

# Kirkwood's Downtown Plan & Parking Study Presentation

March 1, 2018

**DPZ**  
CODESIGN  
+  
**JACOBS**



Existing Conditions Assessment

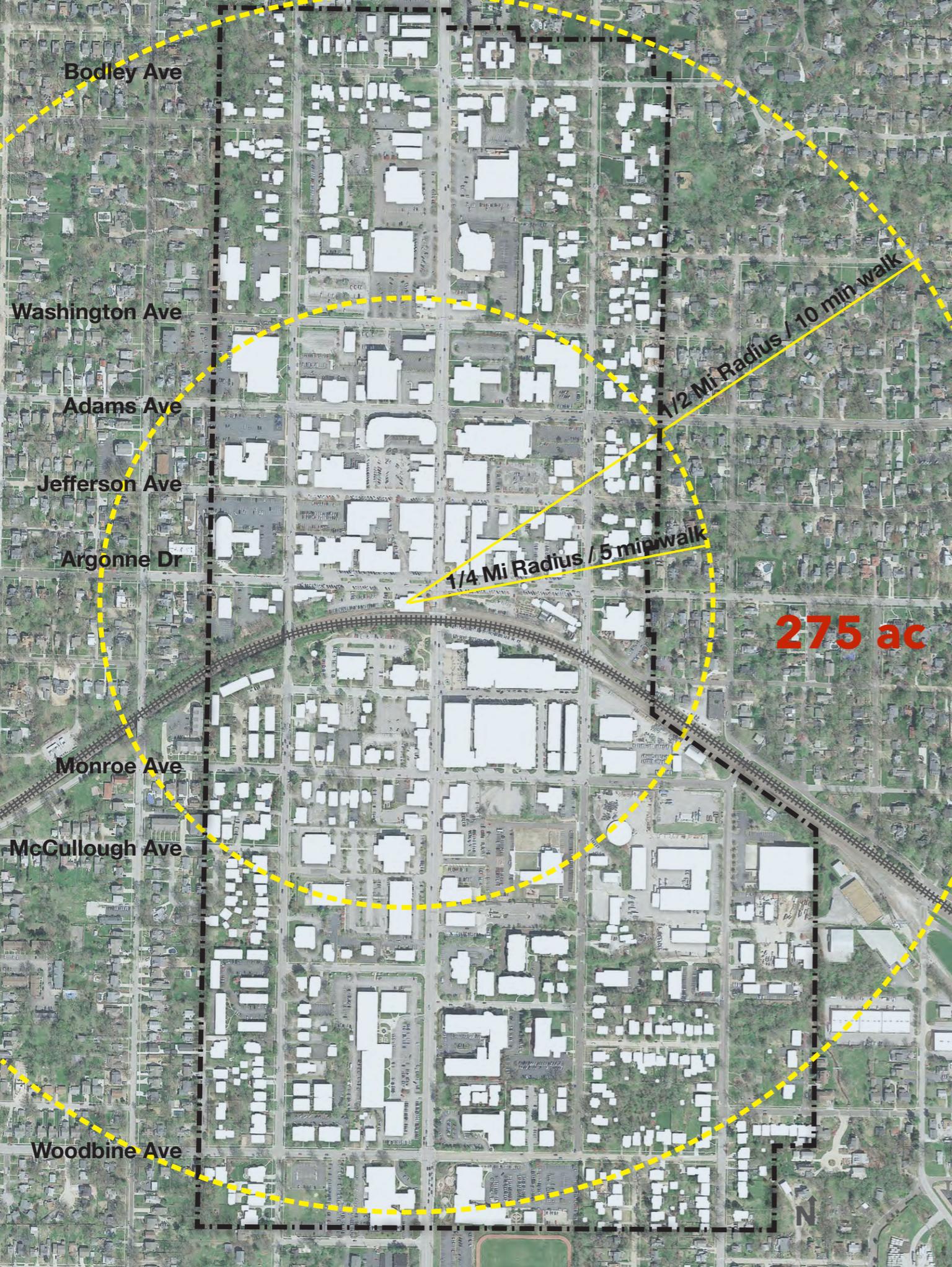
Market Analysis

Parking Findings

Master Plan Proposals

Minor Zoning Changes

Q & A



# Existing Conditions Assessment

# Comprehensive Plan Goals

## EnVision Kirkwood 2035

City of Kirkwood  
Comprehensive Plan  
Summer 2017



- Establish land use controls
- Provide a document reflecting the vision and goals of the community
- Strike a balance between demands relating to land and development
- Protect valued community resources
- Provide guidance for shaping physical appearance of the community and create a distinctive sense of place
- Provide action steps and methodology for measuring progress and success

## Workshop Schedule: October 16-20, 2017

Time Blocks
30m

TIME	MON 16TH	TUE 17TH	WED 18TH	THU 19TH	FRI 20TH
9:00 AM	Studio Setup <i>Design Team</i>	Private Team Debrief <i>Design Team</i>	Private Team Debrief <i>Design Team</i>	Private Team Debrief <i>Design Team</i>	Next Steps City Staff
9:30 AM					
10:00 AM	Area & Precedent Tour Team & City Staff	Meeting #1 Market Analysis	Meeting #3 Transportation & Parking	Studio Work	
10:30 AM					
11:00 AM		Studio Work	Studio Work		
11:30 AM		Meeting #2 Planning & Zoning	Meeting #4 Developers		
12:00 PM					
12:30 PM	Client Briefing Project Background and Overview <i>(working lunch)</i>	Lunch in Studio	Lunch out	Lunch in Studio	Team Departure
1:00 PM					
1:30 PM	Studio Work	Studio Closed	Studio Work	Studio Closed	
2:00 PM					
2:30 PM					
3:00 PM					
3:30 PM					
4:00 PM	Studio Work	Studio Work	Studio Work	Studio Work	
4:30 PM					
5:00 PM					
5:30 PM					
6:00 PM					Opening Presentation
6:30 PM					
7:00 PM					
7:30 PM					



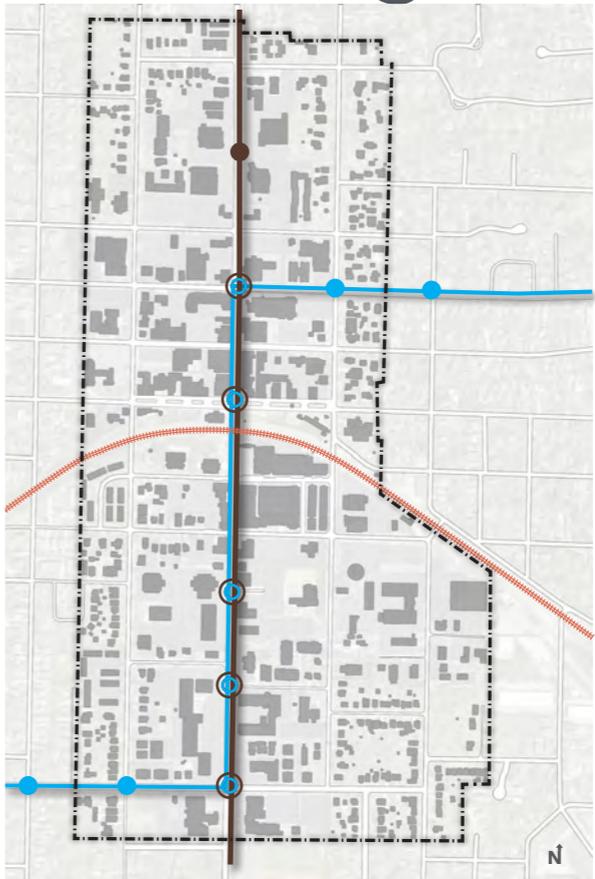
# Existing Conditions



Street Network



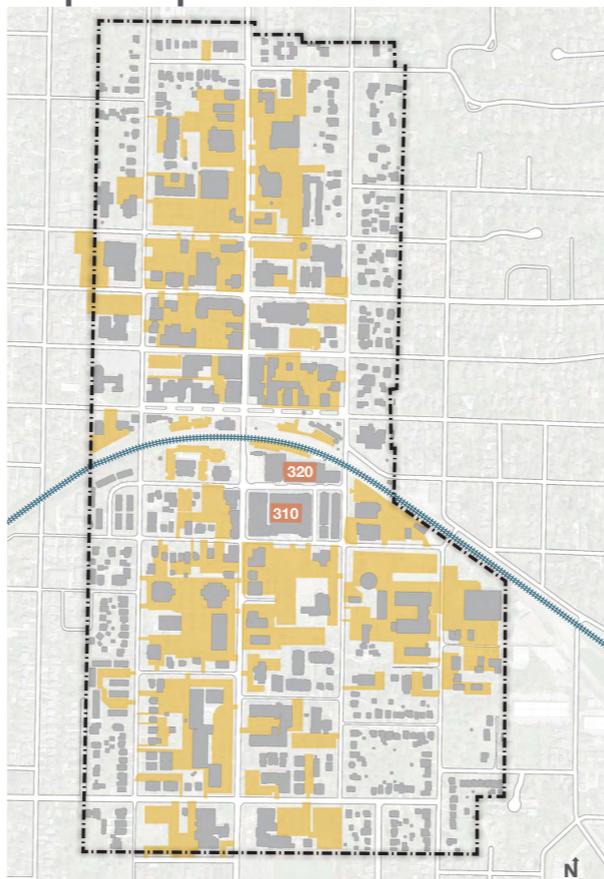
Open Space



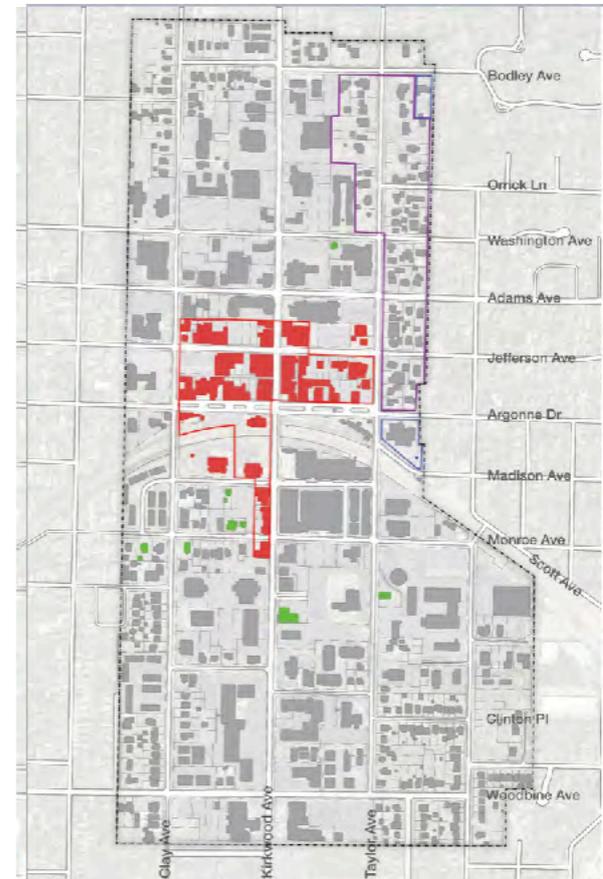
Transit



Community Facilities



Parking



Historic Buildings

# Documenting character

## ZONING SURVEY DOWNTOWN SURVEY B-2 HISTORIC URBAN

Zoning: B-2

Quadrat

Disect Address: 123 W Argonne Dr



### PUBLIC FRONTAGE

Public Frontage	Street
Right-Of-Way Width	98 ft.
Travel Lanes	2
Parking	Angle - 2-sides
Pavement Width	80 ft.
Sidewalk Width	9 ft.
Planter Type	Median
Planting Pattern	Random
Street Lighting	Cobra Head
Curb Type	Header

### PRIVATE FRONTAGE

Private Frontage	Shopfront
Principal Building Ht	2
Outbuilding Height	N/A
Building Type	Mixed-Use
Garage Access	N/A
Lot Width	30 ft.
Frontage Buildout	28 ft.
Front Setback	0 ft.
Side Setback	1 ft.
Front Encroachment	0 ft.
GRND Level Use	Commercial
Upper Level Use	Residential

