



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

[MPC Comment] Fwd: Knoxville Parking Ordinance- Public Meeting that could affect OSGC Phillips and Gertrude in the future and other redevelopments Magnolia, Bearden, Fort Sanders, North and East

1 message

SHANE <spber@comcast.net>

Mon, Sep 5, 2016 at 1:58 PM

Reply-To: spber@comcast.net

To: Commission@knoxmpc.org

Cc: "Berrier, Patti" <spber@comcast.net>, pberrier <pberrier@utk.edu>

To Commissioners;

Knoxville has parking permits set up for some residents that live downtown. Downtown parking is a premium and for downtown residents, residential parking permits (RPP) have been used. I just think that looking at what other cities have done for older neighborhoods could benefit the older neighborhoods in Knoxville due to future impacts not only redevelopment and will cause but the inability to control parking for houses split into apartments. Example- one house with no available parking was split into 4-5 apartments and subletting too. The landlord never put in the required parking years ago. Now another house has been renovated, which is good, but the alley parking to the house is not being used. Only the street, the vacant lot next door and in front of other houses. So on Phillips at least eleven cars for 4 houses, plus six cars are parked on Claude. Another corner house by the same landlord has the ability for parking but 5 to 6 cars are parked in the front yard and the front side of house. The street intersection is unsafe because the view down the street is obstructed by cars. RPP's do not increase taxes since it is a small annual fee. They can vary depending on the specific area as in other cities. This is not meant to be a burden to homeowners, but a common sense benefit to older areas.

A public hearing on the upcoming City of Knoxville Parking Ordinance is August 25th at 5:30 pm at the Small Assembly Room. I plan to attend it would be good to have someone else there too.

The attached Excel list is complex, but very complete and fair in how other cities have dealt with non-residential traffic in residential areas. Even fines for noncompliance, or willfully not following the permitting process. We could select from the list what we feel would work best.

I sent a list of 40 different cities and their use of Residential Parking Permitting (RPP) for older neighborhoods where increased impact due to development has occurred on public streets.

The use of RPP is to help offset non-residential parking, traffic calming, trash/noise issues, integrity of ease of parking for homeowners, handicapped, and the benefit of fees collected from parking permits which, can be used for beautification of those same streets that pay for the permits. These listed along other solid reasons other cities have given for adopting these parking zones. The annual fees range from \$10 a car to \$25 a car yearly. The Office of Neighborhood or Police Department give the permits. There is a max allowable number of cars per residence but this is really for renters. who must show they are living there by lease or utility. Can't be sublet, since that increases the number of cars to a single apartment. Residential permits protect against subletting where tenants have more people living in an apartment than are on the lease. But restricts non-residents. It seems to work in other cities. Permits can be revoked too if misused.

There is no indication of possible relief or an avenue for creating a residential parking plan for older neighborhoods where single family homes did not have driveways and parking was on the street (1800's-1940's) in the ordinance. If just one house on the block changes or becomes multi-unit(s) as goes on in older neighborhoods then the street parking now becomes an issue. We have one house that became 5 apartments and only two spaces in front for parking, no other parking was added as at the time required. Recently a house was renovated and rented and now parking is on an empty lot or in front of other houses, Fort Sanders neighborhood is another example where redevelopment and expansion has occurred. Mixed Use zonings SWF, Bearden, and Magnolia, parking could become an issue in the future for residents.

I am resending the list again with my comments to MPC and Council for the meeting Thursday evening.

The work of other cities can be used here in Knoxville not just in certain areas of Old Sevier, but in other neighborhoods too. This is not a new idea in Knoxville as Fort Sanders and one other area have discussed residential parking due to issues. With the eventual adoption of a parking ordinance it would be good to incorporate some guideline for the future to be able to add individual RPP overlays to older neighborhoods without recreating the wheel. I feel it is more important to have an opening to this idea than try and put a plan in place after issues have occurred.

Thank you,
Patti Berrier
Old Sevier

Good Afternoon,

The MPC staff and City of Knoxville staff will hold a public hearing to review comments received and revisions made to the draft updated City of Knoxville parking ordinance on August 25 at 5:30 PM in the small assembly room on the main floor of the City-County Building. A copy of the draft updated ordinance and a summary of the revisions will be emailed to you and posted on the MPC website within the week.

Please contact me with any questions.

