

## Article IX: Parking, Access, and Mobility Standards

### § 25-63. Purpose. (New)

The regulations of this article are intended to achieve, among other things, the following purposes:

- (a) To relieve congestion on streets to create safer travel for all forms of transportation;
- (b) To ensure safe pedestrian and bicycle access to and between developments;
- (c) To lessen vehicular movement in the vicinity of intensive pedestrian and bicycle traffic to promote safety and convenience;
- (d) To protect adjoining residential neighborhoods from the impacts of large, nonresidential vehicular use areas; and
- (e) To provide regulations and standards for the development of accessory off-street parking and loading facilities in accordance with objectives of the various planning efforts in the City including the Downtown Master Plan.

### § 25-64. Applicability. (Revised A-1000.1)

Unless otherwise stated, the requirements of this article shall apply to all development and expansions as set forth in this section.

#### (a) Time of Review

Compliance with this article shall be reviewed as part of an application for a special use permit or site plan review, whichever review comes first. Where such reviews are not required, compliance shall be reviewed as part of an application for a building permit.

#### (b) New Development

- (1) The requirements of this article shall apply to all new development where there is the construction of a new structure or establishment of a new land use.
- (2) New buildings that are constructed with a depth of less than 24 feet and provide the benefit of screening parking fields from street frontages and pedestrian passageways shall be considered liner buildings. Said liner buildings which are constructed within the Downtown Master Plan Study Area shall not be required to comply with the off-street parking, loading, or queuing lane requirements.
- (3) The number of existing parking, loading, or queuing lanes may not be reduced below the minimum requirements established within this article.

#### (c) Existing Development

Off-street parking, loading, and queuing areas that are legally in existence on the effective date of this code may not be reduced in size or number unless already exceeding the requirements of this article for equivalent new construction; in which cases, said spaces shall not be reduced below the number required by this article.

#### (d) Expansions, Reductions, and Changes in Use

- (1) The requirements of this article shall apply when an existing structure is expanded or enlarged, when there is an increase in the number of dwelling units within the building, or when there is a change of use that requires additional off-street parking, loading, or queuing lanes. In the case of expansions and enlargements, additional parking, loading, and queuing lanes are required to serve only the enlarged or expanded area.

- (2) When an existing structure is reduced in size, when there is a reduction in the number of dwelling units within the building, or when there is a change of use that requires fewer off-street parking, loading, or queuing lanes, the total number of spaces required by this article may be reduced provided that the vehicular use area<sup>10</sup> complies with this article.
- (3) The change of use of any premises, or the remodeling of any existing building, within the area bounded by Bodley Avenue to the north, Taylor Avenue to the east, Woodbine Avenue to the south, and Clay Avenue to the west, shall be exempt from additional parking, loading, and queuing requirements established in this article. However, existing premises shall not decrease their existing parking, loading, or queuing lanes, including spaces leased to the City. New buildings and additions to existing buildings shall meet the parking, loading, or queuing requirements in this article.
- (4) The requirements of this article shall also apply to the creation or expansion of any new parking lot or addition of loading or queuing lanes, regardless if there are changes in the structure or use.<sup>11</sup>

**(e) Accessory Uses**

Accessory uses shall be exempt from the requirements of this article unless specifically required in [Section <>](#).<sup>12</sup>

**§ 25-65. General Standards.<sup>13</sup>**

The following standards shall apply to all vehicular use areas regulated by this article unless specifically noted.

**(a) Access and Maneuverability**

- (1) Vehicular use areas shall be designed with appropriate means of vehicular access to a street or alley in such manner as will interfere least with the movement of traffic. Except for vehicular use areas for single-family residential uses, adequate maneuvering area shall be provided for vehicles to turn around where only one entry or exit is provided in order that no backing of vehicles into the street or alley is required.
- (2) No driveway, as measured at the right-of-way line, in any district shall exceed 35 feet in width, and the location of such driveway or curb cut shall be subject to the approval of the Director of Public Services on the basis of providing the minimum traffic interference. A driveway serving a single-family residential property shall have a minimum width of 10 feet and a maximum width of 20 feet. See Chapter 20, Article V, of the Code of Ordinances for additional requirements.

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<sup>10</sup> This will be defined as the total area of parking, loading, queuing, and related maneuverability areas.

<sup>11</sup> This is new to the City and would apply if someone just wants to increase the parking area. The current regulations only prevent the reduction of existing parking, loading, and queuing spaces less than the article.

<sup>12</sup> At this point, the only accessory use that will require parking are the accessory dwelling units.

<sup>13</sup> Unless otherwise noted, much of this language is drawn from the existing Section A-1000.2 (7).

- (3) Where this article specifies aisle or driveway widths, the Director of Public Services shall have the authority to require additional aisle or driveway width and turning radii to accommodate emergency vehicles, large vehicles, equipment, vehicles with trailers, or when the aisle serves as a principle means of access and/or circulation within the site, including access to parking spaces, loading spaces, drive-through queuing facilities, or trash storage facilities.

**(b) Location**

- (1) Except as otherwise expressly provided in Section <> (Accessory Uses), all required off-street parking, loading, and vehicle waiting spaces shall be located on the same lot as the principal use.
- (2) All vehicular use areas (other than the permitted drive entrances) shall be located a minimum of 10 feet from any street right-of-way line.

**(3) Single-Family Residential Districts, Single-Family Dwellings, and Two-Family Dwellings**

- (i) For lots that contain a single-family dwelling or two-family dwelling, or in any single-family residential district, no parking space or portion thereof shall be located within the required front yard except as provided in <> (ii) below. Parking areas are permitted behind the front building line.
- (ii) Single-family and two-family residential driveways shall meet the following requirements:
- a. Driveways leading to a side/rear entry attached garage or a detached garage shall have a minimum width of nine feet and a maximum width of 13 feet for the portion of driveway located in the required front yard.
  - b. The maximum width of a circle drive in the required front yard is 13 feet. Turn around areas allowed in this code shall be prohibited where a circle drive is utilized,<sup>14</sup>
  - c. The maximum width of a driveway beyond the property line leading to a front entry garage without side or rear yard parking is seven feet multiplied by the number of passenger vehicle spaces in the garage or carport plus an additional six feet. For purposes of this measurement the following shall apply:

TABLE <> DRIVEWAY MEASUREMENTS	
Number of Passenger Vehicle Spaces	Garage Opening Width
One	< 14 feet
Two	Greater than or Equal to 14 feet and less than 21 feet
Three	Greater than or Equal to 21 feet and less than 28 feet

- d. Transition tapers to driveway widths greater than 20 feet shall have a minimum 1:1 length to width ratio.

<sup>14</sup> We will develop graphics for this provision.

