



**AGENDA ITEM#: 9**

---

---

**MEMORANDUM**

TO: Metropolitan Planning Commission

FROM: Mark Donaldson, Executive Director

DATE: December 3, 2010

SUBJECT: Amendments to the City of Knoxville Zoning Ordinance, Article V, Section 7, *Minimum Off-Street Parking, Access and Driveway Requirements*, regarding parking and driveways in the front yard, the provision of accessible parking spaces and driveway and curb cut dimensions  
12-E-10-OA

---

**REQUEST**

MPC has been requested by the City of Knoxville administration to consider making a recommendation on amendments to Article V, Section 7 (Minimum Off-Street Parking, Access and Driveway Requirements) of the City of Knoxville zoning ordinance regarding parking and driveways in the front yard, the provision of accessible parking spaces and driveway and curb cut dimensions.

**BACKGROUND**

In December, 2008, City Council approved Ordinance O-243-08, regarding amendments to the zoning ordinance related to parking in the front yard. This request amends some of the provisions and changes other regulations not related to parking in the front yard. See Exhibit A.

**ANALYSIS**

These amendments make minor changes to the parking and driveway provisions of the City of Knoxville zoning ordinance. In general, they clarify previously adopted requirements.

At Article V, Section 7, (A)(2), *Location and setbacks*, the following amendments are proposed:

- At A(2)(i)(1): "Vehicles" is changed to "Two vehicles";
- At A(2)(j): the term "one (1) of" is stricken;
- At A(2)(j)(i): (3) is added;
- At A(2)(j)(ii): (4) is added;
- At A(2)(j)(iii): the term "lot frontage greater than seventy-five (75) feet on any street" is changed to "any lot where City Engineering standards can be met; and
- At A(2)(j): (iv) is added.

At Article V, Section 7, (A)(3), *Number of parking spaces required*, the following amendment is proposed:

---

---

- At (A)(3)(d): the table showing the required number of accessible parking spaces is amended to reduce the number of required spaces in larger parking lots.

At Article V, Section 7, (A)(4)(d), *Multilevel parking facilities*, the following amendment is proposed:

- At (A)(4)(d)(5)(a): the term "meeting the requirements of Knoxville City Code [1962 Code] section 28-62.1" is stricken.

At Article V, Section 7, (B)(1), *Access and driveway requirements*, the following amendment is proposed:

- At (B)(1): the term "joint permanent easement or access easement: is added.

At Article V, Section 7, (B)(3)(a), *Width of driveways for houses, attached houses and duplexes*, the following amendment is proposed:

- At (B)(3)(a): the table is changed to correct errors made by Muni-code in codifying previous ordinance amendment, O-243-08.

### **STAFF RECOMMENDATION**

Staff recommends that the planning commission recommend approval of the proposed amendments to the City of Knoxville Zoning Ordinance as shown in Exhibit A.

### **ATTACHMENT**

- Exhibit A - Memo and proposed amendments from City Law Department



**MEMORANDUM**

To: Mark Donaldson, Executive Director, MPC

From: Angela Rauber, City of Knoxville Law Department *ARR*

Subject: City of Knoxville Zoning Code, Article V, Section 7 "Minimum off-street parking, access and driveway requirements"

Date: November 11, 2010

cc: William Lyons, Senior Director, Policy & Communications  
Debra Poplin, Law Director  
Steve King, Public Works Department Director  
Gary Norman, Inspections Director  
Tom Reynolds, Building, Zoning & Plans Review Chief  
Anita Cash, Zoning Coordinator  
Dan Kelley, Development Services Manager, MPC

The City of Knoxville Policy & Communications Department, Law Department, and Public Works Department request that MPC recommend amendments to Article V, Section 7 of the City of Knoxville zoning code as shown on Exhibit A attached hereto

**Knoxville City Code**

**Article 5, Section 7**

**Minimum off-street parking, access and driveway requirements.**

**A.**

*Off-street 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 off-street parking:**

Off-street parking class "D" shall consist of a surfaced parking space, driveway, garage, stall or combinations thereof and be located on the lot it is intended to serve.

Off-street parking class "A" or "B" shall consist of a parking lot, a surfaced parking space, driveway, garage, stall or combinations thereof and shall be located on the lot it is intended to serve.

Parking spaces must be connected to an approved driveway and have direct access to an improved public street or improved alley. Such off-street parking facilities shall be surfaced with those materials included in the city department of engineering land development manual updated April 2007 and all subsequent editions.

**b.**

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

**c.**

Off-street 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 off-street parking facilities is prohibited.

**e.**

Every company car, truck, tractor and trailer normally stored at the plant site shall be provided with off-street 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 off-street 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 off-street 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. Off-street 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 off-street 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.
- i. In R-I, R-1A, R-1E, R2 and R-3 zoning districts, parking is prohibited in the front yard of houses, duplexes, and attached houses except on approved driveways and parking spaces except for:
  1. Two ~~v~~ehicles 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 one (1) permit period for which city permit is valid or as necessary to complete the work.
  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.
  5. Within a two-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-approved event,

j.

Approved class "D" parking and driveway(s) in the front yard on any lot shall be limited to ~~one (1)~~ of the following:

(i.)

On lots with a carport or garage:

1.

