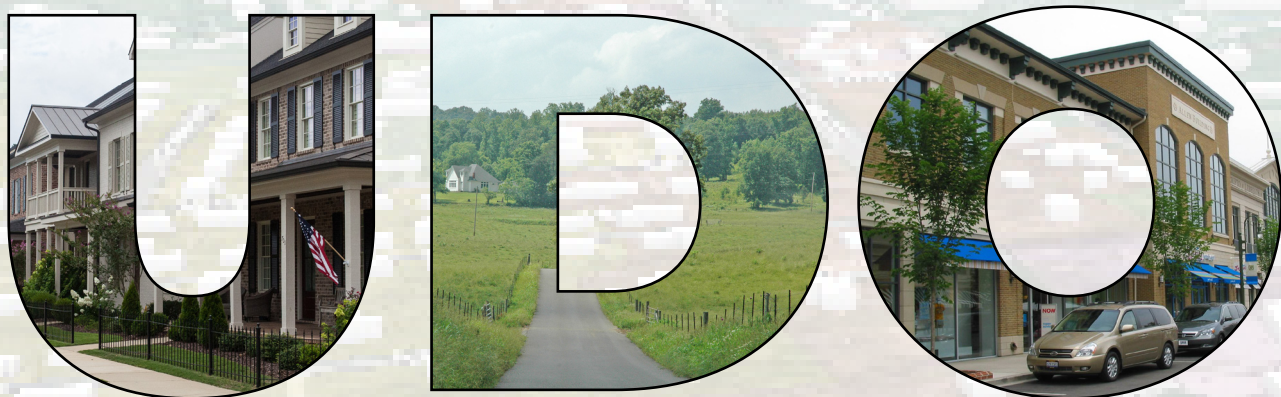




MODULE D CONTENT REVIEW

VIRTUAL PUBLIC MEETING
JULY 29, 2026

MEETING AGENDA



- » **Highlight changes made to zoning districts based on feedback**
- » **Walk through specific content changes and additions in:**

- » Article 13 - Parking and Loading
- » Article 14 - Landscaping, Buffering, and Screening
- » Article 15 - Signs
- » Article 16 - Open Space and Natural Resource Protections
- » Article 18 - Infrastructure and Public Improvements
- » Article 19 - Stormwater

» **Feedback and Next steps**

CHANGES TO DRAFT ZONING DISTRICTS



- » Expanded application of multiple principal uses
- » Expanded conservation development as option in select districts
- » Reduced lot size in AR - Agricultural Rural to align with state statute
- » Adjusted land use table to make more uses permitted by right, especially in the mixed-use districts
- » Added drive-up as a use, created a distinction from drive-through
- » Added single-story building height exemptions for first floor height for select uses
- » Adjusted building height, especially in mixed-use and commercial districts
- » Made minor adjustments to setbacks as needed throughout

An aerial photograph of a city, likely Knoxville, Tennessee, showing a mix of urban development and green spaces. The city is nestled in a valley with rolling hills and mountains in the background. The foreground shows a large, open area, possibly a park or a large lot, with some buildings and parking areas. The text "ARTICLE 13 PARKING & LOADING" is overlaid in large, bold, green letters on the left side of the image.

ARTICLE 13 PARKING & LOADING

PARKING REQUIREMENTS



- » **New maximum parking limits prevent overbuilding of parking and unnecessary pavement**
 - » Draft introduces both minimum AND maximum parking requirements (current regulations focus on minimums only)
 - » Goal: Ensure adequate parking while preventing vast, underutilized lots

SHARED PARKING ALLOWANCES



» New shared parking provisions allow complementary uses to share parking spaces/lots

- » New section allows businesses with different peak hours to share parking (e.g., office + restaurant)
- » Shared spaces count toward each use's requirement
- » Reduces total pavement and optimizes land use

PARKING REDUCTION INCENTIVES



» Developers can reduce required parking in exchange for community benefits

- » New incentives allow parking reductions for:
 - » EV charging stations
 - » Extra landscaping or stormwater features in parking lots
 - » Closing excess driveway curb cuts
 - » Locating all parking behind the building
 - » Dedicated passenger pick-up/drop-off zones
 - » Small-scale on-site renewable energy

