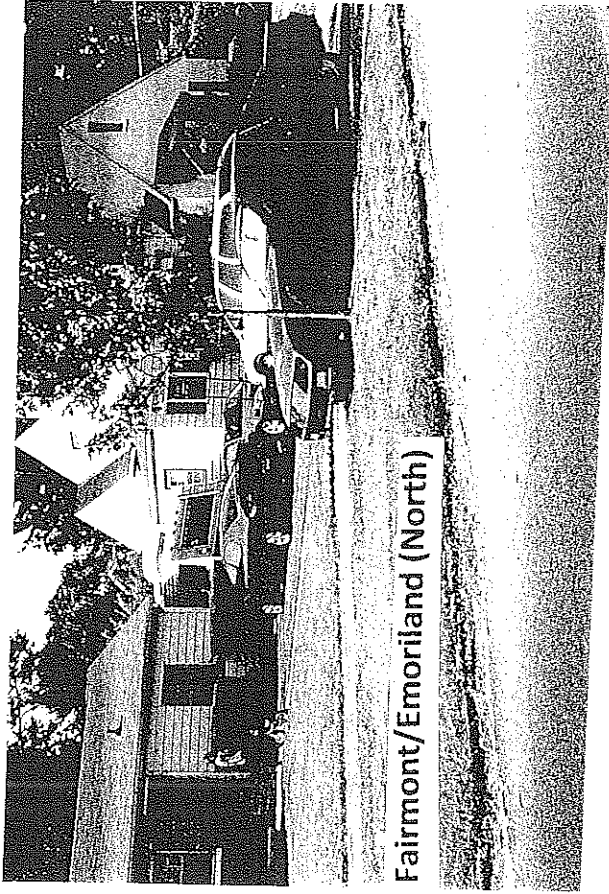
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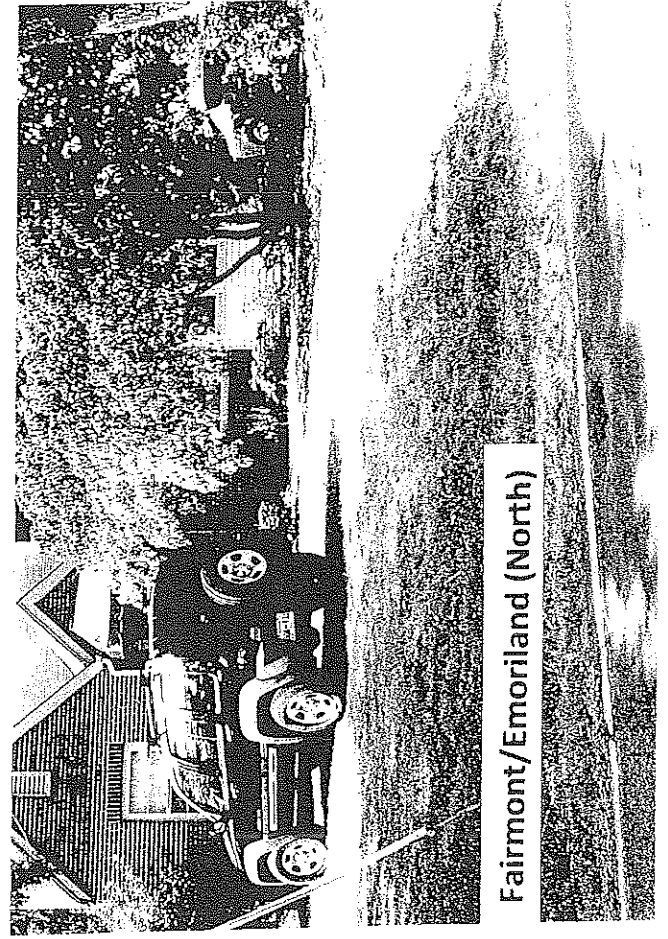
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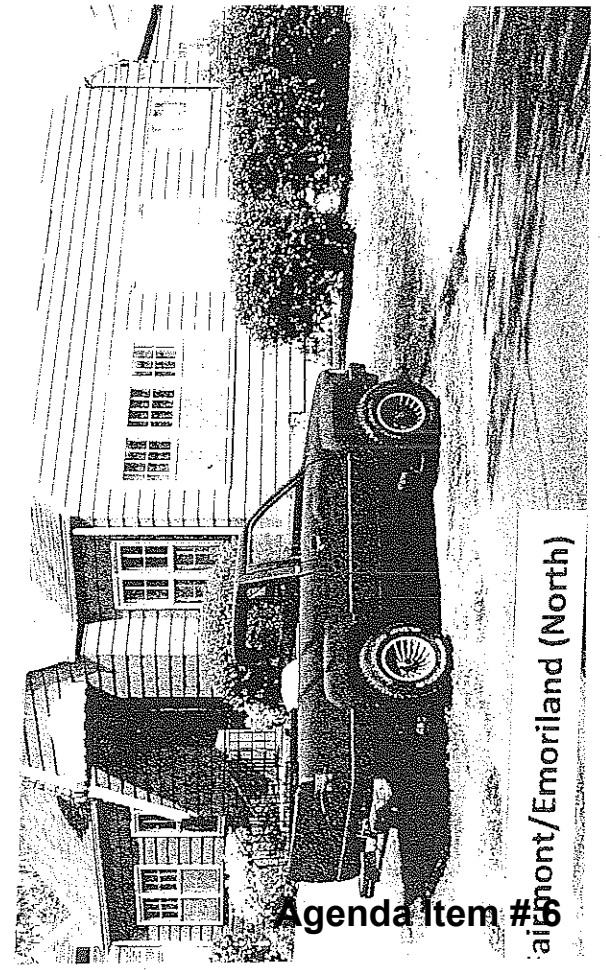
Fairmont/Emoriland (North)



Fairmont/Emoriland (North)

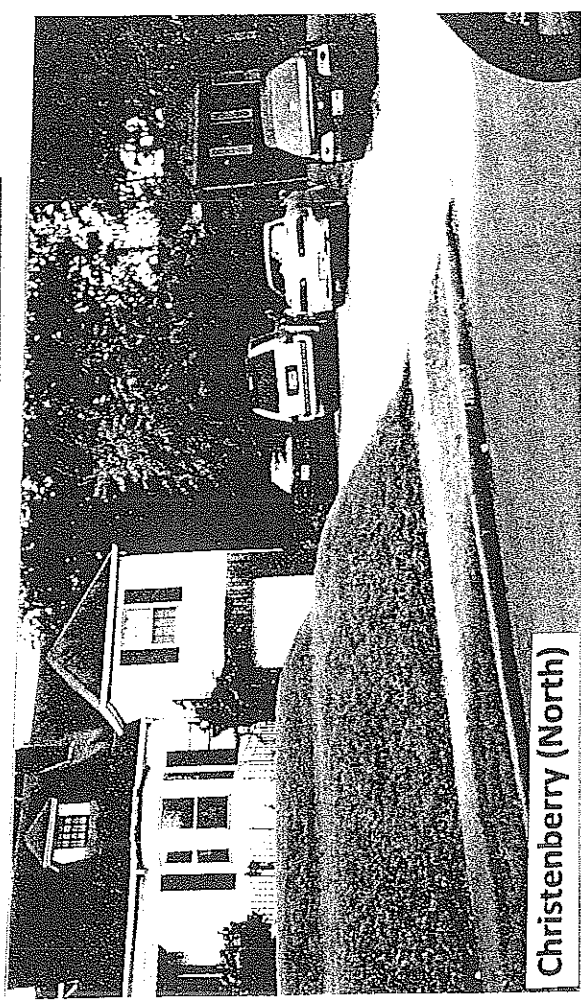
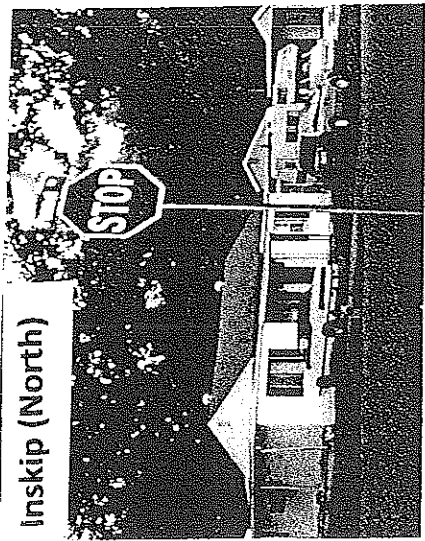


Fairmont/Emoriland (North)

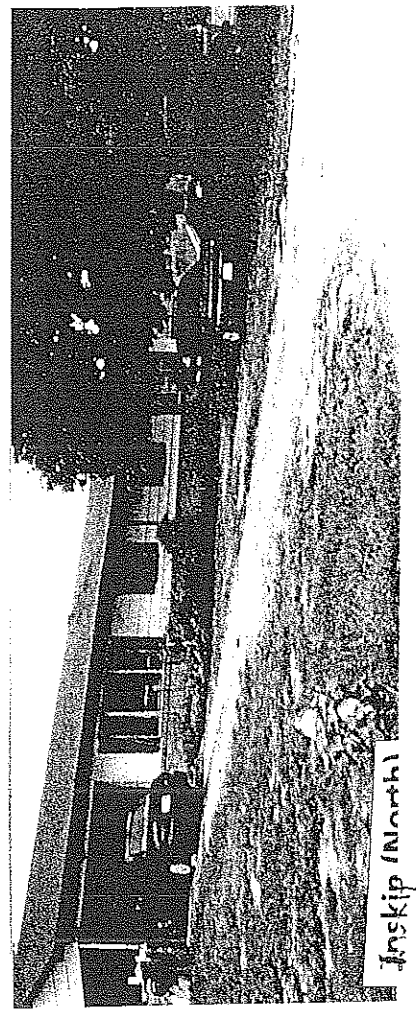


Fairmont/Emoriland (North)

Inskip (North)



Christenberry (North)

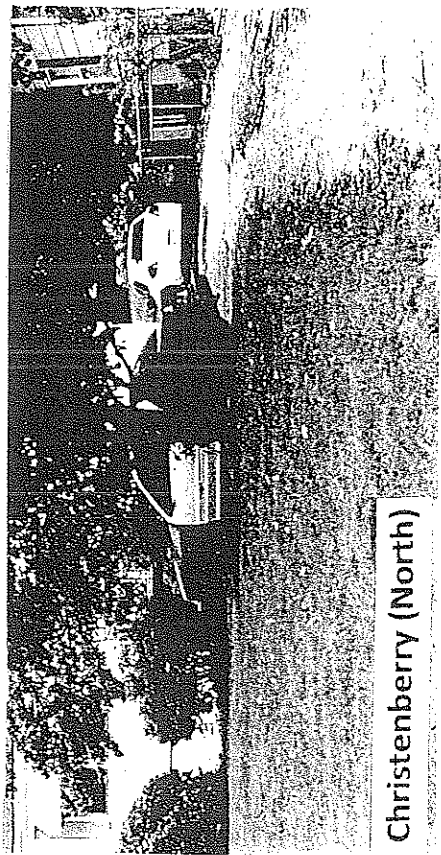


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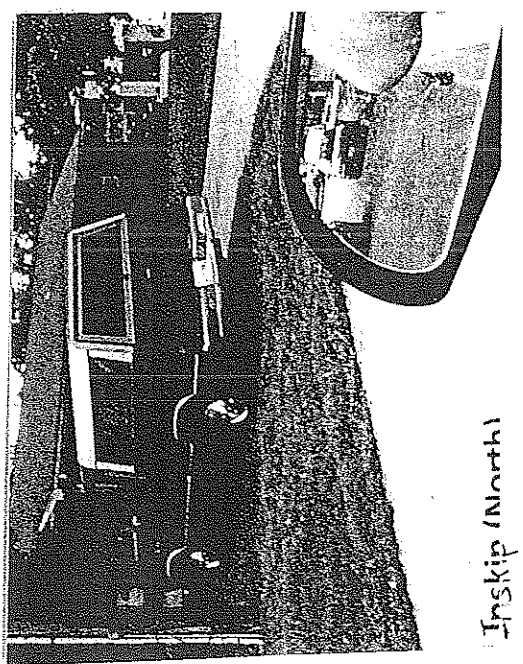


Inskip (North)

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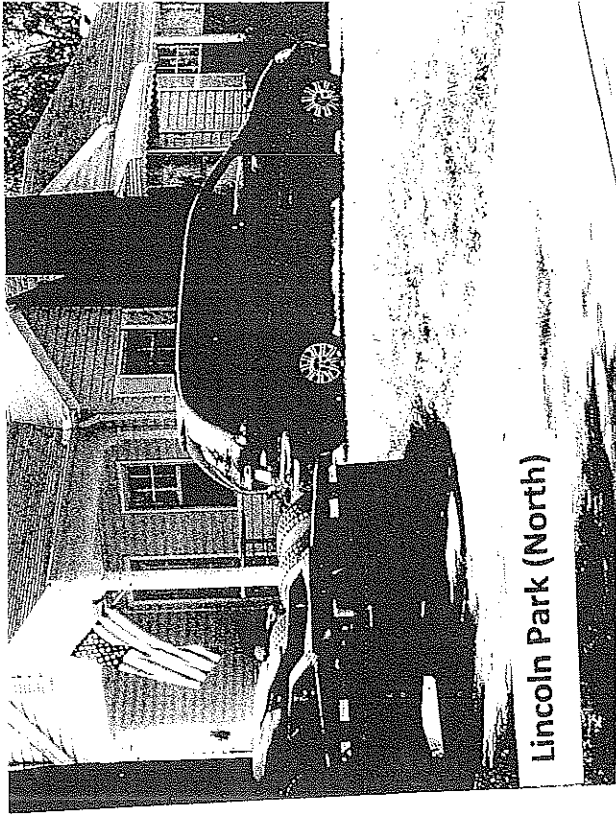
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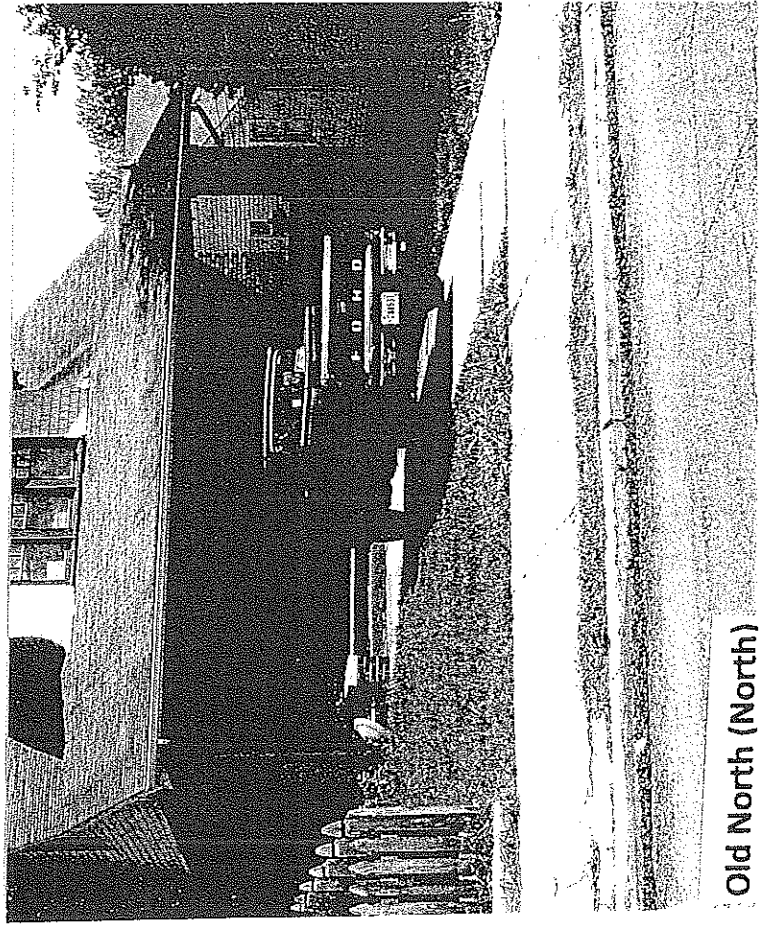
Inskip (North)

