

MEMORANDUM

TO: Knoxville-Knox County Planning Commission
FROM: Jessie Hillman, AICP | Principal Planner
DATE: September 12, 2025
SUBJECT: File # 7-B-25-OA, Agenda Item #35
Consideration of amendments to the Knoxville City Code to provide for a new Single-Family Attached dwelling use.

STAFF RECOMMENDATION:

Approve the amendments to add a new dwelling type, Single-Family Attached, to the Knoxville City Code, Appendix B, Zoning Code, Articles 2, General Definitions and Measurement Methodologies; Article 4, Residential Neighborhood Districts; Article 9, Uses; Article 10, Site Development Standards; and Article 11, Off-Street Parking, because it diversifies housing options and increases home ownership opportunity.

BACKGROUND:

The current zoning code does not permit duplexes to be subdivided along the party wall line, as it does with townhouses, due to the required setbacks. Subdividing in this way makes it possible to sell individual units with their own lot, rather than establishing a condominium regime where the lot is shared with individually owned units.

Staff researched peer jurisdictions and discovered zoning codes that accommodate subdivision in this way through a dwelling definition that is distinct from duplexes and townhouses. The City's zoning code, before it was updated in 2020, included an Attached House use, defined as "a dwelling unit located on its own lot that shares one (1) or more common or abutting walls with one (1) or more dwelling units." This proposed ordinance amendment reestablishes the two-unit attached dwelling as a use and incorporates it into existing dimensional, design and parking standards.

UPDATE:

This case was remanded back to the Planning Commission by City Council to address an omission in the lot width dimensional standards. In RN-5 and RN-6 districts, the minimum lot width was written as 25', and this has been corrected to 25'/du for clarity.

Staff took this opportunity to address other community concerns related to driveways, curb cuts, and the subdivision and infill development of narrower lots that may conflict with established neighborhood patterns and character.

The original amendments attempted to address the concern of excess pavement and numerous curb cuts by explicitly permitting shared driveways for this use. A provision was also added to the Principal Use Standards that access is required from the alley when feasible, and that a garage for this dwelling form must be proportional to the front façade, rather than allowing the static max width of 24' that can apply to duplexes.

The shared driveway provision has been revised to further incentivize and clarify this approach. Garage or carport requirements for a shared driveway were removed to make a shared driveway easier to construct. The description of a shared driveway being located down the party wall line was also removed to allow for scenarios where the driveway may be placed on one lot, providing access to both units from the rear or side. It was clarified that the width of a shared driveway before it flares for parking can be as narrow as 10' wide to reduce pavement and provide more area for landscaping.

There was also concern that this use could permit the platting of narrower lots, which then open the door for infill development of a different use, such as a single-family detached dwelling. This ordinance amendment does not create nonconforming lots. Lots created with dimensions that only conform to the single-family attached use would only be permitted for that use. This fact is clarified with new subdivision details in the Dimensional Standards table and a note in the Principal Use Standards that lots created for the single-family attached use, which only conform to this use, are only permitted for this use with regards to residential development.

The Principal Use Standards were further amended to address the transition of a duplex to a single-family attached development via subdivision and clarify that this can only occur if the existing duplex lot complies with the single-family attached standards. Lastly, the illustration in the Principal Use Standards is proposed to be removed, as it does not reflect a typical duplex or single-family attached development.

Revisions or additions to the original proposed amendments posted on the July 10, 2025 Planning Commission agenda are noted in blue below.

SUMMARY OF PROPOSED CHANGES:

- **Article 2.2 General Abbreviations**
 - Adds a new abbreviation for single-family attached dwellings; “SF-A”
- **Article 2.3 Definitions**
 - Adds a new definition for a single-family attached dwelling as a structure containing one dwelling unit attached at an interior side lot line by a vertical party wall to another dwelling unit
 - Adds clarification to the two-family dwelling definition that it is a duplex on one lot
- **Article 2.4 Rules of Measurement**
 - Adds a provision that the interior side setback standard is only applicable to the side of the single-family attached unit with no shared wall attachment to another unit
- **Article 4.1 Residential Neighborhood Districts Purpose Statements**
 - Adds the single-family attached dwelling use to applicable purpose statements for the residential zoning districts
- **Article 4.3 Dimensional Standards**
 - Adds minimum lot area and minimum lot width standards for a single-family attached dwelling, which are half the dimensions of the two-family dwelling standards

- Includes the single-family attached dwelling in maximum building height and interior side setback standards where those standards are grouped for single-family, two-family and townhouse dwellings
- **Article 4.5 Pocket Neighborhood Design Standards**
 - Adds the single-family attached dwelling to the Pocket Neighborhood standards
- **Table 9-1 Use Matrix**
 - Adds the single-family attached dwelling to the Use Matrix, which mirrors the permitted and special use status of a two-family dwelling
- **Article 9.3.J Principal Use Standards for a Two-Family Dwelling**
 - Includes the single-family attached use in the design standards for a two-family dwelling
 - Limits the front-loaded attached garage width standards to be 60% of the front building façade line for a single-family attached use
 - Adds a provision that where operable alleys are present, the alley shall serve as the primary means of vehicular ingress and egress with discretion by City Engineering
 - Adds a provision clarifying that lots which only meet the dimensional standards for a single-family attached development can be developed solely for that use.
 - Adds a provision that a duplex development may transition to a single-family attached development via subdivision only if the development complies with all standards for the single-family attached use.
 - Removes the illustration associated with this section because it is an inadequate representation of a typical duplex or single-family attached use.
- **Article 10.2 General Development Requirements, Exterior Lighting**
 - Includes the single-family attached dwelling in the exemption status for a lighting plan requirement
- **Article 11.3 Off-Street Parking, Locations and Setbacks**
 - Adds the single-family attached dwelling to the same parking and driveway standards as a single-family and two-family dwelling
 - Simplifies a proposed provision permitting a shared driveway for single-family attached dwellings to encourage shared driveways as a means to reduce curb cuts and pavement
 - Clarifies that a shared driveway can have dimensions consistent with an individual driveway, as reflected in Table 11-7
- **Article 11.4 Required Off-Street Parking Spaces**
 - Sets the minimum off-street parking space requirement for a single-family attached dwelling at 2 spaces per dwelling unit, consistent with single-family and two-family dwelling requirements
- **Article 11.6 Design of Off-Street Parking Facilities**
 - Includes the single-family attached use in the same standards applied to single-family, two-family and townhouse uses
- **Table 11-7: Driveway Width and Curb Cut Length Standards**
 - Includes the single-family attached use in the same standards applied to single-family, two-family and townhouse uses
- **Article 11.9 Off-Street Parking, Bicycle Parking Provisions**
 - Includes the single-family attached use in the same standards applied to single-family and two-family uses

STAFF ANALYSIS

The proposed creation of the single-family attached dwelling use will allow for the development of side-by-side duplexes that are subdivided down the center so that each unit can be sold with its own lot. This use removes obstacles to new homeownership opportunities, and it would be regulated similarly to duplexes, with Special Use review in the RN-1 and RN-2 (Single-Family Residential Neighborhood) zoning districts and Principal Use design standards applied. This use is consistent with the purpose of the zoning code described in Article 1.2.I, to “provide opportunities for a diversity of housing types.”

**MEMORANDUM**

DATE: September 15, 2025

TO: Amy Brooks

FROM: Bryan Berry
Deputy Director of Plans Review & Inspections

RE: Dwelling-Single- Family Attached – Amendments to City Zoning Code

The Plans Review and Inspections Department is supportive of the following amendments to the zoning ordinance to add the Dwelling-Single-Family Attached use. The Dwelling-Single-Family Attached use will be a permitted or special use in the same zoning districts where the Dwelling-Two-Family use is currently allowed.

The proposed amendments create the ability to develop a duplex where each side of the building or unit is located on its own lot and can be owned independently. This helps to further expand housing options, use land efficiently and increase access to home ownership.

City staff worked closely with Planning on the proposed amendments, as well as subsequent changes and recommends approval.

Sincerely,

Bryan Berry, AICP
Deputy Director of Plans Review & Inspections



**CITY OF KNOXVILLE, TENNESSEE
OFFICE OF THE CITY COUNCIL**

Memorandum

To: Amy Brooks, Executive Director
Knoxville-Knox County Planning Commission

From: Will Johnson, City Recorder

Date: August 7, 2025

Re: File Numbers 7-B-25-OA

At its August 5, 2025 meeting, the Knoxville City Council remanded or referred the above ordinance back to the Planning Commission for further consideration.