- e. A single-family or two-family residential lot with less than 100 feet of frontage is permitted a maximum of one curb cut. A single-family or two-family residential lot with frontage equal to or greater than 100 feet of frontage is permitted a maximum of two curb cuts. The total maximum number of curb cuts for any residential lot with multiple frontages shall be three.
  - (iii) For single-family and two family dwellings, lots on any of the following streets may include one nine-foot by nine-foot driveway turn around in the front yard except for lots that have a circle drive:
        - i. Kirkwood Road;
        - ii. Manchester Road;
        - iii. Big Bend Boulevard;
        - iv. Geyer Road;
        - v. Adams Avenue;
        - vi. Rose Hill Avenue;
        - vii. Woodbine Avenue;
        - viii. Woodlawn Avenue.
        - ix. Scott Avenue; and
        - x. Monroe Avenue.
    - (iv) Turn around areas may be built in the rear yard of any lot.
- (c) **Fire Code (New)**

All vehicular use areas shall conform to all requirements set forth in the applicable fire code as adopted by the City of Kirkwood.
- (d) **Accessibility (New)**

All vehicular use areas shall be designed and improved in compliance with this article and applicable building codes to ensure compliance with the Americans with Disabilities Act.
- (e) **Landscaping and Screening**

Vehicular use areas shall comply with all applicable landscaping and screening requirements as established in Article <>.
- (f) **Illumination**
  - (1) Vehicular use areas shall be illuminated whenever necessary to protect the public safety.
  - (2) All lighting shall comply with the regulations in Section <>.
- (g) **Stormwater**
  - (1) Adequate stormwater drainage facilities shall be installed in order to ensure that stormwater will not collect upon vehicular use areas and remain there, unless specifically approved by the Metropolitan Sewer District, and to ensure that stormwater will not flow onto abutting property or abutting sidewalks.
  - (2) All grading and paving related to vehicular use areas shall be subject to all applicable City stormwater ordinances including Chapter <>, Article <> (Infill Stormwater Ordinance).

**(h) Use of Vehicular Use Areas (New)**

- (1)** Off-street vehicular use areas required by this section shall be used solely for the parking, loading or unloading, or queuing area for motor vehicles in operating condition of patrons, occupants or employees of such uses.
- (2)** No motor vehicle repair work or service of any kind, except emergency repairs, shall be permitted in or in association with any off-street vehicular use area, except that off-street vehicular use areas for residential uses may be used for occasional auto washing or minor repairs of vehicles owned by the occupant.
- (3)** Off-street parking areas shall not be used for the storage or display of vehicles, trailers, boats, etc. for sale unless such display is in conjunction with a business establishment whose principal business is in the sale or lease of vehicles, trailers, or boats or if the vehicle being sold is the personal vehicle of the lot owner.
- (4)** The use of any off-street parking space, waiting space, or loading/unloading space for storage of wrecked, junked and/or inoperable vehicles shall be prohibited unless approved as part of a motor vehicle repair shop in accordance with this code.

**(i) Grading and Surface**

- (1)** All vehicular use areas shall be graded, drained, and provided with adequate drainage facilities so that adjacent properties and rights-of-way, including public sidewalks, shall not be subject to flooding by run-off water from the proposed parking area.
- (2)** All off-street vehicular use areas, except for off-street loading spaces, shall be graded and provided with a hard surface of asphaltic, bituminous cement, concrete, or other properly bound pavement, as approved by the Director of Public Services, so as to provide a durable and dustless surface, including private parking areas on residential lots. Areas surfaced with gravel, stone, dirt, lawn, landscaping, or other surface not expressly permitted by this code shall not be used for off-street vehicular use areas.
- (3)** The surface requirements for off-street loading spaces shall be as established in Section <>.
- (4)** Porous pavement may be permitted for use only for off-street parking spaces (not related drive aisles) in nonresidential districts and only if used to meet requirements of the St. Louis Metropolitan Sewer District (MSD) and provided that the MSD has approved a maintenance agreement.<sup>16</sup>
- (5)** Paver systems may be permitted for residential parking as established in Chapter <>, Article (Infill Stormwater Ordinance).
- (6)** The owner shall, at his/her own expense, maintain the surface of the vehicular use areas in a smooth and dust-free condition and repair any disintegration of the surface by patching or sealing when such disintegration takes place.

**(j) Curbs<sup>17</sup>**

- (1)** All off-street parking lots shall be designed with six-inch high full depth, 18 inches, concrete curbs in accordance with City of Kirkwood Engineering Department Standards.

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<sup>16</sup> This is a new provision that will allow for the limited use of porous pavement but only if authorized by MSD.

<sup>17</sup> Currently the City requires curbing around all parking areas but this revised language provides for some alternatives to help with stormwater.

- (2) Curbs shall be located at the perimeter of all parking lots, including any interior islands, such as landscape islands.
- (3) The above requirements curbs may be waived as part of the site plan review process under the following conditions:
  - (i) An alternative to the curb requirement has been approved by the Metropolitan Sewer District; or
  - (ii) The proposed demonstrates that the waiver of curbs will provide for better stormwater drainage.
- (4) Where curbs are not provided, wheel stops shall be utilized to protect pedestrian areas, buildings, structures, or landscaping when located adjacent to vehicular use areas. Such wheel stops shall be placed to allow for two feet of vehicle overhang area within the dimension of the parking space.
- (5) Where curbs are provided, the applicant may incorporate cuts or breaks in the curbing to allow for stormwater drainage provided such cuts or breaks are shown in the site plan and stormwater plans.



*Figure <>: Example of a break in a continuous curb to provide for stormwater flow.*

**(k) Striping and Marking**

- (1) Any vehicular use area not servicing a single-family residential use shall indicate the location of each space, the location of spaces for persons with disabilities, and the location and direction or movement along the aisles and access drives providing access thereto by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surface.
- (2) All parking spaces shall be properly marked by durable paint in stripes a minimum of four inches wide and extending the length of the parking space.

**(l) Special Parking Regulations for Residential Zoning Districts<sup>18</sup>**

**(1) Prohibited Vehicles**

- (i) The following vehicles shall be prohibited from being parked in residential zoning districts:

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<sup>18</sup> This section is essentially the same as the current code, with some clarifying provisions as noted. The entire section needs to be checked by code enforcement to ensure that there are no known issues with the current provisions.

- a. All vehicles that have a dump-type bed;
  - b. All motorized construction equipment;
  - c. All vehicles that exceed 10 feet in height above the grade;
  - d. All trailers used to transport equipment or construction vehicles; and
  - e. More than one vehicle outlined in Section <>, below.
- (ii) The above vehicles may be parked or stored inside approved garages.<sup>19</sup>

**(2) Permitted Vehicles**

- (i) The following vehicles shall be parked behind the front line of the existing dwelling and screened from view from both any right-of-way and from adjacent properties:
  - a. Vehicles that have dual rear wheels;
  - b. Vehicles that exceed seven feet six inches in height above grade.
  - c. All trailers not prohibited in Section <>, above.
- (ii) Screening may consist of an evergreen hedge that provides continuous screening from adjacent properties or by solid fencing with a maximum height permitted in the applicable zoning district.<sup>20</sup>

**(m) Calculation of Spaces**

When there is a determination in this article related to the number of required parking or loading spaces that results in a requirement of a fractional space, any fraction up to and including 1/2 shall be disregarded, and fractions over 1/2 shall be interpreted as one parking space. Such determination shall also apply to the determination of the number of required bicycle racks.

