1003.165 Off-Street Parking and Loading Requirements - General.


The regulations contained in this section and the following sections shall govern the size, number, location, and design of all off-street parking and loading facilities in the unincorporated areas of St. Louis County.


Uses in all zoning districts shall comply with the minimum requirements listed by use category in tables of the following sections:

- Commercial Uses Section 1003.165A
- Industrial Uses Section 1003.165B
- Institutional Uses Section 1003.165C
- Agricultural Uses Section 1003.165D
- Residential Uses Section 1003.165E
- Loading Section 1003.165F


The purpose of this section is to ensure provision of off-street parking and loading facilities in proportion to the generalized parking and loading demand of the different uses allowed by this Ordinance. The standards in this section are intended to provide for adequate off-street parking and loading while allowing the flexibility needed to accommodate alternative solutions. The standards are also intended to support development and redevelopment along commercial corridors, accommodating appropriate infill development, and encouraging pedestrian-oriented development (where appropriate) while avoiding excessive paved surface areas, and promoting low-impact development.

Applicability

(1) New Development

The requirements of this section shall apply to all new development where there is the construction of a new structure (excluding accessory structures) or establishment of a new land use. No off-street parking space required under this Ordinance shall be used for any other purpose.

(2) Change in Permitted Use

(a) Where a change in use creates greater parking requirements than the amount being provided, an occupancy permit shall not be issued until provision is made for the increased amount of required off-street parking, except as specified in this Ordinance.

(b) However, no additional parking spaces are required for permitted uses if located in a building authorized prior to 1978.

(3) Expansions and Enlargements

Where an addition is made to an existing use that increases the parking requirements for the use, additional parking shall be provided accordingly.

(4) Reductions to Existing Spaces

Existing parking, loading, and stacking spaces may not be reduced below the minimum requirements established within this section, except as specified in this Ordinance.
4. Off-Street Parking Requirements.

(1) Parking and Loading Requirements
The off-street parking and loading requirements for uses allowed by this Ordinance are listed in Tables 1003.165 A, B, C, D, E and F, Parking Requirements. Where no minimum requirement is specified, or when one or more of the parking requirements may be construed as applicable to the same use, lot or building, the final determination of required parking shall be made by the Director.

Computation of Parking and Loading Requirements
(a) Fractions
When measurements of the number of required spaces result in a fractional number, any fraction shall be rounded down to the next lower whole number.
(b) Multiple Uses
Lots containing more than one use shall provide parking and loading in an amount equal to the total of the requirements for all uses, except as prescribed in Section 6.1.4. Adjustments and Alternatives.
(c) Area Measurements
Unless otherwise specified, all square footage-based parking and loading standards shall be calculated on the gross floor area of the use. Structured parking within a building shall not be included as floor area of the use.
(d) Off-Street Loading and Service Areas
Required off-street loading spaces shall not be counted as off-street parking spaces in the calculation of required off-street parking spaces. Parking spaces located in the bays of vehicle repair or service facilities, or stacking spaces in drive-through lanes for any use that requires additional parking spaces shall not be counted as parking spaces for the purpose of meeting the required parking for such a use.

(2) Maximum Parking Spaces Allowed

(a) Applicability
Parking for any commercial or industrial use; non-residential use in any residential district, including but not limited to schools, places of worship, libraries, etc.; shall not exceed more than 120 percent of the requirement established in Parking Requirements, unless approved by the Director. Excess parking shall be provided on pervious pavement and be landscaped pursuant to Design Requirements for Excess Parking, below.

(b) Maximum Parking Calculation Exceptions
(i) For the purpose of calculating parking requirements, the following types of parking spaces shall not count against the maximum parking requirement:
   (A) Accessible parking,
   (B) Vanpool, carpool, and car sharing spaces,
   (C) Alternative fuel vehicle parking,
   (D) On-street parking adjacent to the lot or lots on which the parking is located, and
   (E) Structured parking, underground parking, and parking within, above, or beneath the building(s) it serves.
(ii) For the purpose of calculating parking requirements, fleet vehicle parking spaces are not counted in calculating either the minimum or maximum requirements.

(c) Maximum Parking Modifications
(i) Parking Demand Study
Requests to exceed the maximum parking requirement shall be accompanied by a parking demand study demonstrating how the maximum number of parking spaces specified in this ordinance is insufficient for the proposed development.
(A) The maximum parking requirement may be modified by the Director when a parking demand study adequately addresses how the development meets the following criteria:

1. The proposed development has unique or unusual characteristics such as high sales volume per floor area or low turnover, that create a parking demand that exceeds the maximum ratio and that typically does not apply to comparable uses;
2. The parking demand cannot be accommodated by on-street parking, shared parking with nearby uses, or by increasing the supply of spaces that are exempt from the maximum ratio; or
3. The request is the minimum necessary variation from the standards.