Please contact me if you require additional information.



2.2 GENERAL ABBREVIATIONS

The following abbreviations may be used within this Code:

- A. "BTL" is an abbreviation for "build-to line."
- B. "BTZ" is an abbreviation for "build-to zone."
- C. "GFA" is an abbreviation for "gross floor area."
- D. "ft" is an abbreviation for "feet."
- E. "max." is an abbreviation for "maximum."
- F. "min." is an abbreviation for "minimum."
- G. "N/A" is an abbreviation for "not applicable."
- H. "sf" is an abbreviation for "square feet."
- I. "SF" is an abbreviation for "single-family."
- J. "2F" is an abbreviation for "two-family."
- K. "SF-A" is an abbreviation for "single-family attached."
- LK. "TH" is an abbreviation for "townhouse."
- ML. "MF" is an abbreviation for "multi-family."

2.3 DEFINITIONS

Abandoned Sign. Any sign, including its supporting structure, erected in conjunction with a particular use, for which the use has been discontinued for a period of 60 days or more, or a lawfully erected temporary sign for which the time period allowed for display of the sign has expired.

Abut. To share a common wall or lot line without being separated by a street or alley.

Accessibility Ramp. A ramp or similar structure that provides wheelchair or similar access to a structure.

Accessory Dwelling Unit (ADU). An additional dwelling unit located on the same lot with and is incidental to, a principal single-family dwelling. An accessory dwelling unit may be attached or detached and must include separate cooking and sanitary facilities, with its own means of ingress and egress.

Accessory Structure. A minor structure which is subordinate in area, extent, and purpose to a principal building, the use of which is customarily incidental to that of a main building and located on the same lot therewith.

Accessory Use. A use customarily incidental, appropriate, and subordinate in area, extent, and purpose to the principal use of land or buildings and located on the same lot therewith.

Accessory Services. Additional services that support, are complimentary to, and/or integral to a principal use, occurring within the same principal structure or on the same property.

Actively Marketed. A property is considered to be actively marketed when it is marketed continuously online through professional multiple listing services such as, but not limited to, Realtor.com, FlexMLS, Knoxville Area Association of Realtors Commercial Information Exchange, LoopNet, CoStar, and Zillow, and/or has signs indicating the property is for sale or lease.

Domestic Violence Shelter. A facility that provides temporary shelter, protection, and support for victims of domestic violence, intimate partner violence, sexual assault, and/or human trafficking. A domestic violence shelter also accommodates the minor children of such individuals. The facility may also offer a variety of services to help individuals and their children, including, but not limited to, counseling and legal guidance.

Donation Box. A container used for the purpose of collecting donated items for resale or for use by an organization or institution.

Drive-Through Facility. That portion of a business where business is transacted directly with customers via a service window that allows customers to remain in their vehicle. A drive through facility must be approved separately as a principal use when in conjunction with another principal uses such as restaurants and financial institutions. A standalone drive-through ATM is considered a drive-through facility for the purposes of this Code.

Driveway. A pathway for motor vehicles from a street to a lot used only for service purposes or for access to the lot.

Drug/Alcohol Treatment Facility, Residential. A licensed care facility that provides 24-hour medical, non-medical, and/or therapeutic care of persons seeking rehabilitation from a drug and/or alcohol addiction. Such facilities include medical detoxification. This includes institutions that are located in one or more buildings on contiguous property with one administrative body.

Drug Treatment Clinic. A facility licensed by the state to administer drugs, such as, but not limited to, methadone or suboxone, in the treatment, maintenance, and/or detoxification of persons.

Dwelling—Above the Ground Floor. Dwelling units located within a single multi-story building located above nonresidential uses on the ground floor or to the rear nonresidential uses on the ground floor. In the case of dwelling units located behind non-residential uses on the ground floor, nonresidential uses must front on the primary street frontage.

Dwelling—Manufactured Home. A manufactured home dwelling is a prefabricated structure that is regulated by the U.S. Department of Housing and Urban Development (HUD), via the Federal National Manufactured Housing Construction and Safety Standards Act of 1974, rather than local building codes. Manufactured homes include those transportable factory-built housing units built prior to the Federal National Manufactured Housing and Safety Standards Act (HUD Code), also known as mobile homes. A manufactured home in the traveling mode, is eight body feet or more in width, or 40 body feet or more in length, or when erected on site is 320 or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation.

1. Multi-sectional manufactured home is defined as two or more manufactured home sections designed to be attached to each other on a site and used as a dwelling unit.
2. Single-wide manufactured home is defined as a one-section manufactured home designed to be occupied as a single living unit.
3. Modular homes are not considered manufactured homes, but rather dwellings, and refer to a method of construction.

Dwelling—Multi-Family. A structure containing three or more attached dwelling units used for residential occupancy. A multi-family dwelling does not include a townhouse dwelling.

Dwelling—Single-Family. A structure containing only one dwelling unit.

Dwelling—Single-Family Attached. A structure containing one dwelling unit attached at an interior side lot line by a vertical party wall to another dwelling unit. Each dwelling is located on a separate lot. A single-family attached dwelling is not a townhouse.

Dwelling—Townhouse. A structure consisting of three or more dwelling units, the interior of which is configured in a manner such that the dwelling units are separated by a party wall. A townhouse is typically

designed so that each unit has a separate exterior entrance and yard area. A townhouse dwelling does not include a multi-family dwelling.

Dwelling—Two-Family. A structure containing two dwelling units on one lot. Also called a "duplex."

Dwelling Unit. A structure, or portion thereof, designed or used exclusively for human habitation, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Easement. Land designated by lawful agreement between the owner(s) of the land and a person(s) or entity for a specified use only by such person(s).

Eating and Drinking Establishment. An establishment where food and/or drinks are prepared and provided to the public for on-premises consumption by seated patrons or for carry-out service. Eating and drinking establishments may have outdoor dining/seating areas. Restaurants and bars are considered eating and drinking establishments.

Eave. The projecting lower edges of a roof overhanging the wall of a structure.

Educational Facility—Primary or Secondary. A public, private, or parochial facility that offers instruction at the elementary, junior high, and/or high school levels.

Educational Facility—University or College/Vocational. A facility for post-secondary higher learning that grants associate or bachelor's degrees. The institution may also have research facilities and/or professional schools that grant master and doctoral degrees. "Educational facilities—university or college" include typical accessory services such as dormitories, cafeterias, restaurants, retail sales, indoor or outdoor recreational facilities, and similar uses. "Educational facility—university or college/vocational" includes facilities that offer instruction in industrial, clerical, computer, managerial, automotive, repair (electrical, plumbing, carpentry, etc.), or commercial skills, or a business conducted as a commercial enterprise, such as a school for general educational development or driving school. "Educational facility—vocational" also applies to privately operated schools that do not offer a complete educational curriculum.

Electronic Message Center (EMC) Sign. A sign which uses a bank of lights, light-emitting diodes, or other materials that can be lit or activated to form copy such as words, letters, logos, figures, symbols, illustrations, or patterns to form a message without altering the sign face.

ELECTRONIC MESSAGE CENTER (EMC)



Encroachment. The extension or placement of any structure, or a component of such, into a required setback or right-of-way.

Equipment Shelter. A building that contains ground related WCF equipment. The shelters are often located in base station areas.

2.4 RULES OF MEASUREMENT

This section provides the rules of measurement for the dimensional standards and locational characteristics within the Code.

O. Yards and Setbacks

1. General Definitions

- a. A yard is the open space area between the building line, of a principal building and the adjoining lot lines, exclusive of façade articulation, such as window or wall recesses and projections.
- b. A required setback is the required minimum distance a principal building must be located from a lot line, which is unoccupied and unobstructed by any projections of a principal building, unless permitted by this Code.
 - i. A build-to zone or build-to line is considered a required setback.
 - ii. In the case of a build-to line it is where the principal building must be located.
 - iii. In the case of a build-to zone, it is the defined area (defined by minimum and maximum build-to lines) where the principal building must be located.
- c. A setback may be equal to or lesser than a yard.
- d. A setback is located along the applicable lot line for the minimum depth specified by the zoning district in which such lot is located.

2. Front Yard and Front Setback

The front yard and front setback extend the full width of the lot between side lot lines measured perpendicular to the front lot line.