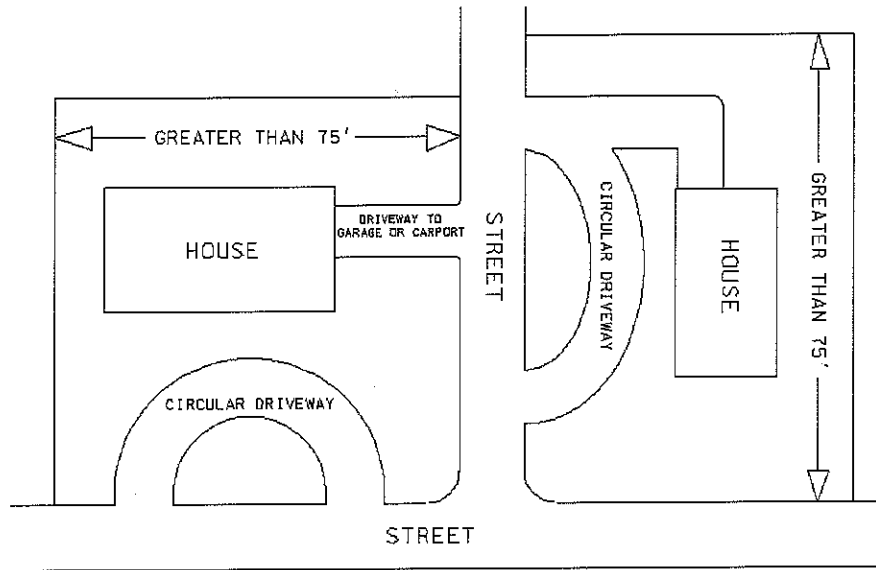
The driveway leading to a carport or enclosed garage, not to exceed the maximum width allowed, except for flares adequate to access the carport or garage, and/or

2.

A circular driveway may be constructed on lot frontage greater than seventy-five (75) feet

3.

Lots with less than one hundred (100) feet of frontage may have a maximum of twelve (12) feet wide connectors, excluding flares, off of a circular driveway.



(ii.)

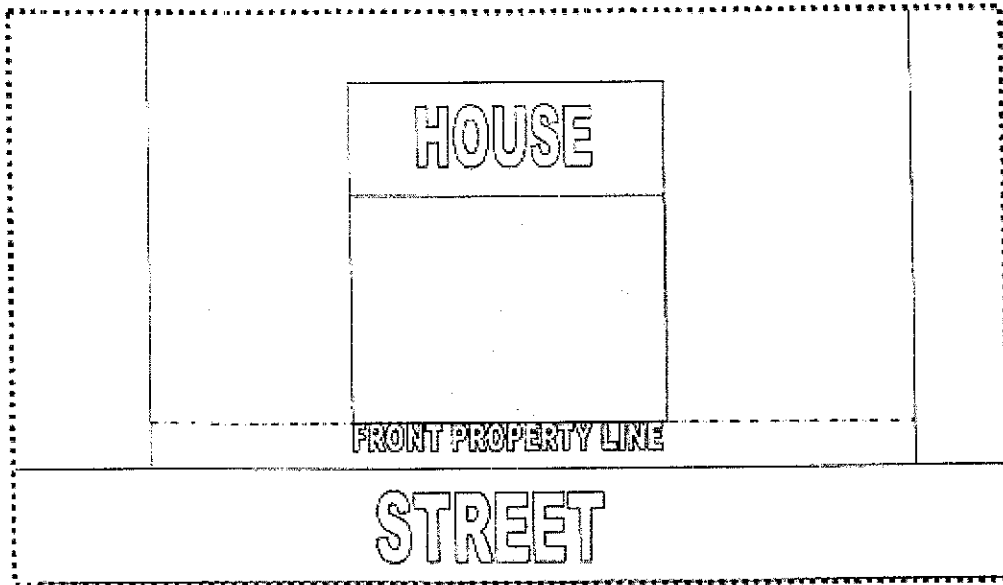
On lots with no carport or garage:

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, other than a circular driveway, shall be constructed in the area between the front wall of the principle structure and the front lot line.



3.

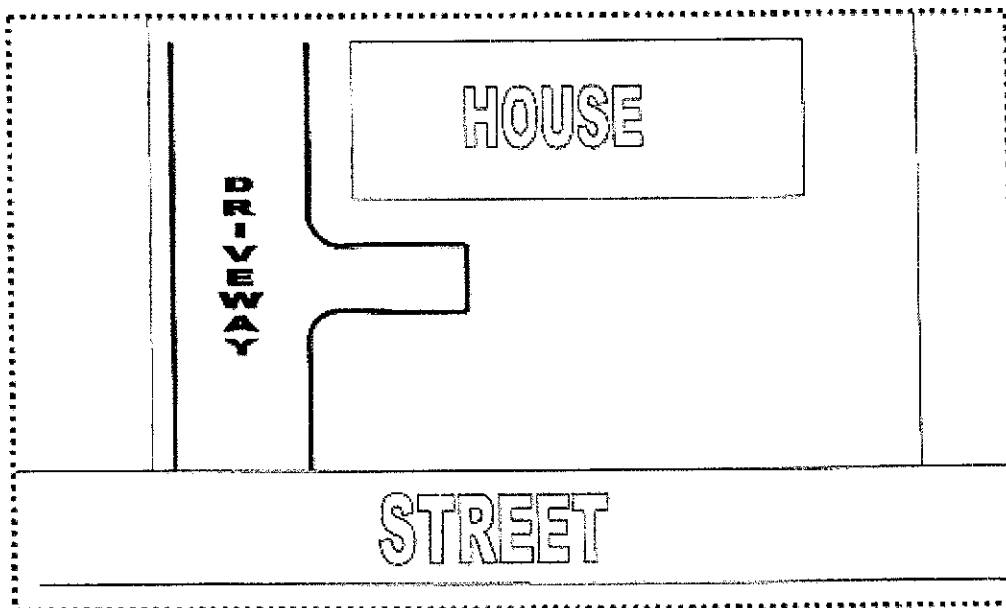
A corner lot driveway cannot be built between the front wall of the principle structure and the front lot line as designated in the building permit.