OFF-STREET LOADING REQUIREMENTS



- » **New loading area standards address commercial deliveries and moving trucks**
 - » Any use receiving/shipping by truck must provide dedicated loading spaces
 - » No development required to provide more than 5 loading spaces
 - » All multi-family developments must show moving truck access/exit on site plans

BICYCLE PARKING REQUIREMENTS



- » **New bicycle parking standards for commercial and multi-family development**
 - » New sections introduce bicycle parking requirements in certain zoning districts for select uses
 - » Design standards guide effective implementation; for example, bicycle racks must be located within 150 ft of building entrance, securely anchored, and not obstruct pedestrian walkways

LOCATION AND ACCESS STANDARDS



» Front yard parking restricted

- » Residential development (4 units or fewer) prohibits parking in front yard except on paved driveway

» No backing onto public streets

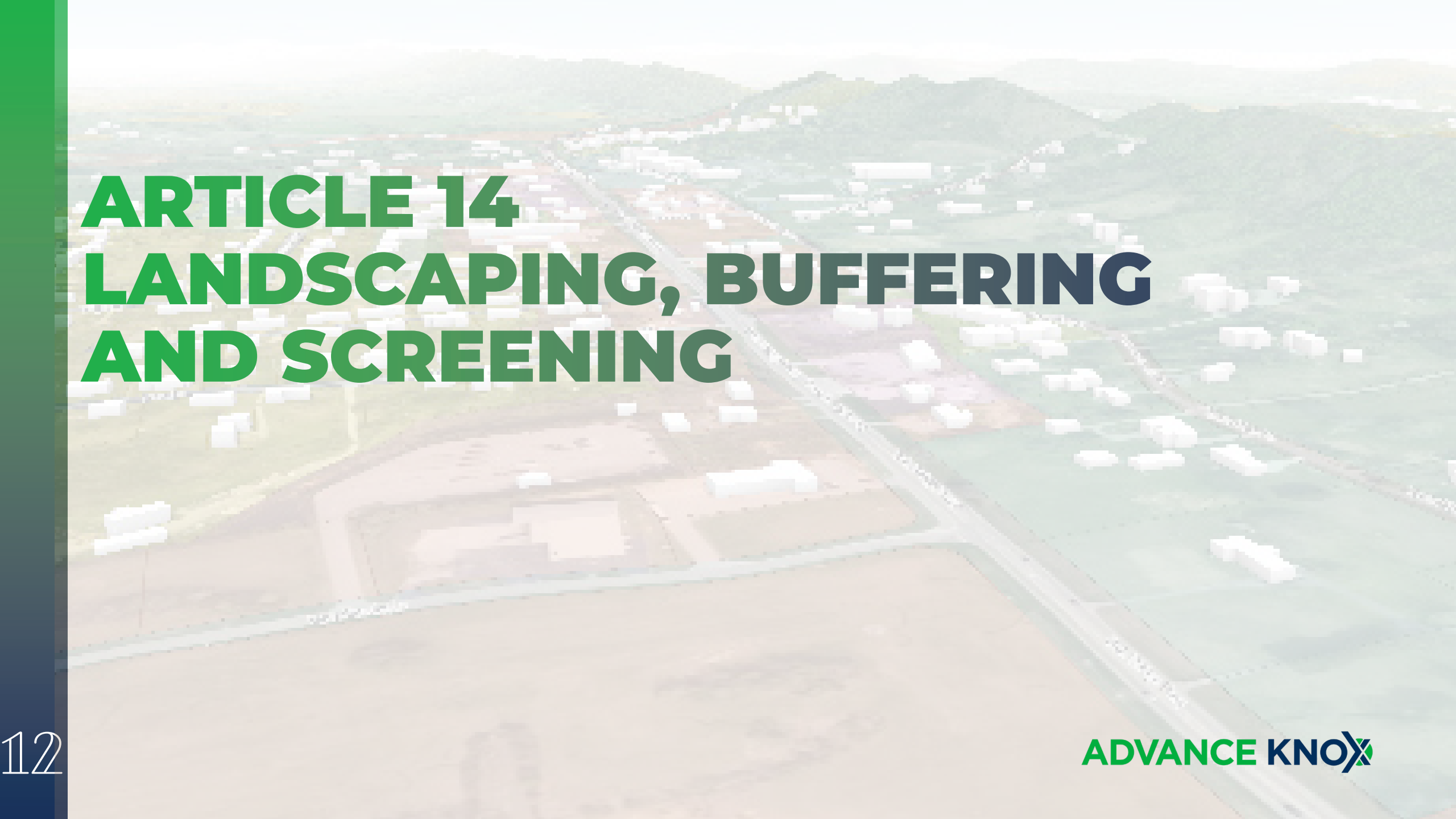
- » Parking lots must be designed so vehicles do not back into public streets, with limited exceptions for single-unit detached and attached residential, townhomes, and duplexes when located on a local road

