

**Comments
City of Knoxville Parking Ordinance
April 12, 2017**

Comments Received and Revisions Proposed Prior to April 1, 2017

Staff comments in blue

Section D.

Table 1

Table 1. Minimum and Maximum Parking Space Requirements			
Use		Minimum	Maximum
Hybrid convenience store with gas/QSR with kitchen		4 per 1,000 SF GFA	10 per 1,000 SF GFA
30	Restaurant without drive-thru*	8 per 1,000 SF GFA	16 44 per 1,000 SF GFA
31	Restaurant with drive-thru*	6 per 1,000 SF GFA	12 per 1,000 SF GFA
35	Medical, dental, or chiropractic office/clinic	4 per 1,000 SF GFA	10 7 per 1,000 SF GFA
37	Office: general, governmental	3 per 1,000 SF GFA	8 per 1,000 SF GFA

Staff supports these revisions

Section G.5.c.

Landscaped islands and divider medians shall be arranged so as to channel traffic and minimize vehicular and pedestrian conflicts within parking areas. A divider median shall be provided at a minimum interval of one median per every six (6) parking rows to channel traffic and minimize vehicular and pedestrian conflicts within interior parking lots. ~~This provision does not apply to parking rows of nine (9) or fewer spaces.~~

Staff supports this revision

Section G.6.

In industrial (I) and C-2 zoning districts, terminal islands, interior islands, and divider medians shall not be required. ~~This exemption shall not apply to parking in Industrial zoning districts designated for employees and visitors.~~

Based upon comment received later, staff recommends modifying this revision as follows:

In industrial (I) and C-2 zoning districts, terminal islands, interior islands, and divider medians shall not be required. ~~This exemption shall not apply to parking in Industrial zoning districts designated for employees and visitors~~ **where the principal building is over 40,000 square feet.**

Table 4

Table 2. Maximum Number of Driveways for Lot Frontages	
Lot Frontage	Maximum Number of Driveways
Less than 150 feet	1*
150 feet – 450 feet	2
Greater than 450 feet – 600 feet	3
Greater than 600 feet – 750 feet	4
Greater than 750 feet	Determined by Dept. of Engineering

* For single family residences with lot frontages of ~~75 feet to 150 feet~~ 100 feet or more, a circular driveway

Staff supports this revision

Section I.7.

Users shall not be required to climb or descend stairs in order to access the bicycle parking facility ~~unless there is a bicycle wheel trough parallel to the stairs.~~

Staff supports this revision

Section J.1.

These standards shall apply to newly constructed parking lots with vehicular use areas of ~~ten thousand (10,000.0)~~ five thousand (5,000) square feet or larger; provided, however, that newly constructed parking lots with less than ~~twenty thousand (20,000)~~ ten thousand (10,000) square feet of vehicular use area are exempt from ~~the interior landscaping requirements in subsection J.3. of this section and~~ the perimeter screening requirements in subsection J.2.c.3) of this section. ~~When an existing parking area is expanded, only the area of expansion shall be required to comply with these landscaping standards.~~ Structured parking shall be exempt from the landscaping requirements of this section.

Staff does not support this revision as it would make development/redevelopment of smaller properties difficult

Section J.2.c.

The perimeter screening area shall be as follows:

- 1) A perimeter screening area at least fifteen (15.0) feet wide shall be provided between the parking lot and any residential zoning district, or, if utilities exist, to the utility maintenance zone per utility specifications. Such perimeter screening area shall be planted with a minimum of four (4) evergreen trees, three (3) deciduous trees, and fourteen (14) shrubs for every one hundred (100.0) linear feet. Fifty (50) percent of the shrubs shall be evergreen.
- 2) A perimeter screening area at least ten (10.0) feet wide, measured from the edge of the parking lot to the right-of-way or property line or, if utilities exist, to the utility maintenance zone per utility specifications, shall be provided between the parking area and the right-of-way of all adjoining streets. Such perimeter screening area shall be planted with a minimum of three (3) deciduous and/or

deciduous trees and ten (10) shrubs for every one hundred (100.0) linear feet. Fifty (50) percent of the shrubs shall be evergreen. For those vehicular use areas of less than twenty thousand (20,000) square feet, the width of the perimeter screening area may be reduced to six (6) feet.

- 3) Perimeter screening areas no less than five (5.0) feet wide, measured from the edge of the parking lot to the property line or, if utilities exist, to the utility maintenance zone per utility specifications, shall be provided between the parking lot and any property zoned for mixed use or non-residential purposes, including parking lots on adjacent property. Such perimeter screening areas shall be planted so as to be continuous when plants reach maturity. A minimum of fifty (50) percent of the shrubs shall be evergreen.
- 4) **Deciduous trees shall be a minimum of two (2) inches caliper and no less than eight (8) feet tall at the time of planting. Evergreen trees shall be no less than six (6) feet tall at the time of planting. Height shall be measured from ground to top of tree when planted.**

Staff supports these revisions

Section J.3.b.