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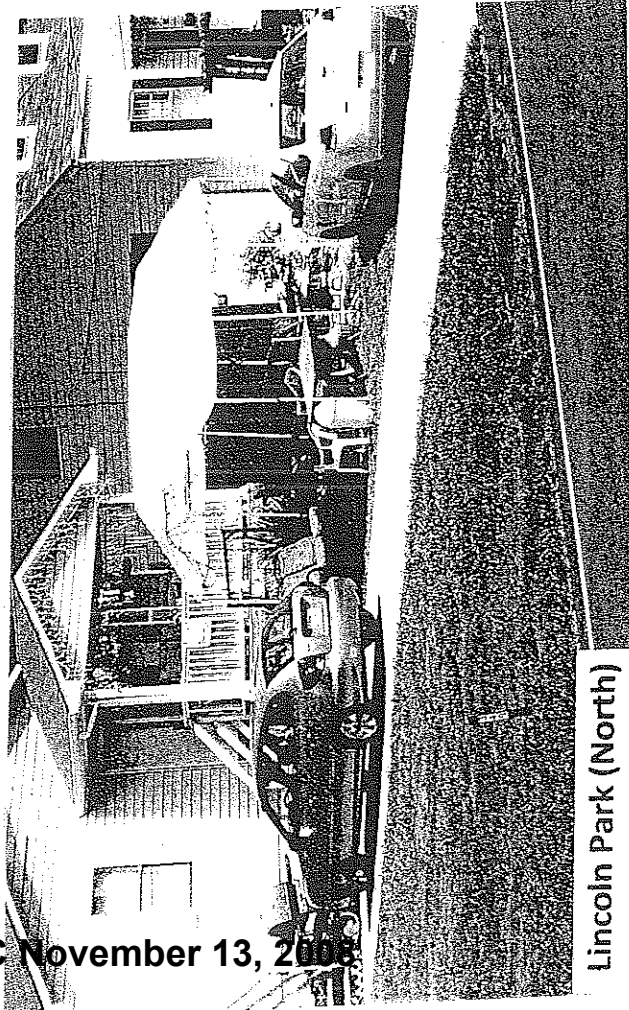
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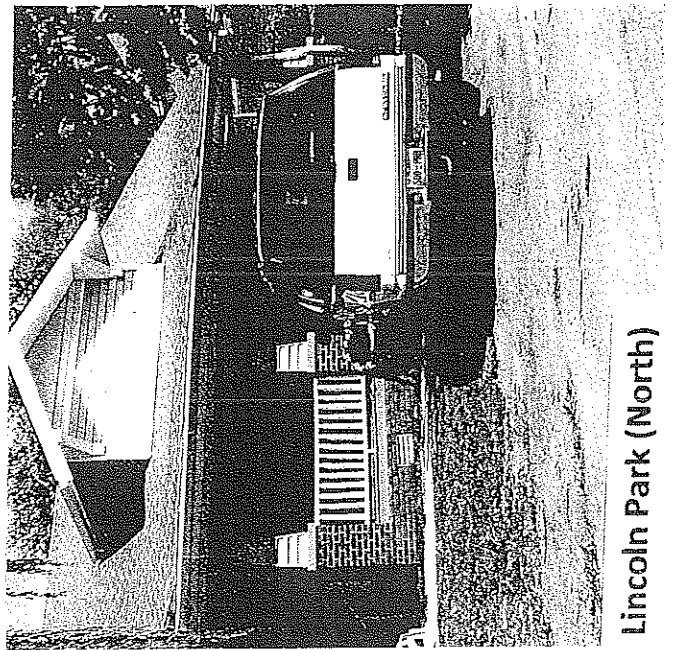
Lincoln Park (North)



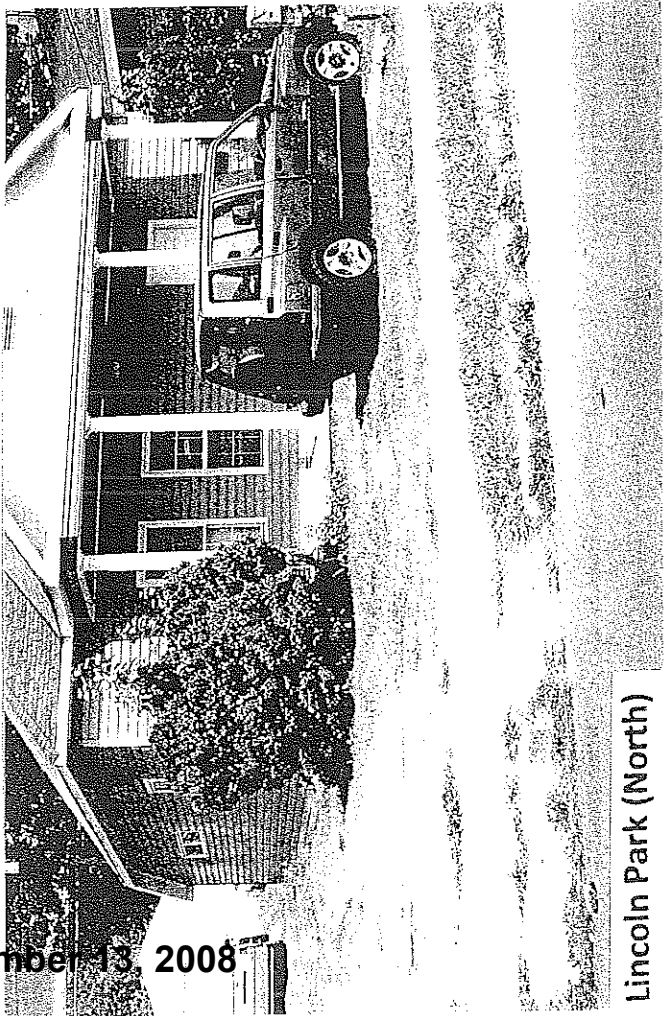
Old North (North)



Lincoln Park (North)



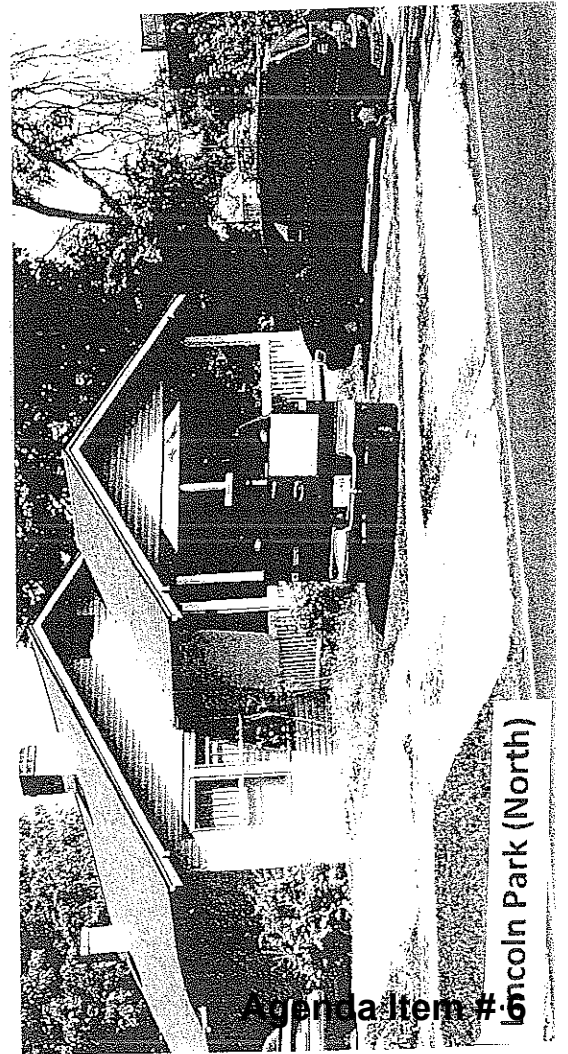
Lincoln Park (North)



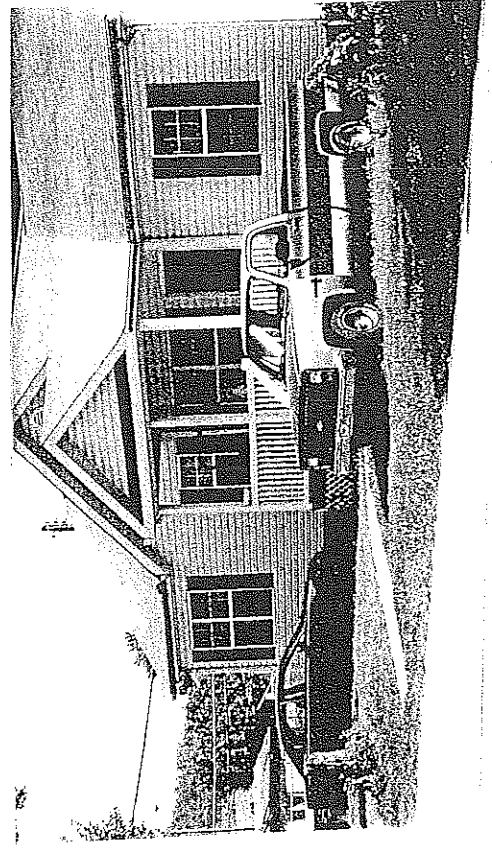
Lincoln Park (North)



Lincoln Park (North)



Lincoln Park (North)



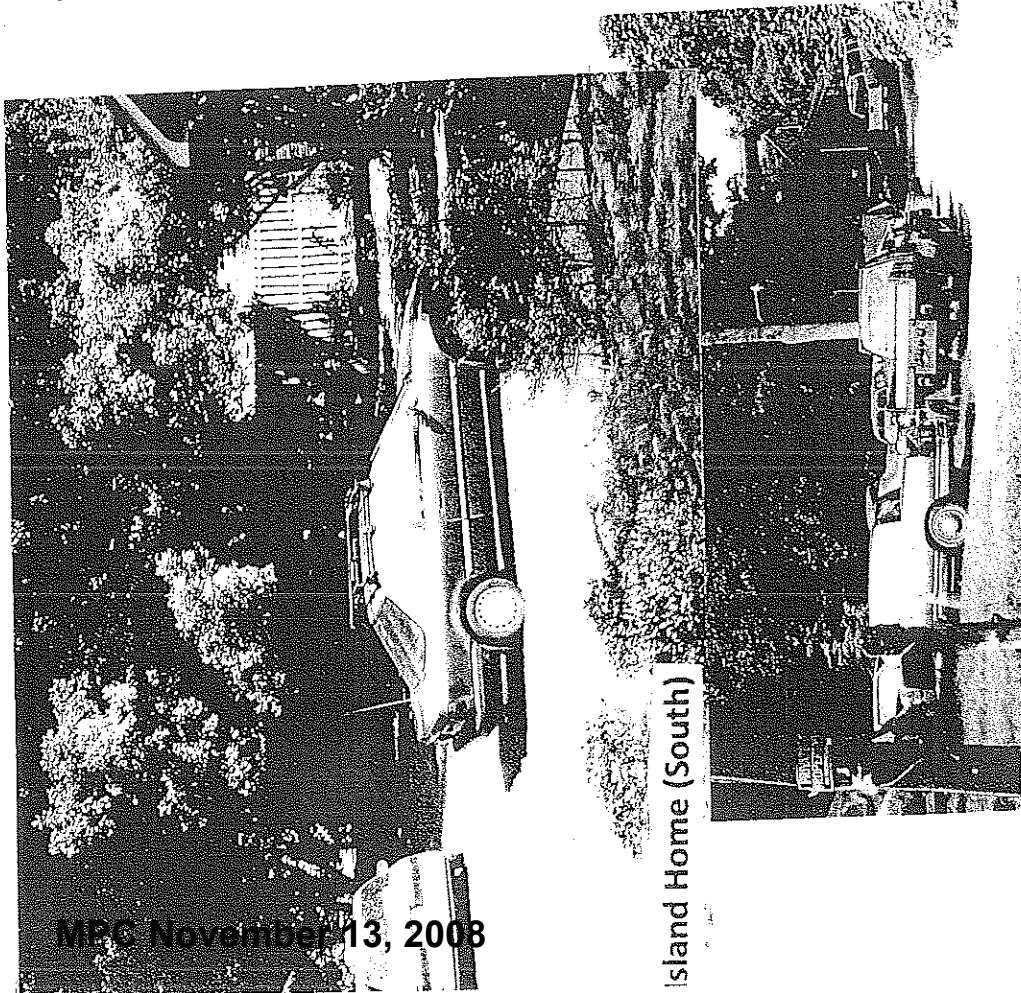
Lincoln Park (North)



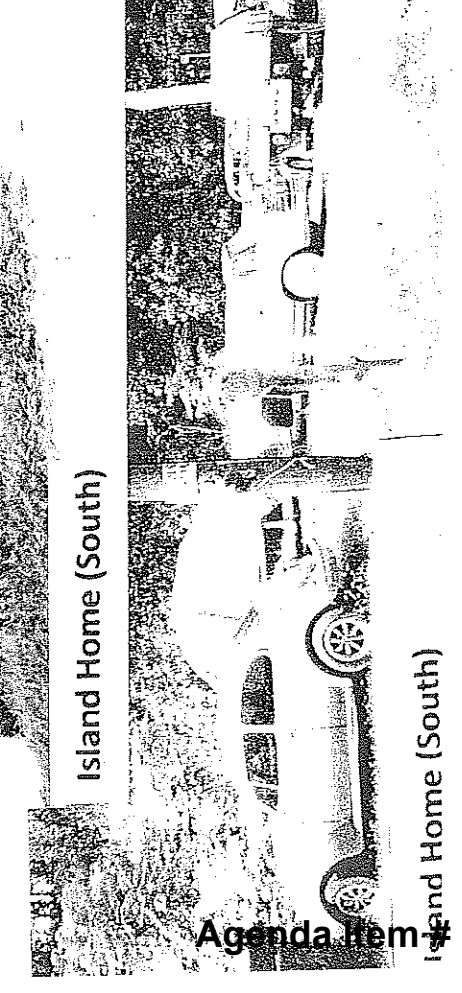
Island Home (South)



Island Home (South)

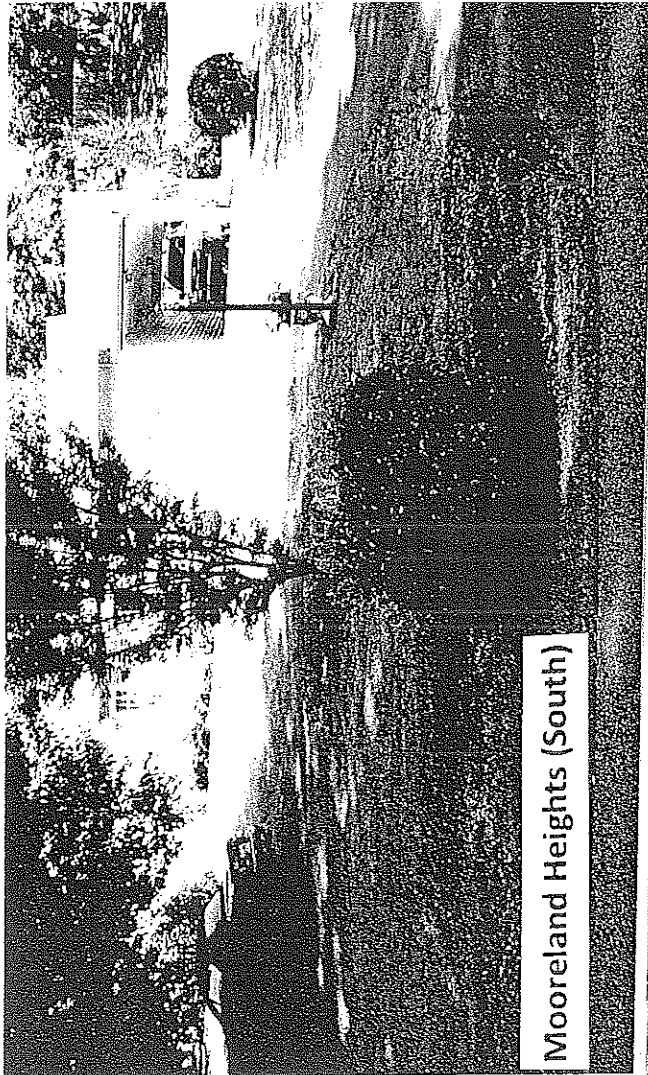


Island Home (South)

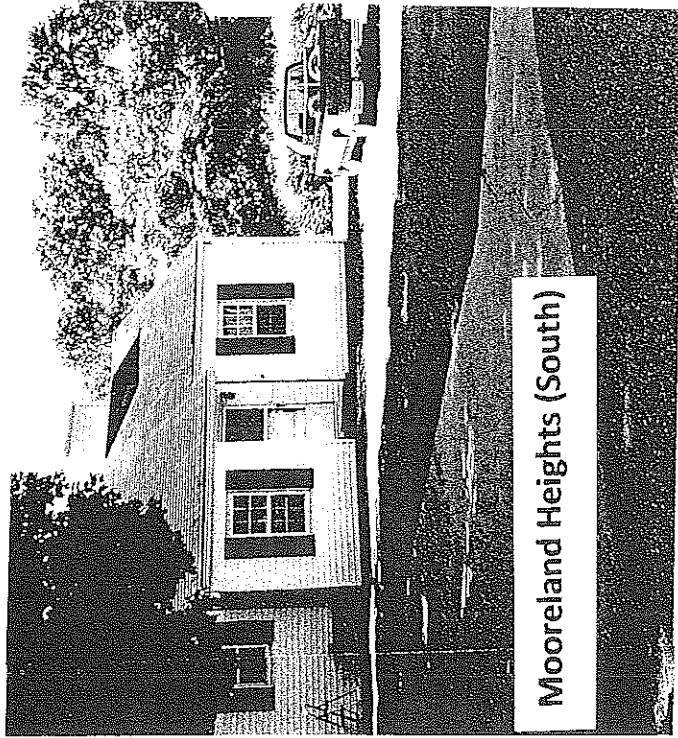


Island Home (South)

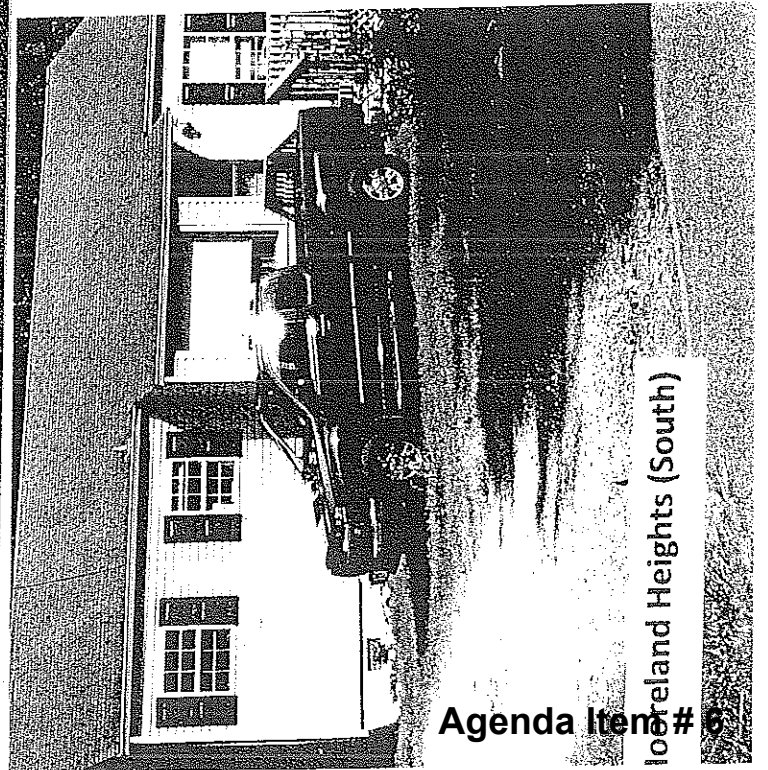
Island Home (South)