Block Perimeter	1800 ft.
Avg. Units/Acre	8.8



1. Kirkwood Train Station



3. N Kirkwood Rd Strip Malls



5. Single Family Housing



2. Adams Ave & Kirkwood Rd

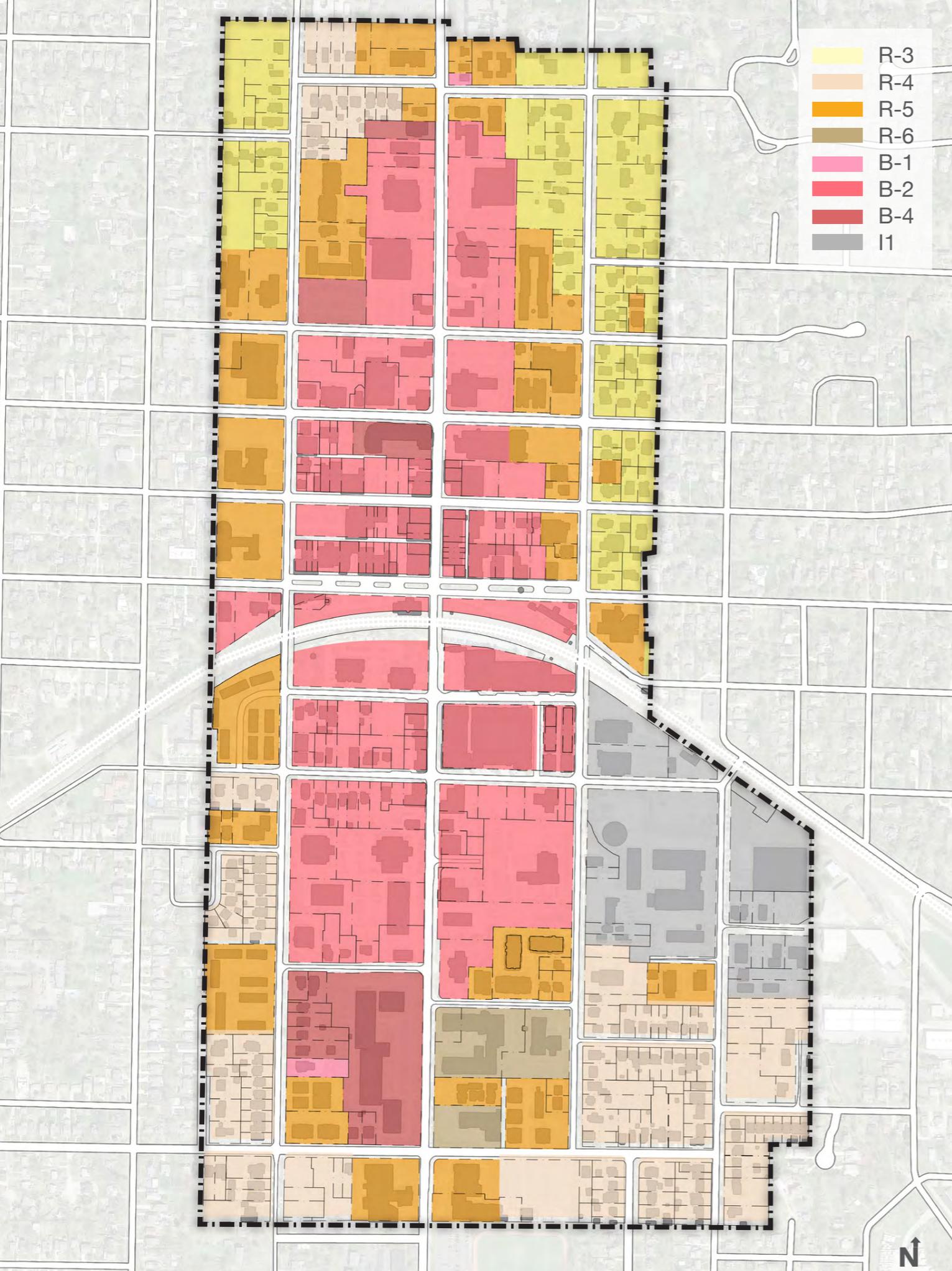


4. S Kirkwood Rd Strip Malls



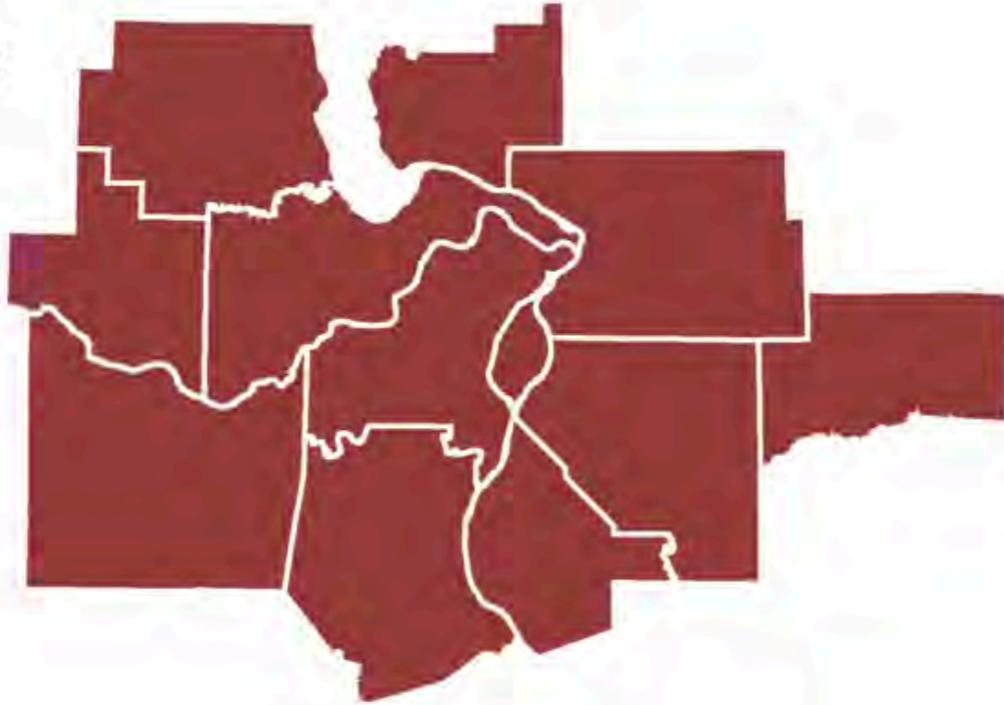
6. New Multi Family Building

# Zoning / Survey



**St Louis  
MSA**

2.85m



**City of  
Kirkwood**

27.6k



**Downtown  
Kirkwood**

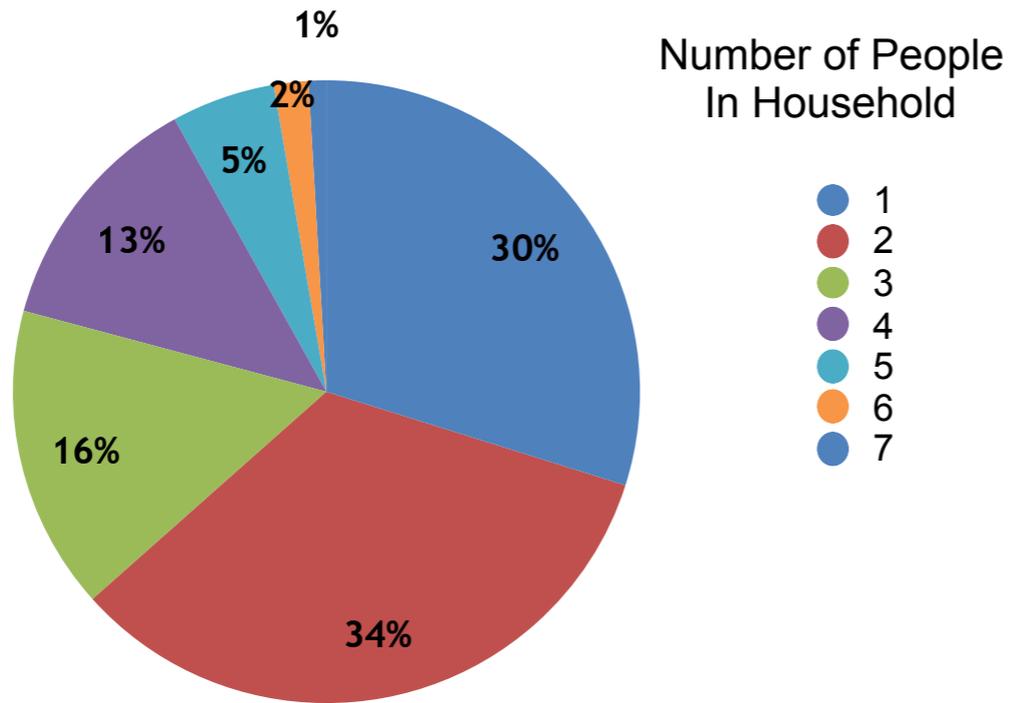
1.25k



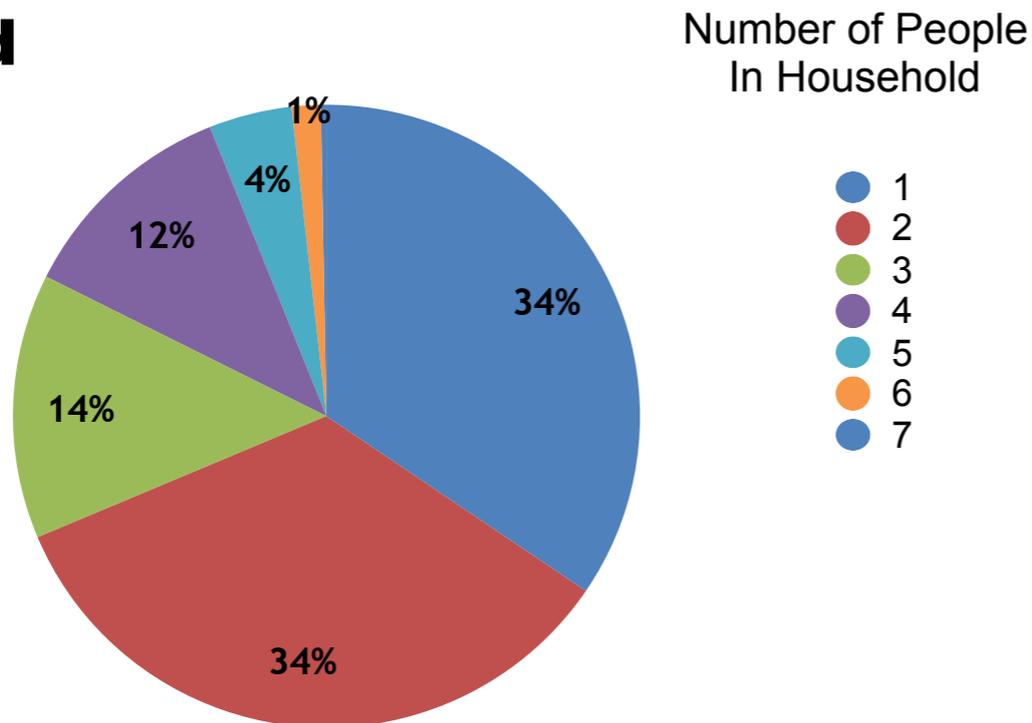
# Market Analysis

## Household Size

### St Louis MSA



### City of Kirkwood



## HOUSEHOLD SIZE

### Who Is the Market?

- Median household size in Kirkwood is 2.31, smaller than the MSA's 2.47
- The distribution of household sizes in Kirkwood is similar to the region as a whole
- 82 percent of households in Kirkwood have 3 people or less
- 68 percent of households in Kirkwood have 1 or 2 people