CROSS-ACCESS - ADJACENT SITES



» Adjacent commercial properties must provide shared vehicular connections

- » New provision requires cross-access connections between adjacent nonresidential/mixed-use parking areas where feasible
- » Allows customers to move between businesses without re-entering the public street
- » Reduces traffic conflicts and improves circulation



ARTICLE 14 LANDSCAPING, BUFFERING AND SCREENING

NATIVE AND ADAPTED PLANT SPECIES



- » **40% of landscaped area must be native plants; 60% for screening**
 - » Minimum 40% of required landscaped area must consist of native species or xeriscaping
 - » At least 60% of trees/shrubs used for screening and buffers must be native
 - » Goal: Reduce water consumption and maintain local landscape character

PARKING LOT LANDSCAPING



» Parking lots must include interior islands designed to capture stormwater

- » Landscaped perimeter yard required along parking lot boundaries
- » Interior landscape islands required at end of each parking row (max contiguous spaces without an island)
- » Encourages curb cuts in islands to receive and treat stormwater runoff (rather than piping to storm sewer)

BUFFERING BETWEEN USES



» Tiered buffer yards required when non-residential abuts residential

- » Non-residential and mixed-use must provide buffer yards when abutting residential districts or uses
- » Buffer depth and planting density vary by development intensity
- » Existing healthy, mature vegetation may be preserved and credited toward buffer requirements

SCREENING OF SERVICE AREAS



» Dumpsters, loading docks, and mechanical equipment must be fully screened

- » Screening required from public ROW and adjacent residential development using opaque fence, masonry wall, or dense evergreen hedge
- » Applies to: outdoor storage, loading docks, dumpsters, drive-through lanes, ground- and roof-mounted mechanical equipment
- » Exceptions to this requirement allowed for Heavy Industrial (HI) and Agricultural Rural (AR) zones unless adjacent to residential uses

CREDITS FOR PRESERVING TREES



» Preserved trees count toward planting requirements

- » Existing healthy trees protected during construction credited at 2:1 (each preserved tree = two new trees)
- » Invasive species (Bradford Pear, Silver Maple) explicitly excluded from credit
- » Incentivizes preservation over clear-and-replant approach



» Landscaping standards tailored to Knox County's steep slopes and hillside features

- » Steep slopes (>25%) and ridges: Must prioritize native vegetation preservation and stabilize with deep-rooting native plants

ARTICLE 15 SIGNS

SIGN REQUIREMENTS BY DISTRICT



» Sign permissions organized by district

- » Sign types, maximum numbers, and total sign face area specified per district per street frontage
- » Residential districts: More restrictive
- » Commercial/Industrial: More permissive
- » Historic Overlay: Special standards for new signs

ELECTRONIC MESSAGE CENTERS



» Digital signs must hold displays for 60 seconds and auto-dim at night

- » Displays must hold constant for at least 60 seconds (no flashing or animated text)
- » Automatic dimming required based on ambient light conditions
- » Brightness limits: 5,000 nits (day) / 250 nits (night)

ILLUMINATION AND BRIGHTNESS



» **New brightness caps and hours of operation for all illuminated signs**

- » External lighting must be shielded downward (max 0.2 foot-candles at property boundary)
- » Signs illuminated only 5 a.m. to 11 p.m. (or 30 min past close of business, whichever is later)

MASTER SIGN PLANS



» Multi-tenant developments over 25,000 sq. ft. require a coordinated master sign plan