**(n) Maintenance**

- (1) All vehicular use areas, sidewalks, and paved trails shall be maintained in a manner to keep it as free as practicable from rubbish, paper and other loose particles, and snow and ice shall be promptly removed by the applicable responsible party.
- (2) Any walls, trees and shrubbery, as well as surfacing of vehicular use areas, shall be maintained in good condition throughout its use.

**§ 25-66. Off-Street Parking Requirements**

**(a) Rules for Computation**

**(1) On-Street Parking**

On-street parking spaces shall not be counted toward off-street parking space requirements except as may otherwise be provided for in this code.

**(2) Driveway Space Meeting Parking Requirements**

Entrances, exits, driveways, or queuing lanes shall not be computed as any part of a required parking lot or area.

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<sup>19</sup> We have added this language for clarity.

<sup>20</sup> This is new language to provide clarity on what is appropriate screening.

**(3) Multiple Uses**

Where a building or group of buildings on the same lot contains two or more uses, the parking areas shall include a number of spaces that equals the combined total of parking spaces required for each individual use, except as otherwise allowed in Section <> (Alternative Parking Solution).

**(4) Area Measurements**

All square footage-based parking standards shall be computed on the basis of gross floor area of all floors in the building. Up to 15 percent of the gross floor area may be excluded from the above calculation if the area is used for storage accessory to the principal use, restrooms, utilities or other maintenance areas, loading and unloading docks, and other areas incidental to the principal use.

**(5) Capacity- Based Standards**

- (i) For the purpose of computing parking requirements based on employees, students, residents, or occupants, calculations shall be based on the typical, or average, number of persons working on a single shift, the typical, or average, enrollment, or the maximum fire-rated capacity, whichever is lesser.
- (ii) In hospitals, bassinets shall not be counted as beds.
- (iii) In the case of benches, pews, and similar seating accommodations that do not have individual seats, each 24 inches of length of seating shall be counted as one seat for the purpose of determining the parking requirements.

**(6) Unlisted Uses**

- (i) Upon receiving an application for a use not specifically listed in the parking schedule in Section <>, the Director of Public Services shall apply the parking standard specified for the listed use that the Director of Public Services deems most similar to the proposed use in regards to use, size and intensity of use.
- (ii) If the Director of Public Services determines that there is no listed use similar to the proposed use, intensity, or size, the Director of Public Services may refer to the estimates of parking demand based on recommendations of the American Planning Association (APA), the Urban Land Institute (ULI) and/or the Institute of Traffic Engineers (ITE).

**(b) Number of Spaces Required**

- (1) This section defines the number of parking spaces required for each use within the City.
- (2) For all uses except single-family and two-family dwellings, the number of parking spaces required in Table <> may be modified according to the following provisions:
  - (i) An application shall include the number of spaces required in Table <> or up to five percent less without needing an administrative waiver or variance approval.<sup>21</sup>

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<sup>21</sup> We have recommended this administrative adjustment to provide some minor flexibility in required number of parking spaces since a variance and administrative waiver both require the demonstration of a practical difficulty to approve.



- (ii) Applications for administrative waivers or variances shall be from the total number of spaces required in Paragraph <> (i) above and shall not include the five percent reduction or shared parking spaces.
  - (iii) Additional reductions shall be permitted if the applicant provides off-site parking spaces (See Section <>), shared parking spaces, or deferred construction parking spaces as provided for in [Section <>](#).
- (3) Table <> establishes parking requirements for lots without and outside the Downtown Master Plan Study Area. Where there is only a single parking ratio established, such ratio shall apply to all lots in the City.

TABLE <>: NUMBER OF REQUIRED OFF-STREET PARKING SPACES <sup>22</sup>		
Use	Parking Space Requirements	
	Within Downtown Master Plan Study Areas	Outside of the Downtown Master Plan Study Area
Agricultural Uses		
Agricultural Use	No parking spaces are required	
Community Garden	1 space for every four garden plots	
Livestock Facility, Private	No parking spaces are required	
Residential Uses		
Continuing-Care Retirement Facility	For independent living units, 1.5 spaces per dwelling unit. For other care facilities and dwelling types, 1 space per two beds at maximum capacity	
Domiciliary Home	1 space per two beds at maximum capacity	
Dwelling, Multi-Family	1.5 spaces per dwelling unit	2 spaces per dwelling unit <sup>23</sup> .
Dwelling, Row		
Dwelling, Single-Family	2 spaces per dwelling unit except for lots with a width of 50 feet or less, then 1 space per dwelling unit.	
Dwelling, Two-Family	1.5 spaces per dwelling unit	2 spaces per dwelling unit
Group Home	1 space per two beds at maximum capacity	
Nursing Home	1 space per two beds at maximum capacity	
Residential Treatment Facility	1 space per two beds at maximum capacity	
Residential Use, Upper Floor	1.5 spaces per dwelling unit	2 spaces per dwelling unit
Short-Term Rental	2 spaces for owner plus one space for each guest room	
Public, Institutional, and Recreational Uses		
Wireless Communications Infrastructure	2 spaces per tower	
Bus Passenger Terminals	1 space per 100 square feet of lobby area	
Cemetery	1 space per four seats in a chapel or place of assembly at maximum capacity	
Housing for Religious Personnel	1 space per four beds at maximum capacity	
Educational Institution	See Section <> (Uses with Variable Parking Demand)	

<sup>22</sup> This is the same list of uses as in the principal use table. We have reviewed all the ratios and made adjustments to largely decrease parking requirements. There were a number of uses where the parking standards for the downtown master plan area was actual the modern ratio and, in those cases, we applied it across the city.

<sup>23</sup> The current requirement increases the spaces required for larger units but even then, the current requirements are large as compared to parking demands. We suggest two spaces per unit, which can be used for dwelling units or guest spaces.