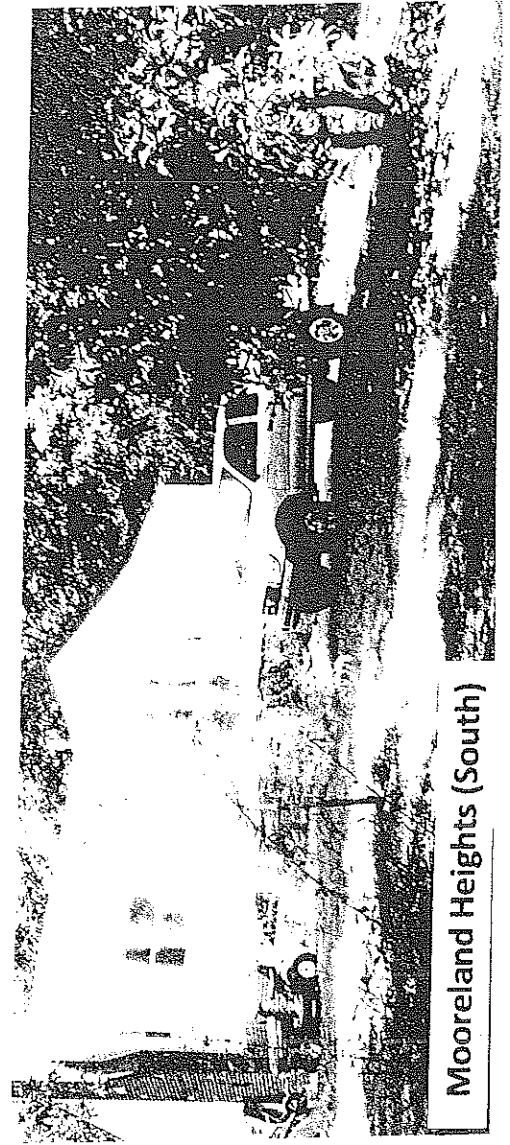
Mooreland Heights (South)



Mooreland Heights (South)

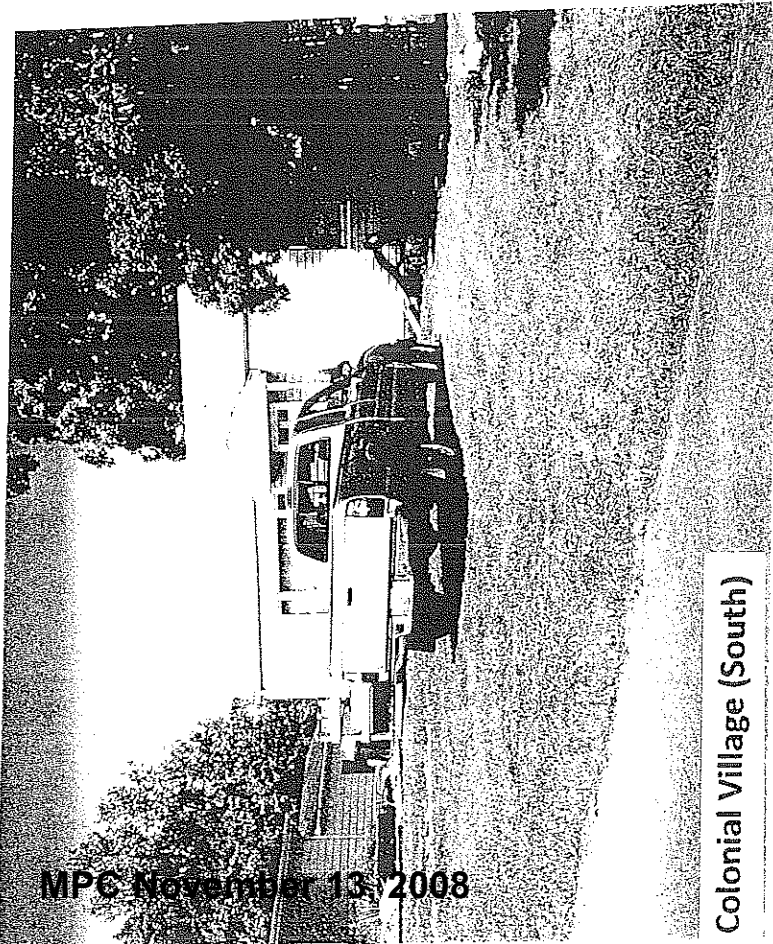


Mooreland Heights (South)



Mooreland Heights (South)



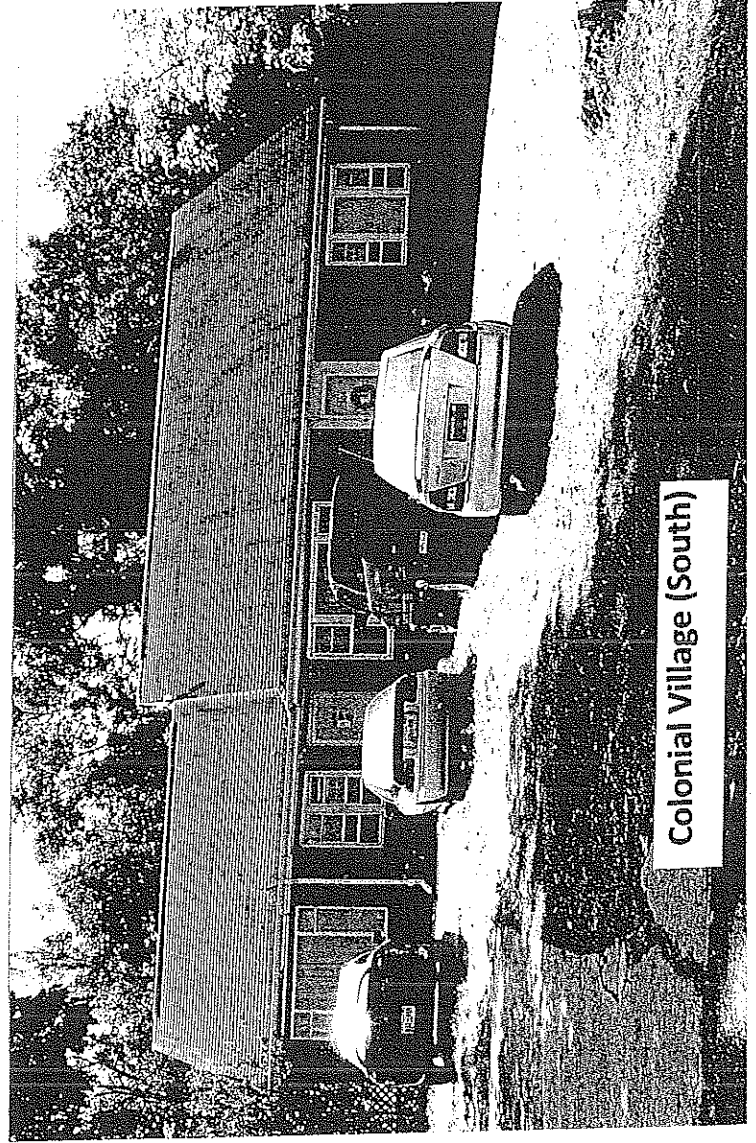


Colonial Village (South)

MPC November 13, 2008



Colonial Village (South)



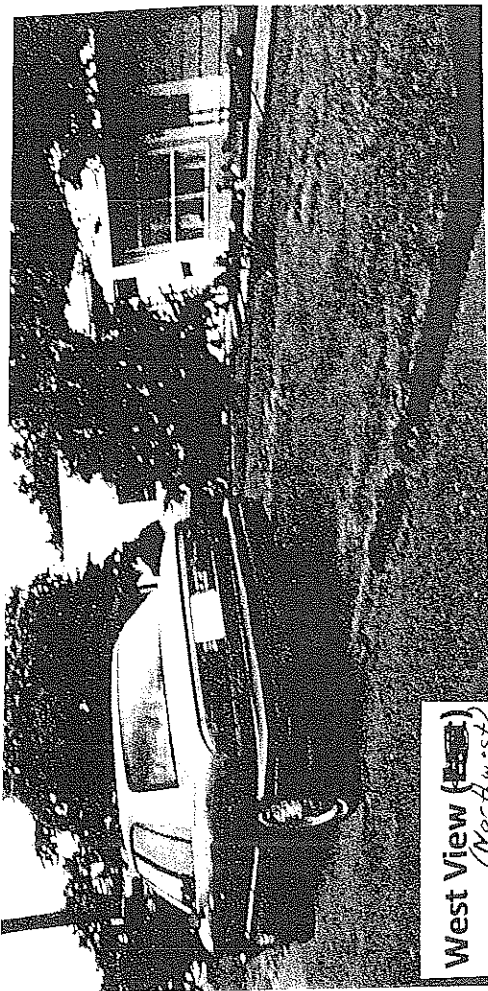
Colonial Village (South)



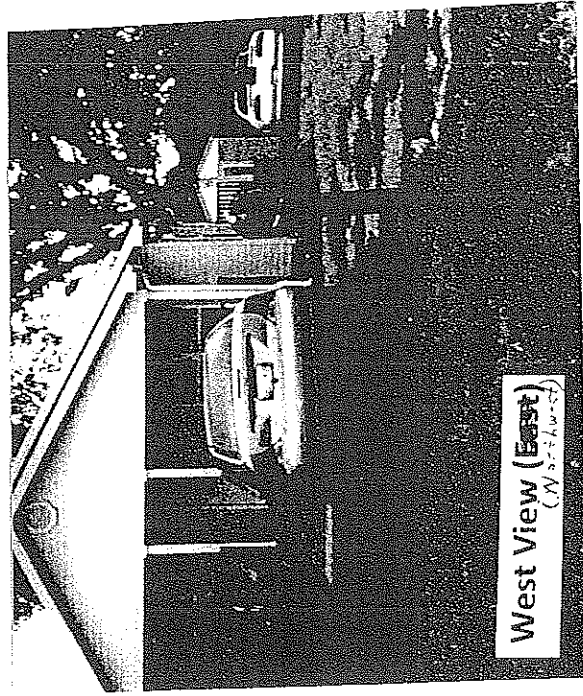
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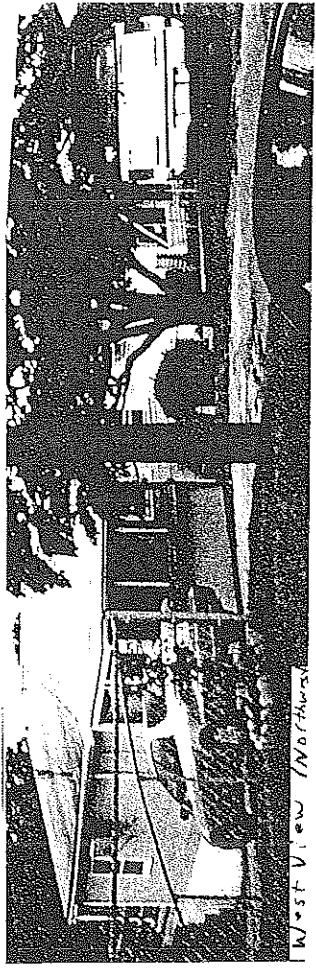
Innsdale (East)  
(Northwest)



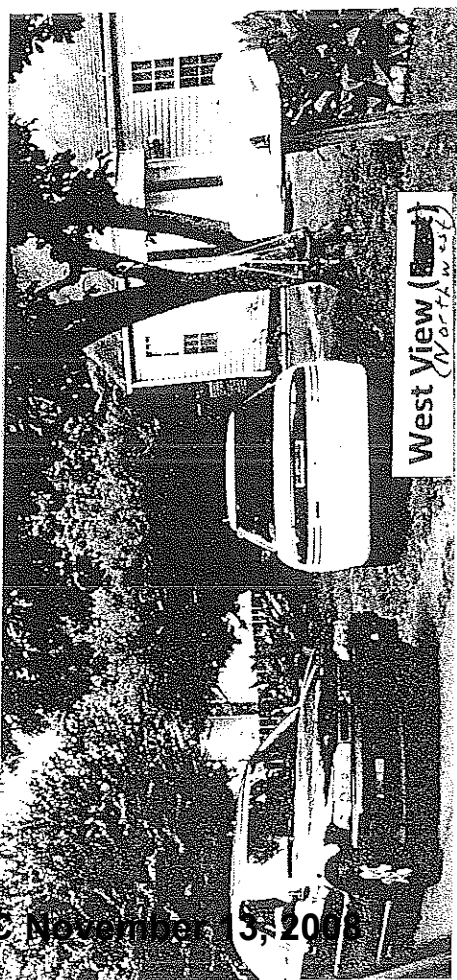
West View (East)  
(Northwest)



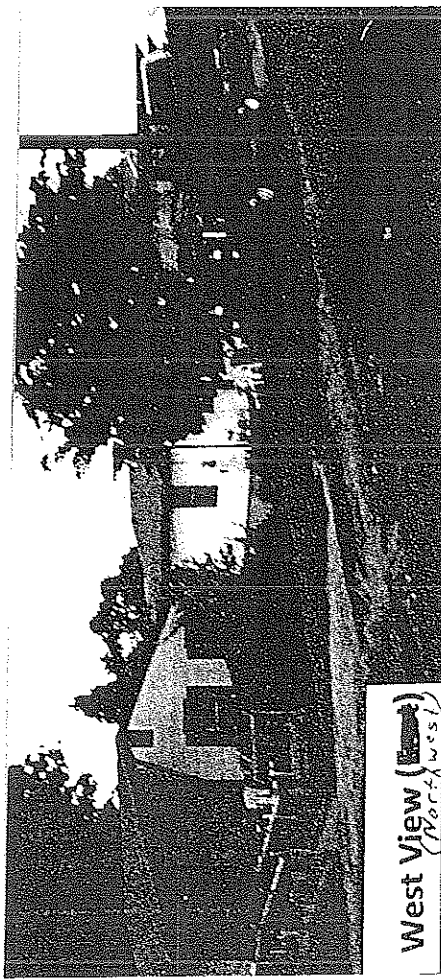
West View (East)  
(Northwest)



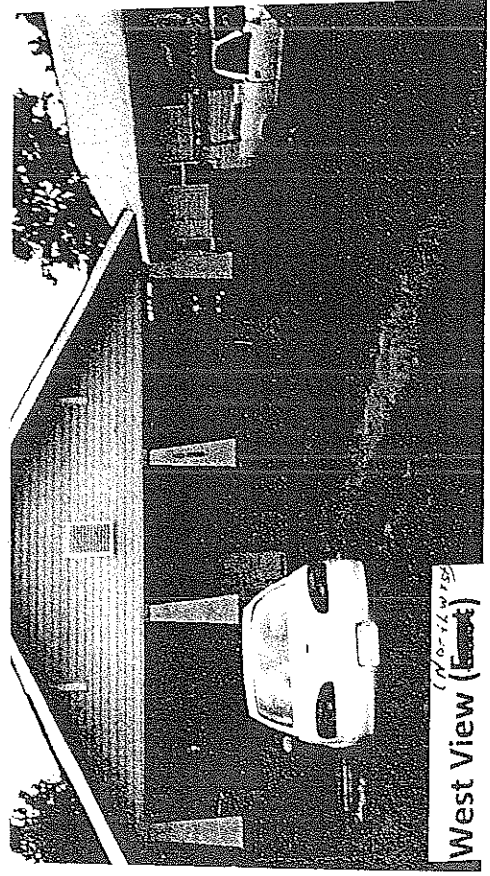
West View (Northwest)



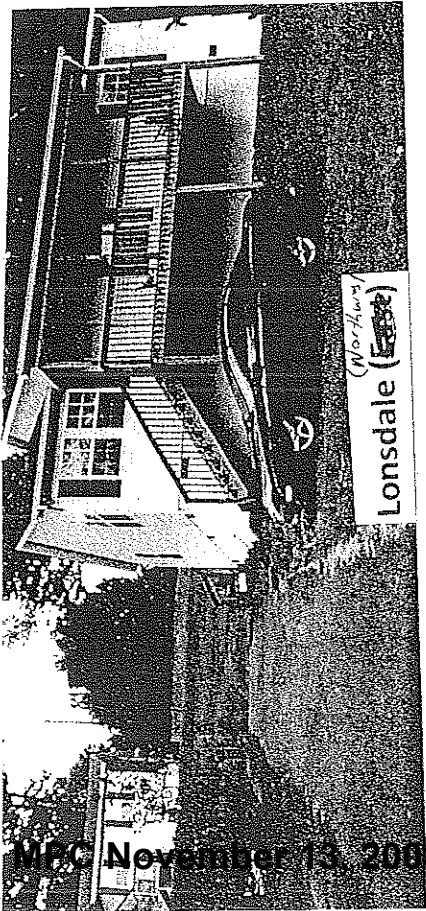
West View (East)  
(Northwest)



West View (East)  
(Northwest)