(B) If application of the maximum parking standard would result in fewer than six parking spaces, the development shall be allowed six parking spaces.

(d) Design Requirements for Excess Parking

Parking that is provided in excess of the maximum parking requirement shall be required to include increased internal landscaping and incorporate pervious pavement as described below.

(i) Pervious Surfaces
Where more than 10 parking spaces in excess of the maximum specified in the Parking Requirements section are approved, those additional spaces shall be provided on pervious surfaces as approved by an appropriate site plan. If less than 10 additional spaces are approved, they do not have to be constructed on a pervious surface.

(ii) Additional Landscaping
Applicants that request parking that exceeds the maximum parking required by Parking Standards shall provide additional parking lot trees and landscaping either in the parking lot or across the entire development site as follows:

- The number of additional trees to be planted or preserved on-site is equal to one tree per two excess parking spaces provided.

(A) Form-Based Developments

Where the provision of additional landscaping is restricted for developments subject to form-based site plan review due to site constraints, the applicant may provide sidewalk amenities or streetscape features as determined by the Director. Acceptable amenities may include:

1. Sidewalk planters between the parking area and building and/or parking area and the street;
2. Public art including but not limited to sculptures, fountains, clocks, or murals; or
3. Decorative fencing (such as wrought iron) around the perimeter of the parking area provided with seasonal plantings.

5. Accessible Parking.

(1) Required Spaces
The number and design specifications for required accessible parking spaces shall comply with St. Louis County’s Building Code, Accessible and Usable Building and Facilities Standards.


The following standards shall apply to businesses that contain a drive-through establishment, regardless if the drive-through is part of another use (e.g., restaurant or financial institution) or if it is a stand-alone use (e.g., automatic teller machine or car wash).
(1) Stacking Space and Lane Requirements
The number of required stacking spaces shall be as provided for in the Off-Street Parking Requirements section. Where no minimum stacking requirements are specified for a drive-through use, the number of required stacking spaces shall be determined by the Director.

(2) General Standards
(a) Stacking lanes shall comply with the following standards:
   (i) Drive-through stacking lanes shall have a minimum width of twelve feet.
   (ii) Stacking lanes shall be set back 20 feet from residentially zoned property lines.
(b) Drive through areas shall comply with the following standards:
   (i) Audible electronic devices such as loudspeakers, automobile service order devices, and similar instruments shall not be located within 50 feet of any residential property line.
   (ii) All drive-through areas, including but not limited to menu boards, stacking lanes, trash receptacles, loudspeakers, drive up windows, and other objects associated with the drive-through area shall be located in the side or rear yard of a property, and shall not cross, interfere with, or impede any public right-of-way.

7. Adjustments and Alternatives.
All parking spaces required by this ordinance shall be located on the same parcel of land as the use to be served except the Director may approve alternatives to providing the number or location of off-street parking spaces required by Parking Standards, in accordance with the following standards.

(1) Parking Reductions in “C-2” and “C-3” Districts
The minimum off-street parking requirements for developments occupied by two or more commercial or industrial uses located in the “C-2” or “C-3” Shopping Districts or the “M-1” or “M-2” Industrial Districts may be reduced by ten (10) percent. Further, if such developments have more than 500,000 square feet in gross floor area under single ownership or management control, the minimum off-street parking requirements may be reduced by a maximum of twenty (20) percent. The reductions specified herein shall only be allowed if (1) reductions provide for adequate parking as demonstrated by a study of the combined uses and customary operation of the uses; and (2) the Director authorizes such reductions.

(2) Credit for Public Parking
   (a) The Director may give credit for on-street parking spaces located within 500 feet of an entry of the building in which the use is located.
   (b) Spaces available in public parking structures located within 1,000 feet of the subject use may be counted toward the total amount of required off-street parking if the Director determines that the spaces are reasonably available for the use.

(3) Cross Parking (Joint Parking)
   (a) Parking for one or more uses in a commercial or industrial district may be provided on a separate lot when said lot is within a similar zoning district type and within 300 feet of the use to be served as measured along a pedestrian walkway designed to allow pedestrians to safely access the use.
   (b) When the owners of two or more adjoining lots agree to provide cross parking, the total number of spaces provided shall equal the total number of spaces required for each use. Joint or cross parking provided in accordance with this paragraph shall be comprised of a minimum of twenty (20) stalls except when provided in conjunction with uses in the “C-1” Neighborhood Business District.
   (c) Cross parking agreements must be reviewed and approved by the County Zoning Enforcement Officer. Subsequent to approval of such an agreement, a parking plan and an
appropriate legal instrument of agreement among the owners of the properties shall be recorded with the County Recorder of Deeds.