Regards,
Gerald

Gerald Green AICP
Executive Director
Knoxville-Knox County
Metropolitan Planning Commission
400 Main Street, Suite 403
Knoxville, TN 37902
865.215.2500
gerald.green@knoxmpc.org

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This message was directed to commission@knoxmpc.org

 **Parking-2.xlsx**
19K

Minneapolis, MN	Annual, 75% in CPP, Called Critical PP	Yes \$2 one day, \$5 up to 30 days in person	1/ dwelling	Service 1 per dwelling, CPP illegal to use on commercial, trailers, taxis, buses, rec.vehicles			except by permit sign	\$25/yr, \$10 setup first time, 1mo. Grace period	
St Paul, MN	Annual	Y	VPP \$10, Special event SEP (party) \$1 ea	SEP	SEP		signage	\$10 per res. Non-transfer	
Chapel Hill, NC	Annual permits per lic. Veh, no more than 5 per Lot, utility bill or deed, not allowed to park sidewalk, yard, front or side yards w/o approved concrete, asphalt, or app. Surface	RTP 14 days, Stolen get 1/yr	VPP 3 day, 2 Guest- no charge transferable, but fines and penalties and loss of passes, 10-3 day passes @\$2 ea, 5-14 day passes @ \$10 ea						Y
Cincinnati, OH	Annual and 1/2 year, 2 per household		RPP 1 full time VP/yr,	Proof of current employment with lease, pay stub, W-2	unlimited TP for 2 wk max @\$5 ea	Owner of Multi unit not reside limited to 3 VP per building w/proof of ownership (self, realtor, maint.)		2 RPP and 1 VP ea at \$30/yr or \$15/6 mo	sign
Baltimore, MD	Annual, FAQ, unreasonable burdens in gaining access to res., Non-res. Creating parking problem, presearve quality of life, Community Assoc supportive		Community Assoc selects # VP allowed per household (0,1,2)					4/household, cost not noted	
Charleston, SC	Annual, Landlord form, renters rental form, Homeowners form	Renters PP biannual, lease agreement or notarized form- if monthly from revenue collections, altered leases not accepted						\$10.00/ house-2 allowed, \$7.50 / renter form -2 allowed	Y, Fines of \$100, false information \$1,097

Knoxville, TN	CBID Residential PP application, Also one for garage/lot parking									RPP \$125 per car	Max limit is 24hr on city street
Ann Arbor, MI	Annual, replacement permit if sell car or windshield replaced within the year, no trucks or buses allowed, unlawful to falsely represent themselves as eligible			VP- handled by temp waiver at community standards @ a2gov.org						\$50 per permit	
Tucson, AZ	Annual, vehicle specific, current res. only and enforcement outside of business hours	Stay away 3 per month in case of emergency for resident	VP by	TCP \$1.25/day, \$6.25/week, \$12.50/2 weeks, 25.00/mo, also landlord service and contractor temp permits	Notice of Termination from landlord			signage and placard	RPP not to exceed 4 units	RPP can be prorated for passes to be in sync	\$85per failure to display, 3 or more citations, all permits may be voided
Bethesda, MD	In process, residents want and two landlords don't	***need to see how resolved								would be \$35/ 2 years	
Pittsburgh, PA	annual, no altered forms allowed, Water, sewage and cell NOT acceptable, No vehicle title accepted	Y for RPP	Only one VP per address	Only one RPP and one VP	Need notarized verification from Landlord	Notarized Lease or Sublease verification		Y		RPP \$20 per pass, VP is \$1	enforcement is vigorous
Tustin, CA	Annual, RPP/TPP are purchased through police department							Both			
Atlanta, GA	Annual, verification required, all res. Are included if on same block					1 per unit, multi family	Y	Y	Y	Both	RPP 2 allowed \$20/yr, one if have one off street drive Fraud -fine of \$1000