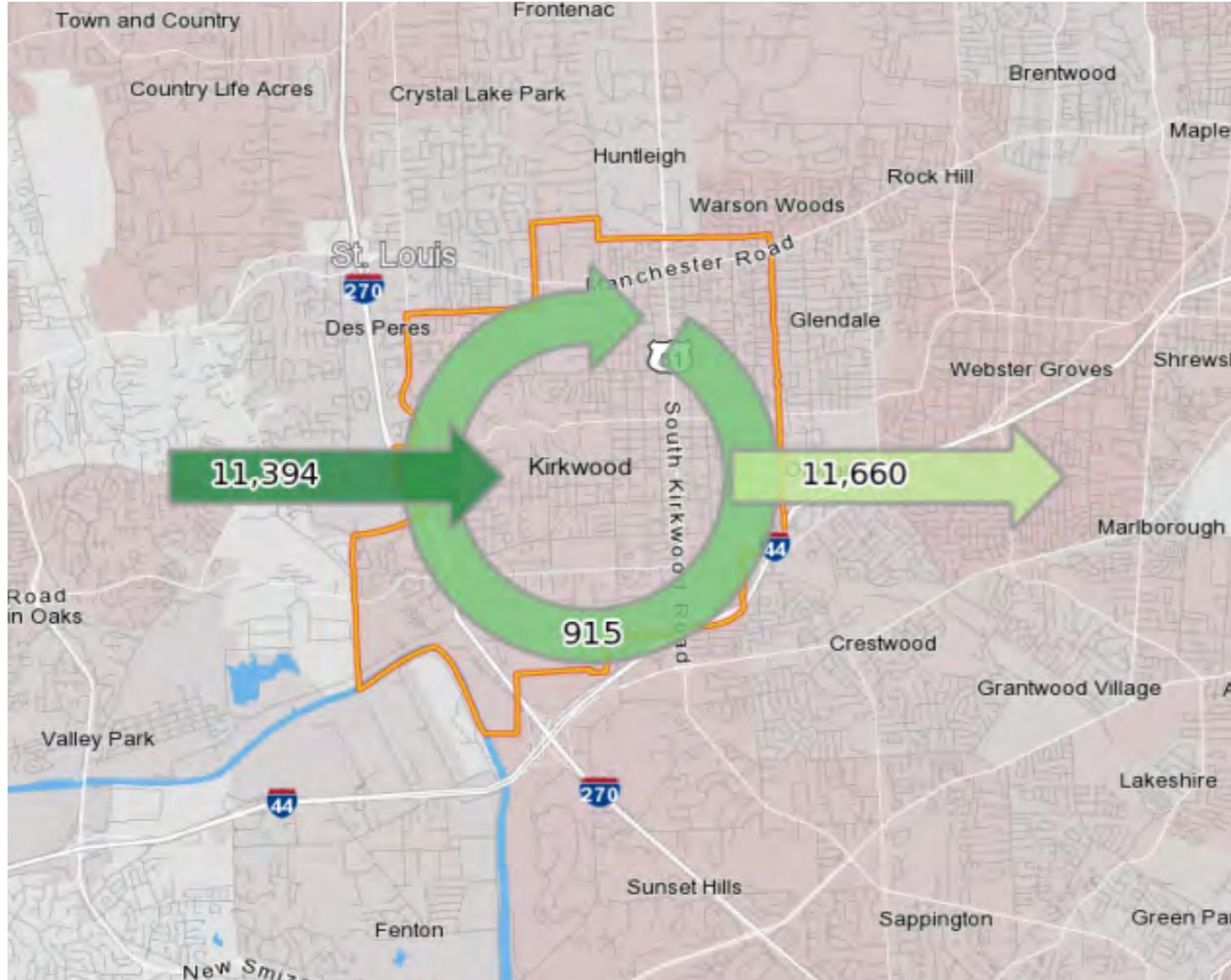
	Businesses		Employees	
	#	%	#	%
<b>Construction</b>	22	5.7%	204	5.8%
<b>Manufacturing</b>	9	2.3%	154	4.4%
<b>Wholesale Trade</b>	11	2.8%	94	2.7%
<b>Retail Trade</b>	51	13.2%	341	9.8%
Furniture/Home Furnishings	3	0.8%	12	0.3%
Electronics/Appliances	2	0.5%	14	0.4%
Bldg/Gardening Materials	5	1.3%	30	0.9%
Food and Beverage Stores	3	0.8%	56	1.6%
Health & Personal Care Stores	8	2.1%	64	1.8%
Gasoline Stations	1	0.3%	9	0.3%
Clothing/Accessories	11	2.8%	70	2.0%
Sport Goods, Hobby, Books, Music	5	1.3%	30	0.9%
General Merchandise	1	0.3%	6	0.2%
Misc.	11	2.8%	43	1.2%
Non-store Retailers	2	0.5%	3	0.1%
<b>Transportation/Warehousing</b>	8	2.1%	126	3.6%
<b>Information</b>	9	2.3%	55	1.6%
<b>Finance/Insurance</b>	38	9.8%	180	5.2%
Central Bank/Credit	9	2.3%	72	2.1%
Securities, Commodities, Other Financial	10	2.6%	45	1.3%
Insurance Carriers/Funds/Trusts	18	4.7%	63	1.8%
<b>Real Estate</b>	20	5.2%	161	4.6%
<b>Professional/Scientific/Tech</b>	39	10.1%	203	5.8%
Legal Services	8	2.1%	38	1.1%
<b>Administrative/Support/Waste Management</b>	16	4.1%	84	2.4%
<b>Educational Services</b>	10	2.6%	96	2.7%
<b>Health Care/Social Assistance</b>	48	12.4%	630	18.0%
<b>Arts, Entertainment, Recreation</b>	6	1.6%	75	2.1%
<b>Accommodations and Food Services</b>	27	7.0%	519	14.9%
<b>Other Services</b>	38	9.9%	261	7.5%
Automotive Repair	1	0.3%	7	0.2
<b>Public Administration</b>	20	5.2%	270	7.7%
<b>Unclassified</b>	13	3.4%	38	1.1%

# DOWNTOWN BUSINESS PROFILE

Of all businesses Downtown....

- 18.0 percent are health care/social assistance
- 14.9 percent are restaurants/food services
- 7.7 percent are public administration
- Only 9.8 percent are retail/trade

## Inflow/Outflow of Workers in City of Kirkwood



**Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.**

- ➡ Employed and Live in Selection Area
- ➡ Employed in Selection Area, Live Outside
- ➡ Live in Selection Area, Employed Outside

## COMMUTING

- The amount of workers who live in Kirkwood but commute elsewhere is approximately the same as the amount of people who work in Kirkwood but live elsewhere.
- Higher income workers commute out to professional jobs in St. Louis, while lower income workers commute in to staff retail and service jobs.
- Need for greater diversity of residential building types and office space



## SUMMARY OVERVIEW: STRENGTHS

- People – engaged residents, high incomes to support upscale and niche retail
- Excellent regional reputation
- Strong sense of place
- Successful farmers market
- Well-established small/local businesses
- Train station/Amtrak
- Access to interstates and St. Louis CBD
- Mix of housing densities
- Housing and infrastructure for residents to age in place



## SUMMARY OVERVIEW: WEAKNESSES

- Perception that there is no parking hurts retailers
- Risk of stagnation
- Lack of amenities/business to attract Millennials/younger customers
- Lack of housing products that appeal to empty nesters and Millennials
- Lack of restaurant diversity
- No quality hotels in Downtown or nearby
- Housing options for larger families are limited and expensive
- Inactive/under-used spaces





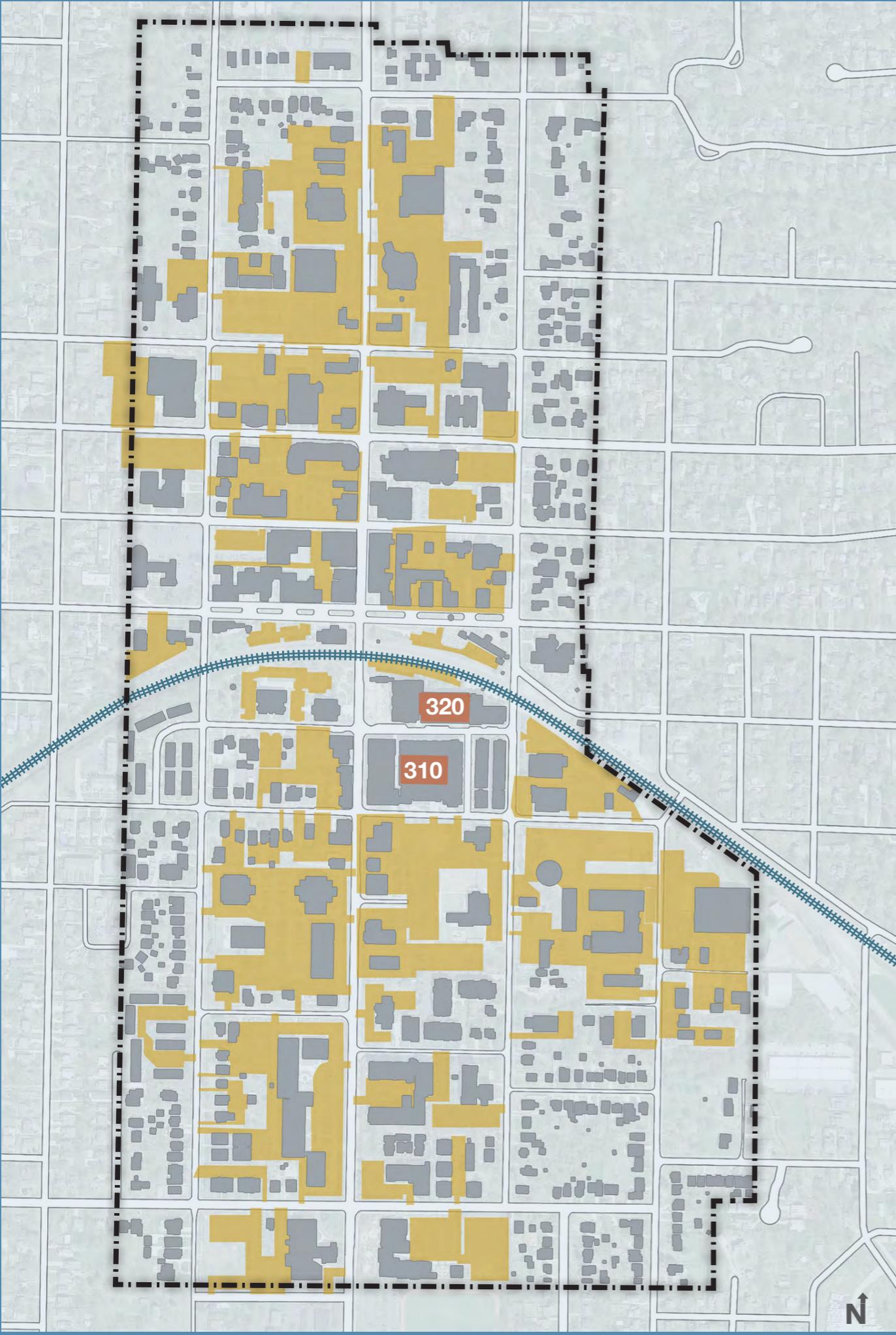
## SUMMARY OVERVIEW: OPPORTUNITIES

- Theater development moving forward, creates “night out” demand
- Developers that are very interested in building new projects in Downtown
- Multiple infill/small incremental development opportunities
- Capitalization on public/institutional facilities, destinations
- Housing demand is strong when product is available



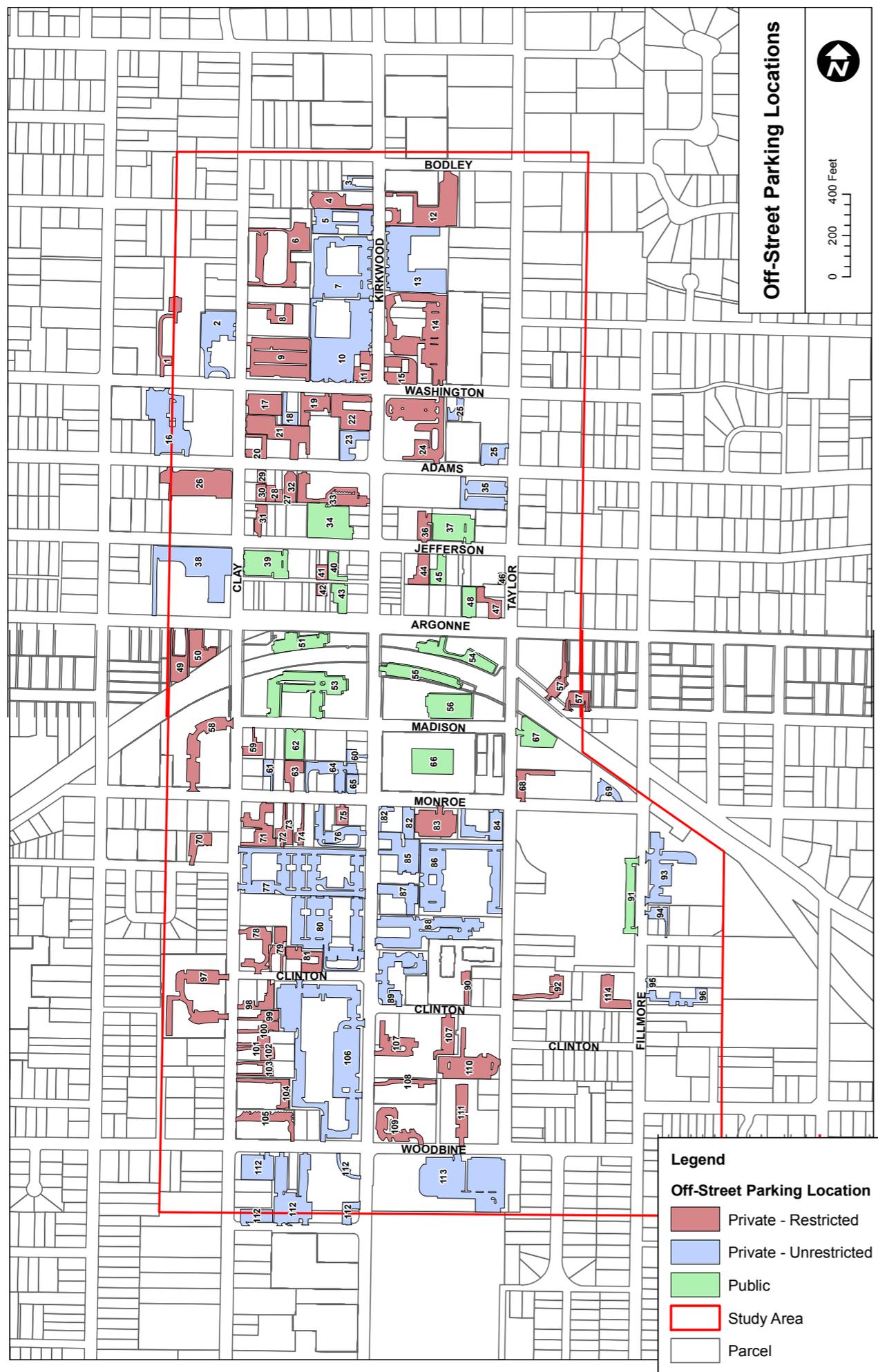
## KEY RECOMMENDATIONS

- Remove code and procedural barriers to developing smaller multi-family housing projects to address demand for “missing middle” homes. (up to 220 DU in 5 years)
- Actively recruit unique retail to the corridor, particularly businesses that offer special shopping experiences and/or successful integration of eCommerce into their business models.
- Attract more non-chain, fast casual restaurants where people can grab a quick meal without table service.
- Address parking from a holistic perspective, and consider transitioning surface lots in prime areas into higher and better uses.
- Encourage developments that integrate the existing character of Kirkwood with more modern elements that are attractive to younger consumers.
- Test the potential market for co-working space in Kirkwood by doing a pilot project in a currently under-used space.
- ~~Commission a hotel market study.~~
- Consider instead an in-depth retail study.