- a. Front Yard: A front yard is located between a principal building line and the front lot line.
- b. Front Setback: A front setback is the required minimum distance per the zoning district that a principal building must be located from the front lot line.
- c. A front setback is measured from the front lot line.
- d. Front setbacks on irregular lots are subject to the additional provisions:
 - i. On a lot with a radial (curved) front lot line, the required front setback, as measured from the right-of-way line follows the curve of the lot line.
 - ii. For flag lots, the front yard and setback is measured from the rear lot line of the lot that separates the flag portion of the lot from the street.
- e. Where front yard averaging is permitted, the average front setback of lots on the same side of the blockface are used to establish the required front setback.

3. Interior Side Yard and Interior Side Setback

The interior side yard and interior side setback extend along the interior side lot line between the front and rear yard or setback, measured perpendicular to the interior side lot line.

- a. Interior Side Yard: An interior side yard is located between a principal building line and the interior side lot line.

- b. Interior Side Setback: An interior side setback is the required minimum distance per the zoning district that a principal building must be located from the interior side lot line.
- c. For townhouse developments, the interior side yard and interior side setback are applicable to end units only.

d. For single-family attached dwellings, the interior side yard and interior side setback are only applicable to the side of the unit with no shared wall attachment to another unit.

4. Corner Side Yard and Corner Side Setback

The corner side yard and corner side setback extend along the corner side lot line between the front yard or front setback and the rear lot line, measured perpendicular to the corner side lot line.

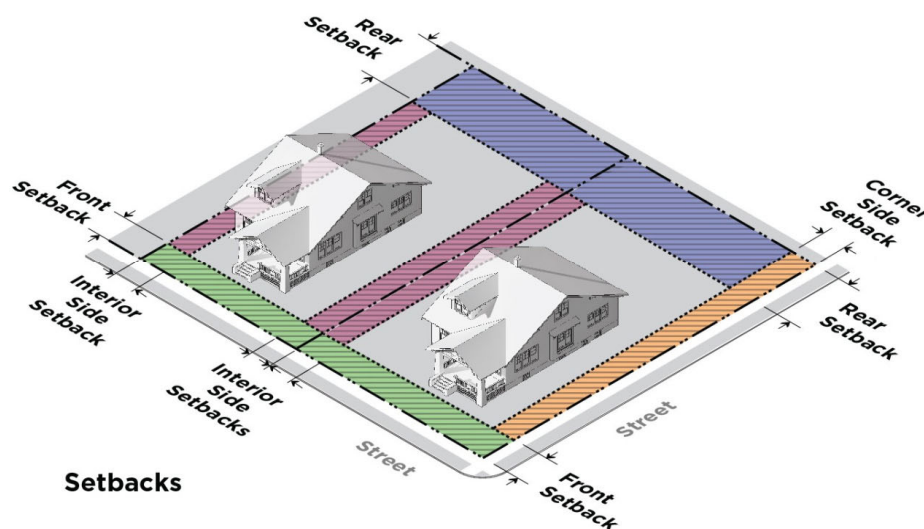
- a. Corner Side Yard: A corner side yard is located between a principal building line and the corner side lot line.
- b. Corner Side Setback: A corner side setback is the required minimum distance per the zoning district that a principal building must be located from the corner side lot line.

5. Rear Yard and Rear Setback

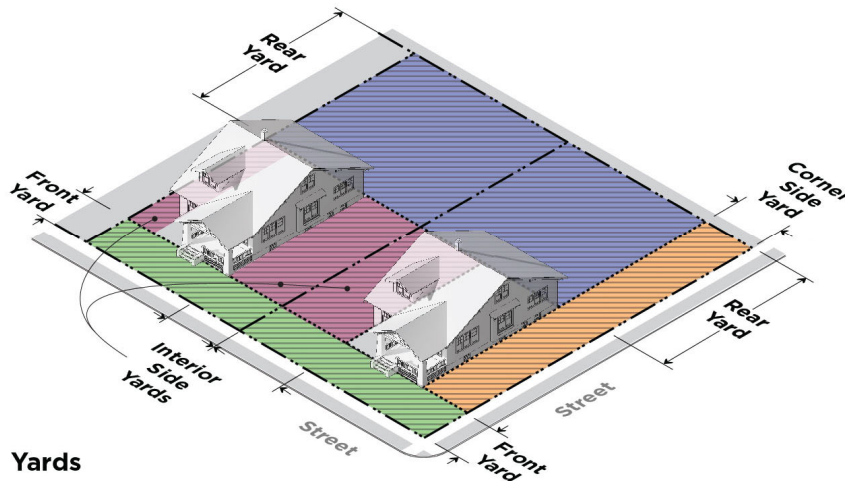
The rear yard and rear setback extend between interior side lot lines, measured perpendicular to the rear lot line.

- a. Rear Yard: A rear yard is located between a principal building line and the rear lot line.
- b. Rear Setback: A rear setback is the required minimum distance per the zoning district that a principal building must be located from the rear lot line.
- c. In the case of a corner lot, the rear yard and rear setback extend between the interior side lot line to the required corner side setback for the [corner lot], measured perpendicular to the rear lot line.

SETBACKS



YARDS



(Ord. No. O-77-2020, § 1, 5-19-20; Ord. No. O-94-2022, § 1, 7-26-22)

4.1 PURPOSE STATEMENTS

A. EN Established Residential Neighborhood Zoning District

The EN Established Residential Neighborhood Zoning District is intended to accommodate Knoxville's older neighborhoods, which exhibit a uniform character and have a development pattern of complex, intricately designed homes on a highly connected street network. The EN District provides for the stability of these established neighborhoods, while allowing for continued development that is compatible with the existing development pattern. Limited nonresidential uses that are compatible with the character of the district may also be permitted.

B. RN-1 Single-Family Residential Neighborhood Zoning District

The RN-1 Single-Family Residential Neighborhood Zoning District is intended to accommodate traditional low density residential neighborhoods in the City of Knoxville, exhibiting a predominant development pattern of single-family homes on relatively large lots and with generous setbacks. Two-family and single-family attached dwellings may also be allowed by special use approval. Limited nonresidential uses that are compatible with the character of the district may also be permitted.

C. RN-2 Single-Family Residential Neighborhood Zoning District

The RN-2 Single-Family Residential Neighborhood Zoning District is intended to accommodate low density single-family residential development on relatively small lots with smaller setbacks within the City of Knoxville. Two-family and single-family attached dwellings may also be allowed by special use approval. Limited nonresidential uses that are compatible with the character of the district may also be permitted.

D. RN-3 General Residential Neighborhood Zoning District

The RN-3 General Residential Neighborhood Zoning District is intended to accommodate medium density residential neighborhoods in the City of Knoxville characterized by single-family, single-family attached, and two-family homes. Townhouse dwellings may be allowed by special use approval to facilitate a more urban

development form. Limited nonresidential uses that are compatible with the character of the district may also be permitted.

E. RN-4 General Residential Neighborhood Zoning District

The RN-4 General Residential Neighborhood Zoning District is intended to accommodate mixed medium density residential development within the City of Knoxville. Single-family, [single-family attached](#), two-family, and townhouse dwelling residential development is permitted with low-rise multi-family dwellings and new development forms such as pocket neighborhoods allowed by review and in some cases with special use approval. The RN-4 District is intended to be applied to neighborhoods that are characterized by such mixed residential development, or that have been identified as areas where such development would be suitable in the future. Limited nonresidential uses that are compatible with the character of the district may also be permitted.

F. RN-5 General Residential Neighborhood Zoning District

The RN-5 General Residential Neighborhood Zoning District is intended to accommodate medium density residential neighborhoods in the City of Knoxville comprising a heterogeneous mix of single-family, [single-family attached](#), two-family, townhouse, and multi-family dwellings. The RN-5 District may also serve as a functional transition between traditionally single-family and two-family residential neighborhoods within the City, and more intensely developed residential or commercial areas. Limited nonresidential uses that are compatible with the character of the district may also be permitted.

G. RN-6 Multi-Family Residential Neighborhood Zoning District

The RN-6 Multi-Family Residential Neighborhood Zoning District is intended to accommodate high density neighborhoods in the City of Knoxville characterized by a mixture of all housing types including single-family, [single-family attached](#), two-family, townhouse, and multi-family. Limited nonresidential uses that are compatible with the character of the district may also be permitted.