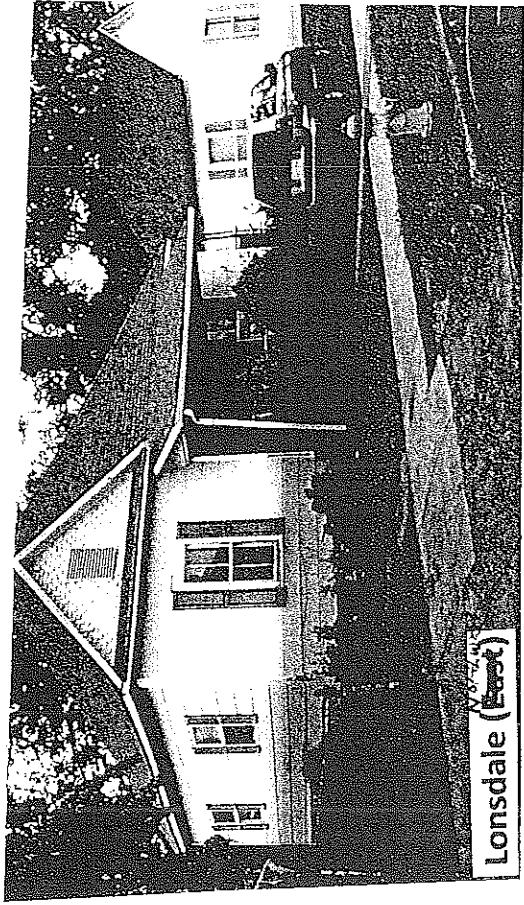


West View (East)  
(Northwest)

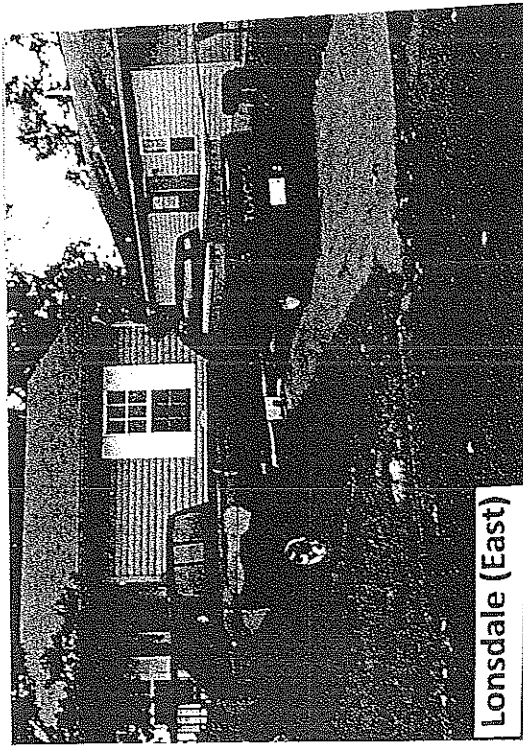


Lonsdale (East)  
*(North)*

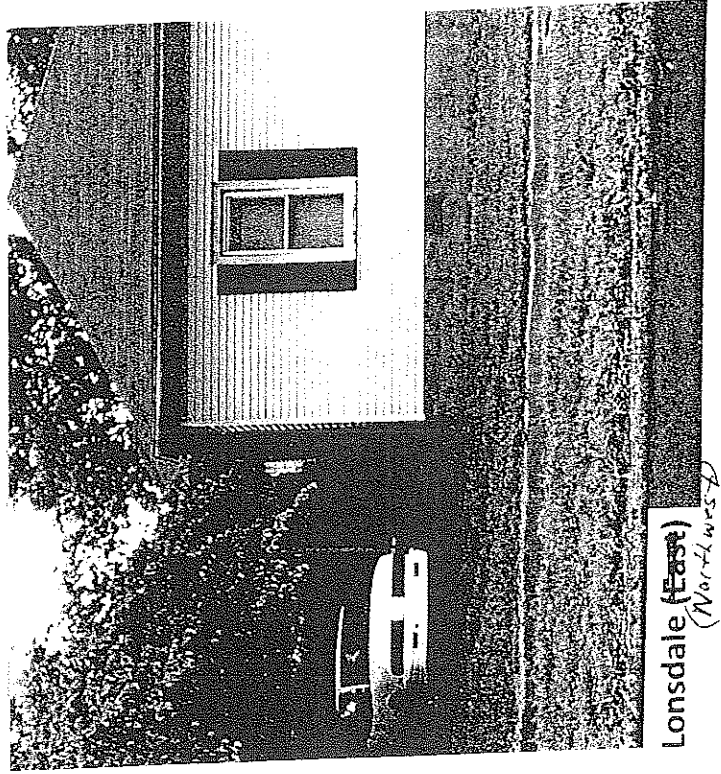
MPC November 13, 2008



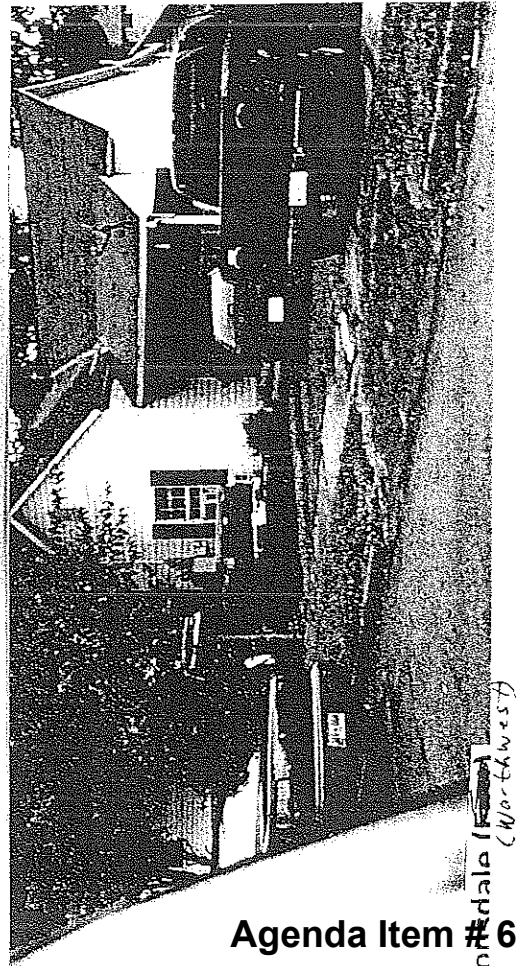
Lonsdale (East)  
*(North)*



Lonsdale (East)

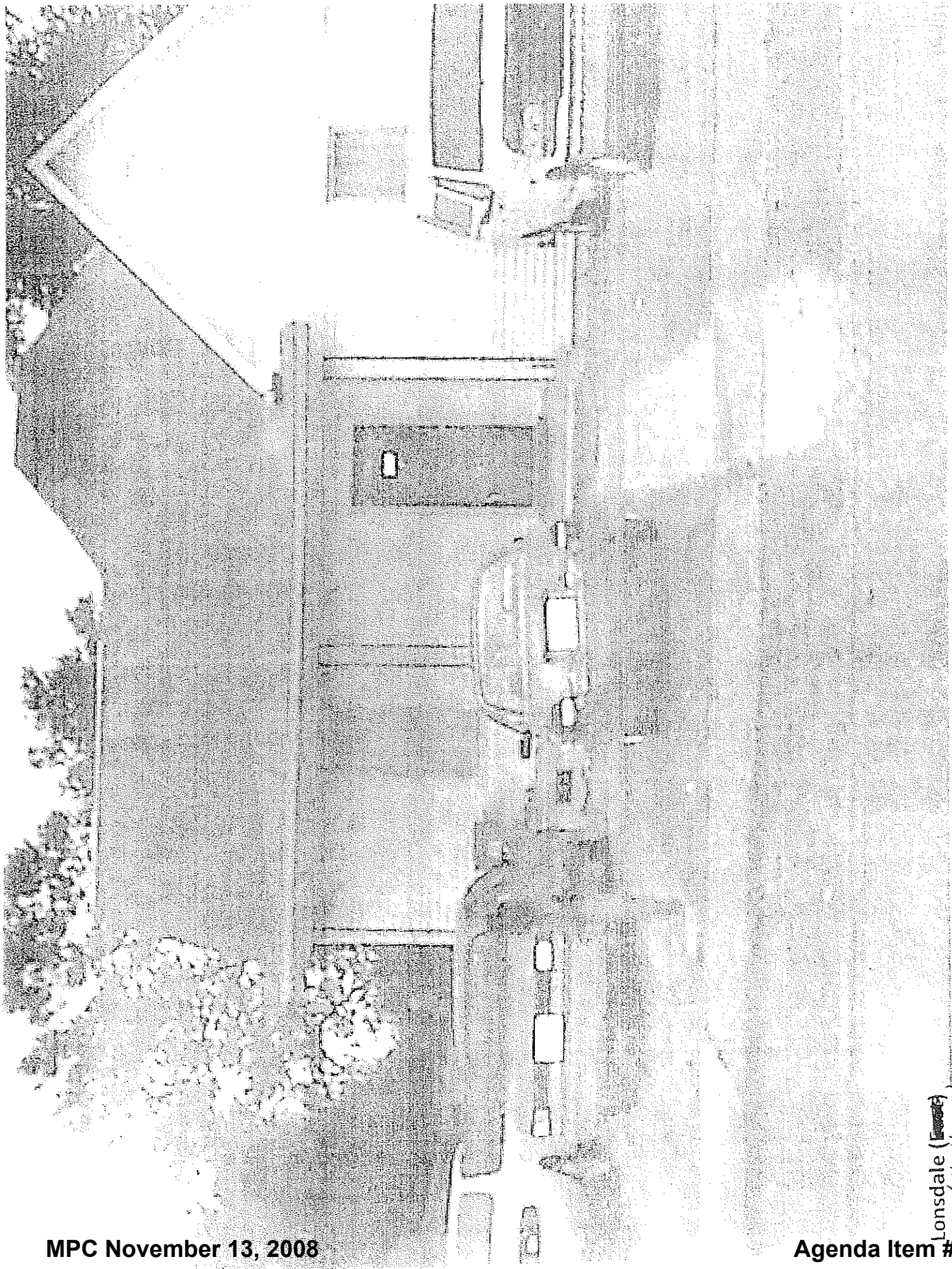


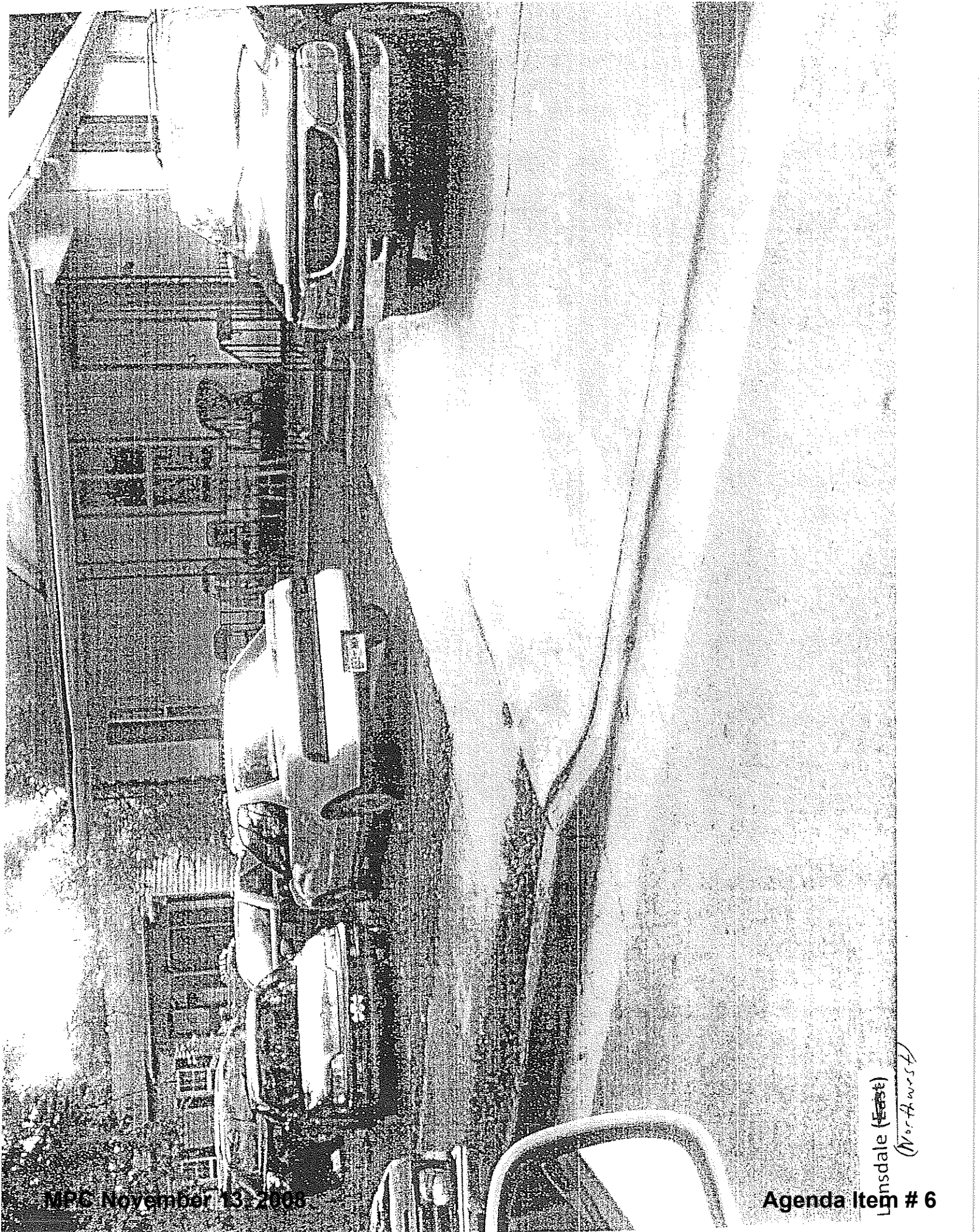
Lonsdale (East)  
*(Northwest)*



Lonsdale (East)  
*(Northwest)*

Agenda Item # 6



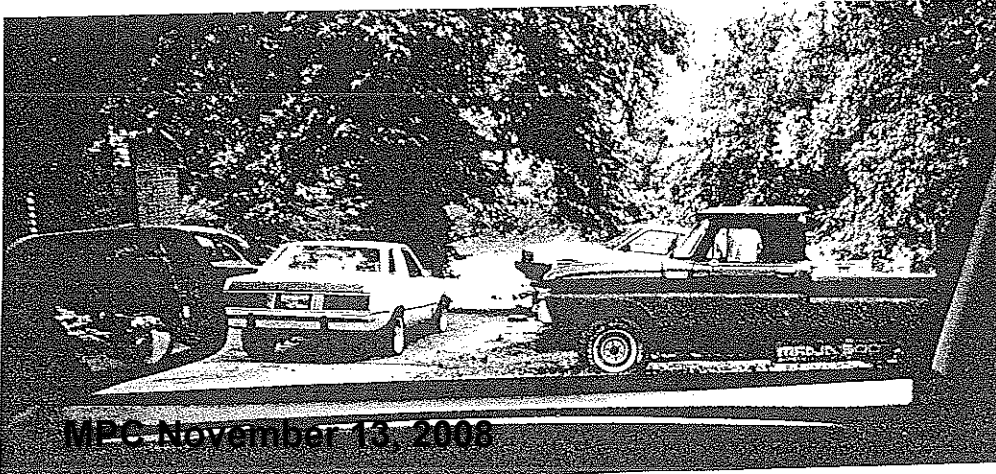
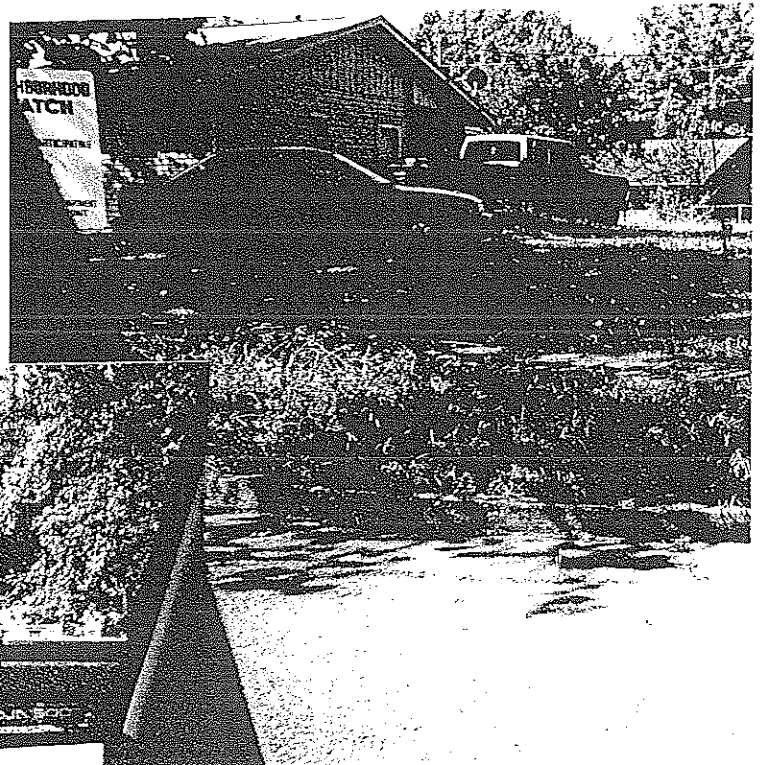
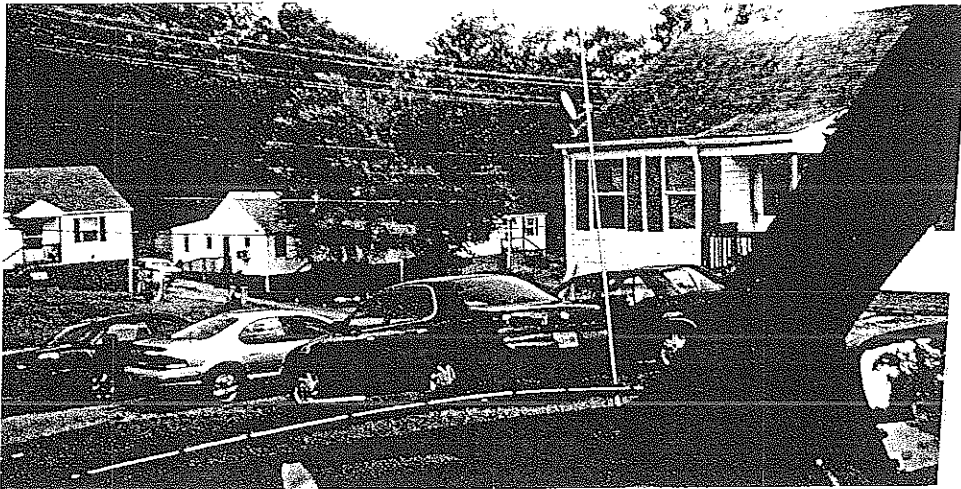