# Parking Findings

# Off-Street Parking



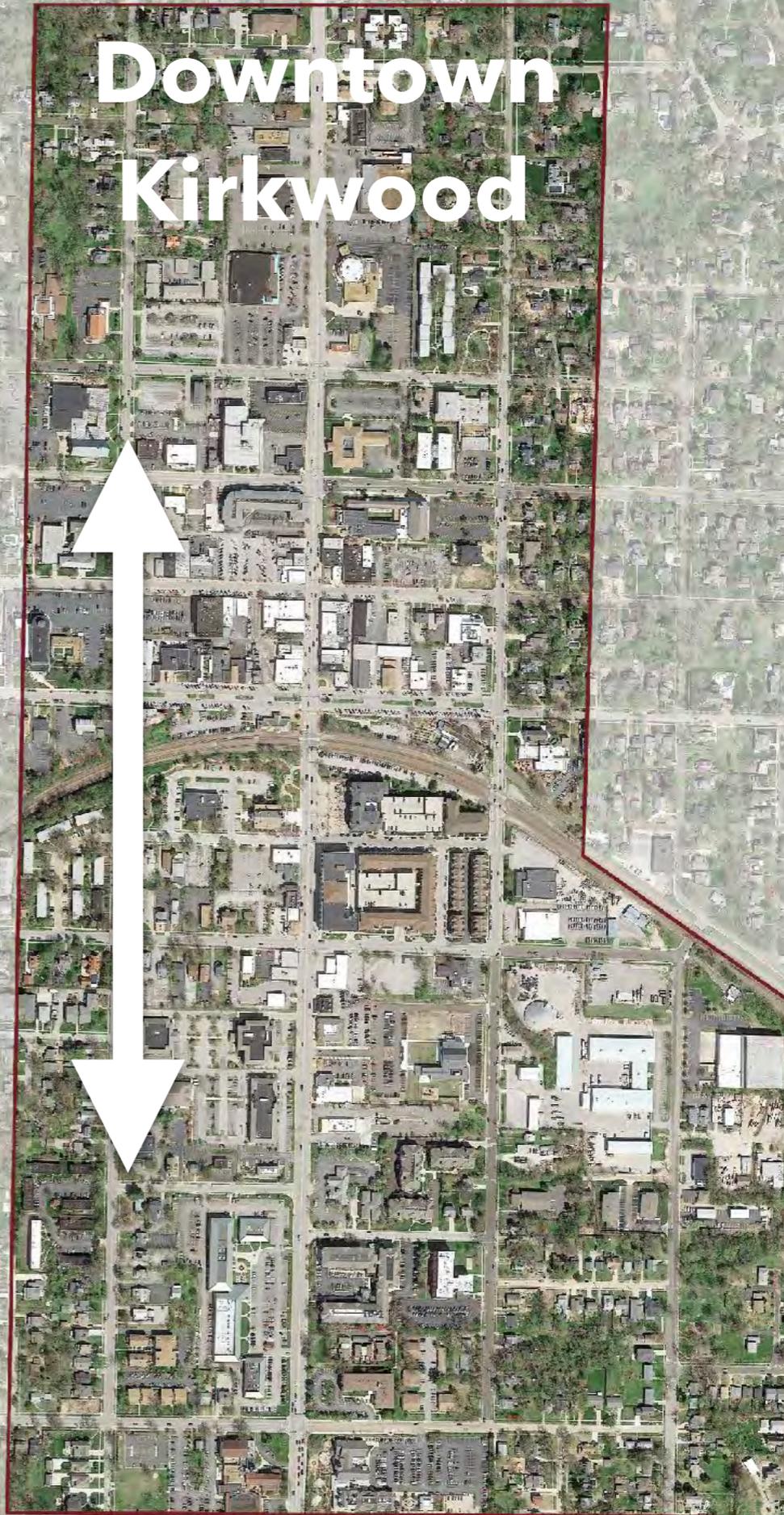
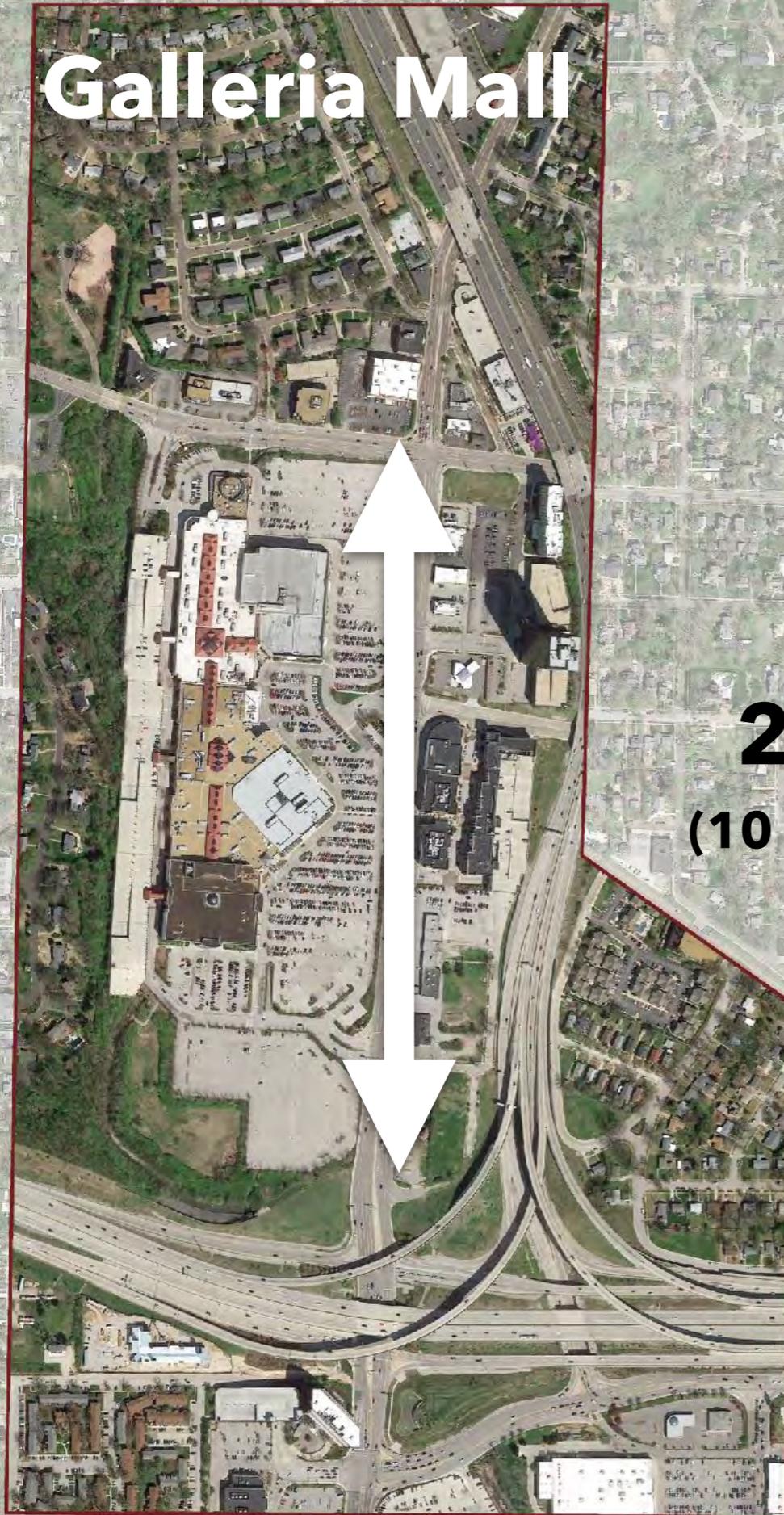
- 1,200 public (21%)
  - 2,665 private, unrestricted (46%)
  - 1,919 private, restricted (33%)
- = 5,784 total**

- @ 5 spaces/1,000 sq.ft. commercial = 1.16m sq. ft. of potential commercial
- @ 4 spaces/1,000 sq. ft commercial = 1.45m sq. ft. of potential commercial