- » All signs within a large development must be coordinated, proportional, and aesthetically consistent
- » Plan reviewed and approved administratively in most cases

MONUMENT SIGNS VS. POLE SIGNS



» Distinct standards for monument and pole signs, with size tied to road speed/volume

- » Monument signs: Ground-level with solid base (max 12" off ground)
- » Pole signs: Elevated on poles (separate design standards)
- » Maximum height and area increase along higher-speed/higher-volume roadways

PROHIBITED SIGN TYPES



» Rotating signs, wind-blown devices, and trailer-mounted signs prohibited

- » Explicitly prohibited: rotating signs, pennants/streamers (except during permitted events), signs on trailers/vehicles parked solely with the intent to advertise
- » Goal: Reduce visual clutter and driver distraction
- » Note: Per Reed v. Town of Gilbert, content cannot be regulated — only size, height, etc.

TEMPORARY SIGNS



» Establish clear time limits for temporary signs by type

- » Political signs: follow statutory requirements for placement and removal
- » Community event signs: Removed within 3 days after event
- » All temporary signs must appear static from a vehicle's point of view
- » Maximum display: 90 days from installation

EXEMPT SIGNS



» Signs considered to be minor in visual impact exempt from permit requirements

- » Exempt: Small property ID signs, mailbox signs, private parking/no-trespassing signs (limited by lot size), temporary window merchandise displays
- » No permit required for these minor signs, but still required to meet applicable standards



ARTICLE 16 OPEN SPACE AND NATURAL RESOURCE PROTECTION

MINIMUM OPEN SPACE REQUIRED



» New developments must set aside useable, accessible open space

- » Residential subdivisions (20+ acres) and multi-family (3+ buildings with attached units) must set aside minimum % as permanent open space
- » Percentage varies by zoning district
- » A portion must qualify as “Useable” (accessible, <25% slope, suitable for recreation)
- » Private yards, streets, parking, and steep/inaccessible areas do NOT count

OPEN SPACE CLASSIFICATION SYSTEM



» New four-tier system classifies open space by sensitivity and function

- » Primary: Most sensitive (floodplains, steep slopes, wetlands) - must remain undisturbed
- » Secondary: Important features (forests of a certain size, existing trails and connections to neighboring open space and greenways, etc.) - preserve where feasible
- » Useable: Accessible, flat areas suitable for passive/active recreation
- » Amenity: Improved spaces with seating, trails, play equipment

HILLSIDE PROTECTION



» Slope-based disturbance limits protect Knox County's topography

- » Covers lands with slopes $\geq 25\%$
- » Disturbance limits tied to steepness: 100% disturbance allowed under 25% slope while no disturbance allowed where slope $> 50\%$

CONSERVATION DEVELOPMENT



» Conservation development allowed in exchange for permanently protecting larger open space

- » Conservation subdivisions allow reduced lot sizes and clustered homes on buildable portions
- » In exchange: Larger share of land permanently protected as open space
- » Encourages connected tracts of open space rather than fragmented remnants



ARTICLE 18 INFRASTRUCTURE & PUBLIC IMPROVEMENTS

CONTEXT-SENSITIVE STREET DESIGN



» New street and frontage types balance vehicular mobility with pedestrian safety based on context

- » Tailors lane widths, sidewalks, frontage treatment, building orientation, and site design to road classification (Arterial, Collector, Local) and context (Rural, Suburban, Urban)
- » Moves away from a one-size-fits-all approach to infrastructure

LOCAL STREET WIDTHS & GEOMETRY



» Proposed scaling of local street widths based on projected trips

- » Minimum driving surface could reduce from 26 feet to 20 feet for lower-volume streets
- » Goal: Naturally calm traffic and reduce impervious surfaces
- » Replaces legacy geometric rules with AASHTO guidelines

ACCESS EASEMENTS AND FLAG LOTS



» New limitations introduced to improve safety and reduce excessive curb cuts

- » Access easements remain capped at serving 5 lots (up to 10 attached residential units)
- » Explicitly prohibits “serial flag lots” (stacked flag stems)
- » Lots with public right-of-way frontage crossed by an access easement must use that easement as sole access