Fort Collins, CO	Annual, proof of residency- gas ele phone cable bank statement CC water/sewer notarized/sign rental agreement, Pro/Con rules in print out	resident gets GPP, free for 1st 24hr, \$10 for 25hr to 15 days, # to be determined by parking service Manager or designee	Work permit for bona fide services no charge, Business can apply but only if there is capacity after residents									1st free, 2nd \$15, 3rd \$40, 4th \$100, 5th \$200, same charges with business	GPP need vehicle description and tag#	Enforced Res and Guest all parking citations paid, Permits can be revoked if obtained or used illegally
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Worcester, MA	Annual, current veh reg., current proof of <u>residency on permit street</u> as homeowner, renter, leased vehicle, company veh., Professional Services Pass, applic could not be downloaded	PSP letter on letterhead and copy of registration on which permit will be used.	Company Veh proof of residency on street and original registration for veh. garaged in Worcester and letter authorizing personal use of veh. Vehicle lease and name of company	needed	needed							RPP \$10, VPP-1 per household, PSP \$25		All parking fines and penalties paid
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Boston, MA	Renewal every 2 years, 51% of res that live on the street, proof of current address, several restrictions apply to all veh NOT registered in neighborhood through Mayor's office of neighborhoods, STUDENTS same as residents	TPP for res only if has a rental car and rental agreement fax and get TPP online, good for 30 days, New licence plate or car get new permit, and permit only for specified neighborhood	Approval and restrictions apply see handout, 2 permits depend on if drive or a passenger (PCA), space is not for their exclusive use, must be full-time year around resident not for summer/winter vacation, school, HP or DV plates, limited ability to walk less than 200 feet	Street occupancy permit for moving, obtain 3 days in advance for only 1 day 7am-5pm - advanced signage - <u>see handout</u> , work - postsignage and notify residents in advance, keep clean										All parking fines and penalties paid, NOTE: if res get ticket for rental as office is closed on weekend the ticket will be forgiven
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San Jose, CA	Depends on area, even, odd, annual, proof of res. Current DMV		different BPP must be on same block and side as business, employees per assessment of off site, visitor needs, documentation	needed	needed		No fee scale noted, 1 per vehicle 3 max depending on zone	if stolen or lost there is a replacement fee without a police report and case number, inaccurate info may revoke all permits
New Brunswick, NJ	3 RPP up to 3 yrs and/or 2VP not replaceable, parking wards	rules apply, see handout	1 per family structure, till permit expires	proof, 1 year, 1 year, proof of deed, LPP to visit property if live outside area and assigned to a specific license plate #	proof, 1 year, 2 per dwelling unit first come first serve, 3 max with current DL and Vehicle Registration	Homeowner, Landlord, Tenant, Visitor, Sublet, Temp	no rates listed	fraud is \$300
Nashville, TN	proof of res and DMV, Annual, sign petition for restriction to receive, lost permit only replaced at 1st of year, \$5 to replace torn, worn, faded tag if original turned in.	10 day grace if get new vehicle, 60 days if new permit holder	only issued to RPP holders	exempt as long as just delivering	Non-resident 2 weeks for remodel or repair		\$10 a year, no limit at this time, no charge for visitor	if fraud can be revoked, fine is \$75 and towing, \$100 fine
City of Berkeley, CA	Proof of res., sublet not eligible for annual permit, enforced except Sunday, some limited 2hr spaces		Y				\$55/yr, 1day VP \$2.75, 14day is \$28.50, in home care \$55	All parking citations need to be paid
Salt Lake, UT	CPP, proof of res., reduce noise, air poll, litter, traffic haz, congestion, and sever shortage of on street parking		1, temp, short term		1, proof		\$37/yr	Y

Fairfax, VA

annual

must be
returned
when leave
not for people
residing at
your address.
Fine is \$100

- All go through a parking issue monitoring/verification process, percent of residents in flavor varies per city.
- *On Street Parking for Residents *All Require Proof, most cities have several zones with specific restrictions and NON-transferable
- ** All have a -How to get RPP, most have variations. See handouts for some information
- *** need to see how resolved
- **** All require notarization if name differs of vehicle or lease information (TP,RPP)



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

[MPC Comment] Fwd: Parking Ordinance

1 message

Gerald Green <gerald.green@knoxmpc.org>
Reply-To: gerald.green@knoxmpc.org
To: Planning Commissioners <commission@knoxmpc.org>

Thu, Apr 13, 2017 at 9:44 AM

Good morning,

A comment regarding the parking ordinance update.

Gerald
Gerald Green AICP
Executive Director
Knoxville-Knox County
Metropolitan Planning Commission
400 Main Street, Suite 403
Knoxville, TN 37902
[865.215.3758](tel:865.215.3758)
gerald.green@knoxmpc.org

----- Forwarded message -----

From: Tim Hill <tim@hatcherhill.com>
Date: Tue, Apr 12, 2017 at 6:23 PM
Subject: Parking Ordinance
To: Gerald Green <gerald.green@knoxmpc.org>
Cc: Amy Nolan <anolan@knoxvillechamber.com>

Gerald:

Please see attached site plan for one of our shopping centers in Farragut. Farragut has some of the most restrictive ordinances in the region. The interior islands allow 15 spaces to each island and 19 spaces to perimeter islands.