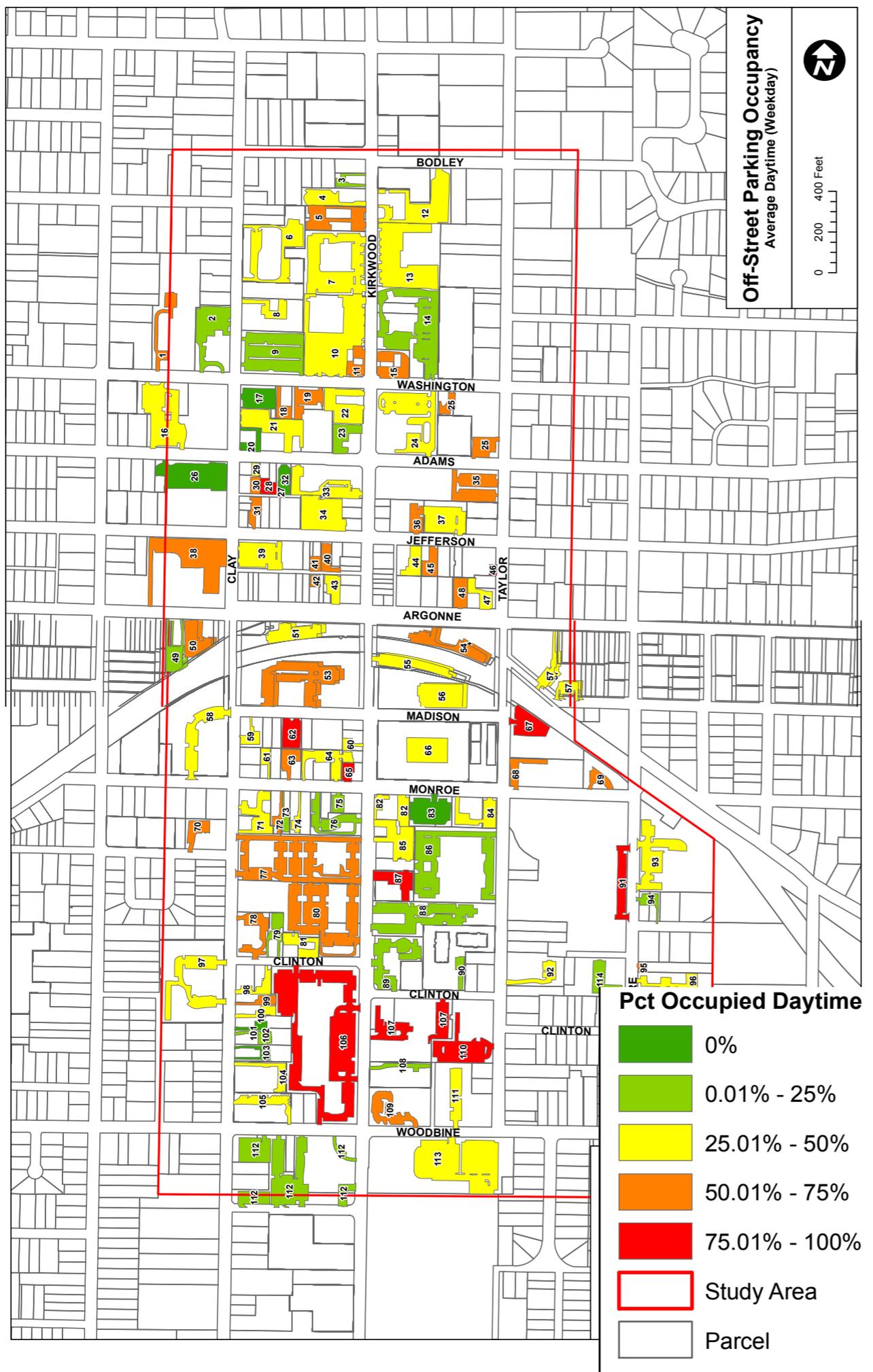
**Galleria Mall**

**Downtown  
Kirkwood**

**2500'**  
**(10 min walk)**

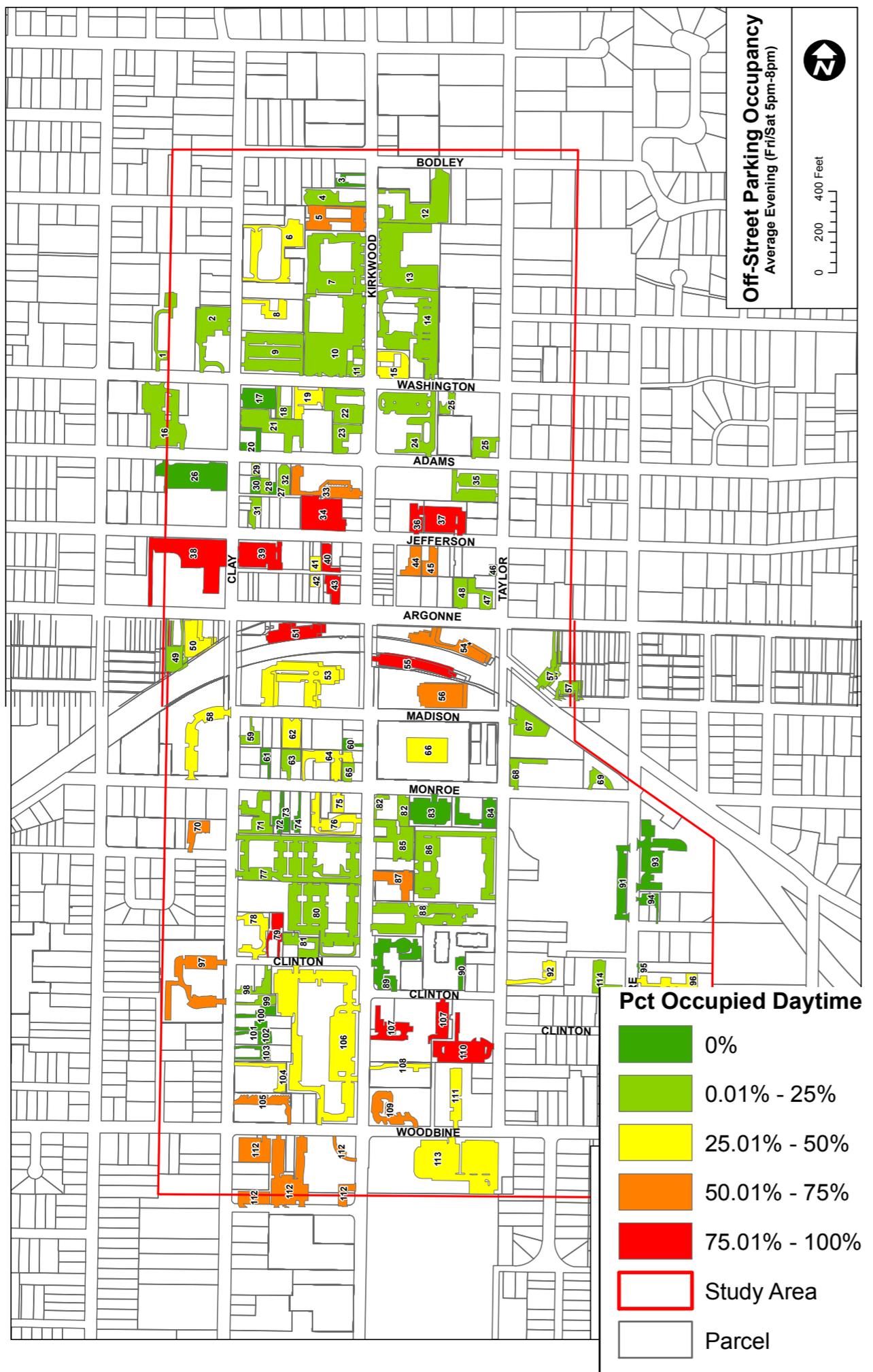


# Typ. Daytime Parking



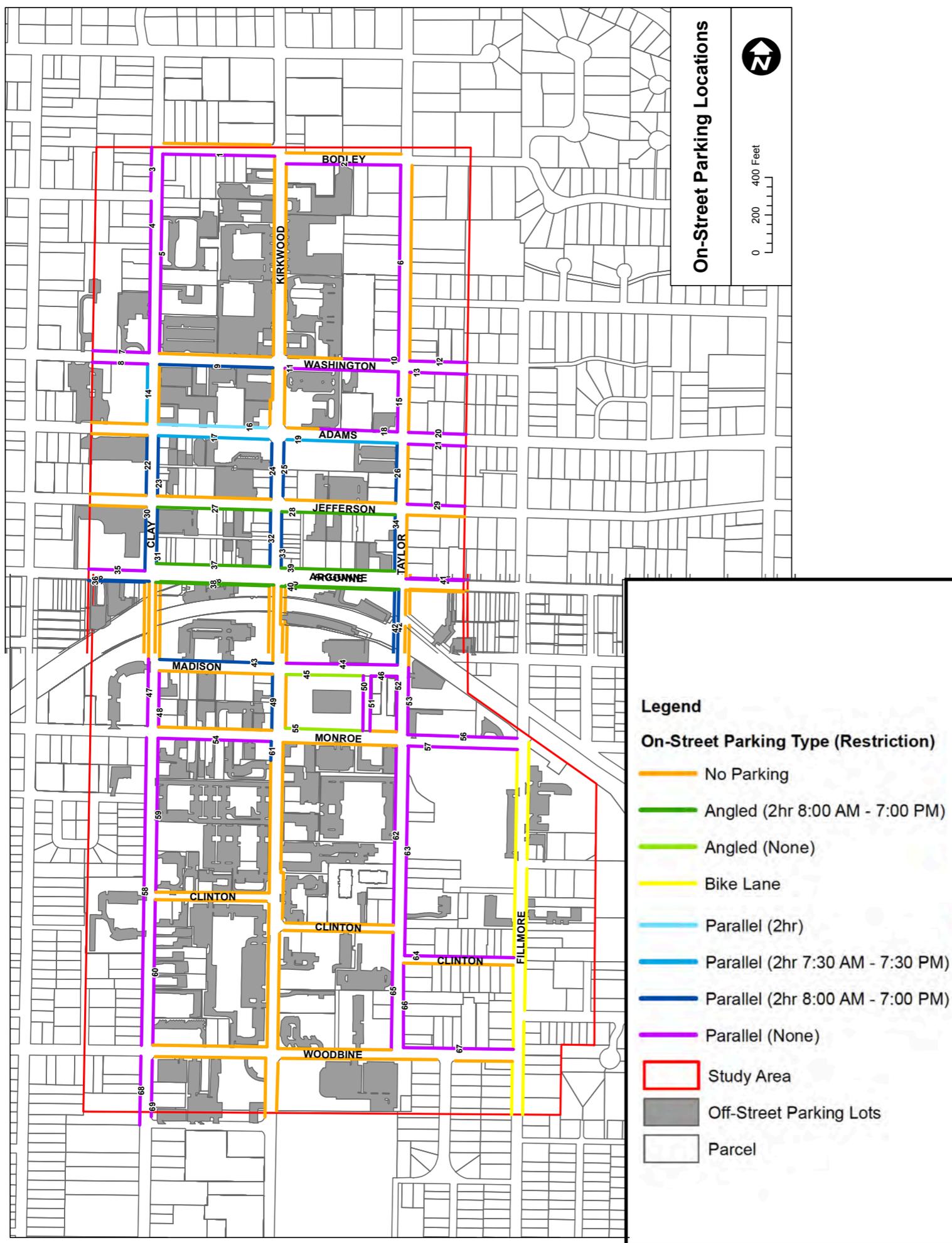
- Counts taken: 8.00a - 4.00p
- Sept. 12, 2017
- Nov. 18, 2017
- Total spaces used in daytime was 2,497 (42%)
- Total surplus of 3,287 (58%)

# Typ. Evening Parking



- Counts taken: 5.00p - 8.00p
- Sept. 19, 2017
- Nov. 11, 2017
- Total spaces used in daytime was 1,953 (34%)
- Total surplus of 3,831 (66%)

# On-Street Parking



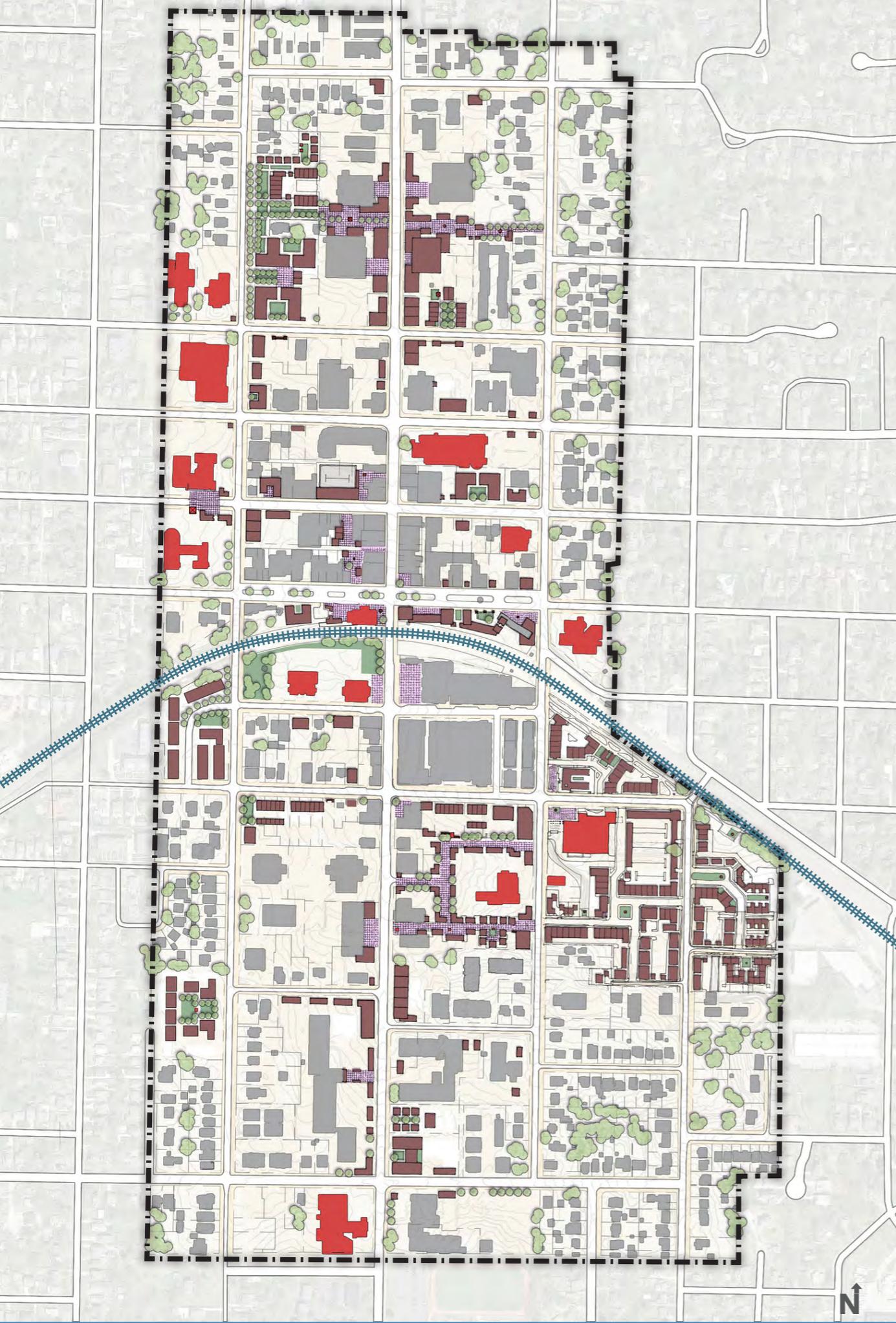
- Total on-street: 1,012 spaces
- Striped: 374 spaces
- Non-striped: 638 spaces
- Total spaces used in daytime was 406 (40%)
- **Total surplus of 606 (60%)**

**Public parking  
(on and off-street)  
meets or exceeds demand  
by 90 - 113%**

# Parking Recommendations



- Adjust zoning code;
  - Modify on-street parking;
  - Negotiate shared parking agreements;
  - Regulate parking, (time, use and duration);
  - Provide better signage;
  - Encourage remote employee parking,
  - Subsidize ride-sharing,
  - Improve transit;
  - Adjust parking ratios;
  - Increase bike parking
- +
- Improve walking & biking environment.