4.

Lots with less than one hundred (100) feet of frontage may have a maximum of twelve (12) feet wide connectors, excluding flares, leading to a parking area located beyond the front building line.

(iii.)

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~~ any lot where City Engineering standards can be met.



This subsection shall not apply to approved class "D" parking and driveways in existence as of January 16, 2009.

(iv.)

For purpose of this section, any lot (except a small lot of record) that does not have seventy-five (75) feet or greater frontage on any street, joint permanent easement, or access easement, shall be measured at the front building line

3.

*Number of parking spaces required*

a.

The minimum number of off-street parking spaces provided in all districts, except the C-2 central business district, at such time any building or structure is erected or enlarged or increased in capacity, shall be determined in accordance with the following table. All spaces shall be class "A," except as herein provided:

TABLE OF PARKING SPACES REQUIRED



Uses	Parking Spaces Required
Assisted living facilities	One (1) space for every four (4) beds plus one (1) parking space for each employee of the largest shift.
Automobile wrecking, junk, or salvage yard which offers for sale to the public any new or used merchandise	One (1) space for each two (2) employees, plus one (1) space for each ten thousand (10,000) square feet of lot area, or two (2) spaces for each one thousand (1,000) square feet of floor area, whichever is the greater.
Automobile repair shop and/or truck repair	Two (2) per service stall or one (1) per two hundred fifty (250) square feet of service area, whichever is greater; plus two (2) per three (3) employees.
Automobile sales, new and/or used	One (1) space for each three thousand (3,000) square feet of area devoted to the sale, display, lease, rental or repair of vehicles.
Banks, business offices, call centers	One (1) space per three hundred (300) square feet of usable floor area plus one (1) per each three (3) employees assigned to the largest shift.
Barbershop or beauty parlor	Two (2) per five hundred (500) square feet gross floor area.
Bed and breakfast inn	Two (2) off-street parking spaces for the owner-manager and one (1) off-street parking space for each guest room.
Boarding or rooming house	One (1) space for each three (3) boarders not rooming on the premises. One (1) for each two (2) guests provided overnight accommodations.
Bowling alleys	Five (5) per alley.
Carpet, rug, linoleum and floor covering sales	One (1) per four hundred (400) square feet of retail floor area, plus two (2) per three (3) employees; or one (1) per eight hundred (800) square feet of gross floor area, whichever is greater.
Churches	One (1) per three (3) seats; or one (1) per twenty-five (25) square feet of usable floor area of auditorium, whichever is greater.
Coin-operated laundry and/or dry cleaning establishments	One (1) per two (2) washing, drying and/or dry cleaning machines; or one (1) per two hundred (200) square feet of gross floor area, whichever is greater.
Coin-operated automatic automobile washing establishments	Three (3) stack-up spaces per washer bay, plus one (1) per each employee.
Commercial recreation uses	One (1) per three (3) patrons, based on the design capacity of the facility.
Commercial trade schools	One (1) per three (3) students plus two (2) per three (3) employees.
Conveyor-type automatic automobile washing establishments	One (1) stack-up space per five (5) feet of conveyor tunnel, plus two (2) spaces per each three (3) employees.
Country club	One (1) per five (5) members.
Dormitories, fraternity or sorority	One (1) per each three (3) permanent residents.
Dry cleaning and laundry collection stations	One (1) per four hundred (400) square feet of gross floor area, plus two (2) per each three (3) employees.
Efficiency and one-bedroom	One and one-half (1½) spaces per dwelling unit for the first

dwelling units within multi-dwelling structures or developments	twenty (20) units, plus one (1) space for each dwelling unit exceeding twenty (20) units.
Establishments for sale and consumption, on the premises, of beverages, food or refreshment	Ten (10) parking spaces per each one thousand (1,000) square feet of gross floor area.
Furniture and major appliance establishments	One (1) per five hundred (500) square feet of retail floor area; or one (1) per one thousand (1,000) square feet of gross floor area, whichever is greater.
Gasoline service station	One (1) parking space for each employee, plus two (2) for each service bay.
Governmental office building	One (1) per three hundred (300) square feet of usable floor area, plus one (1) per each three (3) employees. Every governmental vehicle shall be provided with a reserved off-street parking space.
Homes for the aged, sanitoriums, convalescent or nursing homes	One (1) space for each four (4) patient beds; plus one (1) space for each staff doctor; plus one (1) space for each two (2) employees including nurses.
Hospitals	Two (2) class "B" spaces per three (3) patient beds, exclusive of bassinets, plus one (1) class "B" space for each staff doctor, plus one and one-half (1½) class "B" space for each two (2) employees including nurses on the maximum working shift, plus adequate parking for emergency vehicles.
Hotel	One (1) per two (2) rooms or suite, plus two (2) per three (3) employees.
Hotel (apartment)	One (1) parking space for each individual room or apartment is required.
Houses, attached houses and duplexes	Two (2) per dwelling unit.
Industrial establishments	One (1) per two (2) employees on the combined two (2) largest successive shifts, plus adequate parking space for customer and visitor vehicles as determined by the planning commission.
Library	One (1) for each four hundred (400) square feet of floor area.
Marina	Two (2) for each three (3) boat mooring or storage spaces, boats for rent, or houseboats, as based on the design capacity of the facility. If public boat launching facilities are provided, the parking spaces shall be increased fifty (50) percent of that number as computed above.
Medical clinics	Three (3) patient's parking spaces per staff doctor, plus two (2) per three (3) employees, plus one (1) per staff doctor.
Mortuaries or funeral parlors	Five (5) spaces per parlor or chapel unit, or one (1) per four (4) seats, whichever is greater.
Motels and tourist courts	One (1) per guest bedroom.
Private clubs, lodges, or union	One (1) per three (3) members based on the design capacity of the