Thank you,

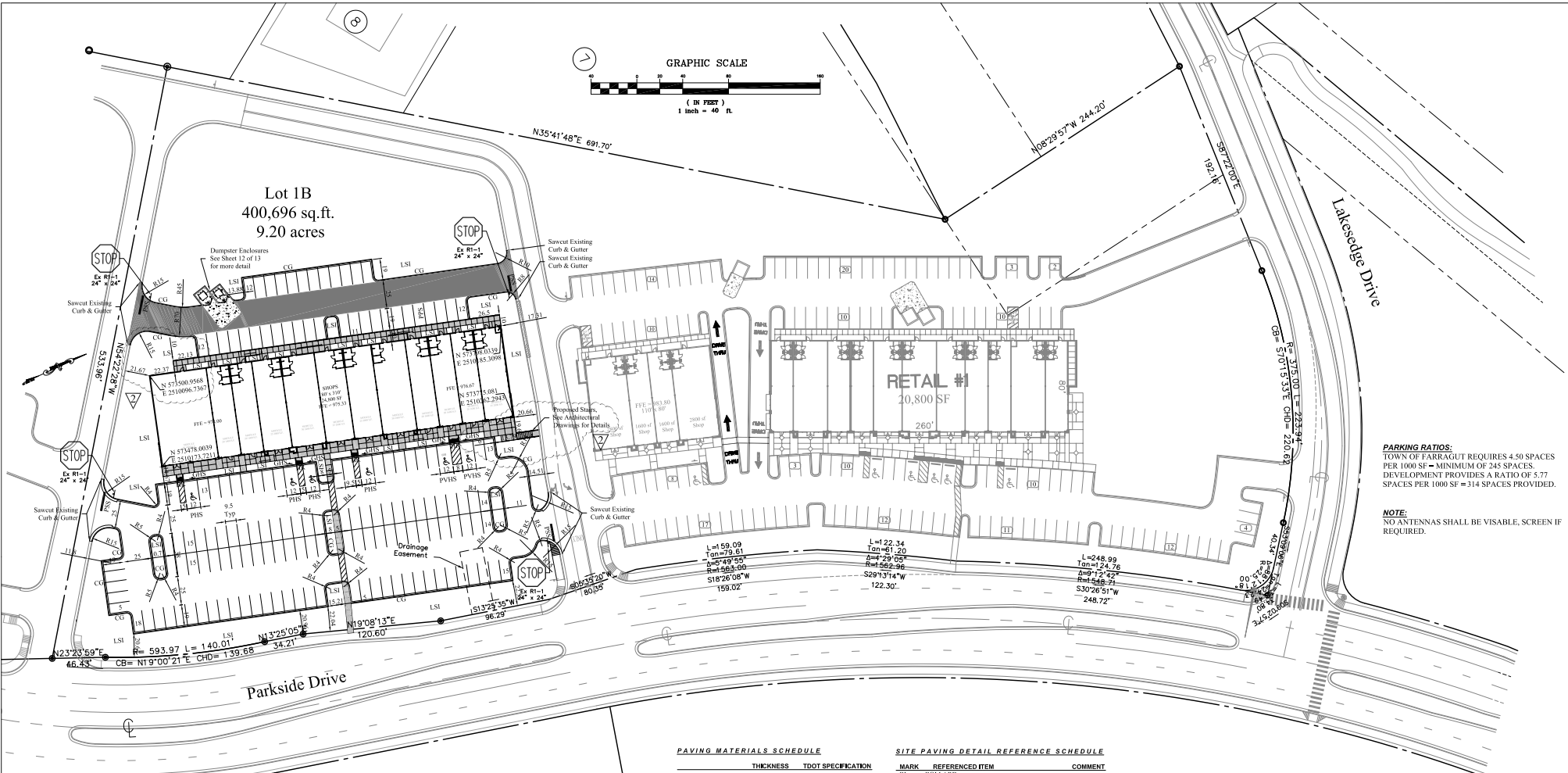
Tim Hill
Hatcher-Hill Properties, LLC
311 S. Weisgarber Road
Knoxville, TN 37919
tim@hatcherhill.com
[865.719.7538](tel:865.719.7538)

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This message was directed to commission@knoxmpc.org



Site Plan-Village At Parkside.pdf
1436K



PARKING RATIOS:
 TOWN OF FARRAGUT REQUIRES 4.50 SPACES PER 1000 SF = MINIMUM OF 245 SPACES.
 DEVELOPMENT PROVIDES A RATIO OF 5.77 SPACES PER 1000 SF = 314 SPACES PROVIDED.