(d) Such recorded plans and the agreement shall be binding upon the owners of the properties involved and their successors and assigns and shall limit and control the use of land included on the plan to those uses and conditions approved by the Zoning Enforcement Officer.

(4) Shared Parking
(a) Where two land uses listed in separate use categories share a parking lot, parking lots, or structure, the total off-street parking required for those uses may be reduced based on a parking study approved by the Director. Said study should explain the parking demands of the land uses within the development and how business practices or hours of operation impact the demand for parking at different times of the day.
(b) Subsequent to approval of such a parking study, an appropriate legal instrument shall be recorded by the property owner with the County Recorder of Deeds. This legal instrument shall be binding upon the owner and his successors and assigns and shall limit and control the use of land included in the development to those uses and conditions approved by the Director.

(5) Structured Parking
(a) Maximum Parking Waiver
Where 75 percent or more of the parking accessory to a use is in structured parking, there shall be no maximum cap on the number of parking spaces in that structure.
(b) Floor Area Bonus for Underground Parking in the Commercial and Form Based Districts
A floor area bonus shall be granted for underground parking structures in commercial, form-based districts. The bonus shall be granted at a ratio of three square feet of additional bonus area for each square foot of structured parking that is underground.
(c) Height of Parking Structure
The height of a parking structure may not exceed the height of the principal building it is intended to serve. Where no principal building exists, the maximum height of the parking structure shall be limited to the maximum building height allowed in the zoning district in which the structure is located.

(6) Reduced Parking Requirements in Form-Based Districts
(a) Sites in Form-Based Districts
(i) In the form-based districts, the total requirement for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. However, all uses shall be eligible for a 15 percent parking reduction to reflect the reduced automobile use associated with form-based developments.
(ii) The total number of required parking spaces in a form-district may be further reduced by the Director if the applicant prepares a parking study that demonstrates a reduction is appropriate based on the expected parking needs of the development, availability of mass transit, and similar factors.

(7) Proximity to Transit Stations
Regardless of the zoning classification, the minimum parking requirements for developments located within 1,000 feet of a transit station may be reduced by no more than an additional 15 percent provided such reduction is:
(a) Based on a decreased demand resulting from the proximity of the transit station as demonstrated in a study authorized by the Director.

(8) Reduced Needs Populations
(a) Housing for the Elderly
The off-street parking requirements for housing for the elderly in residential zoning districts may be reduced to 0.75 space per dwelling unit when approved by the Director.
When such a reduction is approved, an area of sufficient size shall be designated on the site plan to accommodate additional parking, should conversion to conventional housing occur in the future.

(b) Colleges and Universities

(i) For collegiate schools, the parking requirements for each facility shall be reviewed in conjunction with site plan submittal.

(ii) Each college/university shall submit an annual report in January of each year to specify the number of faculty, staff and contract employees employed, and the number of resident, non-resident, and freshman students as of September 30 of the previous year. The report shall include the number of parking spaces provided at the main campus location and the number of spaces provided at any off-site location(s). The Department of Planning may require additional information to be included in the report as deemed essential for determining compliance with St. Louis County regulations.

(iii) In no case shall a collegiate school with a minimum student enrollment of 8000 students provide less than 5,144 parking spaces on its campus.

8. Deferred Parking.

The Director may grant a deferral for construction of up to 30% of the off-street parking spaces required by this Ordinance in an industrial district; 20% in a commercial district and any other district. These parking spaces need not be constructed unless they are deemed to be necessary after full build-out occurs. Said demand would be made if the spaces were needed to meet the parking needs of the project.

(1) Deferred Parking Plan

(a) An applicant must submit an application for deferred parking that includes a written report that explains why the deferred parking is being requested. These reasons may include, but are not limited to the following:

(i) Trip generation characteristics and time of day usage characteristics for similar uses show that the parking spaces can be reduced without causing parking to overlap into other nearby developments or onto public streets.

(ii) Vehicles owned by the occupants are characteristically different from the norm or the proximity to employment, shopping, educational and transit developments is such that reduced auto usage would be anticipated.

(iii) The immediate proximity to public transportation facilities serves a significant proportion of residents, employees, and/or customers.