headquarters	facility.
Professional offices	One (1) space per two hundred fifty (250) square feet of usable or rentable office space.
Retail sales establishment and shopping centers with not more than fifteen thousand (15,000) square feet of G.L.A.	Five (5) spaces per one thousand (1,000) square feet of G.L.A.
Retail sales establishment and shopping centers with over fifteen thousand (15,000) square feet of G.L.A.	Four and one-half (4.5) spaces per one thousand (1,000) square feet of G.L.A.
Schools shall be provided with parking spaces under the following schedule:	
Elementary, junior high, and the equivalent private or parochial schools	Two (2) spaces per three (3) teachers and employees normally engaged in or about the building or grounds, plus one (1) space for each one hundred fifty (150) square feet of seating area, including aisles, in any auditorium.
Senior high schools and the equivalent private or parochial schools	Two (2) spaces per three (3) teachers and employees normally engaged in or about the building or grounds, plus one (1) space per five (5) students, or one (1) space for each one hundred fifty (150) square feet of seating area, including aisles, in any auditorium, gymnasium or cafeteria intended to be used as an auditorium, whichever is greater.
Kindergartens, day schools, and the equivalent private or parochial schools	Two (2) parking spaces per three (3) teachers and employees normally engaged in or about the building or grounds, plus one (1) off-street loading space per eight (8) pupils.
Self-service storage facilities	One (1) space per employee, on the largest shift, plus three (3) additional spaces for customers.
Stadiums and sports arenas	One (1) per eight (8) seats or twelve (12) feet of benches.
Swimming pools	One (1) per thirty (30) square feet of water area.
Tattoo or body piercing establishment	Two (2) spaces per tattoo and/or body piercing artist.
Theatres, auditoriums and places of assembly without fixed seats	One (1) per three (3) people based on the design capacity of the structure.
Two or more bedroom dwelling units within multi-dwelling structures or developments	Two (2) spaces per dwelling unit for the first twenty (20) units, plus one and one-half (1½) spaces for each dwelling unit exceeding twenty (20) units.
Warehouse space	One (1) space per two thousand (2,000) square feet.
Wholesale establishments and business services	One (1) for every fifty (50) square feet of customer service area, plus two (2) per three (3) employees based on the design capacity of largest shift.

b.

In any determination of parking requirements as set forth in this section, where the resultant figure contains a fraction, any fraction less than one-half may be dropped and any fraction one-half or more shall be counted as one (1) parking space.

c.

For uses not specifically mentioned herein, off-street parking requirements shall be interpreted by the building inspector

d.

All off-street parking lots containing class "A" or class "B" parking spaces shall have a number of level parking spaces as set forth in the following table

Total Parking Spaces Provided	Required Number of Accessible Spaces		
	Auto	Van	Total
1-25	0	1	1
26-50	1	1	2
51-75	2	1	3
76-100	3	1	4
101-150	4	1	5
151-200	5	1	6
201-300	6	1	7
301-400	7 6	4 2	8
401-500	7	2	9
501-550	9	2	11
551-600	10	2	12
601-650	11	2	13
651-700	12	2	14
701-750	13	2	15
751-800	14 12	3 4	16
801-850	14 13	3 4	17
851-900	15 14	3 4	18
901-950	16 15	3 4	19
951-1000	17 16	3 4	20
1001-1100	18 17	3 4	21
1101-1200	19 18	3 4	22
1201-1300	20 19	3 4	23
1301-1400	21 18	3 6	24
1401-1500	21 19	4 6	25

identified by abovegrade signs as reserved for physically handicapped persons:

4.

*Dimensions of spaces and aisles*

a.

Class "A" off-street surface parking lots shall be laid out in accordance with the following regulations:

1.

The minimum stall width for residential, office and commercial uses shall be nine (9.0) feet. The minimum stall width for industrial use shall be eight and one-half (8.5) feet. Spaces reserved for handicapped persons shall be at least eight (8.0) feet wide with an adjacent five-foot pedestrian access aisle. The pedestrian access aisle width shall increase to eight (8.0) feet for van-accessible stalls.

2.

The minimum dimensions for parking stall depths and aisles shall be as specified in the following table:

MINIMUM DIMENSIONS

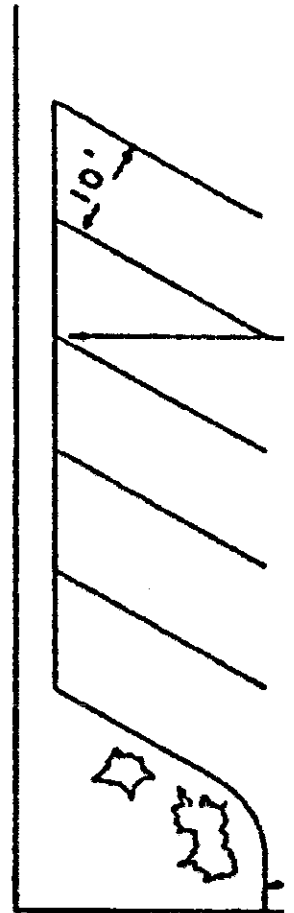
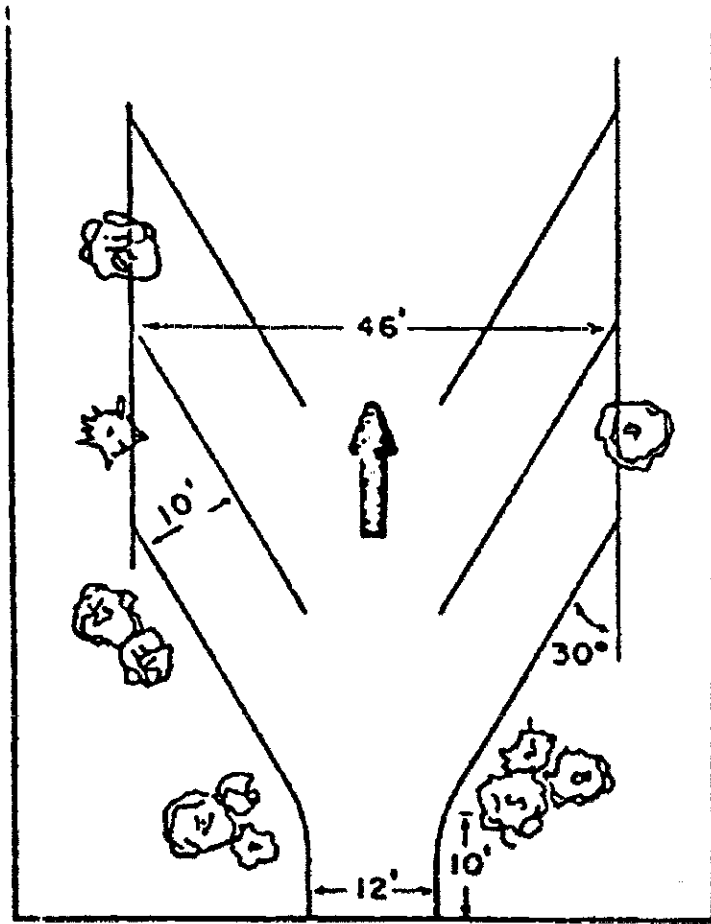
Parking Angle	Stall Depth to Wall	Stall Depth to Curb	Stall Depth to Interlock	Stall Width	Aisle Width
45°	16.5	15.0	14.5	9.0	15.0 One-way
60°	18.0	16.5	16.5	9.0	18.0 One-way
75°	18.5	17.5	17.5	9.0	22.0 One-way
					26.0 Two-way
90°	17.5	15.5	17.5	9.0	26.0 One-way
					26.0 Two-way
Parallel	22.5	20.5	22.5	9.0	15.0 Minimum one-way
					20.0 Maximum one-way
					25.0 Minimum two-way
					30.0 Maximum two-way

CLASS "A" PARKING

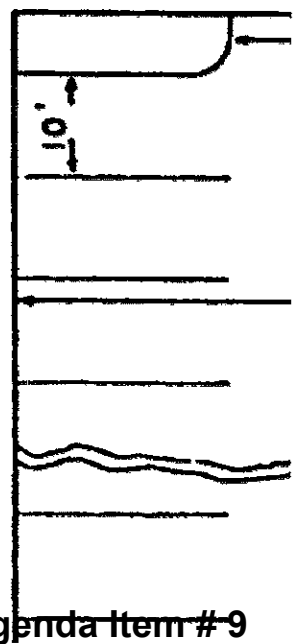
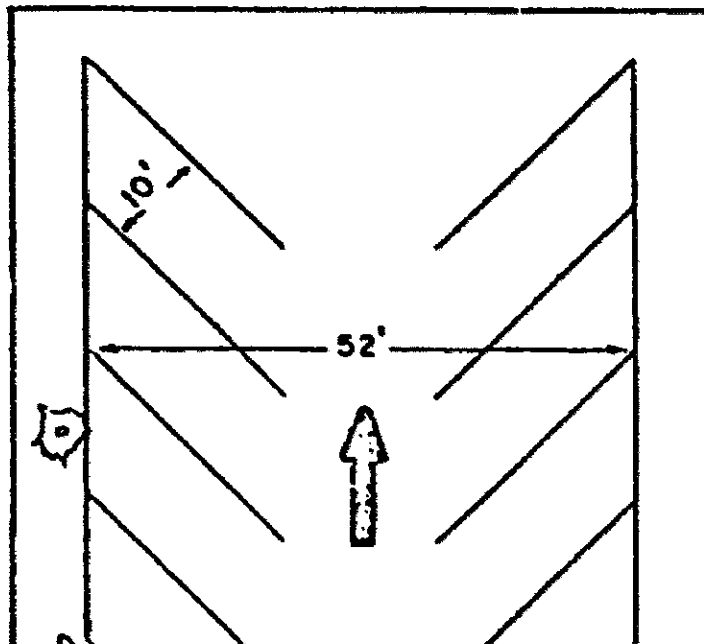
Stall depths measured perpendicular to aisle. \*

Stall depths and aisle widths for parking angles, \*\* other than those indicated, shall be consistent with the above values and are subject to the approval of the department of traffic engineering.

\*\*\*See following sketches for minimum class "A" parking dimensions and layout.



**MODULE WIDTHS SHOWN ARE W. DIMENSIONS. FOR CURB TO CURB SUBTRACT 4 FEET.**



**Desirable Parking Lot Layouts**

3. Desirable dimensions and layouts for parking stalls and aisles are illustrated in the following sketches: [See illustration].

b. Class "B" and class "C" off-street surface parking lots shall have the same dimensions and layout as class "A" parking except that the minimum stall width shall be eight and one-half (8.5) feet.

c. Class "C" off-street surface parking lots where all cars are parked and returned to the driver by an attendant (a fulltime paid employee on duty throughout the normal hours of operation of the parking facility) are exempt from all regulations regarding parking space and aisle dimensions

d. Multilevel parking facilities shall comply with the following requirements:

1. The minimum clear distance between columns or walls measured at any point between the ends of the parking aisle shall be as specified in the following table:

MINIMUM MODULE

Angle	Parking on Both Sides of Aisle	Parking on One Side of Aisle
90°	60' one- or two-way aisle*	44' one- or two-way aisle*
60°	55' one-way aisle*	38' one-way aisle*
45°	50' one-way aisle*	33' one-way aisle*
30°	44' one-way aisle*	30' one-way aisle*

WIDTH REQUIREMENTS (FEET)

Editor's note—

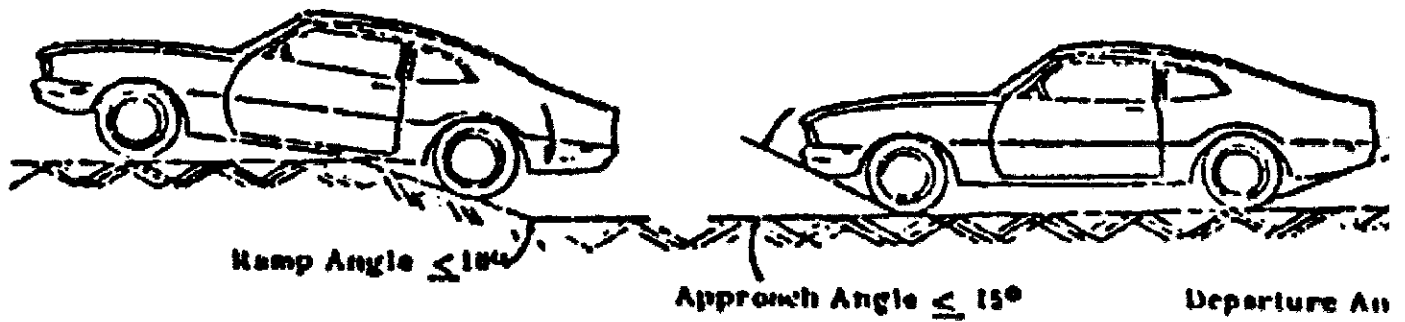
\*Requests for reductions of clear distances will be considered on an individual basis by the department of traffic engineering if stall and aisle dimensions specified in subparagraph 4 are met.

2. The minimum width of ramps between parking levels and cross aisles at the ends of parking aisles shall be sixteen (16) feet for one-way operation and twenty-six (26) feet for two-way operation.

3. Stairways and/or elevators or other provisions shall be made to separate vehicular and pedestrian movements between the various levels of multilevel parking structures.

4. The maximum approach, departure, and ramp angles (as illustrated and defined on the following drawings) shall not exceed the values indicated unless vertical curves (minimum K=1) are provided to connect the two (2) grades. The design of such vertical curves shall be subject to the review and approval of the department of traffic engineering.





Angles

5.

*Miscellaneous design requirements for surface parking facilities*

a.

A detailed site grading and drainage plan meeting the requirements of Knoxville City Code [1962 Code] section 28-62.1 shall be submitted to and approved by the city engineer prior to the commencement of construction activities.

b.

To foster attractive community appearance and to provide for orderly, safe, and systematic circulation within a parking area, off-street parking areas constructed on a grade in excess of twenty thousand (20,000) square feet in size shall meet the following site improvement standards:

1.

Perimeter parkways no less than ten (10) feet wide shall be provided between the parking lot and the right-of-way of all adjoining streets.

2.

Interior parkways and parking aisles shall be arranged so as to channel traffic and minimize vehicular and pedestrian conflicts within parking areas. The maximum distance between parkways (either interior or perimeter) shall be two hundred (200) feet.

3.

Parking aisles and interior parkways shall be terminated at both ends of contiguous aisles with terminal islands no less than five (5) feet wide, which shall be constructed with six-inch-high raised curbs and landscaped with plant materials as provided herein.

4.

Terminal islands, interior islands, and interior and perimeter parkways shall be landscaped as follows:

a.

One (1) perennial shade tree, which will grow to a minimum height of thirty (30) feet and crown spread of no less than one-half the height at maturity, for each five thousand (5,000) square feet of parking lot area, such tree shall be no less than one and one-half (1½) inches caliper, measured four (4) feet above the ground, and no less than eight (8) feet high at the time of planting.

b.

Landscaped areas will be planted with natural plant materials (vines, shrubs, ground covers, or grass) which will not exceed two and one-half (2½) feet in height above the crown of the adjacent parking aisle.

5. Paved surface shall be provided for pedestrian walkways, circulation drives and parking only; remainder of ground surface shall remain in a pervious state. Landscaped areas shall be protected from encroachment of parked vehicles through use of wheel stops where necessary.

6. Existing plant materials, if protected from damage and suitable to meet the intent of this amendment, may be used to meet these standards

7. Preceding standard numbers 2, 3, 4 and 5a shall not apply in industrial (I) zones or to class "B" facilities containing less than forty thousand (40,000) square feet

8. Preceding standard numbers 1, 2, 3, 4 and 5a shall not apply in C-2 zones; however, the total area provided in perimeter and interior parkways and terminal and interior islands shall be not less than four (4) percent of the total area of the facility.

c. All areas devoted to off-street parking shall be so designed and be of such size that no vehicle is required to back into a public street or alley to obtain egress, except as follows:

1. Parcels of land devoted to houses, attached houses and duplexes having access to other than arterial streets.

2. Access directly from parking spaces to alleys may be allowed where the alley is at least as wide as the aisle width specified herein for class "A" parking facilities.

d. The maximum grade measured along or perpendicular to any aisle on a parking lot shall be ten (10) percent.