NOTE:
 NO ANTENNAS SHALL BE VISABLE. SCREEN IF REQUIRED.

PAVING MATERIALS SCHEDULE

	THICKNESS	TDOT SPECIFICATION
LIGHT DUTY PAVING		
BASE LIFT	6"	TYPE A, GRADE D AGGREGATE
ASPHALTIC BINDER	2.5"	TYPE B BINDER MIX
ASPHALTIC TOPPING	1"	TYPE E SURFACE MIX
PRIME COAT	0.25 GAL PER SQ. YD. OVER TOP BASE LIFT	
TACK COAT	0.05 - 0.10 GAL PER SQ. YD.	
HEAVY DUTY PAVING		
BASE LIFT	6"	TYPE A, GRADE D AGGREGATE
ASPHALTIC BINDER	2.5"	TYPE B BINDER MIX
ASPHALTIC TOPPING	1.5"	TYPE E SURFACE MIX
PRIME COAT	0.25 GAL PER SQ. YD. OVER TOP BASE LIFT	
TACK COAT	0.05 - 0.10 GAL PER SQ. YD.	
CONCRETE PAVING		
BASE LIFT	4"	TYPE A, GRADE D AGGREGATE
CONCRETE PAVING	7"	PCC, (4000 PSI @ 28 DAYS)

SITE PAVING DETAIL REFERENCE SCHEDULE

MARK	REFERENCED ITEM	COMMENT
BL	BOLLARD	
CG	CONCRETE CURB & GUTTER	
EC	EXTRUDED CURB	
CJ	PAVING CONTROL JOINT	REF BLDG DWG
GS+	ABOVE GRADE SIGN	(-)TYPE OF SIGN
GHS	ABOVE GRADE HANDICAP SIGN	TYPE EA PHS
HR	HANDICAP RAMP	
LSI	LANDSCAPE ISLAND	
PDA	PAINT DIRECTIONAL ARROW	
PS	PAINT FIRE LANE STRIPE	
PHS	PAINT CAR HANDICAP SPACE	
PVHS	PAINT VAN HANDICAP SPACE	
PLS	PAINTED LANE STRIPING	
PPS	PAINTED PARKING STRIPES	
PSS	PAINTED STOP BAR	24" WIDE SOLID WHITE STRIPE
WS	PRECAST WHEEL STOP	

LEGEND:

- HEAVY-DUTY ASPHALT PAVEMENT
- LIGHT-DUTY ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- SIDEWALK

SHEET 4 OF 13



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 Knoxville, TN 37909
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 Fax: 888.485.7005



REV.	DESCRIPTION	BY	DATE
1	Per Town of Farragut comments	-	04/12/07
2	Revised per Town of Farragut comments dated, 04/19/07	-	04/30/07
-	--	-	-
-	--	-	-
-	--	-	-

TITLE:	Site Layout Plan	DRAWN BY:	-	SHEET NO.:	C3
LOCATION:	11671 Parkside Drive Farragut, Tennessee, CLT Map 130, Parcel No. 19104	CHECKED BY:	-	FILE NAME:	Layout Plan
Owner:	Parkside Station West Partnership	JOB NUMBER:	1017	ISSUE DATE:	03/19/07

Section G. Miscellaneous Requirement for Parking Facilities:

5(a): Change "Should" to "Shall": *"Parking lots serving a building and having more than one (1) parking row between the fronting street and the building's front entrance should have sidewalks or clearly defined and designated routes connecting the building's main entrance or a central location to the parking lot."*

Section J. 12. b. which is the very last section, page 23.

Existing trees and/or heavily wooded area(s) may be used to fulfill some or all of the perimeter screening requirements, subject to approval by the Director of Plans Review and Inspections or designee. Such trees and/or wooded areas shall be identified on the required landscaping plan. If existing trees or a heavily wooded area is being used as credit toward meeting the tree planting standards, a grading permit shall not be issued until suitable protective barriers are placed around the Critical Root Zone (CRZ) of the tree(s) to be conserved.

