

COMMUNITY FORUM COMMENTS TO RECODE DRAFT 3

SUPPLEMENT 1, NOVEMBER 16, 2018

TOPIC 3.24: ACCESSORY STRUCTURES AND USES, Article 10, 10.3, A., 6., page 10-4: The proposed provision gives maximum building coverage **only for a single accessory structure**. There may be several accessory structures on a lot. It does **not** provide maximum building coverage for the total of all accessory structures, only for a single detached accessory structure. No provisions are made for Residential zoning districts. It is the building coverage requirement of each zoning district which provides the total coverage limit. Please cite the Article and Section that provides maximum building coverage for each zoning district.

This is in contrast to the existing Knoxville Zoning Ordinance, **Article V, Section 4, C.**, which, in addition to a maximum building coverage for a **single accessory building or structure**, gives maximum building coverage for any **combination of Accessory Structures in all residential zoning districts**. In residential zones, the lot coverage for the combination of all accessory structures is limited to the lot coverage of the primary structure, the residential building. In other words, in the residential zoning districts, the footprint of the dwelling will be equal to, or larger than, the footprint of any single accessory building or structure, or any combination of all accessory structures and buildings.

Maximum building coverage for each zoning district also applies.

Additionally, larger single accessory buildings may be considered as a Use on Review, which allows conditions and design features to be considered.

It is important to limit the size of Accessory Structures in Residential districts. Neighbors should not have to live in the shadow of large buildings, as close as five feet from their lot line.

Please restore some building coverage limit on the combination of accessory structures in the Residential zoning districts.

Article 10, 10.3, A., 7, page 10-4, appears to conflict with Article 10, 10.3, A., 6, page 10-4. To make them consistent, the chart in **A. 6.**, should read: ***"750sf or 75% of the building coverage of the primary structure, whichever is less."***

Please use consistent terminology-- "primary structure" or "principal building" and "building coverage" or "footprint".

TOPIC 3.25: OUTDOOR STORAGE OF COMMERCIAL VEHICLES, Article 11, 11.11, B., page 11-17: This provision appears to allow an unlimited number of commercial vehicles, "...including semi-truck units,

with or without attached trailers, commercial trailers," to be parked on **residential property as long as they are parked or stored indoors**. The prohibition in **Article 11, 11.11, B.**, applies only to these commercial vehicles if stored or parked outdoors.

Do we really want large, detached, accessory garages built specifically to store or park commercial vehicles on residential lots? This provision, in concert with the provision regarding **Accessory Structures and Uses, Article 10, 10.3, A. 6., page 10-4**, allows, and perhaps encourages, the construction of large accessory buildings on residential lots.

Please review the provisions of the existing Knoxville Zoning ordinance, **Article V, Section 8, Storage and parking of trailers, recreational vehicles, commercial vehicles and school buses**. This section limits the number of commercial vehicles and limits the number of hauling trailers and boat trailers and recreational vehicles that can be parked or stored on a residential lot. It also limits the size of the recreational vehicle. It prohibits the parking and storage of "three-axel combination commercial vehicle cab" and prohibits the parking and storage of "any commercial vehicle used for hauling explosives, gasoline or liquefied petroleum products." It does not require that the vehicles be stored indoors.

Most residents probably would not like living next door to a property with one school bus parked in the yard. However, living next door to a property with one school bus parked outside may be preferable to living next door to a property with a large, permanent, building housing several buses, etc.

Please re-write the regulations on Outdoor Storage of Commercial Vehicles using concepts from both the proposed and existing zoning ordinance. The goal should be providing long-term and short-term protection of residential neighborhoods.

TOPIC 3.26: OUTDOOR STORAGE OF RECREATIONAL VEHICLES: Article 11, 11.12, A., page 11-17: "A. No recreational vehicle or trailer licensed to transport recreation vehicles or equipment may be stored outdoors within the front or corner side yard, including within a residential driveway, for more than seven days."

What is meant by "...for more than 7 days"? Can the recreational vehicle be in the yard or driveway for seven days, then removed for one day, and then returned for another seven days?

The existing ordinance allows parking forward of the front building line for only 48 hours. **Article V, Section 8, C.**

The limit of 48 hours is more appropriate than 7 days.