**Article IX: Parking, Access, and Mobility Standards**  
**§ 25-66: Off-Street Parking Requirements**

**TABLE <>: NUMBER OF REQUIRED OFF-STREET PARKING SPACES<sup>22</sup>**

Use	Parking Space Requirements	
	Within Downtown Master Plan Study Areas	Outside of the Downtown Master Plan Study Area
(Higher Education)		
Educational Institution (Preschool and K-12)	1 space for every four seats in the largest auditorium, stadium, or assembly room, whichever is greater + 6 spaces per classroom.	
Funeral Home Service	6 spaces for each parlor + 1 space for each fleet vehicle or 1 space for each 50 square feet of floor area in assembly rooms used for services, whichever is greater.	
Fraternal Organization or Club	1 space per four fixed seats or 1 space per two persons based on the occupant load limit, whichever is greater	
Golf Course	4 spaces per green + 1 space for each driving range tee	
Government Facility	See Section <> (Uses with Variable Parking Demand)	
Hospital	1 space for every two patient beds + 4 spaces per 1,000 square feet of outpatient clinics, laboratories, pharmacies and other similar uses	
Museum	1 space for each four persons at maximum building capacity	
Outdoor Recreation, Public	See Section <> (Uses with Variable Parking Demand)	
Park or Playground (Publicly Owned)	See Section <> (Uses with Variable Parking Demand)	
Place of Worship	1 space per four fixed seats in the main assembly room or 1 space per four persons at maximum capacity, whichever is greater	
Place of Worship, Administrative Offices	1 space per 300 square feet	1 space per 400 square feet
Recreational Development	For indoor facilities, one space for each three persons at maximum building capacity. For any outdoor facility, see Section <> (Uses with Variable Parking Demand)	
Rescue Facility, Private	1 space per 300 square feet	1 space per 200 square feet
Theater or Art Exhibition Space, Indoor	1 space for each four persons at maximum building capacity	
Commercial, Office, and Mixed Uses		
Amusement Facility, Indoor	See Section <> (Uses with Variable Parking Demand)	
Amusement Facility, Outdoor	See Section <> (Uses with Variable Parking Demand)	
Animal Facility, Major	1 space per 300 square feet	
Animal Facility, Minor	1 space per 300 square feet	
Catering Establishment	1 space per 350 square feet	
Craft Brewery, Winery, or Distillery	1 space per 500 square feet of manufacturing space + 1 space per 100 square feet of floor area of tap rooms or other areas where patrons are served drinks manufactured on-site.	
Day Care Center, Adult	1 space for every two adults based on maximum capacity	
Day Care Center, Child	1 space for every 400 square feet + 1 additional space for each classroom	
Financial Institution	1 space per 300 square feet	
Gas/Fuel Station	1 space per 300 square feet of indoor floor area plus 1 space service bay (service bay may not be counted as a parking space). Each double fuel pump station can count as one parking space toward this requirement	
Greenhouse, Commercial	1 space per 500 square feet of floor area	
Hotel	0.5 spaces per room	1 space per room
Liquor Store	1 space per 350 square feet	1 space per 250 square feet

**Article IX: Parking, Access, and Mobility Standards**  
**§ 25-66: Off-Street Parking Requirements**

**TABLE <>: NUMBER OF REQUIRED OFF-STREET PARKING SPACES<sup>22</sup>**

Use	Parking Space Requirements	
	Within Downtown Master Plan Study Areas	Outside of the Downtown Master Plan Study Area
Medical Marijuana Facility	1 space per 400 square feet	
Medical or Dental Facility	1 space per 300 square feet	1 space per 200 square feet
Motor Vehicle Repair Shop, Major	1 space per 300 square feet of indoor floor area (service bay may not be counted as a parking space).	
Motor Vehicle Repair Shop, Minor	1 space per 300 square feet of indoor floor area (service bay may not be counted as a parking space).	
Office, General	1 space per 400 square feet	1 space per 300 square feet
Parking Lot or Structure	None required	
Personal and Commercial Service	1 space per 350 square feet	1 space per 250 square feet of floor area, or two spaces per station/chair, whichever is greater
Restaurant	1 space per 100 square feet of floor area	
Retail Business	1 space per 350 square feet	1 space per 250 square feet
Tobacco or Vapor Product Store	1 space per 350 square feet	1 space per 250 square feet
Vehicle Sale and Rental	1 space per 200 square feet of indoor floor area	
Vehicle Wash	1 space per washing bay (washing bay may not be counted as a parking space)	
Industrial Uses		
Central Mixing Plant	See Table <>.	
Dry-Cleaning Plant	See Table <>.	
Light Manufacturing	See Table <>.	
Research and Development Organization	See Table <>.	
Self-Storage Facility	1 space per 200 square feet of indoor office space.	
Storage or Warehousing Firm, Indoor	See Table <>.	
Truck Freight Terminal	See Table <>.	
Utility Substation	4 spaces	
Wholesale Business	See Table <>.	

<b>TABLE &lt;&gt;: REQUIRED PARKING SPACES FOR INDUSTRIAL USES</b>	
The total number of required spaces is cumulative based on the variety of different functions present in a single use as established below	
Office or Administrative Area	1 space per 300 square feet of floor area
Indoor Sales Area and Displays of Goods Manufactured on Site	1 space per 300 square feet of indoor floor area
Indoor Areas Used for Storage, Warehousing, Assembly, Vehicular Service, or General Manufacturing Activities	1-3,000 square feet of floor area
	3,001-5,000 square feet of floor area
	5,001-10,000 square feet of floor area
	10,001 or more square feet of floor area
Outdoor Storage Area (3,000 square feet or less)	1 space per 1,500 square feet of outdoor space
Outdoor Storage Area (more than 3,000 square feet)	1 space per 2,500 square feet of outdoor space

**(c) Uses with Variable Parking Demand Characteristics (New)**

Uses that reference this subsection in [Table <>](#) have widely varying parking demand characteristics, making it difficult to establish a single off-street parking standard. Applicants that propose a use subject to this subsection shall submit information with their application on the size of building, potential employment, proposed seating, applicable fire capacity information and similar information along with justification on how the proposed number and design of parking spaces is sufficient for the proposed use. The Public Services Director shall have the authority to review and make a decision on the proposed number of parking spaces based on the information submitted by the applicant and any estimates of parking demand based on recommendations of the American Planning Association (APA), the Urban Land Institute (ULI) and/or the Institute of Traffic Engineers (ITE).

**(d) Parking for Persons with Disabilities (Existing A-1000.5)**

- (1) Parking spaces designated for persons with disabilities shall be located on the shortest possible accessible circulation route to an accessible entrance to the building. In separate parking structures or lots that do not serve a particular building, parking spaces for disabled persons shall be located on the shortest possible pedestrian route to an accessible pedestrian entrance of the parking facility.
- (2) The minimum required number of accessible parking spaces established in Table <> shall be included as parking spaces satisfying the number of required parking spaces in Table <> above.

<b>TABLE &lt;&gt; REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES</b>	
Total Parking Spaces in Lot	Required Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3

<b>TABLE &lt;&gt; REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES</b>	
<b>Total Parking Spaces in Lot</b>	<b>Required Number of Accessible Spaces</b>
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1,001 and more	20 plus 1 for each 100 parking spaces over 1,000 parking spaces

- (3) In no case shall the number of accessible spaces be reduced below any requirements of the Americans with Disabilities Act.
- (4) One space in every four required accessible spaces shall be lift van accessible, but in no case shall there be less than one lift van accessible space.
- (5) Accessible parking spaces shall be not less than nine feet wide by 19 feet long with a minimum five-foot access aisle adjacent to each space. Lift van accessible spaces shall have an access aisle that is a minimum of eight-foot wide. Universal parking spaces 12-foot wide with an adjacent five-foot wide access aisle may be used to satisfy the requirement for accessible parking, including lift van accessible parking spaces. The access aisle space may be shared between two accessible spaces.
- (6) The universal symbol of accessibility shall be painted on the surface of the parking space. Accessible parking spaces shall be designated as reserved by a blue sign showing the universal symbol of accessibility in white mounted 60 inches above the finished grade of the parking space. The sign shall include the required fine in accordance with Municipal Code of Ordinances, Chapter 14, Article VI. All van accessible spaces shall be marked with an additional sign stating "Lift Van Accessible Only" mounted directly below the accessible parking sign.