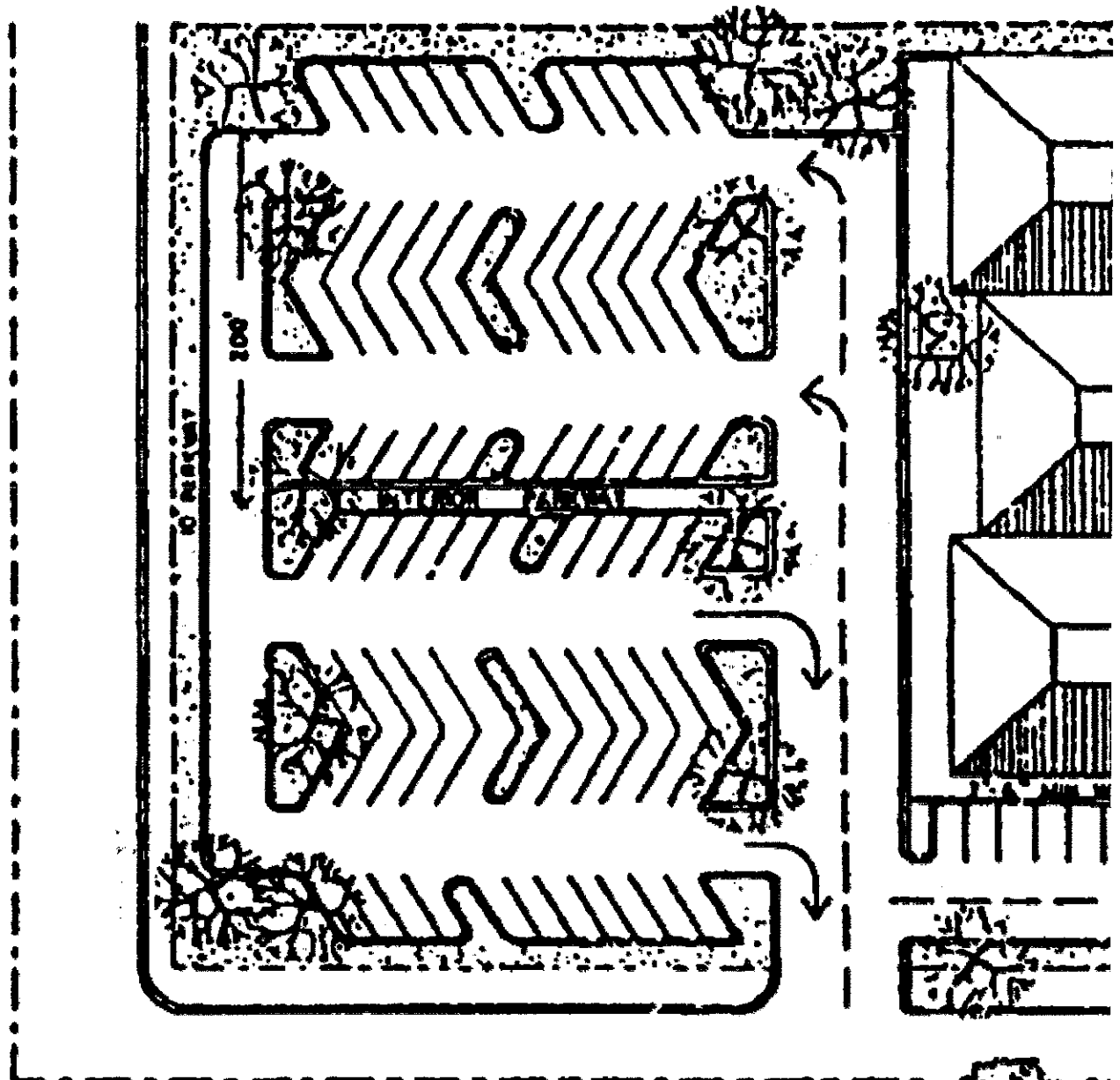
e. Surface drainage shall be collected so as to preclude uncontrolled drainage onto the paved portion of street rights-of-way.

f. Where a curb exists between a parking lot surface and a sidewalk surface, an inclined curb approach or a curb cut with a gradient of not more than one (1) foot in twelve (12) feet, and a width of not less than four (4) feet shall be provided for wheelchair access. Parking spaces for the physically handicapped shall be located as close as possible to elevators, ramps, walkways and entrances. Parking spaces should be located so that physically handicapped persons are not compelled to wheel or walk behind parked cars to reach entrances, ramps, walkways and elevators.

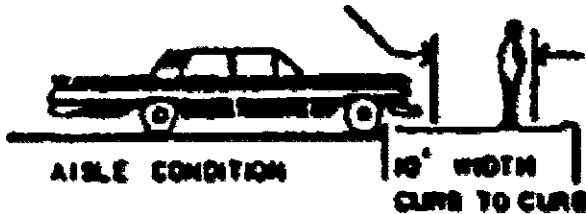
# ILLUSTRATIVE SITE PLAN

GROSS PARKING AREA

NUMBER OF TRUCKS REQUIRED \*



8' CLEAR WALKWAY  
WHERE PROVIDED



**Illustrative Site Plan**

6. *Construction and maintenance.* All areas devoted to permanent off-street parking as required under this section shall be of a sealed-surface construction such as plant mix asphalt, penetrating asphalt or concrete paving, and maintained in such a manner that no dust will result from continuous use.