MPS November 13, 2008

Agenda Item # 6

Linsdale (East)  
(Northwest)

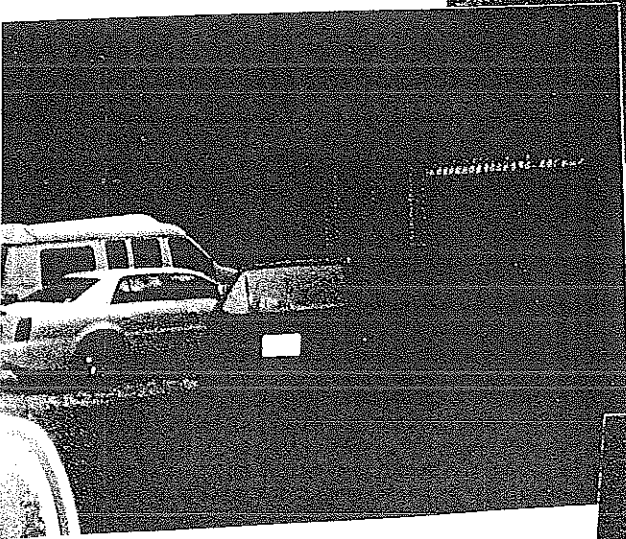
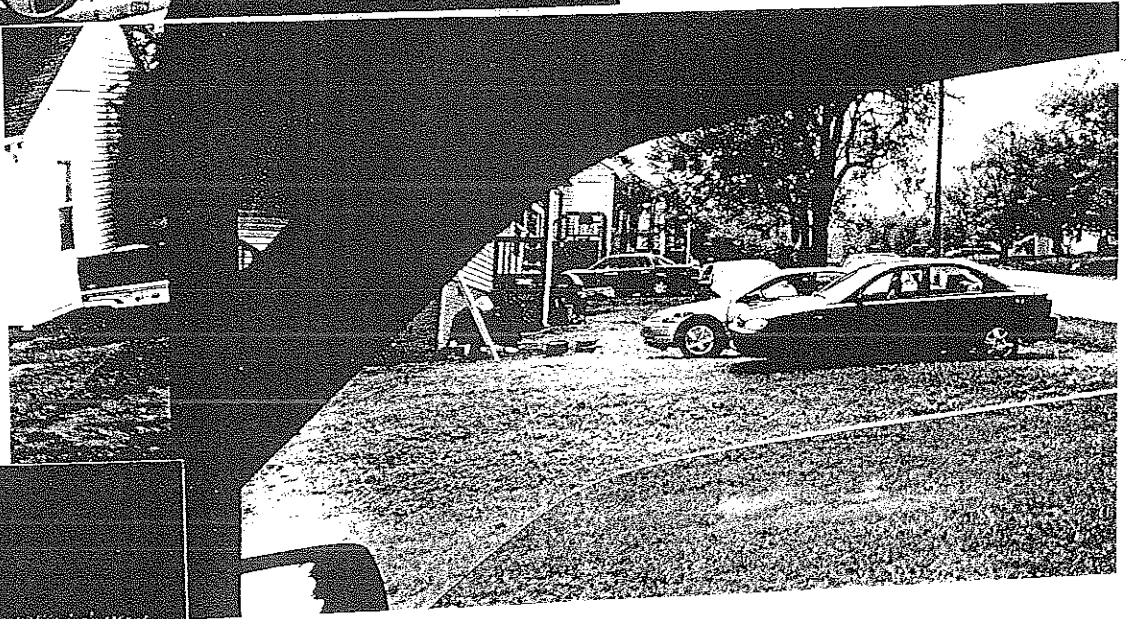
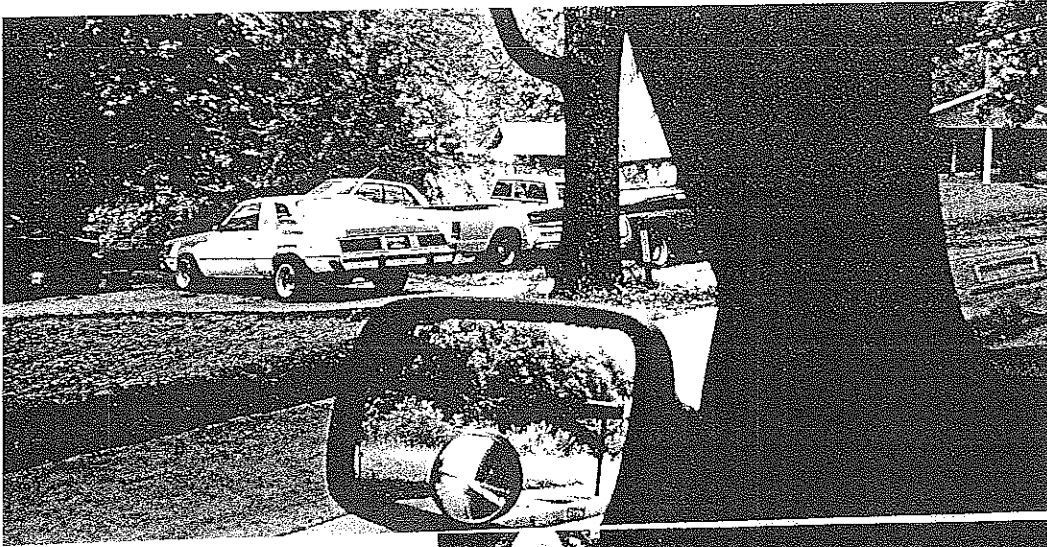
Morningside Dr. and Dandridge Ave. in EAST Knoxville



MPC November 13, 2008

Agenda Item # 6

Morningside Dr. and Dandridge Ave. in EAST Knoxville





Article 2, DEFINITIONS – Parking space, residential	
Current Code	PARKING SPACE - An off-street space available for the parking of one motor vehicle and having an area of not less than two hundred square feet exclusive of passage-ways and driveways appurtenant thereto and giving access thereto, and having direct access to a street or alley.
Add	Parking space, residential – An off-street parking space available for the parking on one (1) motor vehicle.

Article 4, Section 2 (R-1), G. OFF-STREET PARKING;	
Article 4, Section 2a (R-1A), G. OFF-STREET PARKING; and	
Article 4, Section 2b (R-1E), F. OFF-STREET PARKING	
Current Code	Except: Paved vehicle parking and storage facilities in the front or side street yard on any lot containing a house, duplex or attached house shall be limited to not more than the greater of the following: (a) 25% of the required front or side street yard area; (b) the paved area leading directly to a carport or enclosed garage; or (c) 400 square feet.
Proposed	Delete in its entirety

Article 5, Section 7. A. 1. a (Residential off-street parking spaces)	
Current Code	Residential off-street parking space shall consist of a parking lot, driveway, garage, or combination thereof and shall be located on the lot they are intended to serve.
Replace with Proposed	Residential off-street parking spaces shall be provided within a driveway, garage, or individual parking spaces or a combination thereof, and shall be located on the lot they are intended to serve.

Article 5, Section 7. B. 1 (Number of Driveways)											
Current Code	The number of driveways shall be based on the type of development on the property served and the amount of frontage which that property has on a given street. The number of driveways on a given street shall be regulated as follows:										
	<table border="1"> <thead> <tr> <th><u>LOT FRONTAGE</u></th> <th><u>MAXIMUM NUMBER OF DRIVEWAYS</u></th> </tr> </thead> <tbody> <tr> <td>Less than 75 feet</td> <td>1</td> </tr> <tr> <td>75 feet – 149 feet</td> <td>1 (See note a and b)</td> </tr> <tr> <td>150 feet – 299 feet</td> <td>2 (see note b)</td> </tr> <tr> <td>Each additional 300 feet</td> <td>1 (see note b)</td> </tr> </tbody> </table>	<u>LOT FRONTAGE</u>	<u>MAXIMUM NUMBER OF DRIVEWAYS</u>	Less than 75 feet	1	75 feet – 149 feet	1 (See note a and b)	150 feet – 299 feet	2 (see note b)	Each additional 300 feet	1 (see note b)
	<u>LOT FRONTAGE</u>	<u>MAXIMUM NUMBER OF DRIVEWAYS</u>									
	Less than 75 feet	1									
75 feet – 149 feet	1 (See note a and b)										
150 feet – 299 feet	2 (see note b)										
Each additional 300 feet	1 (see note b)										
a. Houses and gasoline service stations or other establishments where service is normally provided to customers without the patron leaving the vehicle may have two driveways if separated by a distance equal to the width of the widest driveway.											
b. Or as determined by the Department of Traffic Engineering.											
Replace with Proposed	The number of driveways shall be based on the typed of development on the property served and the amount of frontage which that property has on a given street as follows:										
	a. Houses, attached houses, and duplexes:										
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b. All other development:											
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Less than 75 feet	1										
75 feet – 149 feet	1										
150 feet – 299 feet	2										
Each additional 150 feet greater than 300 feet	1										
c. Gasoline service stations or other establishments where service is normally provided to customers without leaving the vehicle may have two driveways.											
d. All driveways must be separated by a distance equal to the widest driveway.											
e. Or as determined by the Department of Engineering.											

Article 5, Section 7. B. 3 (Width of Driveways)					
Current Code	3. The width of all driveways shall be within the minimum and maximum limits specified as follows:				
		Driveway		Length of Curb Cut	
	Land Use	Minimum*	Maximum**	Minimum*	Maximum**
	Houses and attached houses	10 feet	25 feet	20 feet	40 feet
	Uses serving a substantial number of large trucks (5/day or 25/week)	20 feet	40 feet	60 feet	90 feet
	All Other	20 feet	30 feet (see note a)	25 feet	60 feet
	* One way traffic      ** Two way traffic				
a. Gasoline service stations may have driveways up to 40 feet wide.					
b. Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding "T" intersections. A major traffic generator is defined as any facility which is required by this section to provide 400 or more parking spaces.					
Replace with Proposed	(a) Houses, attached houses, and duplexes:				
	Lot Frontage	Driveway Dimensions		Curb Cuts	
		Min	Max	Min	Max
	Less than 51 feet	10 ft.	18 ft.	20 ft.	30 ft.
	51 ft. – 74 ft.	10 ft.	20 ft.	20 ft.	35 ft.
	75 ft. – 149 ft.	10 ft.	25 ft.	20 ft.	40 ft.
	150 ft. – 300 ft.	10 ft.	25 ft.	20 ft.	40 ft.
	Each additional 150 ft. greater than 300 ft.	10 ft.	25 ft.	20 ft.	40 ft.
	(b) A circular driveway shall be no wider than 18 feet.				
	(c) All other development:				
		Driveway		Length of Curb Cut	
	Land Use	Minimum	Maximum	Minimum	Maximum
Uses serving a substantial number of large trucks (5/day or 25/week)	20 feet	40 feet	60 feet	90 feet	
All Other	20 feet	30 feet	25 feet	60 feet	
d. Gasoline service stations may have driveways up to 40 feet wide.					
e. Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding "T" intersections. A major traffic generator is defined as any facility which is required by this section to provide 400 or more parking spaces.					

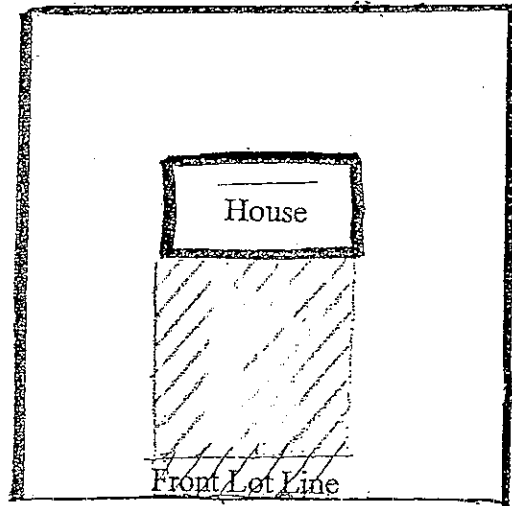
Article 5, Section 7. B. 5. a (Parking is prohibited)	
Current Code	This is a new section
Add	<p>a. In R-1, R-1A, R-1E, R-2, and R-3 districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on approved driveways and parking spaces, except for:</p> <ul style="list-style-type: none"> <li>(1) Vehicles with a current and properly displayed disabled license or placard.</li> <li>(2) Temporary loading or unloading.</li> <li>(3) When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City of Knoxville permits are valid or as necessary to complete the work.</li> <li>(4) In the vicinity of University of Tennessee home football games, events at Chilhowee Park or other city-approved events.</li> </ul>

Article 5, Section 7. B. 5. b (Parking is prohibited)	
Current Code	This is a new section
Add	<p>b. Approved parking spaces and driveway(s) in the front yard on any lot containing a house, duplex or attached house shall be limited to one of the following:</p> <ul style="list-style-type: none"> <li>(1) The driveway leading to a carport or enclosed garage, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage; or</li> <li>(2) On lot frontage of 75 feet or less, a driveway within 10 feet of the side lot line; or</li> <li>(3) A circular driveway may be constructed on lot frontage greater than 75 feet.</li> <li>(4) On lots with no carport or garage: <ul style="list-style-type: none"> <li>(a) Lot frontage of 75 feet or less, a driveway shall be within 10 feet of the side lot line.</li> <li>(b) Lot frontage exceeding 75 feet, no driveway shall be constructed in the area between the front wall of the principle structure and the front lot line.</li> </ul> <p style="text-align: center;">See Drawing A</p> <li>(c) A corner lot driveway cannot be built between the front wall of the principle structure and front lot line as designated in the building permit.</li> <li>(5) In addition to any of the above, a branch type turnaround not to exceed 200 square feet is permitted on lot frontage greater than 75 feet on any street.</li> </li></ul> <p style="text-align: center;">See Drawing B</p>

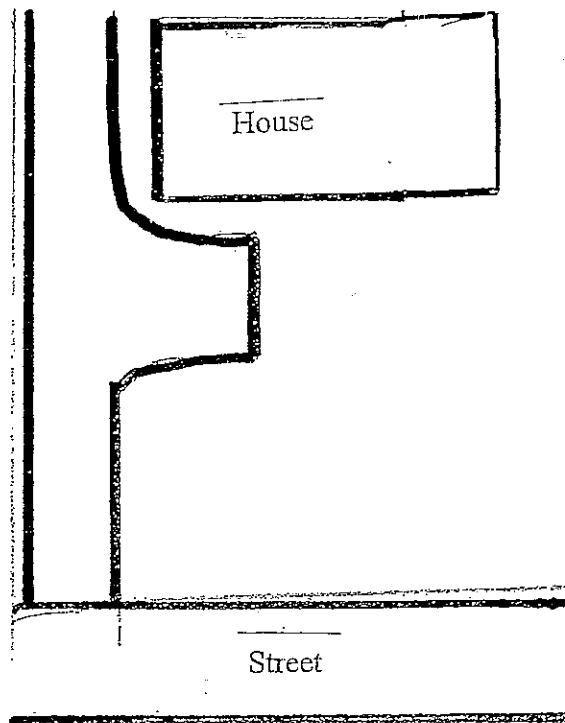
# Parking in the Front Yard

Option "B"  
Task Force

Drawing A



Drawing B



# Parking in the Front Yard

Option "C"  
City Administration

Article 2, DEFINITIONS – PARKING SPACE	
Current Code	PARKING SPACE - An off-street space available for the parking of one motor vehicle and having an area of not less than two hundred square feet exclusive of passage-ways and driveways appurtenant thereto and giving access thereto, and having direct access to a street or alley.
City Proposed	<del>PARKING SPACE - An off-street space available for the parking of one (1) motor vehicle and having an area of not less than two hundred square feet exclusive of passage-ways and driveways appurtenant thereto and giving access thereto, and having direct access to a street or alley.</del>

Article 4, Section 2 (R-1), G. OFF-STREET PARKING;	
Article 4, Section 2a (R-1A), G. OFF-STREET PARKING;	
Article 4, Section 2b (R-1E), F. OFF-STREET PARKING; and	
Article 4, Section 2c (R-1EN), G. 2. OFF-STREET PARKING	
Current Code	Except: Paved vehicle parking and storage facilities in the front or side street yard on any lot containing a house, duplex or attached house shall be limited to not more than the greater of the following: (a) 25% of the required front or side street yard area; (b) the paved area leading directly to a carport or enclosed garage; or (c) 400 square feet.
Proposed	Delete in its entirety

Article 5, Section 7. A. 1. a (Residential off-street parking spaces)	
Current Code	Residential off-street parking space shall consist of a parking lot, driveway, garage, or combination thereof and shall be located on the lot they are intended to serve.
Replace with Proposed	In residential districts, offstreet parking facilities for houses, attached houses, and duplexes shall consist of a parking space, driveway, garage, stall, or combinations thereof, and for other uses and permitted uses within such districts may include a parking lot where required to meet the minimum number of required parking spaces for the specific use. All offstreet parking facilities shall be located on the lot they are intended to serve, and there shall be vehicular access from each parking space to the public street or alley. Such offstreet parking facilities shall be surfaced with those materials included in the City of Knoxville, Department of Engineering, Land Development Manual updated April 2007 and all subsequent editions.