**(e) Alternative Parking Solutions**

The total amount of parking spaces required in Section <> may be reduced by utilizing one of the following alternative parking solutions.

**(1) Off-Site Parking**

Off-site parking for certain uses may be as authorized as an accessory use in Section <>.

**(2) Deferred Construction of Required Spaces in the Industrial District**

If the number of parking spaces required in Table <> is substantially larger than the number anticipated by the applicant and the applicant provides sufficient evidence that supports the reduced parking needs, an application may be approved with an allowance for the construction of a lesser number of parking spaces provided that:

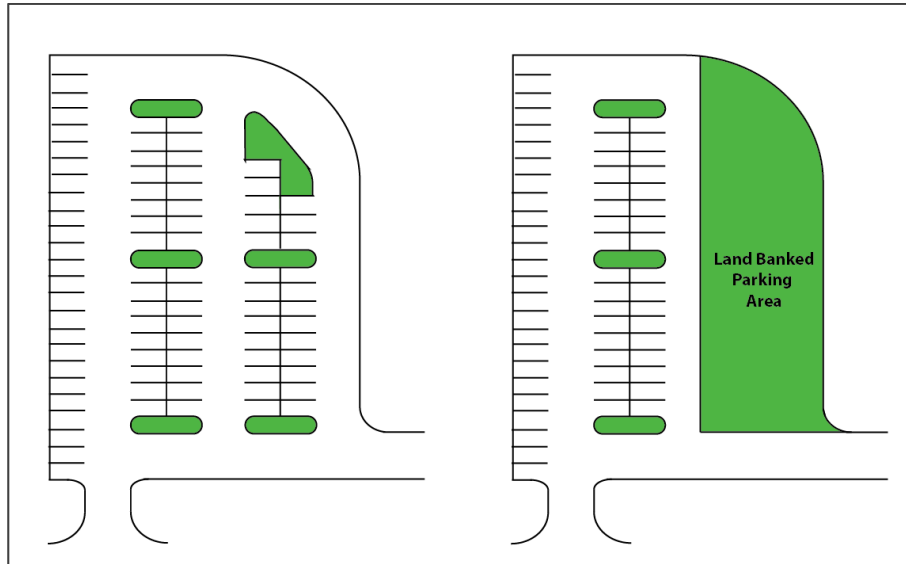


Figure <>: The parking lot shown on the left is a traditional parking lot with interior parking islands while the parking lot on the right illustrates where an area is unimproved but is designated for future parking spaces if the demand arises.<sup>24</sup>

- (i) The parking plan submitted with the application shall denote the location and layout of that portion of the parking area that currently is deemed not required. The plan shall indicate that the deferred parking spaces will be constructed according to these regulations in the event that the Director of Public Services determines at any time that all or any portion of this parking is necessary.
- (ii) The applicant shall be required to provide a plan or drawings that shows the site is designed for full compliance with the applicable stormwater regulations, lighting regulations, and landscaping regulations as if the entire parking area were to be constructed even though a portion of the parking area may not be constructed initially.
- (iii) At no time shall any portion of the required parking area that is so designated for future vehicular use area construction be used for the construction of any other structure or paved surface unless in compliance with the original plans identified in Paragraph <> and <> above. Such construction of the deferred vehicular use area shall require a site plan approval<sup>25</sup> with associated performance guarantee required.
- (iv) At no time shall any portion of the required parking that is so designated for future construction as provided herein be counted as open space or other non-paved areas required by other provisions of this code.
- (v) The owner of record shall be required to begin construction of the approved deferred parking area(s), as identified on the approved parking plan, within six months of written notice from the Director of Public Services, identifying that such parking is determined to be necessary. Such determination may be made:

<sup>24</sup> This graphic needs to be revised to change the text but reflects the deferred parking option, sometimes referred to as land banked parking.

<sup>25</sup> This would be an administrative site plan approval.

- a. When the Director of Public Services is reviewing an application related to a change of use or activity on the lot; or
- b. When the Director of Public Services documents that vehicles related to the use are consistently parked on the grass, landscaping area, on other properties, or on the street.
- c. No more than 50 percent of the required off-street parking spaces required by Table <> may be deferred in accordance with this section.
- d. Construction of the deferred parking area must be completed within one year of the written notice identified in paragraph <> above. Failure to construct the remaining parking area within the applicable timeframe shall be considered a violation of this code.

**(3) Shared Parking Facilities (Existing A-1000.2 (2) and (3))**

Off-street parking facilities for different buildings, structures or uses, or for mixed uses, may be provided collectively in any zoning district in which separate off-street parking facilities for each building, structure, or use would be permitted, provided that the total number of spaces so located together shall not be less than the sum of the separate requirements for each use and as provided below.

- (i) Not more than 50 percent of the parking spaces required for theaters and amusement facilities, and up to 100 percent of the parking spaces required for a place of worship may be provided by and used jointly with the following provided, however, that written agreement, assuring the retention for such purpose, shall be properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney, and filed with the application for a building permit.
  - a. Financial institutions;
  - b. General offices;
  - c. Retail businesses,
  - d. Personal and commercial service establishments; and
  - e. Similar uses not normally open, used or operated during the same hours as theaters, amusement facilities, or places of worship.
- (ii) In addition to the shared parking opportunities mentioned above, developments that propose shared parking between multiple uses are permitted to utilize Table <> to calculate a reduced parking requirement. Table <> acknowledges that the demand for parking for certain uses varies based on time of day and day of week. Said reduction is meant to encourage shared efficiencies of complementary uses and to discourage the overdevelopment of surface parking.
- (iii) Table <> illustrates the calculation table for determining the required number of parking spaces under a shared parking allowance. The following are the definition of symbols and related calculations.<sup>26</sup>

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<sup>26</sup> We have added this subsection and symbols in the table to clarify how the calculation is made and the resulting requirement. No changes have been made to the required ratios.

- a. The [A] symbol shall be the input of the number of required parking spaces based on the uses that will utilize the shared parking as determined by using Table <>.
  - b. The [B] symbol is the calculation of applying the applicable ratio against the required number of parking spaces in [A].
  - c. The [C] symbol is the sum of parking spaces required based on the column above said symbol.
- (iv) The minimum number of parking spaces required for a shared parking facility shall be the largest number resulting in the [C] calculation row.