Problems: A bit undefined:

1. There are no standards. One man's 5 trees is another man's "heavily wooded area." How large an area of trees does it take to "Fulfill some or all of the perimeter screening requirements"?
2. "All of the perimeter screening requirements"? The purpose of Perimeter screening is not just to maintain or increase the number of trees in Knoxville. The purpose is also to strategically place trees to provide shade and aesthetic appeal. A clump of trees in the back of the property does not fulfill that goal.
3. "Identified on the required landscaping plan." Is notation on the "required landscaping plan" sufficient to provide long-term notice to the administrative staff, property owners and the public, that the tree area cannot be used for some other purpose? What about inclusion on the deed?
4. There is no requirement that the trees be replaced and maintained.

Handwritten signature

September 8, 2016
Comments to MPC, Off-Street Parking Ordinance
Carlene V. Malone

I appreciate the language added to address my August 24, comments regarding remote parking. (General Comments, Item 3, Specific Comments Item 1.)

I repeat my August 24 comments, with the exception of Remote parking.

Regarding Section J, Parking Lot Landscaping, Subsection 11., Alternative Landscaping Compliance and 12., Conservation of Existing Trees:

It is one thing to provide needed flexibility but quite a different thing to provide a possible loophole to the landscaping requirements.

Subsection 11: Alternative Landscaping Compliance. The standards that must be met in order for the Administrative Review Committee to approve landscaping alternatives, need to be clarified and tightened.

Additionally, a **written** recommendation from the city-employed expert in the field who is charged with review responsibility, needs to be provided to the Administrative Review Committee.

Frankly, it seems to me that government transparency and accountability, at their very core, require government-paid experts provide written, professional opinions to the decision-makers and the public, in advance of decisions.

Isn't that what the MPC staff provides for all of you and the public?

Subsection 12: Conservation of Existing Trees. I favor the conservation of existing trees but there must be a minimum number of trees in a perimeter, and distributed throughout the site, regardless of the number of trees conserved.

In other words, a backstop.

Part of the basis for having landscaping requirements is the notion that trees serve a purpose. Therefore, the **location** of the trees on the site as well as the **distribution** of trees throughout the site and in the perimeter, are important.

Consider this: As presently written, four trees that are four inches in diameter measured at 4.5 feet above the ground, remove the requirement that 16 trees be planted.

What this means is this: Conserving 4, 4 inch trees, somewhere on the site, would satisfy the required perimeter tree planting for over 500 feet of perimeter abutting a right-of-way. (J. 2.c.2. 3 deciduous trees for every 100 linear feet of street frontage).

Consider also, that those 4- four inch trees could be clumped together and located in the rear of the site.

I appreciate the work that has been done and ask that these important issues be addressed.



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

[MPC Comment] Parking lots.

1 message

mkohl1 via Commission <commission@knoxmpc.org>

Tue, Sep 6, 2016 at 3:16 PM

Reply-To: mkohl1@aol.com

To: commission@knoxmpc.org

I was invited to submit comments regarding the availability of bicycle parking. Bicycle parking is basically something to chain a bicycle to. It needs to be any sort of a loop or pole structure, or even an anchored railing which the bike can't be lifted off of, and it should be in a widely visible and preferably shaded place. It also needs to be away from cars and out of the way of pedestrians and places employees need, for example jockeying long trains of shopping carts. There needs to be about one available spot per 30 car parking spaces at current usage, more near UT.

The shade could be provided by shade trees if people would start planting large trees in parking lots, rather than the senseless barricades planners now design into them. Parking lots are a major source of traffic congestion, and adjacent parking lots controlled by selfish property owners must be required to provide means of going from one to another without requiring people to drive out on to the main street. There's nothing wrong with short cuts. Eventually I would like to see some of them partly roofed over with solar cells along with the shade trees to keep cars cool in the summer.

Thanks,

Martin

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] 5-A-16-OA Parking Lots

1 message

Matt Martin <info@lawncareknox.com>

Thu, Sep 8, 2016 at 12:09 AM

Reply-To: info@lawncareknox.com

To: commission@knoxmpc.org

Dear MPC Commision,

We members of the ETNLA (East Tennessee Nursery and Landscape Association) like the proposed landscape requirements for 5-A-16-OA, but feel that the proposals simply do not go far enough.

Unless the landscape requirements are held subject to enforcement, they are simply glorified suggestions.