Article 5, Section 7. A. 2. i (Parking within Restricted Parking Areas)	
Current Code	This is a new section.
Add With Opt-In Application	<p>i. This subsection (A)(2)(i) applies only to residential property within the areas depicted on the official Restricted Parking Area Map. For purposes of this subsection, the Restricted Parking Area Map means the official map depicting the areas to which this subsection is applicable, adopted by ordinance and on file with the Metropolitan Planning Commission.</p> <p>(1) In all residential zoning districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on surfaced vehicle parking approved in accordance with subsection (j) herein. EXCEPTIONS:</p> <p>(a) Vehicles with a current and properly displayed disabled licence or placard.</p> <p>(b) Temporary loading or unloading.</p> <p>(c) When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City permits are valid or as necessary to complete the work.</p> <p>(d) Parking for isolated, non-recurring gatherings, parties, or visitors. This exception is not intended to provide permanent or semi-permanent parking for extra cars.</p> <p>(2) An officer of a neighborhood association may submit an application to the Metropolitan Planning Commission requesting that the City Council amend the Restricted Parking Area Map to add or remove a neighborhood association area.</p> <p>(3) A neighborhood association must be registered with the Office of Neighborhoods.</p> <p>(4) The Metropolitan Planning Commission shall only accept applications to amend the Restricted Parking Area Map during February of each year.</p>
Add with No Opt-In Application	<p>i. In residential districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on offstreet parking facilities approved in accordance with subsection (j) herein. EXCEPTIONS:</p> <p>(1) Vehicles with a current and properly displayed disabled license or placard.</p> <p>(2) Temporary loading or unloading.</p> <p>(3) When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City permits are valid or as necessary to complete the work.</p> <p>(4) Parking for isolated, non-recurring gatherings, parties, or visitors. This exception is not intended to provide permanent or semi-permanent parking for extra cars.</p> <p>(5) Within a one-mile radius of Neyland Stadium during a University of Tennessee home football game and within a one-mile radius of Chilhowee Park during a City sponsored event.</p>

# Parking in the Front Yard

Option "C"  
City Administration

Article 5, Section 7. A. 2. j (Limitations on Surfaced Vehicle Parking and Storage Facilities)	
Current Code	This is a new section.
Add	<p>j. On any lot containing a house, attached house, or duplex, offstreet parking facilities in the front or side street yard shall be a minimum of two hundred and fifty (250) square feet per required parking space, but shall not exceed the greater of the following:</p> <p>(1) Five hundred (500) square feet;</p> <p>(2) Twenty-five (25) percent of the front or side street yard area; or</p> <p>(3) The surfaced area leading to a carport or enclosed garage, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage.</p> <p>EXCEPTION: On lots with greater than seventy-five (75) feet of lot frontage, circular driveways not exceeding eighteen (18) feet in width are permissible.</p> <p>This subsection shall not apply to surfaced vehicle parking and storage facilities in existence as of [insert the effective date of the ordinance].</p>



Article 2, DEFINITIONS – Parking Space	
Current Code	PARKING SPACE - An off-street space available for the parking of one motor vehicle and having an area of not less than two hundred square feet exclusive of passage-ways and driveways appurtenant thereto and giving access thereto, and having direct access to a street or alley.
MPC Staff Recommendation	
Modify to eliminate minimum area.	PARKING SPACE - An off-street space available for the parking of one motor vehicle <del>and having an area of not less than two hundred square feet exclusive of passage-ways and driveways appurtenant thereto and giving access thereto,</del> and having direct access to a street or alley.
Notes	<i>This minimum area of 200 sq. ft. is in conflict with the minimum standards described at Article 5, Section 7. A. 4</i>

Article 2, DEFINITIONS – Parking, Vehicular	
Current Code	This is a new definition
MPC Staff Recommendation	
Add	PARKING, VEHICULAR – A standing or stored, unattended vehicle.
Notes	<i>This should be added since the proposed amendments regulate the act of parking</i>

Article 4, Section 2 (R-1), G. OFF-STREET PARKING;	
Article 4, Section 2a (R-1A), G. OFF-STREET PARKING;	
Article 4, Section 2b (R-1E), F. OFF-STREET PARKING; and	
Article 4, Section 2c (R-1EN), G. 2. OFF-STREET PARKING	
Current Code	Except: Paved vehicle parking and storage facilities in the front or side street yard on any lot containing a house, duplex or attached house shall be limited to not more than the greater of the following: (a) 25% of the required front or side street yard area; (b) the paved area leading directly to a carport or enclosed garage; or (c) 400 square feet.
MPC Staff Recommendation	
Proposed	Delete in its entirety
Notes	<i>This will be replaced by Article 5, Section 7.A.1.a</i>

Article 5, Section 7. A. 1. a (Residential off-street parking spaces)	
Current Code	Residential off-street parking space shall consist of a parking lot, driveway, garage, or combination thereof and shall be located on the lot they are intended to serve.
<b>MPC Staff Recommendation</b>	
Replace with Proposed	<p>a. (i) Required off-street parking facilities for houses, attached houses, accessory dwelling units, and duplexes shall be provided within a driveway, parking spaces or stalls (including those within a garage or carport), or combinations thereof and shall be located on the lot they are intended to serve.</p> <p>(ii) Required off-street parking facilities for multi-dwelling structures and multi-dwelling developments shall be provided within a parking lot, parking spaces or stalls (including those within a garage or carport), or combinations thereof and shall be located on the lot they are intended to serve.</p> <p>(iii) These residential off-street parking facilities shall be located on the lot they are intended to serve, shall provide vehicular access from each parking space to the public street or alley, and shall be surfaced with those materials included in the City of Knoxville, Department of Engineering, Land Development Manual updated April 2007 and all subsequent editions.</p>

Article 5, Section 7. A. 2. i (Parking within Restricted Parking Areas)	
Current Code	This is a new section.
<b>MPC Staff Recommendation</b>	
Add and Modify	<p>i. This subsection (A)(2)(i) applies only to residential property within the areas depicted on the official Restricted Parking Area Map. For purposes of this subsection, the Restricted Parking Area Map means the official map depicting the areas to which this subsection is applicable, adopted by ordinance and on file with the Metropolitan Planning Commission.</p> <p>(1) In all residential zoning districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on surfaced vehicle parking approved in accordance with subsection (j) herein. EXCEPTIONS:</p> <p>(a) Vehicles with a current and properly displayed disabled licence or placard.</p> <p>(b) Temporary loading or unloading.</p> <p>(c) When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City permits are valid or as necessary to complete the work.</p> <p>(d) Parking for isolated, non-recurring gatherings, parties, or visitors. This exception is not intended to provide permanent or semi-permanent parking for extra cars.</p> <p>(2) An officer of a neighborhood association may submit an application to the Metropolitan Planning Commission requesting that the City Council amend the Restricted Parking Area Map to add or remove a neighborhood association area.</p> <p>(3) A neighborhood association must be registered with the Office of Neighborhoods.</p> <p>(4) The Metropolitan Planning Commission shall only accept applications to amend the Restricted Parking Area Map <b><u>for consideration at its regularly scheduled March meeting.</u></b></p>

Article 5, Section 7. A. 2. j (Limitations on Surfaced Vehicle Parking and Storage Facilities)	
Current Code	This is a new section.
<b>MPC Staff Recommendation</b>	
Add	j. (1) On any lot containing a house, attached house, or duplex that has space and access to provide two off-street parking spaces behind the front building line or behind the side street yard setback, off-street parking facilities in the front or side street yard shall not exceed the greater of the following:
	(a) Twenty-five (25) percent of the front or side street yard area; or
	(b) The surfaced area leading to required parking spaces, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage.
	(2) On any lot containing a house, attached house, or duplex that cannot provide two off-street parking spaces behind the front building line or behind the side street yard setback, off-street parking facilities in the front or side street yard shall not exceed the greater of the following:
	(a) Twenty-five (25) percent of the front or side street yard area; or
	(b) Four hundred (400) square feet.
	(3) This subsection shall not apply to surfaced vehicle parking and storage facilities in existence as of (insert the effective date of the ordinance).
	(4) For purposes of this subsection the following definitions shall apply:
	(a) "Front building line" means a line at the front face of the primary building extending the full width of a lot parallel to the street which is used to establish the front yard.
	(b) "Side street yard" means a side yard adjacent to a street on a corner lot.
Notes	<p><i>There is a need to split the requirement into (1), referring to houses, attached houses and duplexes, and (2) referring to multi-dwelling structures and development.</i></p> <p><i>There is a need to add definitions that are used in this section.</i></p> <p><i>City Council objected to the 500 square foot area, but 400 square feet is a minimum surfaced parking area to accommodate the required two off-street parking spaces for dwellings that do not provide a garage, and cannot provide parking behind the front building line.</i></p>

<b>Article 5, Section 7. B. 1 (Number of Driveways)</b>											
Current Code	The number of driveways shall be based on the type of development on the property served and the amount of frontage which that property has on a given street. The number of driveways on a given street shall be regulated as follows:										
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<u>LOT FRONTAGE</u>	<u>MAXIMUM NUMBER OF DRIVEWAYS</u>										
Less than 75 feet	1										
75 feet – 149 feet	1 (See note a and b)										
150 feet – 299 feet	2 (see note b)										
Each additional 300 feet	1 (see note b)										
	<p>a. Houses and gasoline service stations or other establishments where service is normally provided to customers without the patron leaving the vehicle may have two driveways if separated by a distance equal to the width of the widest driveway.</p> <p>b. Or as determined by the Department of Traffic Engineering.</p>										
<b>MPC Staff Recommendation</b>											
Modify to add duplexes	The number of driveways shall be based on the type of development on the property served and the amount of frontage which that property has on a given street. The number of driveways on a given street shall be regulated as follows:										
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Less than 75 feet	1										
75 feet – 149 feet	1 (See note a and b)										
150 feet – 299 feet	2 (see note b)										
Each additional 300 feet	1 (see note b)										
	<p>c. Houses, <b>duplexes</b> and gasoline service stations or other establishments where service is normally provided to customers without the patron leaving the vehicle may have two driveways if separated by a distance equal to the width of the widest driveway.</p> <p>d. Or as determined by the Department of Traffic Engineering.</p>										
<i>Notes</i>	<i>Duplexes should be added to this section of the code and regulated the same as houses</i>										

Article 5, Section 7. B. 3 (Width of Driveways)					
Current Code	3. The width of all driveways shall be within the minimum and maximum limits specified as follows:				
		Driveway		Length of Curb Cut	
	Land Use	Minimum*	Maximum**	Minimum*	Maximum**
	Houses and attached houses	10 feet	25 feet	20 feet	40 feet
	Uses serving a substantial number of large trucks (5/day or 25/week)	20 feet	40 feet	60 feet	90 feet
	All Other	20 feet	30 feet (see note a)	25 feet	60 feet
	* One way traffic      ** Two way traffic				
	a. Gasoline service stations may have driveways up to 40 feet wide.				
	b. Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding "T" intersections. A major traffic generator is defined as any facility which is required by this section to provide 400 or more parking spaces.				
	<b>MPC Staff Recommendation</b>				
Modify to add duplexes	3. The width of all driveways shall be within the minimum and maximum limits specified as follows:				
		Driveway		Length of Curb Cut	
	Land Use	Minimum*	Maximum**	Minimum*	Maximum**
	Houses, attached houses, <b>and duplexes</b>	10 feet	25 feet	20 feet	40 feet
	Uses serving a substantial number of large trucks (5/day or 25/week)	20 feet	40 feet	60 feet	90 feet
	All Other	20 feet	30 feet (see note a)	25 feet	60 feet
	* One way traffic      ** Two way traffic				
	a. Gasoline service stations may have driveways up to 40 feet wide.				
	b. Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding "T" intersections. A major traffic generator is defined as any facility which is required by this section to provide 400 or more parking spaces.				
	Notes	<i>Duplexes should be added to this section of the code and regulated the same as houses</i>			

## Sections of the Zoning Ordinance addressed by proposed amendments

1. Article 2. Definitions
  - Amendments proposed by Task Force – Option B
  - Amendments proposed by MPC staff – Options A and D
2. Article 4. Off-Street parking requirements within the R-1, R-1A, R-1E, and R-1-EN districts
  - Amendments proposed by Task Force – Option B
  - Amendments proposed by City Administration – Option C
  - Amendments proposed by MPC staff – Options A and D
3. Article 5, Section 7.A.1.a. Residential parking spaces
  - Amendments proposed by Task Force – Option B
  - Amendments proposed by City Administration – Option C
  - Amendments proposed by MPC staff – Option D
4. Article 5, Section 7.A.2.i. New Restricted Parking Areas
  - Amendments proposed by City Administration, with Opt-In – Option C
  - Amendments proposed by City Administration, without Opt-In – Option C
5. Article 5, Section 7.A.2.j. New Parking Prohibitions
  - Amendments proposed by City Administration – Option C
6. Article 5, Section 7.B.1. Number of Driveways
  - Amendments proposed by Task Force – Option B
  - Amendments proposed by MPC staff – Option C
7. Article 5, Section 7.B.3. Width of Driveways
  - Amendments proposed by Task Force – Option B
  - Amendments proposed by MPC staff – Option D
8. Article 5, Section 7.B.5.a. New Parking Prohibitions
  - Amendments proposed by Task Force – Option B
9. Article 5, Section 7.B.5.b. New Parking and Driveway Limitations
  - Amendments proposed by Task Force – Option B

Article 2, DEFINITIONS – PARKING SPACE	
Current Code	PARKING SPACE - An off-street space available for the parking of one motor vehicle and having an area of not less than two hundred square feet exclusive of passage-ways and driveways appurtenant thereto and giving access thereto, and having direct access to a street or alley.
Task Force Proposed	Parking space, residential – An off-street parking space available for the parking on one (1) motor vehicle.
City Proposed	<del>PARKING SPACE - An off-street space available for the parking of one (1) motor vehicle and having an area of not less than two hundred square feet exclusive of passage-ways and driveways appurtenant thereto and giving access thereto, and having direct access to a street or alley.</del>
MPC staff Proposed	<del>PARKING SPACE - An off-street space available for the parking of one motor vehicle and having an area of not less than two hundred square feet exclusive of passage-ways and driveways appurtenant thereto and giving access thereto, and having direct access to a street or alley.</del>
Notes	<i>This minimum area of 200 sq. ft. is in conflict with the minimum standards described at Article 5, Section 7. A. 4</i>
	<i>There is no reason to have a "parking space, residential" definition. The term is not used or proposed.</i>

Article 2, DEFINITIONS – PARKING, VEHICULAR	
Current Code	This is a new definition
MPC staff Proposed	PARKING, VEHICULAR – A standing or stored, unattended vehicle.
Notes	<i>This should be added since the proposed amendments regulate the act of parking</i>

Article 4, Section 2 (R-1), G. OFF-STREET PARKING;	
Article 4, Section 2a (R-1A), G. OFF-STREET PARKING;	
Article 4, Section 2b (R-1E), F. OFF-STREET PARKING; and	
Article 4, Section 2c (R-1EN), G. 2. OFF-STREET PARKING	
Current Code	Except: Paved vehicle parking and storage facilities in the front or side street yard on any lot containing a house, duplex or attached house shall be limited to not more than the greater of the following: (a) 25% of the required front or side street yard area; (b) the paved area leading directly to a carport or enclosed garage; or (c) 400 square feet.
Task Force Proposed	Delete in its entirety
City Proposed	Delete in its entirety
MPC staff Proposed	Delete in its entirety, if replaced in Article 5, Section 7

Article 5, Section 7. A. 1. a (Residential off-street parking spaces)	
Current Code	Residential off-street parking space shall consist of a parking lot, driveway, garage, or combination thereof and shall be located on the lot they are intended to serve.
Task Force Proposed	Residential off-street parking spaces shall be provided within a driveway, garage, or individual parking spaces or a combination thereof, and shall be located on the lot they are intended to serve.
City Proposed	In residential districts, offstreet parking facilities for houses, attached houses, and duplexes shall consist of a parking space, driveway, garage, stall, or combinations thereof, and for other uses and permitted uses within such districts may include a parking lot where required to meet the minimum number of required parking spaces for the specific use. All offstreet parking facilities shall be located on the lot they are intended to serve, and there shall be vehicular access from each parking space to the public street or alley. Such offstreet parking facilities shall be surfaced with those materials included in the City of Knoxville, Department of Engineering, Land Development Manual updated April 2007 and all subsequent editions.
MPC staff Proposed	<p>a. (i) Required off-street parking facilities for houses, attached houses, accessory dwelling units, and duplexes shall be provided within a driveway, parking spaces or stalls (including those within a garage or carport), or combinations thereof and shall be located on the lot they are intended to serve.</p> <p>(ii) Required off-street parking facilities for multi-dwelling structures and multi-dwelling developments shall be provided within a parking lot, parking spaces or stalls (including those within a garage or carport), or combinations thereof and shall be located on the lot they are intended to serve.</p> <p>(iii) These residential off-street parking facilities shall be located on the lot they are intended to serve, shall provide vehicular access from each parking space to the public street or alley, and shall be surfaced with those materials included in the City of Knoxville, Department of Engineering, Land Development Manual updated April 2007 and all subsequent editions.</p>
Notes	<i>Need to preserve use of term parking lots. It triggers landscaping and buffering requirements for multi-dwelling structures and development.</i>
	<i>Need to have different sets of terms for houses/attached houses/duplexes as compared to multi-dwelling structures and development.</i>