TABLE <>: SHARED PARKING TABLE													
Use Utilizing Shared Parking	Required Parking Spaces	Monday through Friday 8:00 a.m. to 6:00 p.m.		Monday through Friday 6:00 p.m. to 12:00 midnight		Monday through Friday 12:00 midnight to 8:00 a.m.		Saturday through Sunday 8:00 a.m. to 6:00 p.m.		Saturday through Sunday 6:00 p.m. to 12:00 midnight		Saturday through Sunday 12:00 midnight to 8:00 a.m.	
Residential Uses	[A]	60%	[B]	100%	[B]	100%	[B]	80%	[B]	100%	[B]	100%	[B]
Hotels <sup>27</sup>	[A]	70%	[B]	100%	[B]	100%	[B]	70%	[B]	100%	[B]	100%	[B]
Commercial													
Food Service	[A]	70%	[B]	100%	[B]	10%	[B]	70%	[B]	100%	[B]	20%	[B]
Office or Industrial Uses	[A]	100%	[B]	20%	[B]	5%	[B]	5%	[B]	5%	[B]	5%	[B]
All Other Uses	[A]	90%	[B]	80%	[B]	5%	[B]	100%	[B]	70%	[B]	5%	[B]
Recreation and Assembly Uses	[A]	60%	[B]	100%	[B]	100%	[B]	80%	[B]	100%	[B]	100%	[B]
All Other Uses	[A]	70%	[B]	100%	[B]	100%	[B]	70%	[B]	100%	[B]	100%	[B]
Total Required Spaces			[C]		[C]		[C]		[C]		[C]		[C]

- (v) For the purposes of Table <>, the following is a clarification on the uses:<sup>28</sup>
- a. Residential uses shall include any residential use permitted in Table <> with more than 12 dwelling units or beds.
  - b. Food service shall include restaurants and craft breweries, wineries, and distilleries.
  - c. The classification of “all other uses” under the commercial category or as applicable to the entire table shall be as determined by the Director of Public Services, based on whether parking for the proposed use would be compatible to a shared parking facility.

<sup>27</sup> We have updated the list to reflect changes to the use table. For example, we have changed out “hotels and lodging” with “hotel” as that is the only large-scale lodging use permitted in the updated use table.

<sup>28</sup> We have added some clarifications and guidance to avoid this being applied to small residential uses or other uses that may not be appropriate for shared parking.



- d. Recreation and assembly uses shall include amusement facilities, educational institutions with areas or structures for large assemblies or recreation (e.g., auditoriums, stadiums, etc.), outdoor recreation, recreational development, places of worship, theaters, and similar uses with areas that can accommodate large number of people in assembly during limited hours.

**(f) Design of Off-Street Parking Areas**

- (1) Off-street parking areas shall be designed and constructed in accordance with the following requirements.
- (2) The dimension of single-family parking spaces shall be 9 feet by 19 feet. The locational requirements for the parking spaces are established in Section <> and are not subject to the design requirements of this subsection.

**(3) Access to Parking**

Access to parking areas shall be provided as follows for all parking areas other than garages for individual dwelling units:

- (i) Parking areas shall provide suitable maneuvering area so that vehicles enter from, and exit to, a public street in a forward direction only.
- (ii) Parking lots shall be designed to prevent access at any point other than at designated access drives.

**(4) Parking Space Dimensions**

- (i) Each parking space shall have direct and unrestricted access to an aisle of the minimum width set out in [Table <>](#) and illustrated in Figure <>.

TABLE <>: PARKING STALL AND AISLE DIMENSIONS			
	A = Parking Angle/Type		
	45°	60°	90°
B = Stall width (in feet)	9.0	9.0	9.0
C = Vehicle projection (in feet)	19.7	21.0	19.0
D = Aisle width (in feet)	12.5	17.5	22.0
E = Curb length per stall (in feet)	12.7	10.5	9.0
F = Width of bay (in feet)	51.9	59.5	60.0
G = Width of bay, double (in feet)	45.6	55.0	60.0
H = Width of double stalls (in feet)	33.1	37.5	38.0

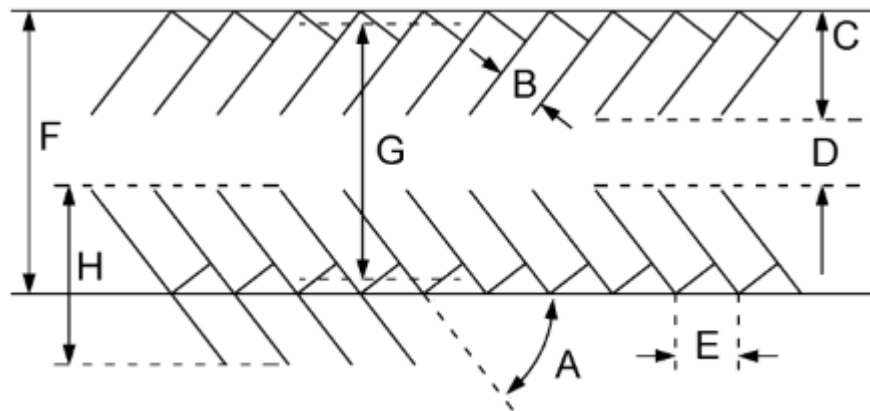


Figure <>: Illustration of parking angles and related dimensional references.

- (ii) The Director of Public Services or the City Council after recommendation from the Planning and Zoning Commission may authorize a reduction in the stall depth where the parking stall fronts along a curbed perimeter and where there is sufficient clearance between the curb and vehicle overhang which will not result in an obstruction to pedestrians on adjacent sidewalk or required landscaping. Table identifies the reduction that may be applied.

TABLE <>: PARKING STALL AND AISLE DIMENSIONS		
Parking Stall Angle	Allowable Reduction in Stall Depth	Minimum Overhang Clearance
45°	1 foot 6 inches	2 feet 6 inches
60°	1 foot 9 inches	2 feet 9 inches
90°	2 feet 0 inches	3 feet 0 inches

- (iii) Parallel parking spaces shall have a minimum width of nine feet and a minimum length of 22 feet adjacent to a minimum 12.5-foot wide aisle.
- (iv) A minimum aisle width of 22 feet shall be provided for all two-way traffic aisles. One-way traffic aisles shall provide a minimum width in accordance with Table <> except for aisles or lanes designated by the Fire Department for access which shall be a minimum of 20 feet wide.

### § 25-67. Vehicle Queuing Lanes

- (a) Drive-through facilities and other establishments which, by their nature, create lines of customers waiting to be served within vehicles, shall provide off-street queuing lanes, on the same lot as the use, in addition to the required number of parking and loading spaces established in this article. Said facilities shall not conflict with the required parking spaces or aisles.
- (b) Table <> establishes the required size and location of queuing lanes.