H. RN-7 Multi-Family Residential Neighborhood Zoning District

The RN-7 Multi-Family Residential Neighborhood Zoning District is intended to accommodate the most intense high density residential development in the City of Knoxville in townhouse and multi-family development forms. Limited nonresidential uses that are compatible with the character of the districts may also be permitted.

(Ord. No. O-38-2020, § 1, 2-25-20)

4.3 DIMENSIONAL STANDARDS

- B. All residential lots that are not served by a sanitary sewer system must be a minimum of 20,000 square feet in lot area. If the minimum lot area requirement is greater than 20,000 square feet, such requirement controls.
- C. A pocket neighborhood design is permitted in the RN-4 District per the standards of Section 4.5.

Table 4-2: Residential Districts Dimensional Standards

	EN	RN-1	RN-2	RN-3	RN-4
Bulk					
Minimum Lot Area	22,000 sf	SF: 10,000 sf SF-A: 7,500 sf/du 2F: 15,000 sf	SF: 5,000 sf SF-A: 5,000 sf/du 2F: 10,000 sf	SF: 5,000 sf SF-A: 3,750 sf/du 2F: 7,500 sf	SF: 5,000 sf SF-A: 3,500 sf/du 2F: 7,000 sf

		Nonresidential: 20,000 sf	Nonresidential: 10,000 sf	TH: 12,000 sf for 3 du, 3,000 sf each additional du Nonresidential: 10,000 sf	TH: 3,000 sf/du MF: 2,000 sf/du Nonresidential: 10,000 sf
Maximum Lot Area	N/A	N/A	N/A	N/A	MF: 40,000 sf
Minimum Lot Width	SF: 100' Nonresidential: 100'	<u>SF, 2F: 75'</u> <u>SF-A: 37.5'/du</u>	<u>SF, 2F: 50'</u> <u>SF-A: 25'/du</u> Nonresidential: 75'	SF, 2F: 50' <u>SF-A: 25'/du</u> TH: 20'/du Nonresidential: 75'	SF, 2F: 50' <u>SF-A: 25'/du</u> TH: 20'/du MF: 60' Nonresidential: 75'
Maximum Building Height	35'	35'	35'	35'	SF, <u>SF-A</u> , 2F, TH: 35' MF: 45', unless adjacent to a single-family dwelling, then 35'
Maximum Building Coverage	25%	30%	30%	35% TH & Nonresidential: 50%	35% TH, MF, Nonresidential: 50%
Maximum Impervious Surface	35%	40%	40% Nonresidential: 50%	45% TH & Nonresidential: 60%	45% TH, MF, Nonresidential: 60%
Setbacks					
Minimum Front Setback	+/- 10' of the average of blockface; in no case less than 40'	+/- 10' of the average of blockface; in no case less than 25'	20', or the average of blockface, whichever is less; in no case less than 10'	10' or the average of blockface, whichever is less	10' or the average of blockface, whichever is less
Minimum Interior Side Setback	10% of lot width Nonresidential: 20% of lot width	<u>SF, SF-A*, 2F:</u> 8' or 15% of lot width, whichever is less; in no case less than 20' combined Nonresidential:	<u>SF, SF-A*, 2F:</u> 5' or 15% of lot width, whichever is less; in no case less than 15' combined Nonresidential:	<u>SF, SF-A*, 2F,</u> <u>TH*:</u> 5' or 15% of lot width, whichever is less; in no case less than 15' combined Nonresidential:	SF, <u>SF-A*</u> , 2F, TH*: 5' or 15% of lot width, whichever is less; in no case less than 15' combined MF: 12' or 15% of lot width,

		20% of lot width <u>(*for SF-A, pre-subdivision)</u>	20% of lot width <u>(*for SF-A, pre-subdivision)</u>	20% of lot width <u>(*for SF-A & TH, pre-subdivision)</u>	whichever is greater Nonresidential: 20% of lot width <u>(*for SF-A & TH, pre-subdivision)</u>
Minimum Corner Side Setback	15% of lot width Nonresidential: 20% of lot width	15' Nonresidential: 25'	12' Nonresidential: 20'	12' Nonresidential: 15'	12' Nonresidential: 15'
Minimum Rear Setback	25'	25'	25'	25'	25'

Table 4-2: Residential Districts Dimensional Standards

	RN-5	RN-6	RN-7
Bulk			
Minimum Lot Area	SF & 2F: 5,000 sf <u>SF-A: 2,500 sf/du</u> TH: 2,000 sf/du MF: 5,000 sf for 2 du + 1,450 sf per additional du Nonresidential: 10,000 sf	SF & 2F: 5,000 sf <u>SF-A: 2,500 sf/du</u> TH: 2,000 sf/du MF: 5,000 sf + 950 sf per additional du Nonresidential: 10,000 sf	TH: 2,000 sf/du MF: 700 sf/du Nonresidential: 10,000 sf
Minimum Lot Width	SF & 2F: 50' <u>SF-A: 25'/du</u> TH: 20'/du MF: 60'	SF & 2F: 50' <u>SF-A: 25'/du</u> TH: 20'/du MF: 60'	TH: 15'/du MF: 80'
Maximum Building Height	35'	SF, <u>SF-A</u> , 2F, & TH: 35' MF: 65'	TH: 35' MF: 65'
Maximum Building Footprint	N/A	N/A	MF: 30,000 sf for individual structures where multiple structures are built on a lot, there must be a 35' minimum separation between structures
Maximum Building Length	N/A	N/A	200'

Maximum Building Coverage	35% TH, MF, Nonresidential: 50%	40% TH, MF, Nonresidential: 50%	50%
Maximum Impervious Surface	45% TH, MF, Nonresidential: 60%	50% TH, MF, Nonresidential: 70%	70%
Setbacks			
Minimum Front Setback	25' or the average of blockface, whichever is less MF: 25'	Structures 35' or less in height: 25' or the average of blockface, whichever is less Structures over 35' in height: 35' However, when a lot is within 1 mile of the DK District, as measured from the lot line to the closest edge of the DK District, and no parking is located in the front setback, the setback may be reduced to 12 feet	TH: 25' or the average of blockface, whichever is less MF: 35'; if no surface parking is located in the front setback, may be reduced to 25'
Minimum Interior Side Setback	<u>SF, SF-A*, 2F, TH*</u> : 5' or 15% of lot width, whichever is less; in no case less than 15' combined MF & Nonresidential: 10' <u>(*for SF-A & TH, pre-subdivision)</u>	Structures 35' or less in height: 5' or 15% of lot width, whichever is less; in no case less than 15' combined Structures over 35' in height: 12', plus 1' additional setback for each 2 feet of building height over 35'	TH: 5' or 15% of lot width, whichever is less; in no case less than 15' combined MF: 12', plus 1' additional setback for each 2 feet of building height over 35'
Minimum Corner Side Setback	12' MF & Nonresidential: 15'	12' MF & Nonresidential: 15'	15'
Minimum Rear Setback	25'	Structures 35' or less in height: 25' Structures over 35' in height: 30'	30'

(Ord. No. O-10-2024, § 1, 2-6-24)

4.5 POCKET NEIGHBORHOOD DESIGN STANDARDS

A pocket neighborhood is a clustered group of dwellings gathered around a common courtyard or open space which are maintained in a shared stewardship by residents. Pocket neighborhoods must meet the following standards and which may be permitted in RN-4, RN-5, RN-6, and RN-7. Site plan review by the Knoxville-Knox County Planning staff is required.

- A. The minimum total lot area required for a pocket neighborhood is the cumulative area required for each dwelling type in the pocket neighborhood.
- B. Where a dwelling fronts on the common area, it is considered to meet the requirement for frontage on a public or private street.
- C. The zoning district standards apply to each individual dwelling within the pocket neighborhood with the following exceptions:
 - 1. The maximum building height is limited to 35 feet for all dwellings.
 - 2. For single-family, single-family attached, two-family, and townhouse dwellings that front on the common open space, the minimum front setback required is ten feet.
 - 3. For single-family, single-family attached, two-family, and townhouse dwellings that front on the common open space, the minimum interior side setback required is five feet.
- D. The design standards for each dwelling type apply with the following exceptions:
 - 1. For any dwelling abutting a public or private street, an entrance to the dwelling must face the street. Front façades of other dwellings and entrances must be oriented to the common area.
- E. Common areas must meet the following standards:
 - 1. The minimum area of the common area is 3,000 square feet or 500 square feet per dwelling unit, whichever is greater.
 - 2. 70% of the centrally located common area must have a minimum width of 40 feet.
 - 3. Of the required amount of common area space, 65% must be centrally located.
 - 4. All common area space must be accessible to all residents.
 - 5. A maximum of 30% of any contiguous common area may be hardscape.
 - 6. Yards for dwellings are not counted toward the required amount of common area. However, such yards may be in addition to the required amount of common area.