Article 5, Section 7. A. 2. i (Parking within Restricted Parking Areas)	
Current Code	This is a new section
Task Force Proposal	No new language proposed here
City Proposed With Opt-In Application	<p>i. This subsection (A)(2)(i) applies only to residential property within the areas depicted on the official Restricted Parking Area Map. For purposes of this subsection, the Restricted Parking Area Map means the official map depicting the areas to which this subsection is applicable, adopted by ordinance and on file with the Metropolitan Planning Commission.</p> <p>(1) In residential districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on offstreet parking facilities approved in accordance with subsection (j) herein. EXCEPTIONS:</p> <p>(a) Vehicles with a current and properly displayed disabled license or placard.</p> <p>(b) Temporary loading or unloading.</p> <p>(c) When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City permits are valid or as necessary to complete the work.</p> <p>(d) Parking for isolated, non-recurring gatherings, parties, or visitors. This exception is not intended to provide permanent or semi-permanent parking for extra cars.</p> <p>(2) An officer of a neighborhood association may submit an application to the Metropolitan Planning Commission requesting that the City Council amend the Restricted Parking Area Map to add or remove a neighborhood association area.</p> <p>(3) A neighborhood association must be registered with the Office of Neighborhoods.</p> <p>(4) The Metropolitan Planning Commission shall only accept applications to amend the Restricted Parking Area Map during February of each year.</p>
City Proposed No Opt-In	<p>i. In residential districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on offstreet parking facilities approved in accordance with subsection (j) herein. EXCEPTIONS:</p> <p>(1) Vehicles with a current and properly displayed disabled license or placard.</p> <p>(2) Temporary loading or unloading.</p> <p>(3) When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City permits are valid or as necessary to complete the work.</p> <p>(4) Parking for isolated, non-recurring gatherings, parties, or visitors. This exception is not intended to provide permanent or semi-permanent parking for extra cars.</p> <p>(5) Within a one-mile radius of Neyland Stadium during a University of Tennessee home football game and within a one-mile radius of Chilhowee Park during a City sponsored event.</p>
MPC staff Proposed	<p>Same as City proposed with Opt-In Application, except for:</p> <p>(4) The Metropolitan Planning Commission shall only accept applications to amend the Restricted Parking Area Map <del>during February of each year</del> <b>for consideration at its regularly scheduled March meeting.</b></p>
Notes	<p><i>MPC has specific deadlines to place an item on its agenda. "During the month of February" would have the effect of placing an item on the April Agenda. The proposed language is more specific.</i></p>

Article 5, Section 7. A. 2. j (Limitations on Surfaced Vehicle Parking and Storage Facilities)	
Current Code	This is a new section
Task Force Proposal	No new language proposed here
City Proposed	j. On any lot containing a house, attached house, or duplex, offstreet parking facilities in the front or side street yard shall be a minimum of two hundred and fifty (250) square feet per required parking space, but shall not exceed the greater of the following:
	(1) Five hundred (500) square feet;
	(2) Twenty-five (25) percent of the front or side street yard area; or
	(3) The surfaced area leading to a carport or enclosed garage, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage.
	EXCEPTION: On lots with greater than seventy-five (75) feet of lot frontage, circular driveways not exceeding eighteen (18) feet in width are permissible.
	This subsection shall not apply to surfaced vehicle parking and storage facilities in existence as of [insert the effective date of the ordinance].
MPC staff Proposed	j. (1) On any lot containing a house, attached house, or duplex that has space and access to provide two off-street parking spaces behind the front building line or behind the side street yard setback, surfaced vehicle parking and storage facilities shall not be located in the front or side street yard; and driveways shall not exceed the greater of the following:
	(a) Twenty-five (25) percent of the front or side street yard area; or
	(b) The surfaced area leading to a carport or enclosed garage.
	(2) On any lot containing a house, attached house, or duplex that cannot provide two off-street parking spaces behind the front building line or behind the side street yard setback, surfaced vehicle parking and storage facilities and driveways in the front or side street yard on any lot shall not exceed the greater of the following:
	(a) Twenty-five (25) percent of the front or side street yard area; or
	(b) Four hundred (400) square feet.
	(3) This subsection shall not apply to surfaced vehicle parking and storage facilities in existence as of (insert the effective date of the ordinance).
	(4) For purposes of this subsection the following definitions shall apply:
	(a) "Front building line" means a line at the front face of the primary building extending the full width of a lot parallel to the street which is used to establish the front yard.
	(b) "Side street yard" means a side yard adjacent to a street on a corner lot.
Notes	<i>Those houses, attached houses and duplexes that can provide off-street parking behind the building line should do so. Those that can't should be allowed to provide two off-street parking spaces within the front yard. (i) is provided to accommodate courtyards or circle drives on larger lots. (ii) is provided to accommodate an additional parking space for a single car garage or access to both stalls of a two car garage. (iii) is provided to accommodate two off-street spaces when a garage in not available and access to the side and rear are not an option.</i>

Article 5, Section 7. B. 1 (Number of Driveways)																					
Current Code	<p>The number of driveways shall be based on the type of development on the property served and the amount of frontage which that property has on a given street. The number of driveways on a given street shall be regulated as follows:</p> <table border="1"> <thead> <tr> <th><u>LOT FRONTAGE</u></th> <th><u>MAXIMUM NUMBER OF DRIVEWAYS</u></th> </tr> </thead> <tbody> <tr> <td>Less than 75 feet</td> <td>1</td> </tr> <tr> <td>75 feet – 149 feet</td> <td>1 (See note a and b)</td> </tr> <tr> <td>150 feet – 299 feet</td> <td>2 (see note b)</td> </tr> <tr> <td>Each additional 300 feet</td> <td>1 (see note b)</td> </tr> </tbody> </table> <p>a. Houses and gasoline service stations or other establishments where service is normally provided to customers without the patron leaving the vehicle may have two driveways if separated by a distance equal to the width of the widest driveway.                      b. Or as determined by the Department of Traffic Engineering.</p>	<u>LOT FRONTAGE</u>	<u>MAXIMUM NUMBER OF DRIVEWAYS</u>	Less than 75 feet	1	75 feet – 149 feet	1 (See note a and b)	150 feet – 299 feet	2 (see note b)	Each additional 300 feet	1 (see note b)										
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City Proposal	No change proposed here																				
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Notes	<i>Duplexes should be added to this section of the code and regulated the same as houses</i>																				

Article 5, Section 7. B. 3 (Width of Driveways)					
Current Code	3. The width of all driveways shall be within the minimum and maximum limits specified as follows:				
		Driveway		Length of Curb Cut	
	Land Use	Minimum*	Maximum**	Minimum*	Maximum**
	Houses and attached houses	10 feet	25 feet	20 feet	40 feet
	Uses serving a substantial number of large trucks (5/day or 25/week)	20 feet	40 feet	60 feet	90 feet
	All Other	20 feet	30 feet (see note a)	25 feet	60 feet
	* One way traffic      ** Two way traffic				
	a. Gasoline service stations may have driveways up to 40 feet wide.				
	b. Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding "T" intersections. A major traffic generator is defined as any facility which is required by this section to provide 400 or more parking spaces.				
	Task Force Proposed	(a) Houses, attached houses, and duplexes:			
Lot Frontage		Min	Max	Min	Max
		Driveway Dimensions		Curb Cuts	
		Minimum	Maximum	Minimum	Maximum
Less than 51 feet		10 feet	18 feet	20 feet	30 feet
51 ft. – 74 ft.		10 feet	20 feet	20 feet	35 feet
75 ft. – 149 ft.		10 feet	25 feet	20 feet	40 feet
150 ft. – 300 ft.		10 feet	25 feet	20 feet	40 feet
Each additional 150 ft. greater than 300 ft.		10 feet	25 feet	20 feet	40 feet
(b) A circular driveway shall be no wider than 18 feet.					
(c) All other development:					
		Driveway		Length of Curb Cut	
Land Use		Minimum	Maximum	Minimum	Maximum
Uses serving a substantial number of large trucks (5/day or 25/week)		20 feet	40 feet	60 feet	90 feet
All Other		20 feet	30 feet	25 feet	60 feet
d. Gasoline service stations may have driveways up to 40 feet wide.					
e. Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding "T" intersections. A major traffic generator is defined as any facility which is required by this section to provide 400 or more parking spaces.					
City Proposed	No change is proposed here				
MPC staff Proposed	Continued on next page.				

Article 5, Section 7. B. 3 (Width of Driveways) [Continued]					
MPC staff Proposed	3. The width of all driveways shall be within the minimum and maximum limits specified as follows:				
		Driveway		Length of Curb Cut	
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	Houses, attached houses, <b>and duplexes</b>	10 feet	25 feet	20 feet	40 feet
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	* One way traffic      ** Two way traffic				
	a. Gasoline service stations may have driveways up to 40 feet wide.				
	b. Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding "T" intersections. A major traffic generator is defined as any facility which is required by this section to provide 400 or more parking spaces.				
	<i>Notes</i>	<i>Duplexes should be added to this section of the code and regulated the same as houses</i>			

Article 5, Section 7. B. 5. a (Parking is prohibited)	
Current Code	This is a new section
Task Force Proposed	a. In R-1, R-1A, R-1E, R-2, and R-3 districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on approved driveways and parking spaces, except for: (1) Vehicles with a current and properly displayed disabled license or placard. (2) Temporary loading or unloading. (3) When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City of Knoxville permits are valid or as necessary to complete the work. (4) In the vicinity of University of Tennessee home football games, events at Chilhowee Park or other city-approved events.
City Proposed	This concept is addressed at Article 5, Section 7, A. 2. i.
MPC Proposed	This concept is addressed at Article 5, Section 7, A. 2. I, as modified.

Article 5, Section 7. B. 5. b (Parking and driveway limitations)	
Current Code	This is a new section
Task Force Proposed	b. Approved parking spaces and driveway(s) in the front yard on any lot containing a house, duplex or attached house shall be limited to one of the following: (1) The driveway leading to a carport or enclosed garage, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage; or (2) On lot frontage of 75 feet or less, a driveway within 10 feet of the side lot line; or (3) A circular driveway may be constructed on lot frontage greater than 75 feet. (4) On lots with no carport or garage: (a) Lot frontage of 75 feet or less, a driveway shall be within 10 feet of the side lot line. (b) Lot frontage exceeding 75 feet, no driveway shall be constructed in the area between the front wall of the principle structure and the front lot line. <p style="text-align: center;">See Drawing A</p> (c) A corner lot driveway cannot be built between the front wall of the principle structure and front lot line as designated in the building permit. (5) In addition to any of the above, a branch type turnaround not to exceed 200 square feet is permitted on lot frontage greater than 75 feet on any street. <p style="text-align: center;">See Drawing B</p>
City Proposed	This concept is addressed at Article 5, Section 7, A. 2. j.
MPC Proposed	This concept is addressed at Article 5, Section 7, A. 2. j, as modified.

SHEPPEARD, SWANSON & MYNATT, PLC  
ATTORNEYS AT LAW  
616 W HILL AVENUE  
KNOXVILLE TENNESSEE 37902

SARAH Y SHEPPEARD††  
CHARLES W. SWANSON\*  
WILLIAM A. MYNATT, JR.\*  
ELIZABETH A. WARD

†CERTIFIED CIVIL TRIAL SPECIALIST  
\*SUPREME COURT RULE 31 MEDIATOR

November 3, 2008

Mr. Mark Donaldson  
Executive Director  
Metropolitan Planning Commission  
400 Main Street, 4<sup>th</sup> Floor  
City/County Building  
Knoxville, TN 37901

Re: Amended Ordinance Restricting Front Yard Parking

Dear Mr. Donaldson:

At the request of the members of City Council, I am writing to seek from the Metropolitan Planning Commission and the members of its professional planning staff a review and recommendation on a couple of proposals which have been submitted to us for consideration on the issue of limiting parking in front yards within residentially zoned areas.

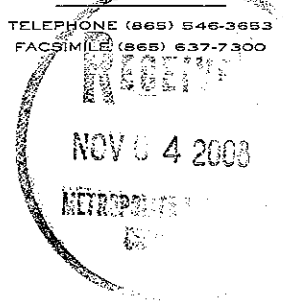
First, I am enclosing a draft of a proposed Ordinance which has been submitted to us following extensive meetings and studies by persons representing a coalition of local neighborhood organizations. It bears the date of September 30, 2008, and is entitled "Preliminary Draft No. 10: Proposed Amendment to the Knoxville Zoning Ordinance, Parking in Front Yards." It consists of a five (5) page document together with an additional document, dated October 27, 2008, bearing the title "Additional Changes to the Zoning Ordinance." When reviewing these documents, City Council would appreciate thoughts, comments and recommendations on a few issues which have been raised by various parties, to include:

1. On Page 1 of 5, would the substitute language contained in the first paragraph of the October 27, 2008, be preferable? Additionally, would it make sense to change the last sentence of that paragraph to "There shall be vehicular access to an approved driveway which leads to a public street or alley."?
2. On Page 2 of 5, does Subsection (e) provide excessive discretion to the City Department of Engineering and insufficient guidance to those who attempt to comply with the ordinance? In sum, is this subsection unreasonably or impermissibly vague?
3. On Page 4 of 5, with respect to the exceptions to the prohibition on front yard parking, should Subsection (4) provide for a specific distance from the University of Tennessee, the Convention Center and/or Chilhowee Park? If so, what would a reasonable distance be for this exception?

Copy

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KNOXVILLE, TENNESSEE 37901-2149

TELEPHONE (865) 546-3653  
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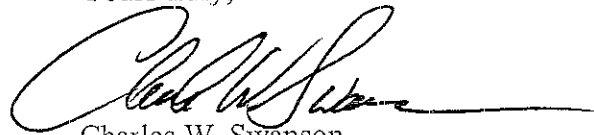


4. On Page 4 of 5, is the provision set forth in Subsection (b)(ii) a reasonable and workable provision? Apparently, City officials have expressed some concern about this wording.
5. At the bottom of Page 4 of 5, is the sketch something which will work, does it conflict with the sketch on Page 5 of 5, and are concerns expressed by City officials that a portion or almost all of a driveway may need to be located within the cross-hatched area valid concerns?
6. On Page 5 of 5, will the sketch as noted work, does it conflict with the wording which precedes it, and is it inconsistent with the sketch located on Page 4 of 5?
7. What would be the position or recommendation of MPC as to the nonconforming issues as raised in the last few paragraphs of the October 27 document?

Additionally, I am forwarding to you a proposed draft of ordinance provisions as provided to City Council by members of the City administration, which is dated October 30, 2008. City Council would appreciate the benefit of MPC's thoughts and advice relative to the provisions set forth in this proposal as well. City Council especially would be interested in any recommendations MPC may have with respect to the issue of the proposed "opt-in" provisions for neighborhood groups as highlighted in the proposal in blue. Moreover, some question has been raised as to whether the wording in Subsection(j) located toward the bottom of third page of the proposal is generously worded as to present very little effective limitation on front yard parking? We would appreciate MPC's thoughts on these issues as well any other provision of either of the these proposals which MPC finds to be pertinent.

Thank you very much for your attention to this matter. As always, if you have any questions concerning this request, please do not hesitate to contact me at your convenience. The members of City Council will look forward to receiving the advice and recommendations from MPC with respect to this important issue after you have had an opportunity to review and analyze these proposals.

Yours truly,



Charles W. Swanson

CWS/akm

cc: City Council members



Tuesday 9/30/08

PRELIMINARY DRAFT #10

Proposed Amendments to the Knoxville Zoning Ordinance  
Parking in Front Yards

Now, Therefore, be it ordained by the Council of the City of Knoxville as follows:

Section 1: The Zoning Code of the City of Knoxville, Appendix A, is hereby amended as follows:

(a) Article 4, Section 2. R-1 low density residential district, G. Offstreet parking, is amended by deleting the language after "As regulated by article V, section 7."

(b) Article 4, Section 2a. R-1A low density residential district, G. Offstreet parking, is amended by deleting the language after "As regulated by article V, section 7."

(c) Article 4, Section 2b. R-1E low density exclusive residential district, F. Offstreet parking, is amended by deleting the language after "As regulated by article V, section 7."

(d) Article II, Definitions is amended to add the following:

"Parking space, residential: an offstreet space available for the parking of one (1) motor vehicle."

(e) Article V, Section 7. Minimum off-street parking, access and driveway requirements. A. Offstreet parking requirements. is amended by deleting subsection 1 a in its entirety and substituting in lieu thereof the following:

1. a. "Residential off-street parking spaces shall be provided within a driveway, garage, or individual parking spaces or a combination thereof, and shall be located on the lot they are intended to serve."

(f) Article V, Section 7. Minimum off-street parking, access and driveway requirements. B. Access and driveway requirements. is amended by deleting subsection 1. in its entirety and by substituting the following subsection 1. as follows:

1. The number of driveways shall be based on the type of development on the property served and the amount of frontage which that property has on a given street as follows:

(a) Houses, attached houses and duplexes

Lot Frontage	Maximum Number of Driveways
Less than 75 feet	1
75 feet – 149 feet	2
150 feet – 300 feet	2
Each additional 150 feet greater than 300 feet	1

(b) All other development

Lot Frontage	Maximum Number of Driveways
Less than 75 feet	1
75 feet – 149 feet	1
150 feet – 299 feet	2
Each additional 150 feet greater than 300 feet	1

(c) Gasoline service stations or other establishments where service is normally provided to customers without leaving the vehicle may have two driveways.

(d) All driveways must be separated by a distance equal to the width of the widest driveway.

— (e) Or as determined by the Department of Engineering. *Discretion too broad?*

(g) Article V, Section 7. Minimum off-street parking, access and driveway requirements. B. Access and driveway requirements. is amended by deleting subsection (3 ) in its entirety and by substituting the following subsection (3.) as follows:

“(3.) The width of all driveways shall be within the minimum and maximum limits as follows:

(a) Houses, attached houses and duplexes.