SIDEWALK REQUIREMENTS



» Refined triggers for mandatory pedestrian infrastructure

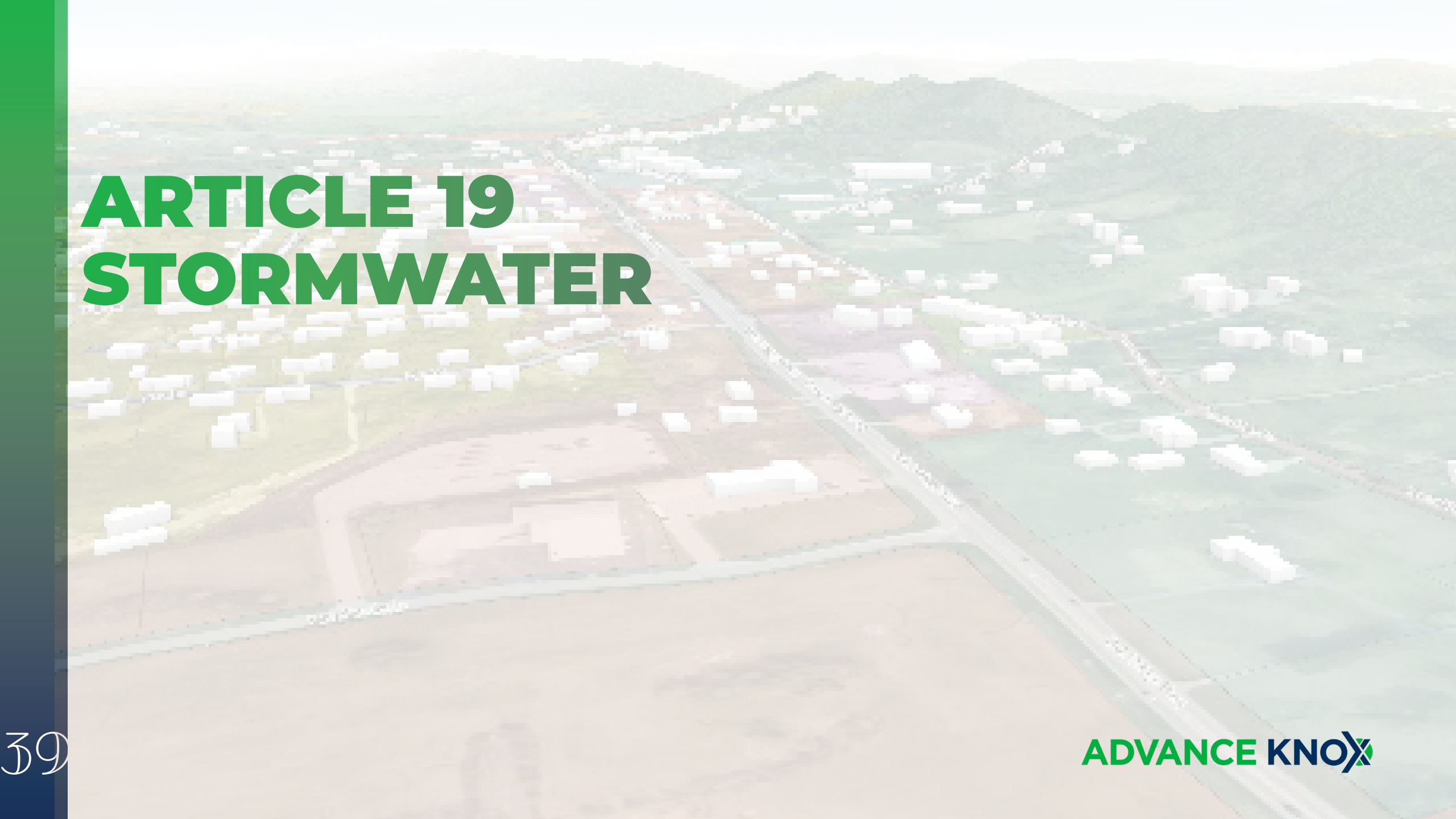
- » Sidewalks required in developments connecting two collector streets
- » Required on local streets designed for speeds >25 mph
- » Required if development is within ¼ mile of public facilities, commercial centers, or established networks

ADMINISTRATIVE APPROVALS



» Delegates specific alternative design approvals to Engineering and Public Works (EPW)

- » Shifts review of certain infrastructure modifications from Planning Commission to administrative level
- » EPW authorized to approve: alternative access, alleys as sole access, reduced street/ROW widths, and increased street grades
- » EPW authorized to modify sidewalk requirements when physical hardships exist

An aerial photograph of a suburban neighborhood. A wide road runs diagonally from the bottom left towards the top right. On either side of the road are residential lots with houses and some green spaces. In the background, there are rolling green hills under a clear sky. The overall tone is bright and clear.

