

**MEMORANDUM**

**TO:** Metropolitan Planning Commissioners  
**FROM:** Michael A. Brusseau, AICP, Senior Planner  
**DATE:** October 31, 2012  
**MPC FILE #:** 11-A-12-OA  
**SUBJECT:** Proposed amendments to the Knoxville Zoning Ordinance

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**STAFF RECOMMENDATION:**

APPROVE the amendments.

**COMMENTS:**

The City of Knoxville Engineering Department has requested that MPC consider amendments to Article 5, Section 7 of the Knoxville Zoning Ordinance, related to design and construction standards for parking areas and driveways. A revised definition for a parking space is also included in Article 2.

According to Knoxville Engineering staff, the following amendments will bring the zoning ordinance into accordance with the current stormwater regulations, as well as eliminate a current conflict in the ordinance, regarding required parking space sizes. The amendments will permit more flexibility in the design of driveways and parking lots to allow more options for construction of parking areas, including the use of recessed parking islands and alternative driving surfaces, such as pervious pavement. There is also a stipulation that reduces the minimum width for utility driveways, such as for telecommunication towers or utility substations, from 20 feet to 16 feet, but still with a paved surface.

**PROPOSED CHANGES TO THE KNOXVILLE ZONING ORDINANCE,  
RELATED TO DESIGN AND CONSTRUCTION STANDARDS FOR PARKING  
AREAS AND DRIVEWAYS, INCLUDING A REVISED DEFINITION FOR  
PARKING SPACE**

(Please note that new language is shown in **bold type**, and deleted language is ~~bold and struck through.~~)

Amend Article 2, Definitions, to read as follows for the term “parking space”:

*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 (200) square feet~~ exclusive of passageways and driveways, appurtenant thereto and giving access thereto, and having direct access to a street or alley.

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Amend Article 5, Section 7 A.5.b.(3), to read as follows:

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 **(minimum)** raised curbs and landscaped with plant materials as provided herein. **Isles and Parkways may be recessed if flush curbs are utilized and must be designed for stormwater management and to prevent erosion, tracking, and vehicle intrusion.**

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Amend Article 5, Section 7 A.6., to read as follows:

Construction and maintenance. All areas devoted to permanent off-street parking as required under this section shall be **surfaced and maintained as to control dust, rutting, tracking and erosion as a result 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. Parking spaces must be clearly delineated.**

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Amend Article 5, Section 7 B.3. to add new paragraph (e.), to read as follows:

**e. For driveways required to be built to the Engineering Department's Utility Driveway Standard (Access to telecommunications towers, electrical substations, pump stations, etc.), as set forth in the City of Knoxville's Land Development Manual, the minimum driveway width may be reduced to 16 feet.**

Change paragraph (e.) to (f.) for the following:

f. 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.