Lot Frontage	Driveway Dimensions		Curb Cuts	
	Min	Max	Min	Max
Less than 51 feet	10 ft	18 ft	20 ft	30 ft
51 feet – 74 feet	10 ft	20 ft	20 ft	35 ft
75 feet – 149 feet	10 ft	25 ft	20 ft	40 ft
150 feet – 300 feet	10 ft	25 ft	20 ft	40 ft
Each additional 150 feet greater than 300 feet	10 ft	25 ft	20 ft	40 ft

(b) A circular driveway shall be no wider than eighteen (18) feet

(c) All other development.

Land Use	Driveway		Length of Curb Cut	
	Minimum (feet)	Maximum (feet)	Minimum (feet)	Maximum (feet)
Uses serving a substantial number of large trucks (5/day or 25/week)	20	40	60	90
All other	20	30	25	60

~~(d)~~ Gasoline stations may have driveways up to forty (40) feet wide.

~~(e)~~ Major traffic generators will be considered as individual cases and are not subject to the above table or to the location restrictions set forth herein regarding “T” intersections. A major traffic generator is defined as any facility which is required by this section to provide four hundred (400) or more parking spaces.

(h) Article V, Section 7. Minimum off-street parking, access and driveway requirements. B. Access and driveway requirements. is amended by adding the following subsection (5):

“B.(5)(a) In R-1, R-1A, R-1E, R-2 and R-3 districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on approved driveways and parking spaces, except for:

1. Vehicles with a current and properly displayed disabled license or placard.
2. Temporary loading or unloading.

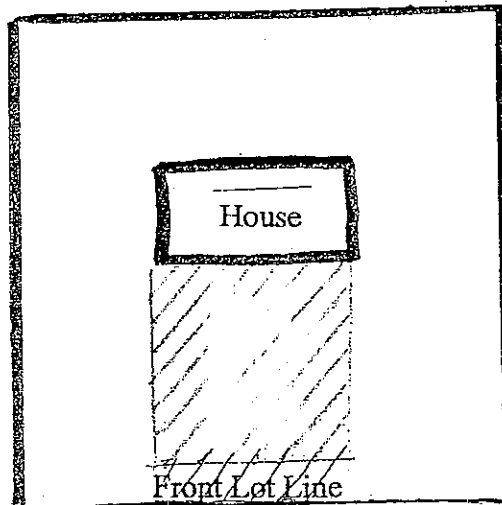
3. When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City of Knoxville permits are valid or as necessary to complete the work.
4. In the vicinity of- University of Tennessee home football games, events at Chilhowee Park, or other city-approved events

↳ limit to 1-2 mile range (?)  
per City

(b) Approved parking spaces and driveway(s) in the front yard on any lot containing a house, duplex, or attached house shall be limited to one of the following:

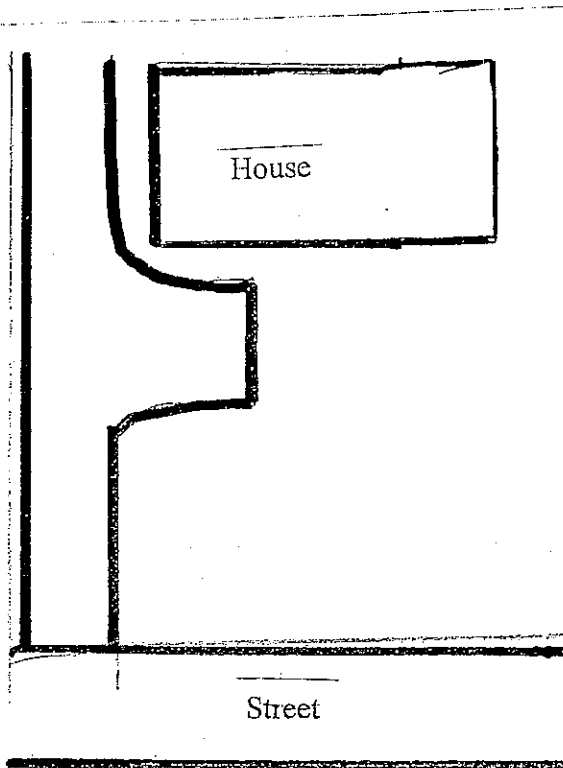
- (i) The driveway leading to a carport or enclosed garage, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage, or
- (ii) On lot frontage of seventy-five (75) feet or less, a driveway within 10 feet of the side lot line, or
- (iii) A circular driveway may be constructed on lot frontage greater than seventy-five (75) feet.
- (iv) On lots with no carport or garage:
  - (1) Lot frontage of seventy-five (75) feet or less, a driveway shall be within ten (10) feet of the side lot line.
  - (2) Lot frontage exceeding seventy-five (75) feet, no driveway shall be constructed in the area between the front wall of the principle structure and the front lot line

Concerns  
City  
Officials



→ City is concerned that portion or most all of driveway may need to be located within cross-hatched area

- (3) A corner lot driveway cannot be built between the front wall of the principle structure and the front lot line as designated in the building permit.
- (v) In addition to any of the above, a branch type turnaround not to exceed two hundred (200) square feet is permitted on lot frontage greater than seventy-five (75) feet on any street.



*Conflicts w/  
sketch on  
previous page*

**October 27, 2008**

## **Additional Changes to the Zoning Ordinance**

### Article V, Section 7. 1. A. Substitute (Page 1)

Residential off-street parking shall consist of a parking space, driveway, garage, stall, **and for apartments a parking lot**, or combinations thereof and shall be located on the lot it is intended to serve. There shall be vehicular access from each parking space to the public street or alley. ~~OR -~~

*to an approved driveway which leads to a public street or alley*

### Article V, Section 7.B. (5) (a) (4). Substitute (Page 4)

**Parking for isolated, non-recurring gatherings, parties or visitors. This exception is not intended to provide permanent or semi-permanent parking for extra cars.**

### Nonconforming issues

An addition, at the appropriate location, to deal with the nonconforming parking lots, parking spaces, driveways, garages, stalls or combinations thereof. It may need to be in Article V, Section 7 or it may need to be added to Article VI which deals with other nonconforming issues.

***Parking lots, parking spaces, driveways, garages, stalls or combinations thereof which existed legally upon the effective date of a zoning change, but which are not in conformance with all the applicable provisions of the adopted or amended zoning regulation, shall be subject to the provisions of this section to the fullest extent permitted by state law.***

(May want to add the second paragraph of Article VI introduction and substitute, 'parking lots, parking spaces, driveways, garages, stall or combinations thereof', for "***building, structures or use of land***")

**Sec. 7. Minimum offstreet parking, access and driveway requirements.**

A. *Offstreet parking requirements.* These regulations are applicable in zone districts without specific off-street parking requirements exclusive to the zone district. If specifically provided, the requirements in article IV shall prevail.

1. *General requirements.*

~~a. Residential offstreet parking spaces shall consist of a parking lot, driveway, garage, or combination thereof, and shall be located on the lot they are intended to serve.~~

a. In residential districts, offstreet parking facilities for houses, attached houses, and duplexes shall consist of a parking space, driveway, garage, stall, or combinations thereof, and for other uses and permitted uses within such districts may include a parking lot where required to meet the minimum number of required parking spaces for the specified use. All offstreet parking facilities shall be located on the lot they are intended to serve, and there shall be vehicular access from each parking space to the public street or alley. Such offstreet parking facilities shall be surfaced with those materials included in the City of Knoxville, Department of Engineering, Land Development Manual updated April 2007 and all subsequent editions.

*Notes:*

- *Any conflicting language in specific residential zoning districts will need to be eliminated and a reference to the requirements of Art. V, Sec. 7 added.*
- *Existing definition of "Parking Space" will need to be amended as follows: An offstreet space available for the parking of one (1) motor vehicle and having an area of not less than two hundred (200) square feet exclusive of passageways and driveways appurtenant thereto and giving access thereto, and having direct access to a street or alley.*

b. Any area once designated as required offstreet parking shall not be changed to any other use unless and until equal facilities are provided elsewhere.

c. Offstreet parking existing at the effective date of these regulations in connection with the operation of an existing building or use shall not be reduced to an amount less than hereinafter required for a similar new building or use.

d. The storage of merchandise, motor vehicles for sale, or the repair of vehicles on required offstreet parking facilities is prohibited.

e. Every company car, truck, tractor and trailer normally stored at the plant site shall be provided with offstreet parking space in an area reserved for the use as determined by the planning commission.

f. Wherever parking is required by this section, no building permit shall be issued prior to approval of entrance to affected city streets and/or state highways by the appropriate city and/or state official.

2. *Location and setbacks.*

- a. All offstreet parking required in subsection A.3 shall be located on land owned by, or under a minimum five-year lease to the owner or owners of the principal use it is intended to serve. Where a lease is involved a memorandum of lease shall be recorded with the Register of Deeds of Knox County with copies furnished to the city law director and building inspection department after approval of parking plans and before issuance of building or occupancy permit. All offstreet parking required in subsection A.3 shall be provided in a zoning district which permits the principal use proposed to be served by the parking, unless parking in a more restrictive district is approved as described in section 7.A.7.
- b. Offstreet parking for other than residential use shall be either on the same lot or within four hundred (400) feet of the building or complex it is intended to serve measured from the nearest building within the complex to the nearest point of the offstreet parking lot, without crossing any major thoroughfare; provided, however, churches may establish joint parking facilities not to exceed fifty (50) percent of the required spaces, with institutions and agencies that do not have a time conflict in parking demand. The joint parking facilities shall be located not to exceed four hundred (400) feet from the church sanctuary.
- c. Where the parking lot abuts side lot lines of a residential district, there shall be established a setback line five (5) feet from such side lot lines.
- d. Where the parking lot, for other than a multi-dwelling structure or development, is contiguous to a residential district which has common frontage in the same block with the parking lot, there shall be established a setback line twenty-five (25) feet from the street lot line.
- e. Where the parking lot abuts rear property lines of a residential district, there shall be established a setback line five (5) feet from the rear lot line.
- f. Where parking is to be provided in the front yard of a multi-dwelling structure or development, there shall be established a setback line ten (10) feet from the street lot line.
- g. Whenever the parking lot is ten (10) feet or closer to any property line, a physical barrier shall be provided to prevent encroachment of any portion of a parked vehicle over the property line.
- h. The land between the parking setback line and the lot line is a buffer strip. The ground in any buffer strip abutting a street shall be prepared and shall be planted with trees, shrubs and grass.

This subsection (A)(2)(i) applies only to residential property within the areas depicted on the official Restricted Parking Area Map. For purposes of this subsection, the Restricted Parking Area Map means the official map depicting the areas to which this subsection is applicable, adopted by ordinance and on file with the Metropolitan Planning Commission.

( ) In all residential districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on offstreet parking facilities approved in accordance with subsection (j) herein. EXCEPTIONS

In residential districts, parking is prohibited in the front yard of houses, attached houses, and duplexes, except on offstreet parking facilities approved in accordance with subsection (j) herein. EXCEPTIONS



Vehicles with a current and properly displayed disabled license or placard.

Temporary loading or unloading.

When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking shall not exceed the period for which City permits are valid or as necessary to complete the work.

Parking for isolated, non-recurring gatherings, parties, or visitors. This exception is not intended to provide permanent or semi-permanent parking for extra cars.

Within a one-mile radius of Neyland Stadium during a University of Tennessee home football game and within a one-mile radius of Chilhowee Park during a City sponsored event.

An officer of a neighborhood association may submit an application to the Metropolitan Planning Commission requesting that the City Council amend the Restricted Parking Area Map to add or remove a neighborhood association area.

A neighborhood association must be registered with the Office of Neighborhoods.

The Metropolitan Planning Commission shall only accept applications to amend the Restricted Parking Area Map during February of each year.

j. On any lot containing a house, duplex or attached house, offstreet parking facilities in the front or side street yard shall be a minimum of two hundred and fifty square (250) feet per required parking space, but shall not exceed the greater of:

(i) Five hundred (500) square feet; or

(ii) Twenty-five (25) percent of the front or side street yard area; or

(iii) The surfaced area leading to a carport or enclosed garage, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage.

EXCEPTION: On lots with greater than seventy-five (75) feet of lot frontage, circular driveways not exceeding eighteen (18) feet in width are permissible

This subsection shall not apply to approved offstreet parking facilities in existence as of [insert effective date of ordinance].

Note:

- Definition of "Side Street Yard" will need to be added. Suggested defn: "A side yard adjacent to a street"

MPC staff received from Charles Swanson, on behalf of City Council, a letter dated November 3, 2008, with the following sets of questions:

1. On Page 1 of 5 (of the task force proposal), would the substitute language contained in the first paragraph of the October 27, 2008, (amendment) be preferable? Additionally, would it make sense to change the last sentence of that paragraph to "There shall be vehicular access to an approved driveway which leads to a public street or alley."?

a. This subsection of the ordinance applies to all residential off-street parking. It is necessary to keep a reference to parking lots in this section because it triggers landscaping, buffering and other design requirements regarding the provision of off-street parking for multi-dwelling structures and developments. The MPC staff recommendation includes a split of the requirement into two parts: (a) to apply only to houses, attached houses and duplexes, and (b) to apply to multi-dwelling structures and developments. The reference to parking lot appears only in (b). The language proposed by the task force in its October 27 amendment is not preferable.

b. It is possible and permissible to provide up to two of the required off-street parking spaces for a house or attached house connecting directly to the street or alley – without the need for a driveway. A driveway connecting parking spaces to a street or alley should not be required.

2. On Page 2 of 5, does Subsection (e) provide excessive discretion to the City Department of Engineering and insufficient guidance to those who attempt to comply with the ordinance? In sum, is this subsection unreasonably or impermissibly vague?

a. The subsection deals with the number of driveways allowed on a lot. It allows the Department discretion in driveway approval. The requirements establish guidance to the Department. With discretion there is flexibility to accommodate what may be unique situations on a case-by-case basis. As a result, there are likely fewer variance requests resulting from the number of driveways.

b. The subsection provides an alternative to the process of obtaining a variance from BZA for what some may consider a minor design consideration. The requirements provide guidance in using that discretion. However, if there is concern that the number of department approved driveways that do not meet the standards is an issue, a request for a variance would provide a public record of such requests and require that such a request be tested against the criteria for granting a variance.

3. On Page 4 of 5, with respect to the exceptions to the prohibition on front yard parking, should Subsection (4) provide for a specific distance from the University of Tennessee, the Convention Center and/or Chilhowee Park? If so, what would a reasonable distance be for this exception?

a. Some area of influence should be specified.

b. One way to determine a reasonable distance would be to establish a data base of occurrences or a data base of complaints regarding parking in the front yard and use that data to establish an area of influence.

4. On Page 4 of 5, is the provision set forth in Subsection (b)(ii) a reasonable and workable provision? Apparently City officials have expressed some concern about this wording.

On lots less than 75 feet in width, requiring "a driveway within 10 feet of the side lot line" raises issues with regard to equity, vagueness and flexibility.

a. Equity. Why treat a driveway location for a 70 foot lot differently than an 80 foot lot or a 150 foot lot? It is possible to design a house on a 70 foot lot with a garage opening that is not within 10 feet of the side lot line.

b. Vagueness. Does it mean one edge of the driveway must be within 10 feet of the side lot line for its entire length? Or just for some part of its length? Or just at one point in its length? At what point does the 10 foot requirement stop or start?

c. Flexibility. Many of the undeveloped lots in the city have severe slope issues. Topography often dictates that a driveway traverse across a slope (often diagonally across a yard) to minimize the steepness of the driveway. Many lots have significant trees, often near the side lot lines. These trees could have to be sacrificed in order to meet this requirement, whereas a flexible alignment could save trees.

Dictating the location of driveways on lots that are less than 75 feet in width doesn't reduce the amount of driveway paving or parking on driveways, and places constraints on design that is sensitive to the environment.

5. At the bottom of Page 4 of 5, is the sketch something which will work, does it conflict with the sketch on Page 5 of 5, and are concerns expressed by City officials that a portion or almost all of a driveway may need to be located within the cross-hatched area valid concerns?

The sketch is associated with a prohibition of driveways in front of a house without a garage or carport if the lot is greater than 75 feet in width. This raises issues as to equity and flexibility.

a. Equity. Why treat the driveway location for a house with a garage or carport differently than a house without a garage or carport. Houses must provide two off-street parking places. There is no requirement for a garage or carport. Driveways provide access to required parking spaces regardless of whether they are in a garage or carport or not in a garage or carport. In addition, this regulation would allow a circular driveway [at (b)(iii)] in the front yard of a house that has a garage or carport (even if the garage or carport were in the rear yard or accessed from the side of rear of the house), but would not allow any driveway in front of a house if there is no garage or carport.

b. Flexibility. Many of the undeveloped lots in the city have severe slope issues. Topography often dictates that a driveway traverse across a slope to minimize the steepness of the driveway. Many lots have significant trees, often near the side lot lines. These trees could have to be sacrificed in order to meet this requirement, whereas a flexible alignment could save trees.

Dictating the location of driveways for houses without garages or carports doesn't reduce the amount of driveway paving or parking on driveways and places constraints on design that is sensitive to the environment.

6. On Page 5 of 5, will the sketch as noted work, does it conflict with the wording which precedes it, and is it inconsistent with the sketch located on Page 4 of 5?

The purpose of the sketch is to show a "branch type turnaround". A sketch works to show what a turnaround would look like and helps regulators during plan review. The sketch does not conflict with the provision that allows a branch type turnaround. The sketch as shown does conflict with the sketch on page 4 because it encroaches into the yard in front of a house that may not have a garage or carport. An exception to (b)(iv)(2) could address the conflict.

7. What would be the position or recommendation of MPC as to the nonconforming issues as raised in the last few paragraphs of the October 27 document?

The provision offered by the City Administration at Article 5, Section 7 A.1 (j) addresses this issue: "This subsection shall not apply to approved off-street parking facilities in existence as of [insert effective date of ordinance]."