ARTICLE 19 STORMWATER



DRAFT 2 UPDATED ZONING MAP

About the UDO

Knox County adopted a Comprehensive Land Use and Transportation Plan in 2024.

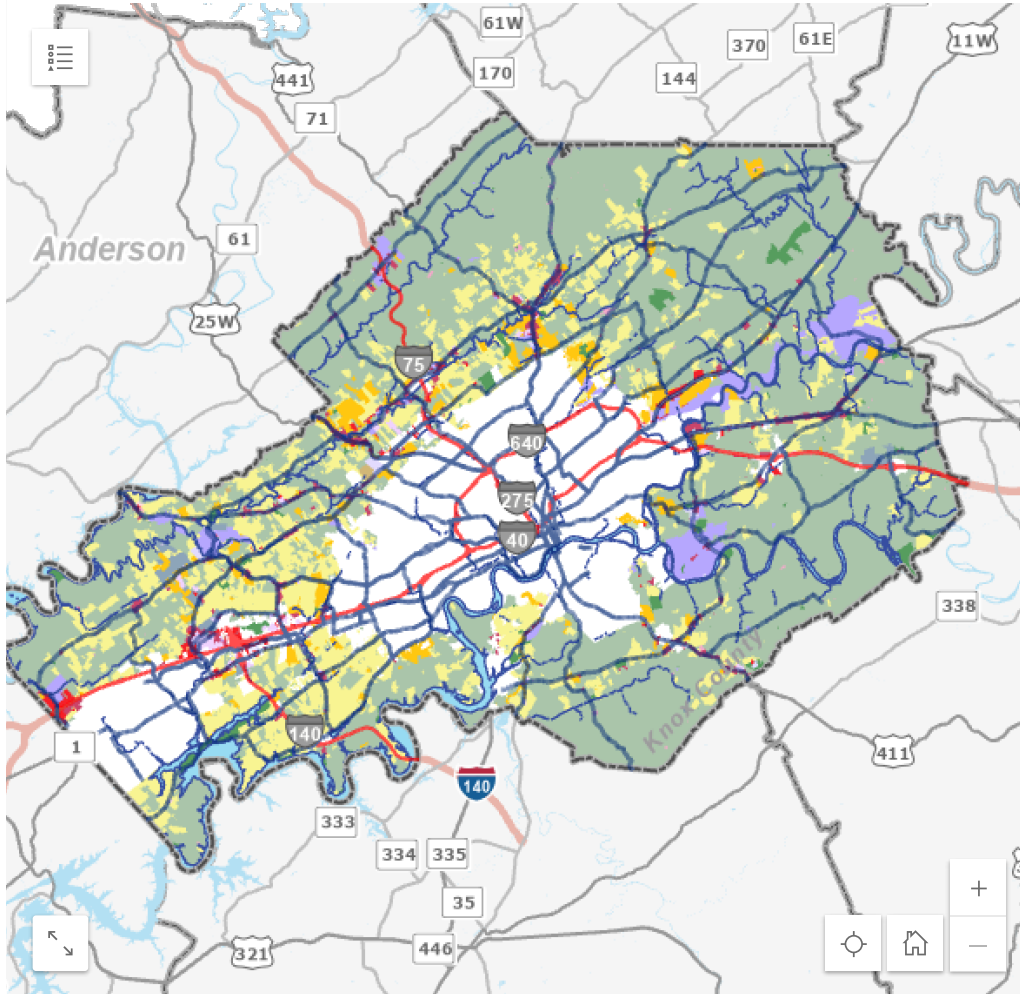
The next step in this planning process is to create a Unified Development Ordinance (UDO). This document will support the goals and place types of the Comprehensive Plan.