# Master Plan Proposals

# Potential Redevelopment Sites



# Frontage Analysis

- Continuous sidewalk
- Pedestrian scaled buildings
- Active Frontage

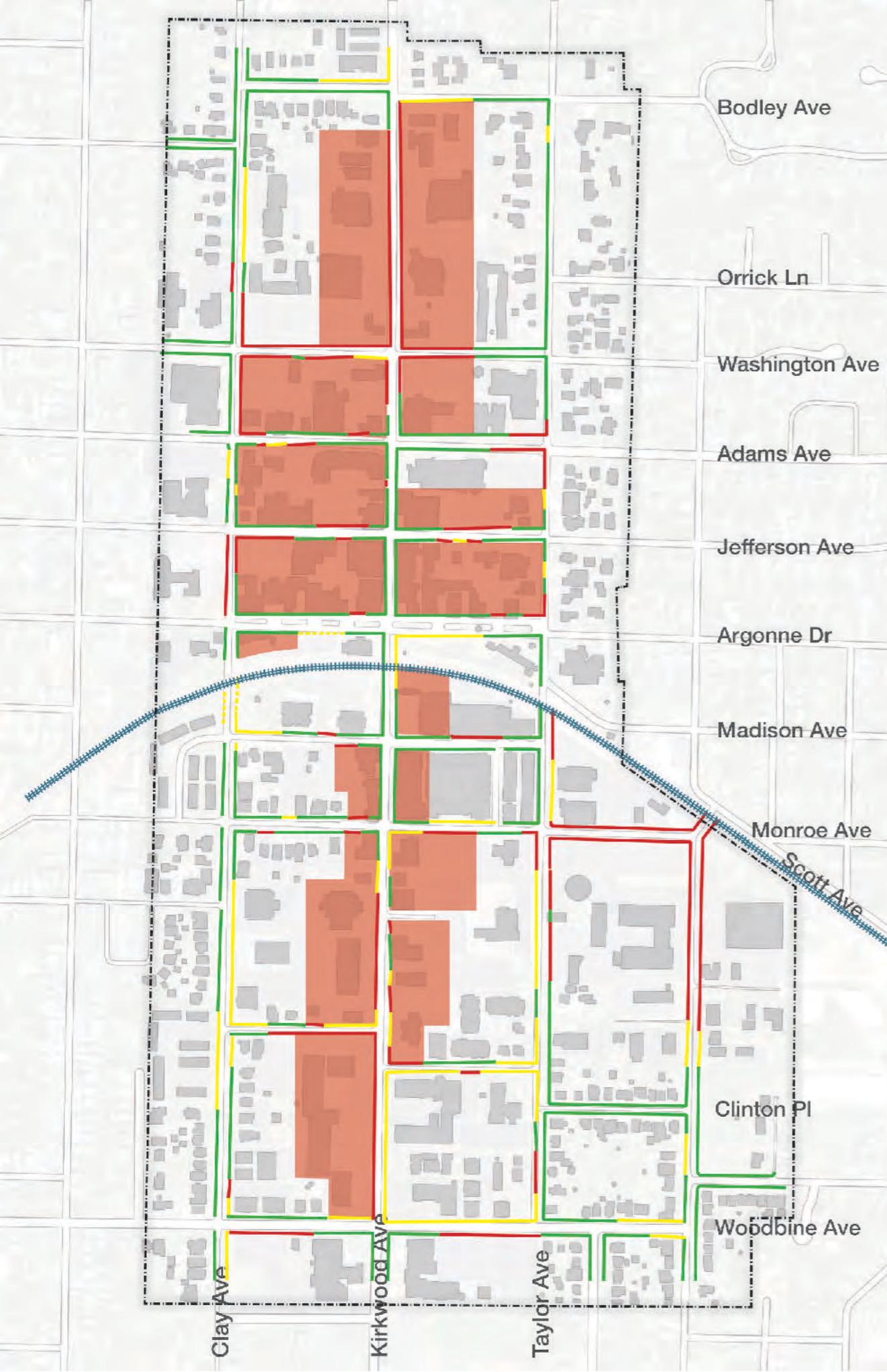
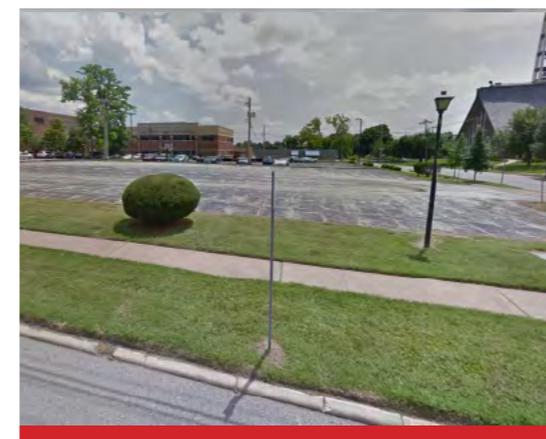
**Good**

- Automobile scaled buildings
- Removed from the frontage
- Constant Curb Cuts

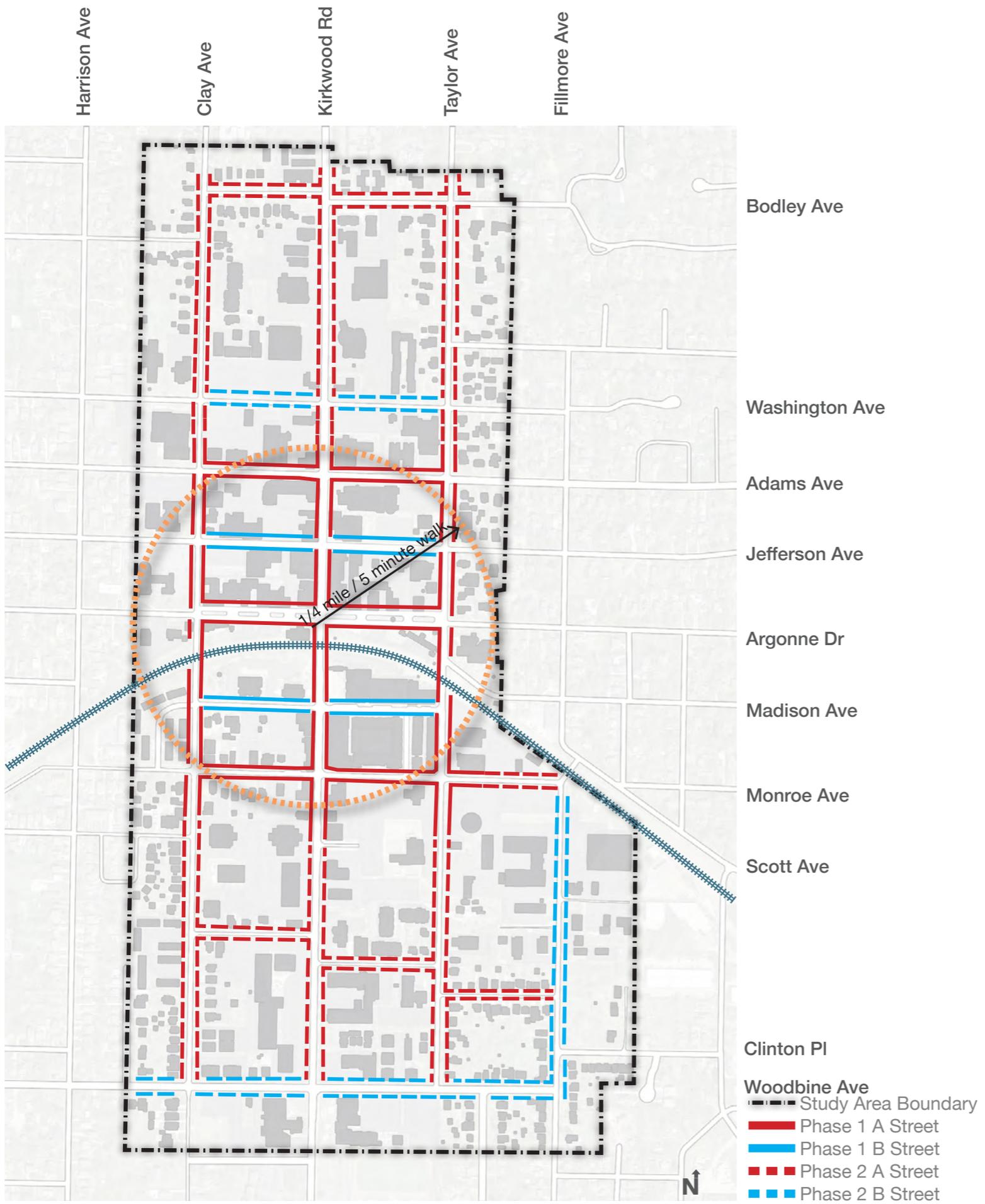
**Fair**

- No active frontage
- Principally surface parking
- Constant curb cuts
- Inconsistent lighting

**Regrettable**



# A & B Grid, Phased



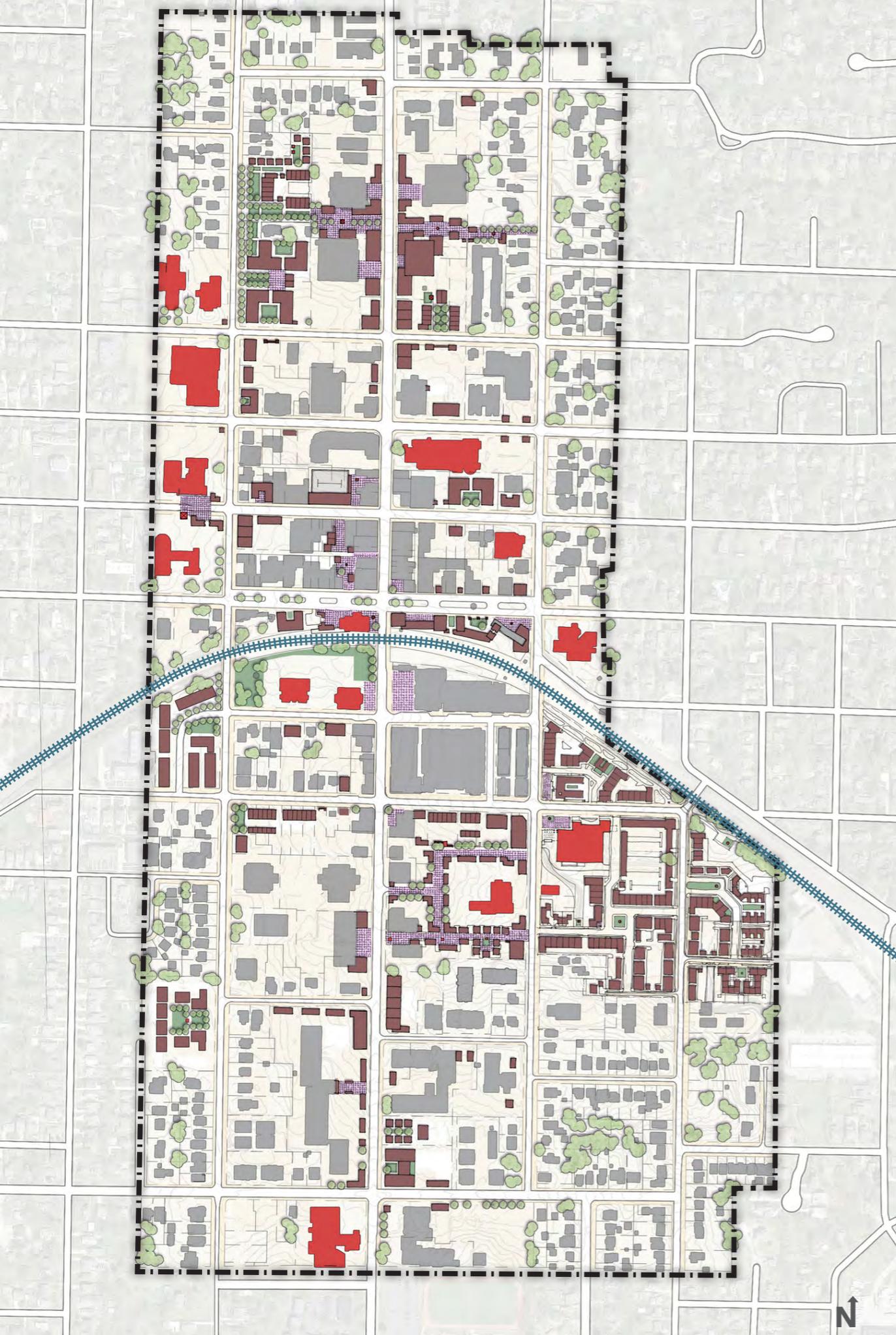
- Prioritize redevelopment in the downtown core