POCKET NEIGHBORHOOD

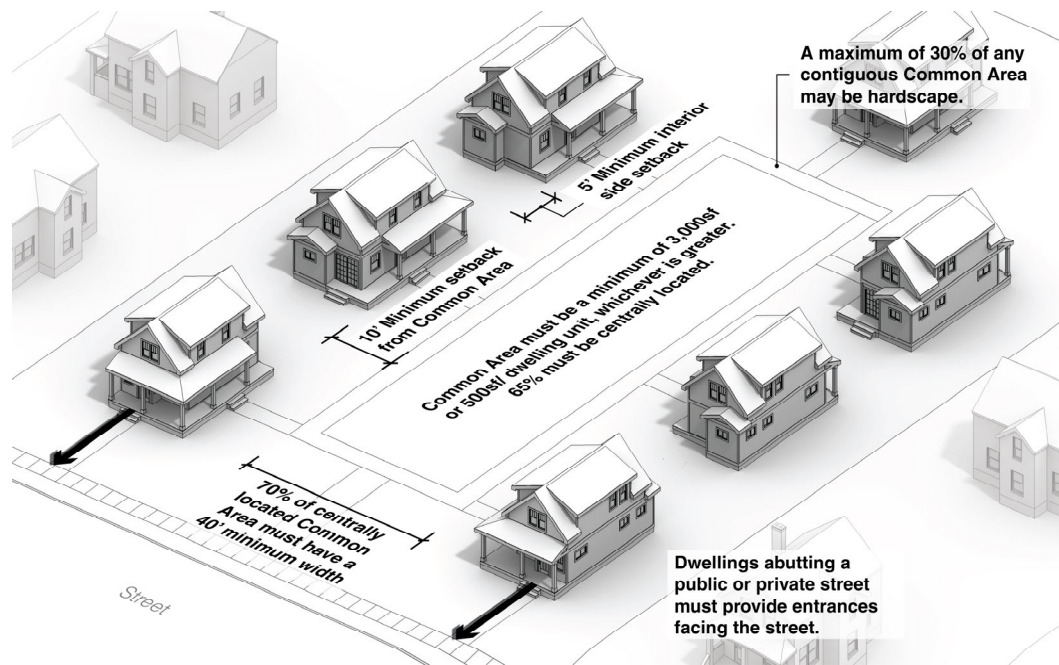


TABLE 9-1: USE MATRIX

P = Permitted Use S = Special Use T = Temporary Use

PRINCIPAL USE	EN	RN-1	RN-2	RN-3	RN-4	RN-5	RN-6	RN-7	C-N	C-G	C-H	C-R	DK	O	OP	I-MU	I-RD	I-G	I-H	AG	INST	OS	NA	USE STAN- DARD (Section)
Agriculture																				P	P			
Airport																			P		S			9.3.?
Alternative Correctional Facility											S													
Amusement Facility—Indoor										P	P	P	P			P								
Amusement Facility—Outdoor											P	P				S								
Animal Care Facility—Large Animal																				P	P			
Animal Care Facility—Small Animal								S	P	P	P	P	S	S		P				P	P			9.3.A1
Animal Breeder																				P				9.3.A1
Art Gallery									P	P	P	P	P			P								
Arts and Fitness Studio									P	P	P	P	P	P	S	P	S							
Bed and Breakfast	P	P	P	P																P				9.3.B
Body Modification Establishment									S	P	P	P	P			P								
Broadcasting Facility—With Antennae															P		P	P	P		P			
Broadcasting Facility—No Antennae									P	P	P	P	P	P	P	P	P				P			
Campground																				S		P		9.3.C
Car Wash										S	P	P												9.3.D
Cemetery																						P		
Community Center	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P					P			
Conservation Area																				P		P	P	
Crematory										S	S	S												9.3.M
Country Club																						P		

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(Supp. No. 78)

Cultural Facility		S	S	S	S	S	S	S	P	P	P	P	P	P		P						P		
Day Care Center									P	P	P	P	P	P		P	P							9.3.E
Day Care Home	P	P	P	P	P	P	P	P																9.3.E
Domestic Violence Shelter	P	P	P	P	P	P	P	P													P			
Drive-Through Facility										S	P	P												9.3.F
Drug/Alcohol Treatment Facility, Residential											S			S							P			
Drug Treatment Clinic										P	P	P		P	P						P			9.3.G
Dwelling—Above the Ground Floor									P	P	P	P	P	P		P								
Dwelling—Manufactured Home	P	P	P	P	P	P	P													S				9.3.H
Dwelling—Multi-Family					P,S	P	P	P	P	P	P	P	P	P		P								9.3.I
Dwelling—Townhouse				S	P,S	P	P	P	P	P	P	P	P	P		P								9.3.I
Dwelling—Single-Family	P	P	P	P	P	P	P		P	P				P		P				P				
Dwelling—Two-Family		S	S	P	P	P	P		P	P				P		P								9.3.J
<u>Dwelling—Single-Family Attached</u>		<u>S</u>	<u>S</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	<u>P</u>				<u>P</u>		<u>P</u>								<u>9.3.J</u>
Eating and Drinking Establishment									S	P	P	P	P			P	P	P						
Educational Facility—Primary or Secondary	P	P	P	P	P	P	P	P		P	P	P	P			S					P			
Educational Facility—University or College/Vocational										P	P	S	P		P	S	P	P		S	P			
Financial Institution									P	P	P	P	P	P	P		P							
Financial Service, Alternative										S	S	S												9.3.K
Food Bank																P		P	P					
Food Pantry										S	S										P			
Food Truck Park									S	P	P	P	P			P	P							9.3.L
Fraternity/Sorority				S	S	S	S														P			
Funeral Home										S	S	S												9.3.M
Garden, Community	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	9.3.N
Garden, Market	S	S	S	S	S	S	S	S	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	9.3.N

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9.3 PRINCIPAL USE STANDARDS

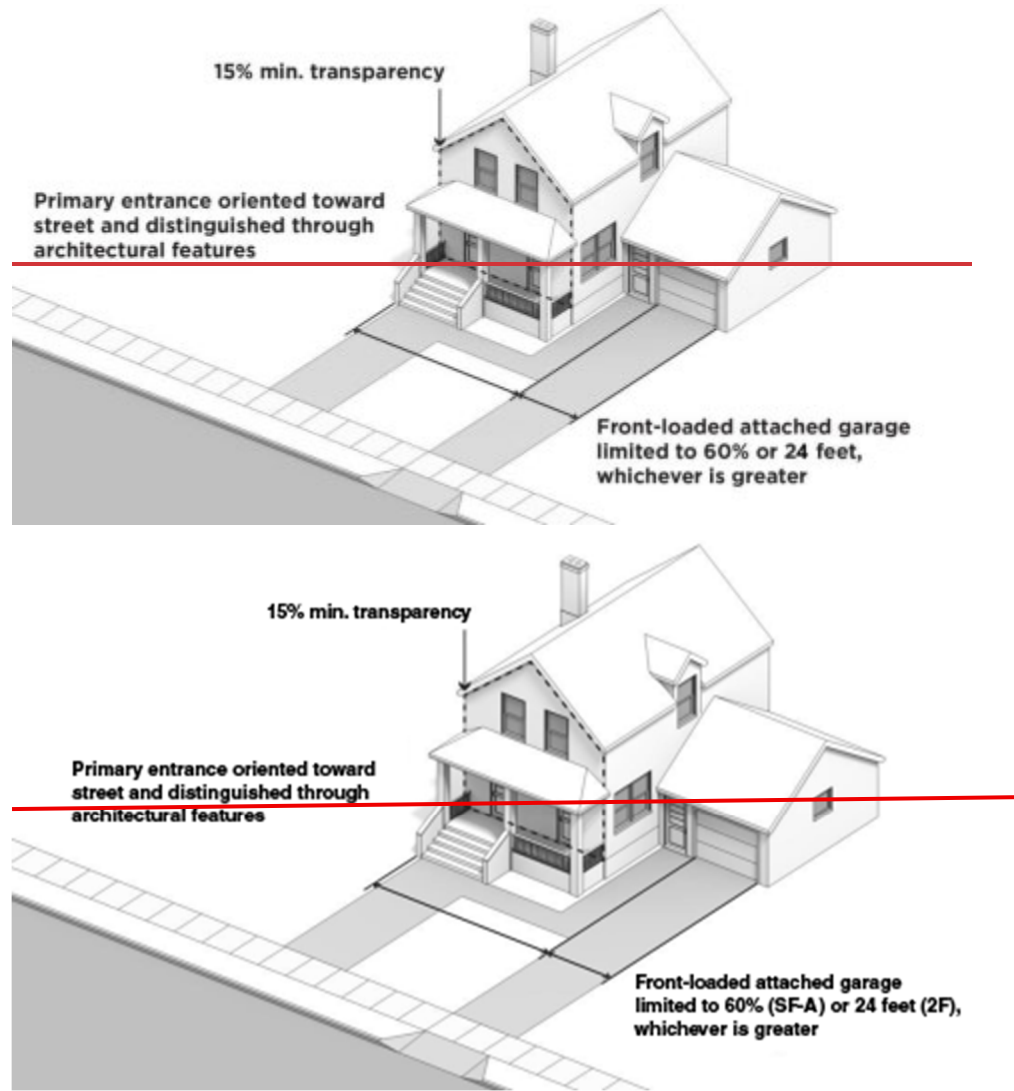
Where applicable, principal uses are required to comply with all use standards of this section, whether a permitted or special use, in addition to all other regulations of this Code.