What is a Unified Development Ordinance (UDO)?

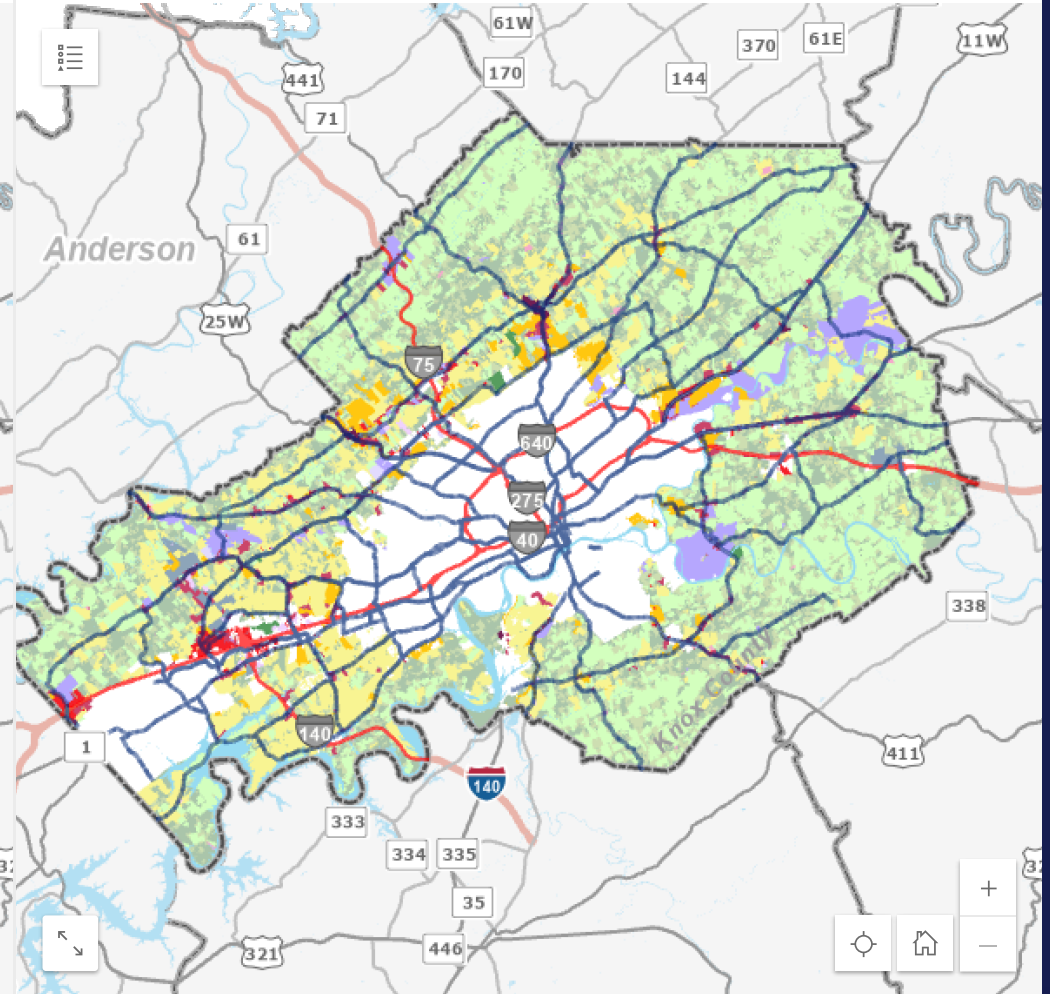
A UDO comprises a set of standards for site design and building development. This includes zoning, street standards, and subdivision regulations. Providing these in one cohesive document will allow Knox County to review developments effectively, avoid overlapping regulations, and be more accessible and easy to navigate for all users.

What is Zoning?

Proposed Zoning Map - Draft 2



Proposed Zoning Map - Draft 1



FEEDBACK AND NEXT STEPS



- » Survey links provided for each article in this module
- » Surveys open for two weeks (through August 12)
- » Draft 2 of zoning map will remain open for comment and opt-in through August 31st
- » Feedback will be reviewed and desired edits considered ahead of the complete draft roll-out
- » Questions and comments on today's presentation submitted via chat will be answered and posted online