TABLE <>: QUEUING SPACE REQUIREMENTS		
Activity	Minimum Size of Queuing Lane (Per Lane)	Measured From:
Financial Institutions including any full-service teller lane or Automated Teller Machine (ATM)	9 feet by 60 feet	ATM Machine or Teller Window
Restaurant	9 feet by 160 feet	First Service Window
Car Wash	9 feet by 60 feet	Entry of Washing Bay
Other Uses	As determined by the Director of Public Services	

- (c) When queuing lanes are separated from other queuing lanes, bypass lanes, or from other site areas, the separation shall be by means of a raised concrete median, concrete curb, landscaping, or painted striping.
- (d) If two or more queuing lanes converge into one lane (e.g., two lane separate lanes to order at a restaurant converge to one lane), the length of the merged lane can count for both of the queuing lanes.
- (e) Vehicles shall not queue within the public right-of-way for service at such drive-in or drive-thru facilities.

### § 25-68. Bicycle Parking Requirements (Existing 1000.6)

- (a) The requirements of this section shall apply to the establishment of all new uses and structures approved through a site plan or special use permit procedure. Residential buildings with three or less dwelling units and all properties located on Manchester Road or Kirkwood Road shall be exempt from the requirements of this section.
- (b) Unless otherwise stated, each building and/or use must provide at least one bicycle rack. Independently operated parking structures and parking lots (as opposed to those providing parking dedicated to nearby non-parking uses) must provide at least three bicycle racks.

TABLE <> REQUIRED NUMBER OF BICYCLE RACKS <sup>29</sup>	
Proposed Use	Number of Bicycle Racks Required
Multi-Family Dwellings or Row Dwellings	1 per 6 dwelling units
Retail Businesses	1 per 2,500 square feet
Restaurants or Grocery Stores	1 per 1,500 square feet
General Office and Medical or Dental Facilities	1 per 5,000 square feet

<sup>29</sup> The only changes we have made are to revise the uses to reflect the same terminology used in the permitted use table.

TABLE <> REQUIRED NUMBER OF BICYCLE RACKS <sup>29</sup>	
Proposed Use	Number of Bicycle Racks Required
Parking Structures or Lots (operating independently)	1 per 20 parking spaces provided
All Other Uses	1 per 20 required parking spaces

**(c) Rules for Computing Number of Required Bicycle Racks**

In computing the number of bicycle racks required, the following rules shall govern:

- (1) In the case of mixed uses, the required number of bicycle racks shall equal the sum of the requirements of the various uses computed separately.
- (2) Whenever a building or use constructed or established prior to January 3, 2019, which requires one of the approvals listed in Subsection <> above, is changed or enlarged in a way that required additional vehicle parking, bicycle parking shall be provided on the basis of the enlargement or change.

**(d) Bicycle Rack Location**

- (1) Required bicycle racks shall be located:
  - (i) Outside the building served in a highly visible, active, well-illuminated area;
  - (ii) Within 500 feet of a main building entrance; and
  - (iii) On private property unless otherwise approved by the Director of Public Services.
- (2) If bicycle racks are not visible from the abutting street or the public building entrance, signs must be posted indicating their location.
- (3) Bicycle racks located within a parking structure or parking lot shall be clustered, clearly marked, and separated from motor vehicles by a physical barrier.
- (4) Bicycle racks located within parking structures must be located on the ground level or level closest to the primary pedestrian entrance. Bicycle racks may also be located in a secured room or cage.

**(e) Bicycle Rack Design**

- (1) Inverted-U-type, A-type, and post-and-loop-type bicycle racks are permitted. See Figure <>. Alternative, creative styles may be approved by the Director of Public Services.



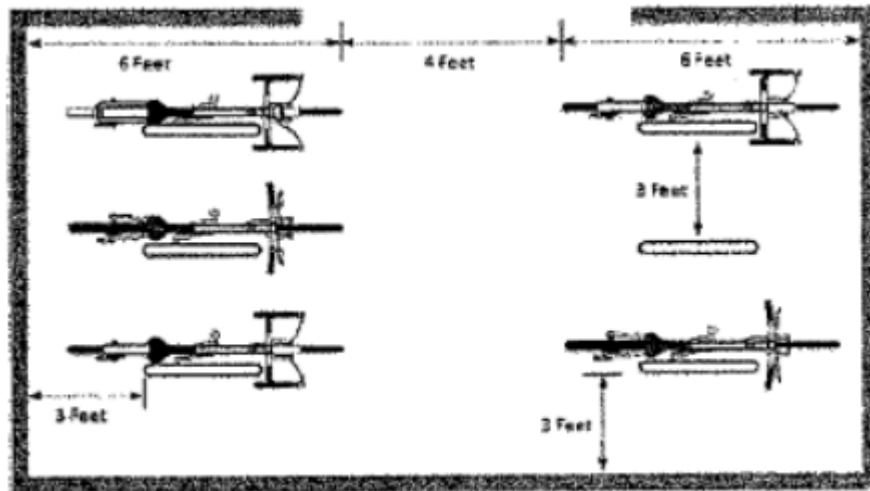
Figure <>: Illustrations of permitted bicycle racks. From left: Inverted U-type, A-type, Post-and-loop type<sup>30</sup>

<sup>30</sup> We will be updating this graphic.

- (2) Bicycle racks shall be made of solid construction, resistant to rust, corrosion, hammers, and saws.
- (3) Each bicycle rack shall support a parked bicycle by the frame in two places, allowing both the frame and one or both wheels to be secured using a standard U-lock.
- (4) Each bicycle rack shall provide parking for two bicycles.
- (5) Each bicycle rack shall be anchored to an approved hard surface (i.e., asphalt, concrete, pavers, or similar material). The hard surface surrounding each bicycle rack shall measure at least six feet by six feet in size.

**(f) Bicycle Rack Spacing**

- (1) Bicycle racks shall be located at least three feet in all directions from any obstruction, including but not limited to other bicycle racks, walls, doors, posts, columns, or landscaping.
- (2) If provided, aisles between rows of bicycle racks must be a minimum of three feet wide, as measured from tip to tip of bike tires across the space between racks.



*Figure <>: Bicycle Rack Spacing Diagram<sup>31</sup>*

**(g) Alternative Compliance**

The City Council may approve alternative compliance from the provisions of this section, which may include, but need not be limited to, a reduction or deviation in the number, type, or location of the required bicycle racks, and may include a waiver of the requirement. Considerations used in the determination to grant or deny alternative compliance may include, but are not limited to, existing site constraints, proximity to existing bicycle parking, and the nature of the proposed building or use.

**§ 25-69. Off-Street Loading Requirements. (Revised A-1010)**

Loading and unloading facilities shall be provided prior to occupancy of every nonresidential building hereafter erected, altered, or to be occupied by a new user, and shall be maintained as

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<sup>31</sup> We will be updating this graphic.

long as such building is occupied or unless equivalent facilities are provided in conformance with the regulations of this article.