**A-Grid:** Excellent pedestrian experience

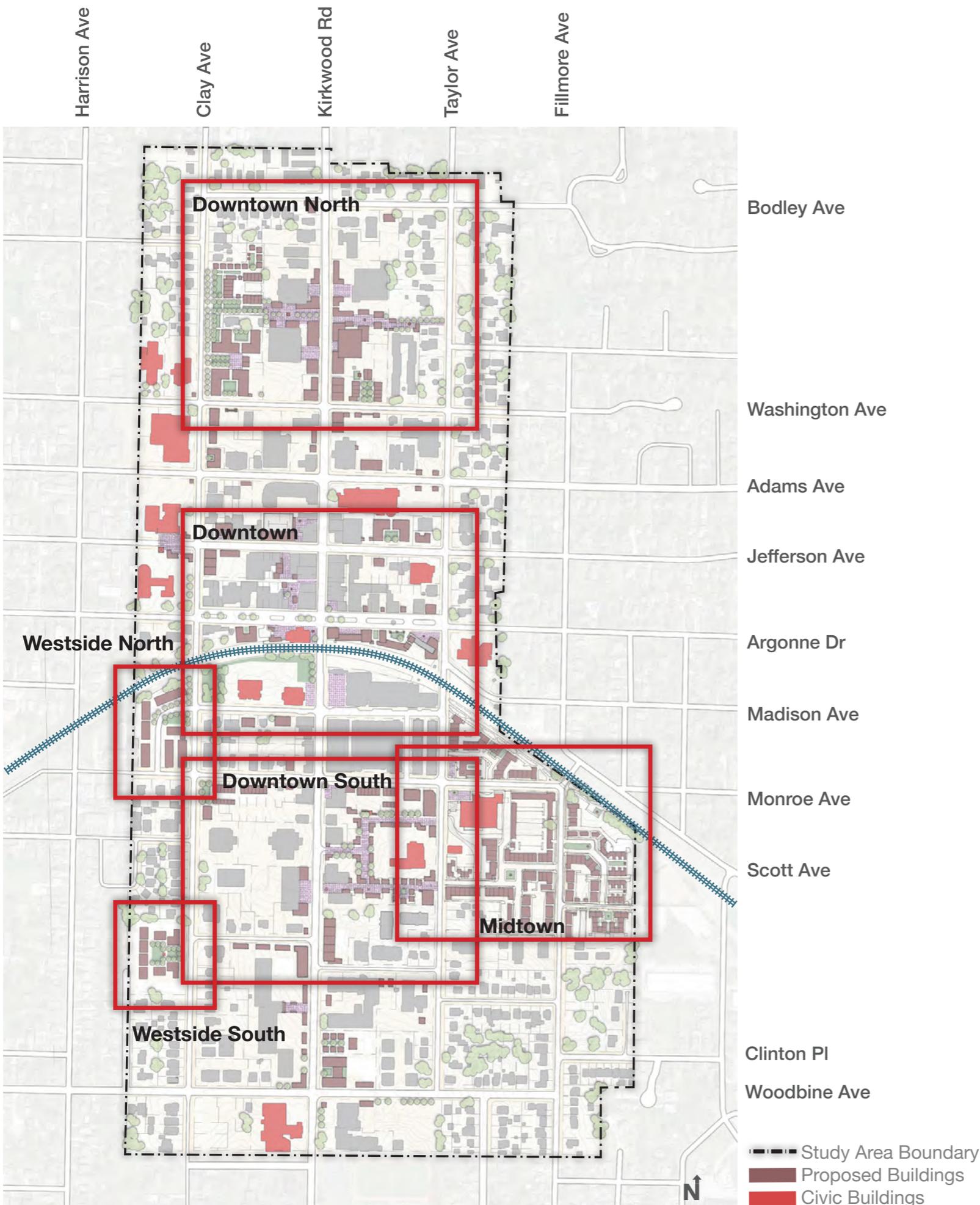
**B-Grid:** Functional

# Illustrative Master Plan

- Incentivize small-scale redevelopment in downtown core between Adams & Monroe
- Create “kirkwalks” (cross-block passages), wherever possible
- Activate land along rail-line and infill along Kirkwood Road.
- Augment open space network
- Support the bicycle and pedestrian network throughout as a top priority
- Evaluate options for Jefferson Ave abutting St. Michael’s properties

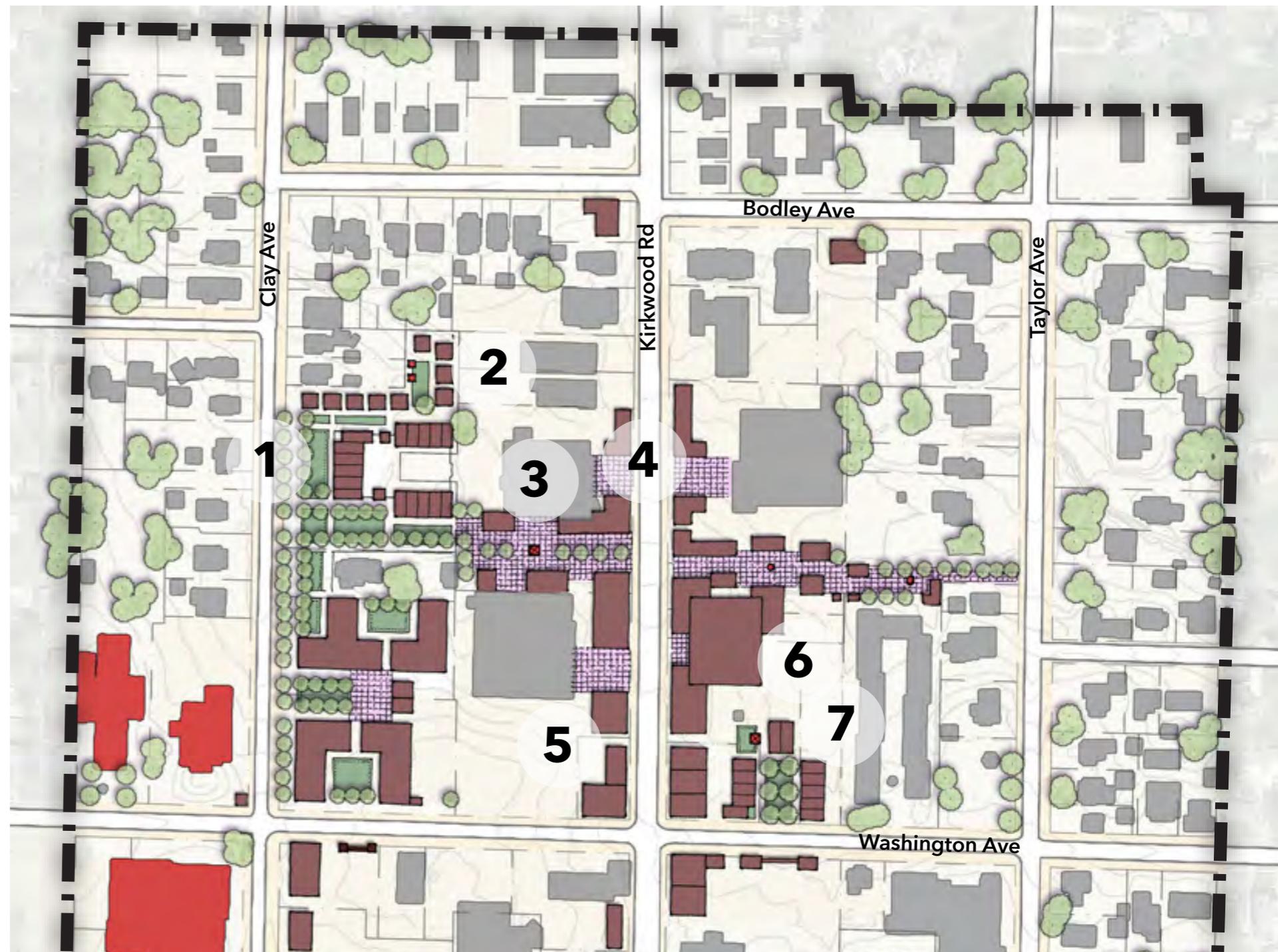


# Downtown Areas

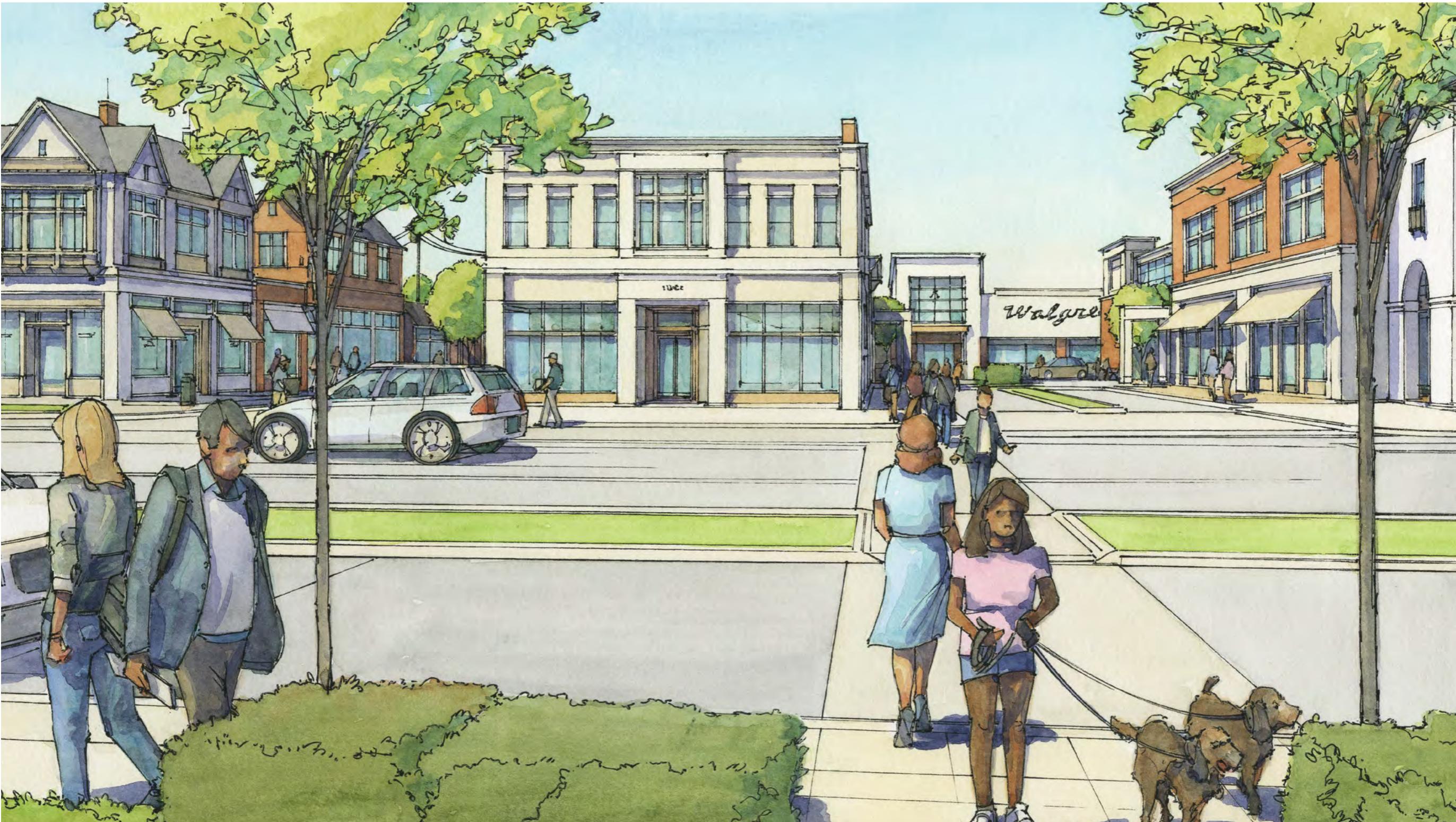


# Lining Kirkwood Rd

1. Green fronted by townhomes
2. Cluster of tower houses
3. Pedestrian passage
4. Plaza entries for Global Foods and the Alpine Shop
5. Liners buildings to shield parking lot
6. Proposed big-box retail
7. Townhouse court