(iv) Operation of effective private or company car pool, van pool, car sharing, bus or similar transportation programs with proof of continued financial viability.

(v) Evidence that a proportion of residents, employees, and/or customers utilize, have available or on a regular basis use bicycle or other transportation alternative commensurate with reduced parking requirements.

(vi) Development may be done in phases, leaving areas in green space until the actual build-out determines additional parking is needed. The site must meet all parking requirements based upon square-footage actually built.

(vii) The process to construct the deferred spaces if needed in the future

(b) The application shall include a site plan depicting the total required parking on-site and the deferred parking area shall be labeled as reserved for future parking.

(c) The land area delineated for deferred parking shall be shown on the plan with proposed finish grades and landscaping. Landscaping for the deferred parking area shall be as approved by the Planning Director with the remainder of the site landscaped per guidelines of this Ordinance. All landscaping shall be indicated on the plan submitted.

(d) The owner of the property, or their designated party, shall notify the County of any change in the conditions that was the basis for a deferral.

(2) Limitations on Reserve Areas
Areas reserved for future parking shall not be used for buildings, storage, loading, or other purposes, unless authorized by the Director.


Design Requirements
The regulations of this subsection shall govern the dimensions of off-street parking spaces, including those provided in developments approved in planned districts or by special procedure prior to the enactment hereof, anything in such planned district or special procedure approval to the contrary notwithstanding.

(a) Minimum Dimensions
Except as otherwise provided for in this subsection, the requirements for off-street parking of the St. Louis County Zoning Ordinance shall be implemented with regard to the minimum dimensions in the following table:

<table>
<thead>
<tr>
<th>Parking Angle (degrees)</th>
<th>Stall Width (feet)</th>
<th>Min. Length Stall to Curb (feet)</th>
<th>Aisle Width (feet)</th>
<th>Curb Length per Car (feet)</th>
<th>Curb to Curb (feet)</th>
<th>Center to Center Width Double Row (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>45</td>
<td>9.0</td>
<td>19.7</td>
<td>12.5</td>
<td>12.7</td>
<td>51.9</td>
<td>45.6</td>
</tr>
<tr>
<td>60</td>
<td>9.0</td>
<td>21.0</td>
<td>17.5</td>
<td>10.5</td>
<td>59.5</td>
<td>55.0</td>
</tr>
<tr>
<td>90</td>
<td>9.0</td>
<td>19.0</td>
<td>22.0</td>
<td>9.0</td>
<td>60.0</td>
<td>--</td>
</tr>
</tbody>
</table>

Notes

A. parking angle
B. stall width
C. 19’ min. stall to curb
D. aisle width
E. curb length per car
F. curb to curb
G. center to center width of double row with aisle between

(i) Additional Parking Angles
In the event that the desired parking angle is not specified by the above table, the Department of Planning may specify other equivalent dimensions associated with the desired parking angle by interpolating from dimensions listed in the table.

(ii) On-site Parallel Parking
On-site parallel parking stalls shall be 9.0 feet x 22.0 feet adjacent to a 22-foot two-way lane or 15-foot one-way lane.

(iii) Exceptions for Landscaping
Parking spaces may be 17 feet in length if they abut a bio-retention area. Wheel stops are to be placed at the end of all parking spaces in this instance.

(b) Paving
In all zoning districts, all parking and loading areas, including driveways, shall be paved with impervious or pervious pavement, except in the "FP", "PS", "NU", KP, and "R-1" Districts, where the Department of Highways and Traffic and the Department of Planning
may approve an alternate dustproofing method. Equipment or vehicle storage may be allowed on an approved alternate dustproof surface in the "C-7", "M-1" and "M-2" Districts.

(c) Circulation Routes
All areas for off-street parking and loading in the "C-1", "C-2", "C-3", "C-4", "C-6", "C-7", "M-1", and "M-2" Districts shall be so arranged that vehicles at no time shall be required to back into any street or roadway to gain access thereto.

(d) Access
Off-street parking areas in the "C" Commercial or "M" Industrial Districts shall provide ingress and egress to any public right-of-way only at such location as approved by the St. Louis County Department of Highways and Traffic.

(2) Vehicle Charging Stations
(a) Vehicle Charging Stations are permitted as accessory uses in any parking lot.
(b) A site plan is required to review circulation and setbacks.

(3) Location of Parking Spaces and Facilities
(a) On-Premise Parking
All parking spaces required by this Code shall be located on the same parcel of land as the use to be served except as provided in this Section.