In parking rows, runs of more than ~~fifteen (15)~~ **ten (10)** parking spaces shall be broken by an interior island.

Based upon comments received on April 11, staff is willing to discuss this proposed revision in an effort to reach a reasonable standard.

Comments From Realtors

1. Sections C.1. and F.5. – Remove all requirements for a remote or shared parking lease, recording of the lease, and approval of lease by the City Law Department.
 - These lease requirements encumber the property and become an undue financial burden for the lessor. Mortgagees and owners of the lessor property are unlikely to allow a non-owner to encumber the property with a recorded lease. Subordination of the lease to mortgagees and other lien holders would be a lengthy and costly process (if it is even possible) and would chill redevelopment where required.
 - These lease requirements would essentially make remote and shared parking nonexistent within City limits at a time when such parking is essential to facilitate successful redevelopment/infill/change in use.

The lease requirements are currently in place, to City staff's knowledge have not impeded the use of shared and/or remote parking, and are strongly recommended by the City Law Department. Staff does not support this change.

2. Section D. – Removing all minimum and maximum parking requirements.

- These parking requirements will prohibit change in use and slow down redevelopment, especially in conjunction with the recorded lease requirement, and may not be needed should the City move to a form-based code in its overhaul of the zoning code.

The minimums and maximums established by the draft ordinance are based on industry standards and the limits found in other communities. Staff does not support this proposed revision.

- Specific Min/Max concerns in D.1. Table 1:

i. #29 Retail sales, personal service est, shopping ctr – increase maximum to 8 per 1,000 SF GFA. There is not enough flexibility between the min of 3 and current max of 4.5.

Staff supports increasing the maximum for retail sales, etc 6 per 1,000 SF GFA.

ii. #31 Restaurant without drive-thru – increase maximum to 20 per 1,000 SF GFA (currently at 16)

Staff feels the proposed increase from 14 to 16 per 1,000 SF GFA is adequate.

iii. #38 Office general, govt – increase minimum to 3.5 (currently at 3)

Staff feels the minimum of 3 is adequate; the range of 3 to 8 spaces per 1,000 SF GFA provides a wide range of options for those developing office space.

iv. #42 Industrial light – increase maximum to 6 (currently at 1.1).

v. #44 Warehouse and distribution facility wholesale – increase maximum to at least 2

Staff supports this revision.

1. #42 and #44 regarding maximums – Example: As written a 6,000 square foot building is only allowed 6 parking spaces. More space are necessary for sales force, warehouse workers, secretary, customers, etc. working out of a space.

See notes above

3. Section D.6. – Allow a waiver of a ‘parking study by City of Knoxville staff’ if certain conditions are met or if developer has already completed a parking study.

No standards are set in the ordinance for a parking study, providing the leeway desired in this request.

4. Section G.7. – Remove the addition of the sentence “This exemption shall not apply to parking in industrial zoning districts designated for employees and visitors” or add a minimum building size to the sentence, such as any building over 40,000 square feet.

- There are often larger size employee vehicles/trucks servicing the building and that creates traffic flow problems.

Staff supports the revision to make this requirement apply only to buildings over 40,000 SF.

5. Section I.1. Table 8 – Allow flexibility in Required Number of Bicycle Parking Spaces depending on use and location of development, especially in developments within the 101-500 Total Required Motor Vehicle Parking Spaces.

- Example: 101-500 Total Required Motor Vehicle Parking Spaces = 8-12 Required Number of Bicycle Parking Spaces
- Example: A stand-alone grocery store with a parking field of 200 spaces would not require or utilize 12 bike parking spaces.

Staff does not support this revision. Requiring 12 bicycle spaces (could be provided with one (1) rack at cost of \$200) does not seem exorbitant for a parking lot accommodating 500 vehicles. Bicycle parking is not only for customers but also for employees.

6. Sections J.2.C.1.&2. – Reducing the perimeter screening area from fifteen (15) feet wide to ten (10) feet wide in J.2.C.1. and reducing the perimeter screening area from ten (10) feet wide to five (5) feet wide in J.2.C.2.

- The City of Knoxville has little undeveloped land left so most new development will be redevelopment/infill/change in use of existing lots and structures. These reductions are needed to facilitate successful redevelopment by increasing the number of potential uses for re-utilization of existing lots.
- Excessive landscaping requirements increases cost, reduces flexibility, and slows down redevelopment; these requirements are especially cost prohibitive in up-and-coming areas where low land rents will not support the cost.

Staff does not support these suggested revisions. The exemption of small properties from some of the perimeter planting requirements, and the proposed thresholds for requiring landscaping, provide a great deal of flexibility for the development/redevelopment of infill lots. Providing a reasonable buffer between parking areas and residential uses likely will result in less opposition to commercial development of infill development and redevelopment. Similar requirements have been in place in other cities for up to 20 years and have not inhibited development and redevelopment.

7. Section J.3.b. – Return the minimum run of parking spaces back to 15 before an interior island is required.

- This minimum was 15 in the previous draft and has been reduced to 10 in the current draft.

Staff is open to discussion of this item.