



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

# [MPC Comment] Parking Ordinance Concerns & Recommendations

1 message

Jennifer Roche <jennifer@kaarmls.com>

Wed, Apr 12, 2017 at 11:13 AM

Reply-To: jennifer@kaarmls.com

To: commission@knoxmpc.org

Hello MPC Commissioners,  
Attached is the Knoxville Area Assoc of Realtors letter of major concerns regarding the most recent draft of the Parking Ordinance. I apologize for not getting this to you sooner; we had to rewrite the letter after reviewing the newest draft of the ordinance sent out on April 5th.

This letter is the result of an ongoing collaboration between active commercial realtors and developers and my local governmental affairs team. Many of those involved, including myself, will be at the MPC meeting tomorrow and look forward to answering any questions you may have about our concerns and how the ordinance will effect future development within the city.

Please feel free to reach out to me in the meantime or anytime - cell [865-789-9057](tel:865-789-9057).

Thank you,  
Jennifer Roche, J.D.  
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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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April 11, 2017

To: Gerald Green, MPC Executive Director

CC: Knoxville City Council  
Knoxville-Knox County MPC

Re: City of Knoxville Proposed Parking Ordinance Updates

To Whom It May Concern:

The Knoxville Area Association of Realtors (KAAR) is the local trade association for almost 4,000 residential and commercial Realtors, over 2,400 of those in Knoxville/Knox County, and whose territory includes the City of Knoxville, Knox County, and eleven additional counties in East Tennessee. The mission of KAAR is to enhance the ability of its members to conduct their business successfully, and to promote the preservation of the right to own, transfer, and use real property.

To facilitate redevelopment within the City of Knoxville, while protecting the rights of property owners and the value of their properties, KAAR, in collaboration with its Commercial Realtor and Developer Members, Governmental Affairs Committee, and Board of Directors, recommends the following amendments to the Proposed Parking Ordinance:

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.
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.
  - 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 current minimum of 3 and current maximum of 4.5.
    - ii. #31 Restaurant without drive-thru – increase maximum to 20 per 1,000 SF GFA (currently at 16).
    - iii. #38 Office general, govt – increase minimum to 3.5 (currently at 3).
    - 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
      1. #42 and #44 regarding maximums – Example: As written a 6,000 square foot building is only allowed 6 parking spaces. More spaces are necessary for sales force, warehouse workers, secretary, customers, etc. working out of that development.



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3. Section D.6. – Allow a waiver of a 'parking study by City of Knoxville staff' if certain conditions are met or if a developer has already completed a parking study.
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 and customer vehicles/trucks servicing the building and that creates traffic flow problems.
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 based on customer area.
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 reduce 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.
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.

In general, eliminating strict requirements such as a recorded lease and adding flexibility to excessive landscaping requirements, creates more possibilities for redevelopment, provides property owners with more avenues to enhance and protect the value of their property, and in turn, provides more revenue opportunity for the City. We thank you for your commitment to our City and your time and consideration in reviewing our concerns.

Regards,

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