(b) Off-Premise Parking
The Director may permit an off-premise parking facility to accommodate either required or additional parking subject to the following conditions:
(i) The off-premise parking facility shall be located within 1,000 feet from an entrance (as measured along the shortest legal, practical walking route) to the structure for which it will be used.
(ii) Off-premise parking shall be connected to the use by acceptable pedestrian facilities, such as a sidewalk or surfaced path.
(iii) Neither residential parking nor accessible parking may be provided for in off-premise facilities.
(iv) Off-campus parking facilities for urban universities may be used to fulfill up to 10% of the parking requirement when approved by a study, as authorized by the Director.

(c) Flood Plains and Floodways
Minimum off-street parking and loading requirements as specified in this section shall not include parking and loading spaces located in the flood plain or floodway, as determined by the Department of Highways and Traffic, except when accessory to a Permitted or Conditional Use in the "FP" Flood Plain District.

(d) "PS" Park and Scenic, "NU" Non-Urban, "KP" Karst Preservation and "R" Residence Districts
(i) Lot Coverage
(A) In the "NU" Non-Urban and all "R" Residence Districts, parking spaces provided in an enclosed structure shall not project beyond any required yard, setback or building line.
(B) Parking spaces provided in an unenclosed area shall not encroach upon the required front yard of any "NU" Non-Urban, "KP" Karst Preservation or "R" Residential District.
(C) The limitations of this paragraph may be modified in a development authorized under Section 1003.187 Planned Environment Unit Procedure.

(ii) Setbacks
(A) An area used for off-street parking spaces for five (5) or more vehicles, when located in any "PS" Park and Scenic, "NU" Non-Urban, "KP" Karst Preservation or "R" Residence District, shall not be closer to an adjoining "PS" Park and Scenic, "NU" Non-Urban or "R" Residential District than ten (10) feet.

(e) "C" Commercial or "M" Industrial District
(i) Lot Coverage
(A) In a "C" Commercial or "M" Industrial District, no unenclosed parking or loading space or internal drive, except for ingress and egress drives, shall be closer to the street right-of-way than 15 feet.
(B) The area within 15 feet of the street right-of-way shall be landscaped as approved by the Department of Planning and such landscaping shall be adequately maintained.
(C) The limitations of this paragraph may be modified in a development plan when authorized under Section 1003.145 "C-8" Planned Commercial District or Section 1003.155 "M-3" Planned Industrial District.

(ii) Setbacks
(A) In a "C" Commercial or "M" Industrial District, no unenclosed parking or loading space or internal drive shall be closer than ten (10) feet to any adjoining "PS" Park and Scenic, "NU" Non-Urban, "KP" Karst Preservation or "R" Residence District.

(1) Required Number of Spaces
Bicycle parking shall be required as follows:

<table>
<thead>
<tr>
<th>Bicycle Parking Spaces [1]</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 or 1 per 20 units whichever is more</td>
<td>Multiple-family</td>
</tr>
<tr>
<td>2 or 1 per 40,000 sq. ft.</td>
<td>Office, Government, Health Care</td>
</tr>
<tr>
<td>2 or 1 per 10,000 sq. ft.</td>
<td>Commercial sales and service</td>
</tr>
<tr>
<td>2 or 1 per 10,000 sq. ft.</td>
<td>Community use (non-utility)</td>
</tr>
<tr>
<td>2 per classroom</td>
<td>Education</td>
</tr>
<tr>
<td>A minimum of two bicycle parking spaces plus one space for every 10 off-street vehicle parking spaces to a maximum of 10 bicycle parking spaces</td>
<td>All other non-residential uses</td>
</tr>
</tbody>
</table>

Notes: [1] Whichever measurement results in the higher number of spaces.

(2) Design and Location
(a) Bicycle parking facilities shall include a rack or storage facility (e.g., locker) that enables bicycles to be secured. Where racks are used, they shall meet the following standards:
   The bicycle frame and one wheel can be locked to the rack with a high-security, U-shaped shackle lock if both wheels are left on the bicycle;
   (i) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and
   (ii) The rack must be securely anchored.
   (iii) Bicycle racks and storage facilities shall be accessible without moving another bicycle.

(b) Bicycle racks and storage facilities shall be located in convenient, visible, well-lit areas with easy access and near main entrances of all commercial, residential, and institutional buildings. Such locations shall be clearly noted with signage.

(c) The racks and storage facilities shall be located so they do not interfere with pedestrian traffic and shall be protected from potential damage by motor vehicles.

(d) Bicycle parking shall not be within any required landscape area nor interfere with any pedestrian pathway.

(e) Parking structures, both above- and below-ground, shall provide at least one-half of all bicycle parking within such structure.

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