J. Dwelling—Single-Family Attached and Two-Family

The following standards apply only to new construction and conversions of single-family dwellings to single-family attached or two-family dwellings. If a single-family attached or two-family dwelling is located within a NC, H or IH Overlay District, additional design review will apply.

1. On lots less than one acre in lot area, a dwelling must have a primary entrance from a façade facing the street. The front entry must be a dominant feature on the front elevation of a home and an integral part of the structure, using features such as porches, raised steps and stoops, and/or roof overhangs.
2. Windows, entrances, porches, or other architectural features are required on all street-facing façades to avoid the appearance of blank walls.
3. A 15% minimum transparency requirement applies to all street-facing façades and is calculated on the basis of the entire area of the façade.
4. For a single-family attached use, fFront-loaded attached garages are limited to 60% of the width of the front building façade line.- For a duplex, they are limited to 60% or 24 feet, whichever is greater. Garage width is measured as the width of a garage door; in the case of garages designed with multiple garage doors, the distance is measured between the edge of the outmost doors.
5. Front-loaded attached garages must be set back a minimum of five feet from the front building façade line. This building façade line does not include architectural features, such as bay windows or porches.
6. Where operable alleys are present, the alley shall serve as the primary means of vehicular ingress and egress unless Engineering determines that special site circumstances or conditions prohibit alley access.
7. If the single-family attached use ends, the lot dimensions of the two subdivided parcels do not then become legally protected or nonconforming. Property which has been subdivided (1) for the purpose of establishing a single-family attached use, and (2) in a way that does not meet the dimensional standards of any other permitted or special uses, may stay in that configuration solely for a single-family attached use.
8. A two-family (duplex) development may transition to a single-family attached development only if the development complies with all standards for the single-family attached use.

~~DWELLING—TWO-FAMILY~~



10.2 EXTERIOR LIGHTING

A. Lighting Plan Required

1. A lighting plan is required for all nonresidential uses (including mixed-use), multi-family, and townhouse developments. Single-family, single-family attached and two-family dwellings are exempt from a required lighting plan but are subject to applicable lighting requirements. - These lighting standards apply only to new lighting and to alterations to existing lighting, excluding routine maintenance.

ARTICLE 11. OFF-STREET PARKING

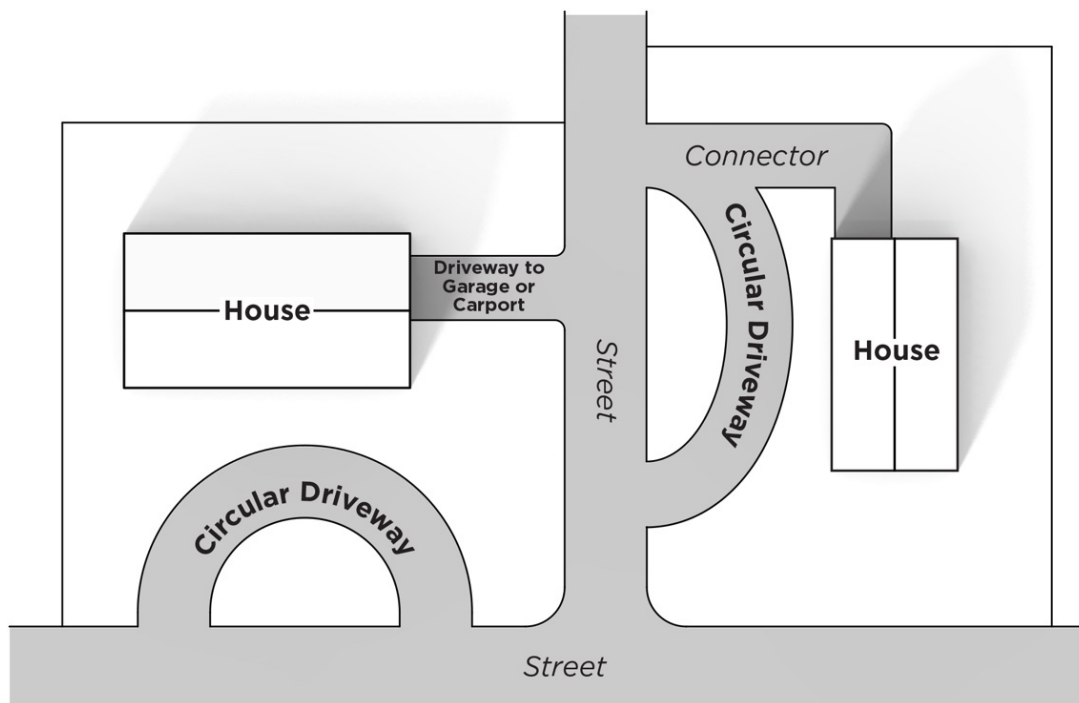
11.3 LOCATION AND SETBACKS

- A. Off-street parking for uses other than residential uses may be provided on a lot other than that on which the principal use is located if the required number of parking spaces for any land use cannot be provided on the same lot on which the principal use is located, according to the requirements of Section 11.8 below.
- B. Parking lots with common frontage on the same block with residentially zoned property and located on roads with less than four existing travel lanes must be setback 25 feet from the street line. However, this setback does not apply to multi-family dwellings.
- C. An interior side or rear setback is required in parking lots, as measured from the edge of parking lot to the lot line, as follows. Required site landscape per Article 12 may be located in this setback.
 - 1. Industrial districts abutting agricultural or residential districts: 20 feet
 - 2. Office or commercial districts abutting agricultural or residential districts: 20 feet
 - 3. Multi-family dwellings abutting agricultural or single-family districts: 10 feet
 - 4. Non-residential use in residential district: 10 feet
- D. For single-family, single-family attached and two-family dwellings, parking is prohibited in the front and corner side yard except as follows:
 - 1. On approved driveways and in approved parking spaces.
 - 2. A maximum of two vehicles with a current and properly displayed accessible/disabled parking license plate or placard/hang tag.
 - 3. Temporary loading or unloading.
 - 4. When construction, remodeling, maintenance, or repairs are being performed on the property, temporary front yard parking cannot exceed the period for which the permit is valid or as necessary to complete the work.
 - 5. Parking for isolated, non-recurring gatherings, parties, or visitors. This exception is not intended to provide permanent or semi-permanent parking for extra cars.
 - 6. Areas within a two-mile radius of Neyland Stadium during University of Tennessee-Knoxville home football games and areas within a one-mile radius of Chilhowee Park and Exposition Center during city-approved events.
- E. For single-family, single-family attached and two-family dwellings, approved parking and driveway(s) in the front and corner side yard are limited to the following:
 - 1. On lots with a carport or garage:
 - a. 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.
 - b. A connector driveway may extend from a circular driveway to beyond the front wall of the structure. Connector driveways must comply with driveway width requirements.
 - 2. On lots with no carport or garage:

- a. With lot frontage of 75 feet or less, the driveway must be within ten feet of the side lot line.
- b. For lot frontage greater than 75 feet, no driveway, other than a circular driveway, may be constructed in the area between the front wall of the principal structure and the front property line.
- c. For lot frontage greater than 75 feet, a connector driveway may extend from a circular driveway to beyond the front wall of the principal structure. Connector driveways must comply with driveway width requirements.