7. *Design of special parking facilities:* The metropolitan planning commission may approve required off-street parking as a use permitted on review in any office, commercial or industrial district which is more restrictive than that required for the principal use it is intended to serve. A zoning district shall be deemed a "more restrictive district" if the principal use to be served by the parking is not a "permitted use" in the district in which the parking is proposed. In all cases, any office district shall be considered more restrictive than any commercial or industrial district. Any commercial district shall be considered more restrictive than any industrial district. Approval shall be subject to all conditions of article V, section 3, article V, section 7 and article VII, section 5. The following conditions shall also apply:

- a. The parking lot shall not have access from the more restrictive district.
- b. All sides of the lot, except those openings for ingress and egress, shall be enclosed with an opaque ornamental fence, wall or dense evergreen hedge having a height of not less than five (5) feet nor more than six (6) feet. Such fence, wall, or hedge shall be maintained in good condition. Bumper stops or a curb shall be provided so as to prevent any vehicle from projecting over the buffer strip.
- c. The intensity of light and arrangement of reflector shall be such as not to interfere with residential districts.
- d. No sign of any kind shall be erected except information signs used to guide traffic and to state the conditions and terms of the use of the lot. Only nonintermittent white lighting of signs shall be permitted.

**B.**

*Access and driveway requirements.* These regulations are applicable in zone districts without specific access and driveway requirements exclusive to the zone district. If specifically provided, the requirements in article IV shall prevail. The department of traffic engineering, and the office of the city engineer are authorized to develop and implement such policies and procedures as may be necessary and desirable to control the design and construction of driveways which are consistent with this ordinance. The policy herein authorized shall include the following or similar provisions and such other provisions as may be found necessary and/or desirable to implement the intent of this ordinance. The intent of this section is to promote the safety of present and future inhabitants, and to ensure that application of the zoning ordinance is in full conformance with all official, adopted plans.

(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, joint permanent easement or access easement as follows:

(a)

Houses, duplexes and attached houses

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

Exception: Circular driveways or duplexes may have a maximum of two (2) driveways

(b)

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

All other development.

(c)

Gasoline service stations or other establishments where service is normally provided to customers without leaving the vehicle may have two (2) 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.

(2)

All driveways shall be located subject to the following controls:

a.

No driveway shall be constructed within twenty-five (25) feet of an adjacent street right-of-way line; or in such a manner that the driveway curb cut is less than five (5) feet from the point of tangency of a street radius, except that a compound curve including both the driveway radius and street radius may be utilized where the street radius exceeds forty (40) feet. A reduction of up to five (5) feet in any or all dimensions specified in this paragraph may be allowed by the department of traffic engineering at locations in C-2 zones where such a reduction would not result in a hazardous condition.

b.

Except in residential zones, no driveway shall be constructed opposite the noncontinuous leg of a "T" intersection for a distance equal to the width of the noncontinuous leg right-of-way plus twenty-five (25) feet in each direction

c.

No curb cut may encroach on the frontage of adjacent property without the written consent of the owner for such encroachment, except where a joint use driveway with the adjacent property is established at the request of both owners.

Exception: Houses, duplexes and attached houses

(3)

The width of all driveways shall be within the minimum and maximum limits specified as follows:

(a)

Lot Frontage (feet)	Driveway Dimensions		Curb Cut	
	Max. Min. (feet)	Min. Max. (feet)	Max. Min. (feet)	Max. (feet)
< 50 feet or less	10	18	20	32
> 50–74	10	20	20	35
> 74–149	10	25	20	40
> 149–300	10	25	20	40
Each additional 150 > than 300	10	25	20	40

Houses, attached houses and duplexes.

(b)

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

(c)

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

All other development.

\*One-way traffic

\*\*Two-way traffic

(d)

Gasoline service 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.

(4)

When the use of any land parcel is changed making any or all of the driveways unnecessary or illegal, the owner of the property shall, at his expense, replace all necessary curbs, gutters, sidewalk and grass area to restore the area to a condition consistent with the character of neighborhood development concurrently with building construction or reconstruction or if none, within six (6) months following such change in use.

When and where driveways are not permitted, or changes are required, or incomplete or improper construction exists at the time the building construction or reconstruction is completed, the director of public services shall request the property owner to remove or modify as necessary the same within one hundred eighty (180) days, or such lesser time as may be determined is appropriate following written notification. If such property owner or agent shall fail to remove, modify, or complete said driveway within the allotted period of time, the director shall remove or modify such driveway, and the cost of such construction shall be paid by the city and double the amount so paid shall be a lien against the abutting property and may be enforced in the Chancery Court of Knox County or any other court of competent jurisdiction.

*(Ord. No. 3737, 2-9-65; Ord. No. 4039, 3-1-66; Ord. No. 4707, 1-7-69; Ord. No. 4709, 1-7-69; Ord. No. 4832, 6-10-69; Ord. No. 4970, 4-14-70; Ord. No. 5029, 8-7-70; Ord. No. 5051, 8-4-70; Ord. No. 6344, § 1, 6-28-77; Ord. No. 6450, 10-18-77; Ord. No. O-127-78, §§ 1—3, 7-25-78; Ord. No. O-57-79, § 1, 4-17-79; Ord. No. O-44-84, § 3(a)—(e), 3-13-84; Ord. No. O-99-85, § 1, 6-18-85; Ord. No. O-125-89, § 1, 6-13-89; Ord. No. O-750-93, § 1, 12-21-93; Ord. No. O-90-95, § 1, 2-28-95; Ord. No. O-431-97, § 1, 10-7-97; Ord. No. O-41-98, § 1, 1-27-98; Ord. No. O-371-99, § 1, 9-21-99; Ord. No. O-483-98, § 1, 9-22-98; Ord. No. O-245-00, § 1, 6-27-00; Ord. No. O-335-00, § 1, 7-25-00; Ord. No. O-129-06, § 1, 6-20-06; Ord. No. O-176-06, § 1, 8-29-06; Ord. No. O-30-07, § 2, 2-27-07; Ord. No. O-59-07, § 1, 3-27-07; Ord. No. O-243-08, § 1, 12-30-08)*

Editor's note—

Old Code § 28-62 1, referred to in subsection A.5 a of the preceding section, was deleted upon a 1979 revision of chapter 28.