- (a) Off-street loading spaces shall be a hard-surfaced area of land, open or enclosed, other than a street or public way, used principally for the standing, loading or unloading of motor trucks, tractors and trailers so as to avoid undue interference with the public use of streets and alleys. Loading spaces may overlap or conflict with required parking spaces when in the opinion of the Director of Public Services, the required loading space would not normally be used at the same time as the parking.
- (b) In addition to the surfacing requirements of Section <>, all off-street loading spaces shall be improved with a compacted rock base, not less than eight inches thick and surfaced with asphaltic concrete not less than four inches thick or concrete not less than seven inches thick.
- (c) Loading spaces shall be set back a minimum 50 feet from any property in a residential zoning district unless completely enclosed by building walls, or a uniformly painted solid noncombustible fence or wall, or any combination thereof not less than six feet in height. No permitted or required loading space shall be located within 50 feet of the nearest point of intersection of any two streets.
- (d) Off-street loading spaces shall be designed not to obstruct nor interfere with the use of any street, alley or adjoining property. Off-street loading spaces shall not be located on public right-of-way and are discouraged from being within a front yard.
- (e) The minimum size and number of off-street loading and unloading spaces shall depend upon the size of the building to which they are appurtenant, as established in Table <>.
- (f) All loading spaces shall be located on the same lot as the use served, in a manner that enables the orderly and safe movement of trucks
- (g) The Director of Public Services may waive loading/unloading requirements based on the character of the proposed use or the impracticality of adding loading/unloading areas to existing buildings.

TABLE <>: MINIMUM NUMBER OF LOADING SPACES REQUIRED		
Gross Floor Area of Building (Square Feet)	Size of Loading Space (Feet x Feet)	Number of Spaces Required
0 to 7,999 <sup>32</sup>	None Required	None Required
8,000 to 15,999	10 x 25	1
16,000 to 23,999	12 X 40	1
24,000 to 60,000	12 X 40	2
Each additional 50,000 over an initial 60,000 square feet	10 X 40	1

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<sup>32</sup> We have slightly changed the threshold for when a loading space is required by increasing the square footage to 8,000 square feet where currently the city requires a loading space for any structure with a gross floor area of 4,000 square feet or more.

## **§ 25-70. Sidewalks, Trails, Pedestrian Connections, and Bike Paths**

### **(a) Public Sidewalks and Bike Trails**

#### **(1) New Sidewalks, Trails, and Bike Paths as Part of a Subdivision<sup>33</sup> (Revised B-820)**

- (i)** In all new subdivisions, sidewalks shall be built along both sides of streets within the new subdivision and on the subdivision side of adjoining streets unless the applicant receives approval of a subdivision modification.
- (ii)** Sidewalks should be placed in the right-of-way with the edge of the sidewalk parallel to the right-of-way, to the maximum extent feasible.
- (iii)** There shall be a minimum of one foot located between the back of the sidewalk and the lot line to the maximum extent feasible.
- (iv)** Where the Kirkwood Pedestrian and Bicycle Plan identifies plans for connectivity on a site that is being subdivided, the subdivision shall incorporate improvements to implement the plan. The City Council, after recommendation from the Planning and Zoning Commission, may approve the designation of right-of-way, with no improved trail or path, or waive this requirement if the proposed trail or path will not extend an existing trail or path adjacent to the subdivision.
- (v)** Sidewalks, trails, and bike paths required by this section shall be installed as part of the public improvements as established in Section <>.
- (vi)** Sidewalks, trails, and bike paths shall be constructed in accordance with the standard specifications of the St. Louis County Department of Transportation.
- (vii)** Sidewalks, trails, and bike paths shall have a minimum thickness of four inches, except at driveways they shall be seven inches thick.
- (viii)** Sidewalks, trails, and bike paths shall be constructed on a two-inch thick stone base consisting of one-inch minus crushed stone. Pavement shall consist of portland cement concrete consisting of 6 1/4 sacks of cement per cubic yard, with a maximum slump of four inches. All concrete shall be air-entrained with an air content of 4% to 6%. No calcium shall be added to the mix.
- (ix)** The minimum width of a sidewalk shall be four feet in industrial and residential areas. In commercial areas, the City Council after recommendation from the Planning and Zoning Commission, shall determine the width of the sidewalk as deemed necessary.
- (x)** The minimum width of trails and bike paths shall be as determined by the City Council after recommendation from the Planning and Zoning Commission.
- (xi)** All sidewalks and trails shall be constructed to be accessible according to the standards of the Americans with Disabilities Act.

#### **(xii) Sidewalk Waivers**

If a developer requests a waiver from the above sidewalk requirements, the City Council, after recommendation from the Planning and Zoning Commission shall determine the feasibility of the sidewalk construction considering, but not limited to, the following factors:

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<sup>33</sup> The sidewalk requirements in this subsection, related to subdivisions, was pulled from the subdivision ordinance.

- a. Interference with existing structures;
- b. Existing site grades and roadway grade;
- c. Planned structures;
- d. Drainage patterns and controls;
- e. Federal, state, and county regulations;
- f. Preservation of significant site vegetation;
- g. Preservation of natural features, such as large trees, unusual rock formations, watercourses, historical significances, and similar assets;
- h. Conditions peculiar to a site; and
- i. Public safety and convenience.

If the City Council, after recommendation from the Planning and Zoning Commission, determines sidewalks are not feasible, the developer shall pay the subdivision sidewalk waiver fee or, in lieu of the fee, the City Council may require enhanced features to the subdivision that increase connectivity of approximate equal value

**(2) New Sidewalks Not Part of a Subdivision**

- (i) New public sidewalks, constructed to meet the construction standards identified in Section <>, shall be required along the street frontage of any lot being developed when the following conditions exist:
  - a. The development includes new construction on a vacant lot, a complete redevelopment of an existing principal building (e.g., the principal building is torn down and replaced), or an existing building is expanded by 100 percent of the existing floor area;
  - b. A public sidewalk exists in the public right-of-way on any lot adjacent to the lot being developed or the Kirkwood Pedestrian and Bicycle Plan includes recommendations for sidewalks on the proposed site.
- (ii) The Director of Public Services may waive the sidewalk requirement of this section in cases where there is not enough existing right-of-way for the public sidewalk or the proposed sidewalk will not make a useful connection that will further the goals of the Kirkwood Pedestrian and Bicycle Plan.

**(b) Internal Pedestrian Access (New)<sup>35</sup>**

- (1) Where a sidewalk exists in a public right-of-way adjacent to a proposed nonresidential use, or where a sidewalk is required to be constructed as part of the applicable development approval, a paved pedestrian connection shall be constructed from the sidewalk to the entrance of the building.
- (2) The pedestrian connection shall have a minimum width of four feet with a minimum of 30 inches of vehicle clearance on either side of the sidewalk.

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<sup>35</sup> This would mandate some type of marked or paved connection between sidewalks and businesses.





*Figure <>: This photograph illustrates how a sidewalk connecting the public sidewalk to the business can be integrated into the required landscaping.*

- (3)** All pedestrian walkways located within a site (internal pedestrian circulation) shall be physically separated from the drive lanes and driveways. Additionally, all sidewalks and crosswalks shall be constructed of an impervious surface and shall be visually distinct from the driving surface by use of pavers, color, bricks, scored concrete, or other material approved by the Director of Public Services. See Figure <>.