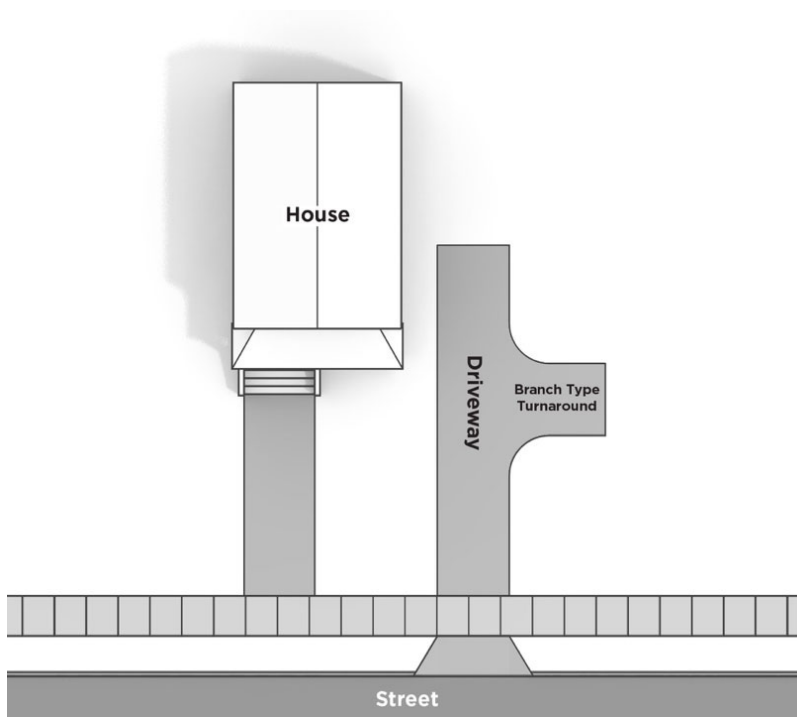
F. For single-family attached dwellings, a single driveway shared by both units is permitted with dimensions consistent with the individual driveway width and curb cut length standards of Table 11-7.

DRIVEWAYS



3. In addition to any of the above, a branch type turnaround not to exceed 200 square feet is permitted on any lot where City engineering standards can be met.

BRANCH TYPE TURNAROUND



- F. For the purpose of this section, lot frontage for any lot except a small lot of record that does not have 75 feet or greater frontage on any street, private right-of-way (joint permanent easement), or access easement, is measured at the front building line.

11.4 REQUIRED OFF-STREET PARKING SPACES

A. General Application

1. The minimum and maximum number of off-street vehicle parking spaces shall be determined in accordance with Table 11-2: Required Off-Street Parking, unless otherwise specified in the zoning district.
2. In determining the number of parking spaces, when the result contains a fraction, any fraction less than one-half is disregarded and any fraction of one-half or more is counted as one parking space.
3. Structured parking is not subject to the maximum number of parking spaces set forth in Table 11-2.
4. All parking lot elements required by the Americans with Disabilities Act (ADA) must be accessible. All off-street parking lots must have a number of accessible parking spaces as required by Table 11-3: Required Accessible Parking Spaces, or as amended by ADA:

Table 11-2: Required Off-Street Parking

Use	Minimum Vehicle Parking Required	Maximum Vehicle Parking Allowed
Agriculture (Dwelling On-Premises)	2 per du	No limit
Airport	10 per 1,000 sf GFA of terminal area	No limit

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Dwelling—ADU	1	
Dwelling—Manufactured Home	2 per du	No limit
Dwelling—Multi-Family	0 to 1 bedroom: 1 per du + guest parking 2 bedrooms: 1.25 per du + guest parking 3 bedrooms: 1.5 per du + guest parking 4+ bedrooms: 2 per du + guest parking Housing development renting by bedroom: 0.67 per bedroom Guest parking (located in areas commonly accessible to all du): 0.2 per du	0 to 1 bedroom: 1.25 per du + guest parking 2 bedrooms: 1.75 per du + guest parking 3 bedrooms: 2.25 per du + guest parking 4+ bedrooms: 2.5 per du + guest parking Housing development renting by bedroom: 1.2 per bedroom Guest parking (located in areas commonly accessible to all du): 0.25 per du
Dwelling—Single-Family	2 per du	No limit
<u>Dwelling—Single-Family Attached</u>	<u>2 per du</u>	<u>No limit</u>
Dwelling—Townhouse	2 per du + 0.25 per du guest parking	No limit
Dwelling—Two-Family	2 per du	No limit
Educational Facility—Primary	1 per classroom	2 per classroom
Educational Facility—Secondary	0.25 per student at maximum enrollment	0.5 per student at maximum enrollment
Educational Facility—University or College/Vocational	5 per 1,000 sf GFA	6.5 per 1,000 sf GFA
Eating and Drinking Establishment	No drive-through: 8 per 1,000 sf GFA With drive-through: 6 per 1,000 sf GFA	No drive-through: 16 per 1,000 sf GFA With drive-through: 12 per 1,000 sf GFA
Financial Institution	2.5 per 1,000 sf GFA	5 per 1,000 sf GFA
Financial Service, Alternative	2.5 per 1,000 sf GFA	5 per 1,000 sf GFA
Food Bank	3 per 1,000 sf of office	8 per 1,000 sf of office
Food Pantry	2 per 1,000 sf GFA	8 per 1,000 sf GFA
Food Truck Park	1 per mobile food unit	2 per mobile food unit
Fraternity/Sorority	0.33 per resident at maximum occupancy	0.5 per resident at maximum occupancy
Funeral Home	0.33 per person at design capacity	0.67 per person at design capacity
Garden, Market	1 per employee on shift of greatest employment	2 per employee on shift of greatest employment
Gas Station	4 per 1,000 sf GFA of any retail component Gas station with retail & restaurant: 4 per 1,000 sf GFA	8 per 1,000 sf GFA of any retail component Gas station with retail & restaurant: 10 per 1,000 sf GFA
Golf Course/Driving Range	3 per hole	6 per hole
Government Office/Facility	3 per 1,000 sf GFA	8 per 1,000 sf GFA
Greenhouse/Nursery—Retail	1 per 1,000 sf GFA + 1 per 1,000 sf outdoor sales area	2 per 1,000 sf GFA + 2 per 1,000 sf outdoor sales area
Group Home	2 per 1,000 sf GFA of office area	8 per 1,000 sf GFA of office area

11.6 DESIGN OF OFF-STREET PARKING FACILITIES

- A. All areas devoted to off-street parking must be designed so that no vehicle is required to back into a public street or alley to obtain ingress or egress, except for the following:
 - 1. Off-street residential parking for single-family, single-family attached, two-family, and townhouse dwellings when the lot is accessed from a local street or alley.
 - 2. Egress directly from parking spaces to alleys may be allowed when the aisle width, including the alley width, meets the minimum aisle width specified in Table 11-4.
- B. The maximum grade in a parking lot is 10%.
- C. Surface drainage must be collected so as to preclude uncontrolled drainage onto the paved portion of street rights-of-way as verified by the Department of Engineering.
- D. All areas devoted to permanent off-street parking must be surfaced and maintained as to control dust, rutting, erosion as a result of continuous use, and migration of surface materials. Parking spaces must be clearly delineated.
- E. Vehicular and pedestrian signs must be MUTCD compliant and approved by the City of Knoxville Department of Engineering.
- F. An accessible pathway must be provided from the accessible parking space(s) to the destination that the parking space(s) are intended to serve. The accessible pathway must be located along the shortest accessible route to the accessible door/entrance.
- G. In an effort to reduce vehicle/pedestrian conflicts:
 - 1. Parking lots serving a building and having more than one 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.
 - 2. A clearly defined and designated accessible route must connect a building's main entrance or central location to a sidewalk in the right-of-way where the cost of providing this route does not exceed 20% of the parking lot improvement cost.
 - 3. Landscaped islands and divider medians must be arranged so as to channel traffic and minimize vehicular and pedestrian conflicts within parking areas. A divider median must be provided at a minimum interval of one median per every six parking rows to channel traffic and minimize vehicular and pedestrian conflicts within interior parking lots.
 - 4. Parking rows must be terminated at both ends with terminal islands that have a minimum of 120 square feet per island.
 - 5. Interior islands must have a minimum area of 120 square feet for each parking row that they interrupt. Islands may be combined for double-parking rows, resulting in an interior island with a minimum area of 240 square feet.
 - 6. In the industrial districts and the DK District, terminal islands, interior islands, and divider medians are not required. This exemption does not apply to parking in industrial districts designated for employees and visitors where the principal building is over 40,000 square feet in gross floor area.
- H. Terminal islands, interior islands, and divider medians are not required for structured parking facilities or for parking facilities less than 20,000 square feet.