As a trade organization of landscape maintenance contractors and nurserymen, we find that the overwhelming majority of the issues we face when maintaining parking lot landscapes originate at the time of planning and later in installation. Poor plant selection, improper planting techniques, and an overall lack of an aftercare plan leave us in a lose-lose situation. We are contracted to maintain the property, however because of poor planning and planting, the plants oftentimes die before they ever have a chance to reach their desired level of maturity. As a result, we take the blame for a digression of aesthetics and landscape purpose.

Landscape designs serve more purpose that simply temporary aesthetics. As plants mature, they offer a means of water remediation, air remediation, shade, and an overall increase in property values. If these plants fail before given the opportunity to reach desired maturity, their intended purpose will never be met.

When these plants die due to poor planning and planting, we take the blame and are left looking like the bad guys.

It is imperative that these parking lot developers are held to the standards brought forth in the proposal, and the standards are enforced. A failure to do so ultimately leads to a failure of the landscape, a failure of the maintenance contractors, a failure of the nurserymen, and a decline in the development's property value - thus impacting our local economy.

The green industry in Knoxville is booming and plays an important part in our local economy. Glorified suggestions simply do not do enough to protect us. We need enforcement.

Matthew Martin

President, ETNLA

Mgr, Outdoor Designs Prof Svcs & Nursery

Mgr, Top Notch Tree Care




Matthew Martin

Turf and Ornamental Specialist

Outdoor Designs Prof Svcs & Nursery

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 www.lawncareknox.com  info@lawncareknox.com



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This message was directed to commission@knoxmpc.org



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.

Governmental Affairs Director

Knoxville Area Association of Realtors

609 Weisgarber Road

Knoxville, TN 37919

office: (865) 588-6350

fax: (865) 588-8647

email: jennifer@kaarmls.comKNOXVILLE AREA
ASSOCIATION OF REALTORS.

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This message was directed to commission@knoxmpc.org

COK Parking Ordinance letter.pdf

1113K



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,

Jennifer Roche
KAAR Governmental Affairs Director
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jennifer@kaarmls.com
www.kaarms.com



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

[MPC Comment] Proposed Zoning Ordinance and City Parking Ordinance

1 message

Shin, Susan Sujin <sshin4@vols.utk.edu>

Fri, Jul 28, 2017 at 11:20 AM

Reply-To: sshin4@vols.utk.edu

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Dear MPC Commissioners,

I wanted to voice my support for the current draft of the Proposed Zoning Ordinance and City Parking Ordinance. As a resident of Knoxville who enjoys biking and walking everywhere, I think these ordinances will help make Knoxville a better place to live and improve the public health and well-being of all Knoxville residents.

Thank you!

Susan Shin

813 Maplehurst Ct

Knoxville, TN 37902

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This message was directed to commission@knoxmpc.org

Trees Knoxville

PO Box 23613 Knoxville TN 37912
www.treesknoxville.org

Re: Parking Lot Landscape provisions of the final draft of article 5, section 7 of the off-street parking, access, driveway and landscaping requirements.

August 11, 2016

Dear Metropolitan Planning Commission Members:

Trees Knoxville's mission is to preserve and increase the urban tree canopy on the private and public land of Knoxville and Knox County. Trees are a solution to many modern urban challenges. Trees provide a broad spectrum of social, economic and environmental benefits, which are quantifiable at the community level. These benefits include higher property values, less energy consumption, prevention of water pollution, reduced noise pollution, cleaner air, and temperature moderation. Planting and caring for trees are investments in the future.

Trees Knoxville strongly endorses the Parking Lot Landscape provisions as presented in the final draft of Article 5, Section 7, updating the City's off-street parking ordinance. This proposal would positively enhance Knoxville's urban canopy by requiring the planting of trees on private property associated with off-site parking, accruing the many economic, social, and environmental benefits provided by trees.

Sincerely,

Thomas Welborn

Thomas Welborn, Chair

BOARD OF DIRECTORS

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Jim Richards (Knoxville Botanical Garden)
Axel Ringe (Sierra Club)
TomWelborn (Knoxville Tree Board)



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

[MPC Comment] Approve new parking ordinance

1 message

Suzanne Wedekind <suz.wede@icloud.com>

Fri, Sep 9, 2016 at 12:12 PM

Reply-To: suz.wede@icloud.com

To: commission@knoxmpc.org

The bicycle parking and landscape provision is most appealing.
Sent from my iPhone

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This message was directed to commission@knoxmpc.org