(Ord. No. O-96-2022, § 1, 7-26-22)

11.7 ACCESS AND DRIVEWAY DESIGN

These regulations are applicable in zoning districts without access and driveway requirements specific to the zoning district. If the district specifically requires access and driveway design, those requirements control. The Department of Engineering is authorized to develop and implement such policies and procedures as may be necessary and desirable to control the design and construction of driveways that are consistent with this Code.

- C. Table 11-7: Driveway Width and Curb Cut Length Standards provides minimum and maximum driveway widths and curb cut lengths.

Table 11-7: Driveway Width and Curb Cut Length Standards				
Lot Frontage (feet)	Driveway Dimensions		Length of Curb Cut	
	Min.	Max.	Min.	Max.
Single-Family, <u>Single-Family Attached</u> , Two-Family, & Townhouse: By Lot Width				
50 feet or less	10'	18'	15'	24'
> 50—74	10'	20'	15'	26'
Greater than 74	10'	25'	15'	32'
<i>A circular driveway can be no wider than 18'</i>				
Other Development				
Land Use: Uses serving a substantial number of large trucks (5/day or 25/week)	20'	40'	60'	90'
Land Use: All other	20'	30'	25'	60'

1. Gas stations may have driveways up to 40 feet wide.
 2. Boulevard driveways (with raised median separation), one way driveways, and right-in/right-out driveway pairs are not subject to Table 11-7 and will be reviewed on a case-by-case basis by the Department of Engineering.
 3. Access to cell towers, electrical substations, pump stations, etc., defer to the Department of Engineering's Utility Driveway standards.
 4. Major traffic generators will be considered as individual cases and are not subject to Table 11-7. A major traffic generator is defined as any facility that is required by this Article to provide 400 or more parking spaces.
 5. On state roads, adjustments to the dimensions in Table 11-7 may be granted based on Tennessee Department of Transportation specifications.
- D. When a change in use, redevelopment, or alteration of any land or building makes any or all of the driveways unnecessary or noncompliant, the owner of the property must, at their expense, replace all necessary curbs, gutters, sidewalks, and landscape to a condition consistent with current City of Knoxville standards.

(Ord. No. O-87-2020, § 1, 5-19-20; Ord. No. O-96-2022, § 1, 7-26-22)

11.9 BICYCLE PARKING PROVISIONS

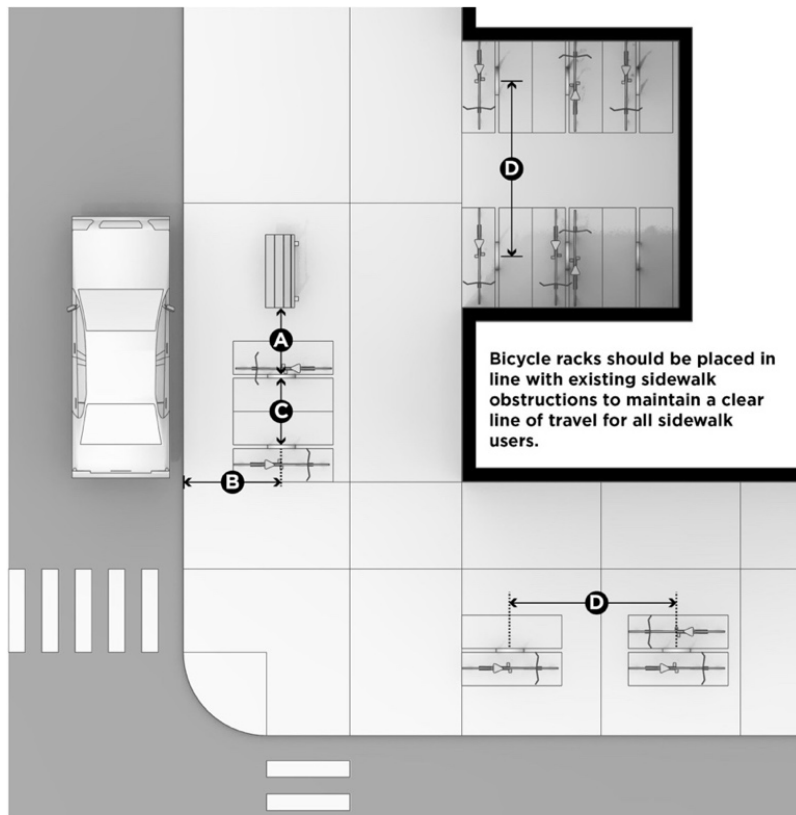
- A. Bicycle parking must be provided for all uses where vehicular off-street parking is required and/or provided, with the exception of single-family, single-family attached, and two-family dwellings. Bicycle parking must be provided for uses in the amount indicated in Table 11-8: Required Bicycle Parking. In determining the number of bicycle spaces, when the result contains a fraction, any fraction less than one-half is disregarded and any fraction of one-half or more is counted as one space.

Table 11-8: Required Bicycle Parking		
Land Use Category	Total Required Motor Vehicle Parking Spaces (Minimum)	Required Number of Bicycle Parking Spaces
Non-Residential <i>Shopping centers and mixed-use multi-tenant structures are to be considered as a whole, not as individual tenants; bike racks must be spaced throughout the shopping center</i>	Less than 50	4
	51—100	8
	101—500	12
	501—1,000	16
	1,001 or more	16 for the first 1,000 + 8 for every 500 thereafter of vehicle parking spaces over 1,000
Land Use Category	Residential Dwelling Type	Required Number of Bicycle Parking Spaces
Residential	Single-family, <u>single-family attached</u> or two-family dwellings	0
	Multi-family or townhouse	0.25 per unit, or none if interior storage space is provided for each unit

- B. In the DK District, bicycle parking is required. The number of bicycle parking spaces required is based on the minimum number of vehicle parking spaces that the proposed use(s) would be required to provide in Table 11-2. For non-residential uses with adequate site constraints, the required minimum bicycle parking may be reduced subject to the review and approval of the Department of Engineering.
- C. One required vehicle parking space may be used as a space for providing required bicycle parking.
- D. The required bicycle parking spaces must be located in a convenient and visible area within 50 feet of a principal entrance or other location approved by the Department of Engineering. Bicycle parking facilities must be sufficiently separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles or other similar features.
- E. Users cannot 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.
- F. Connections to bicycle networks may be required by the Department of Engineering.
- G. Bicycle parking cannot impede pedestrian or accessible routes.
- H. Bicycle parking spaces must include a rack which permits the locking of the bicycle frame and one wheel to a rack or fixture and must support a bicycle in a stable position without damage to the wheels, frame, or components. Racks must be securely anchored to prevent the racks from being removed from the location.
- I. Bicycle racks must be installed according to the following minimum standards:
1. Three feet from the side of the rack to any obstruction.

2. Three feet forwards or backwards from the centerline of the rack to any obstruction.
 3. Four feet from the side of the rack to another bike rack.
 4. Ten feet forwards or backwards from the centerline of the rack to the centerline of another bike rack.
 5. Alternatives to these standards may be approved by the Department of Engineering.
- J. Bicycle parking and access to bicycle parking must be constructed in accordance with the applicable standards of Section 11.6.D.

BICYCLE RACK INSTALLATION



- | | |
|---|--|
| A From the side of the rack to any obstruction | C Side of the rack to another bike rack |
| B Centerline of the rack to any obstruction | D Centerline of the rack to the centerline of another bike rack |

(Ord. No. O-87-2020, § 1, 5-19-20; Ord. No. O-96-2022, § 1, 7-26-22)