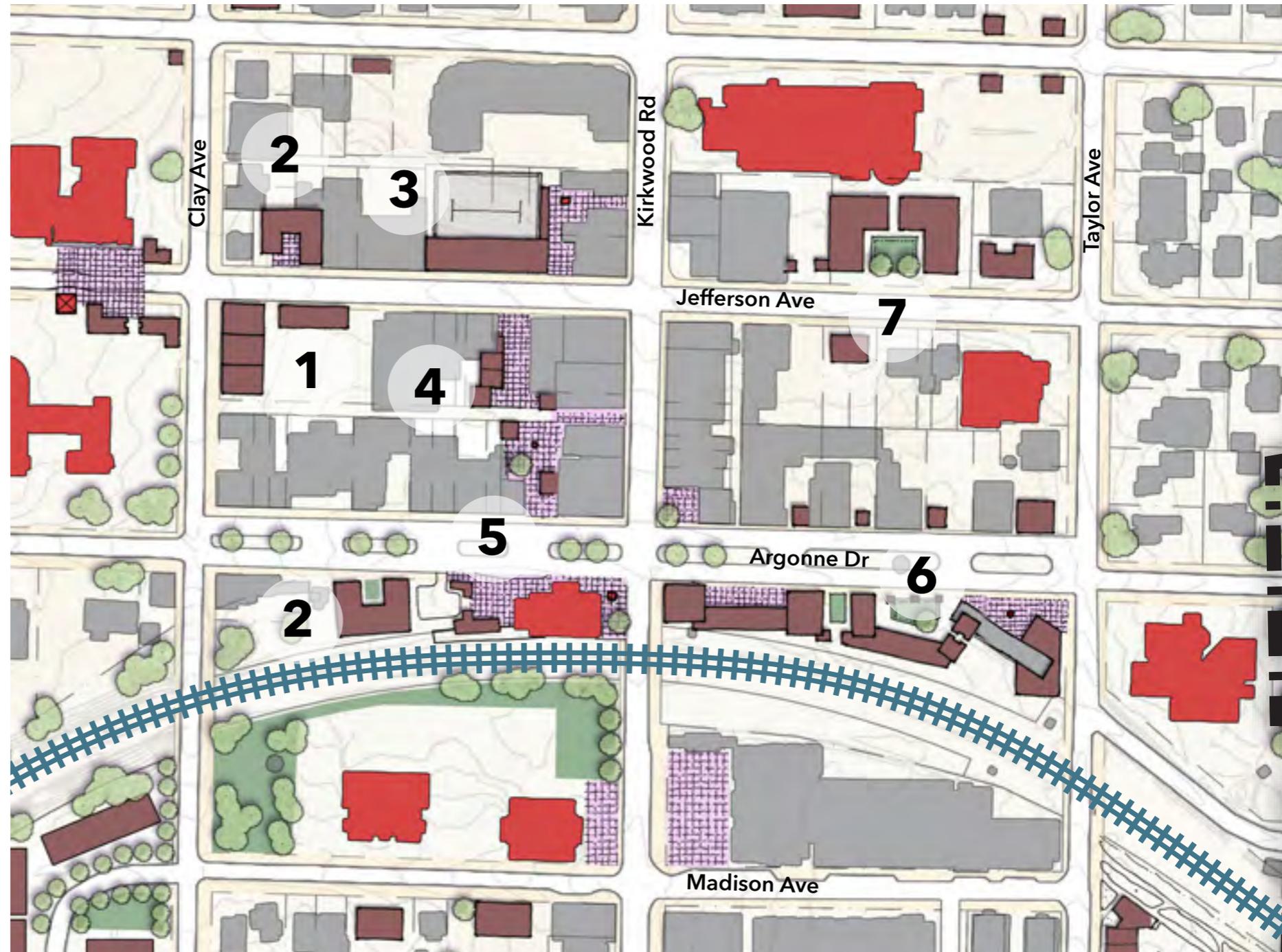


# Lining Kirkwood Rd

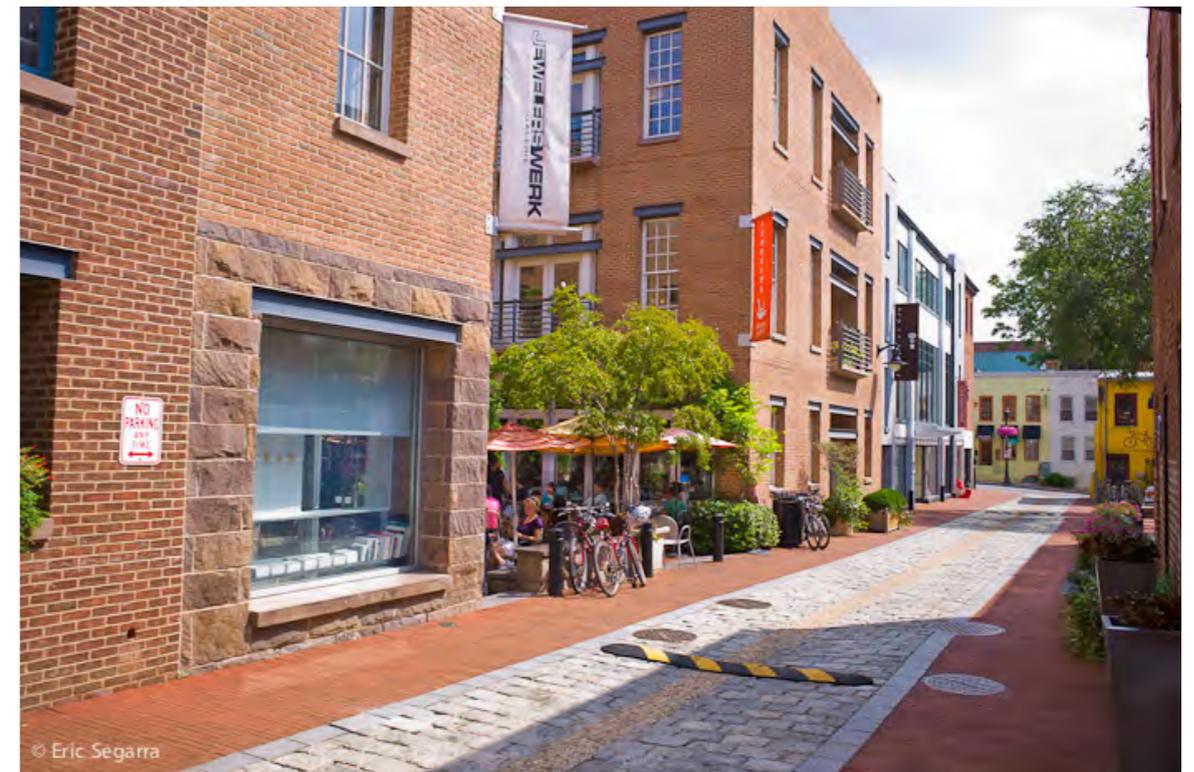
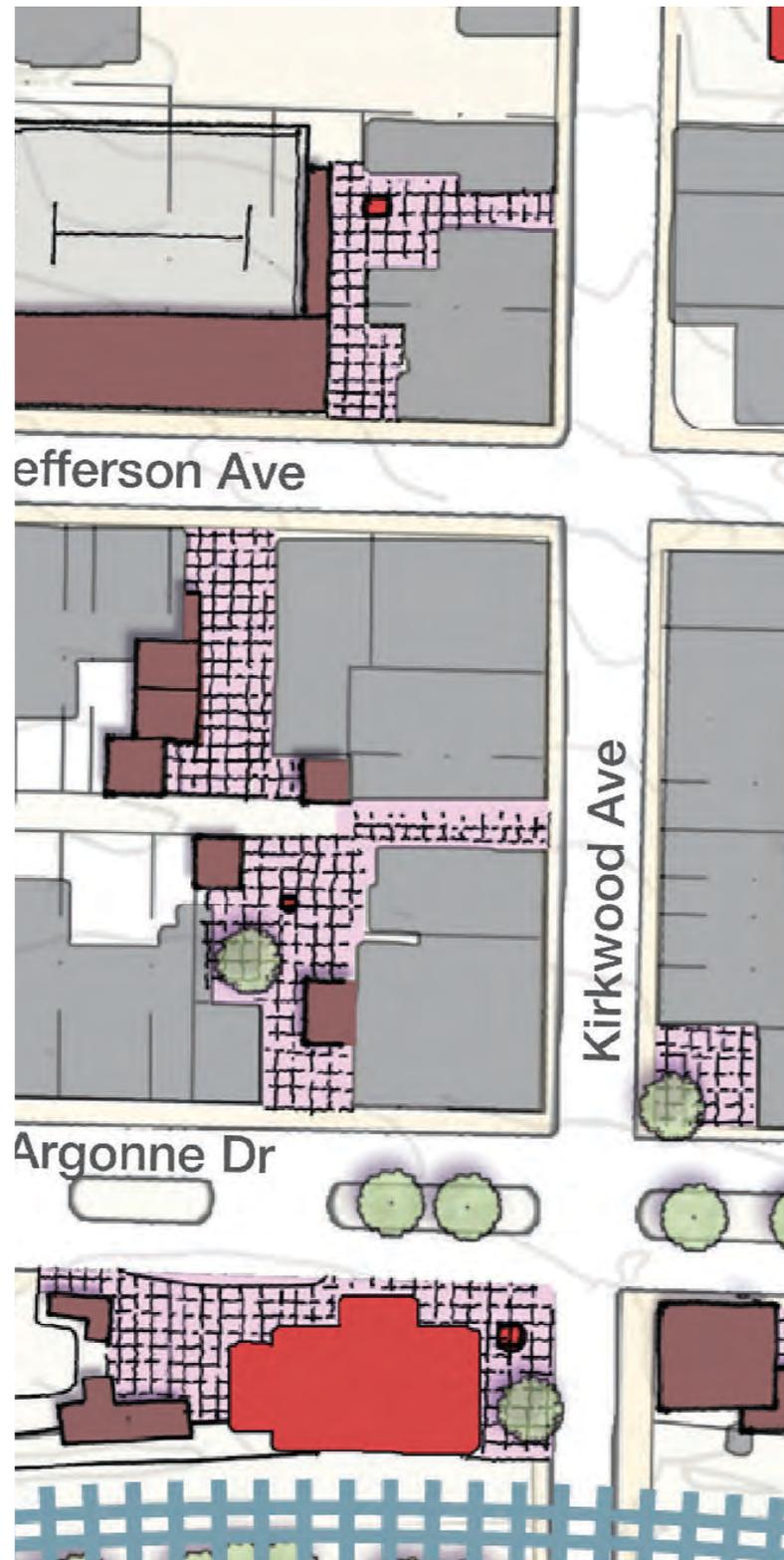
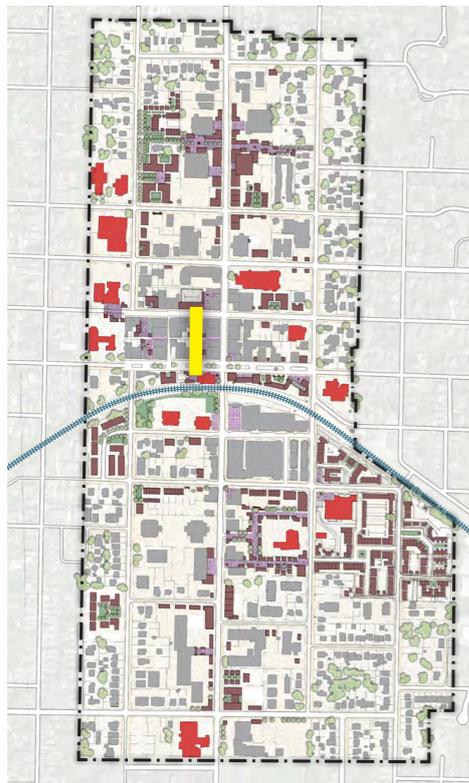


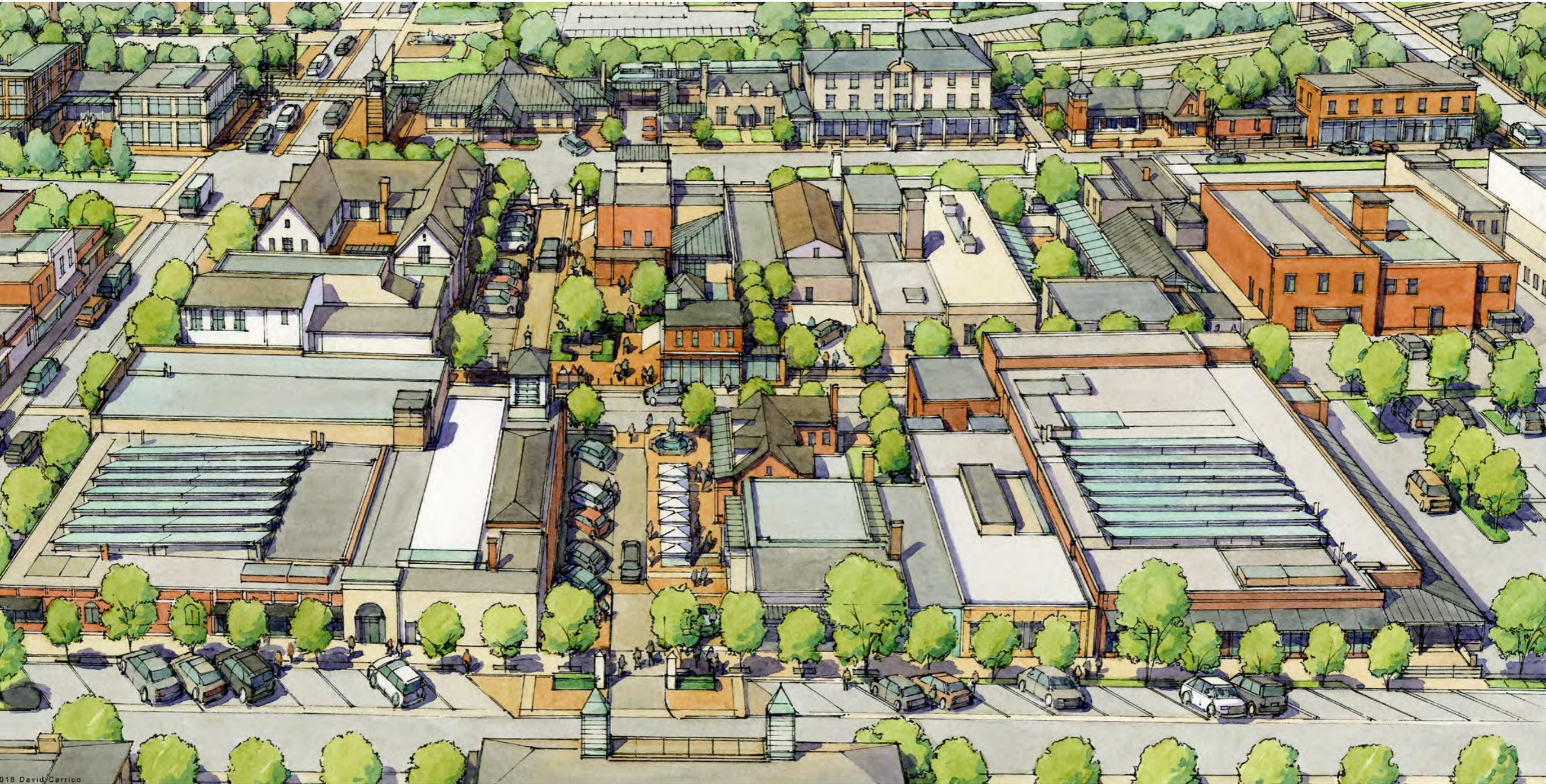
# Downtown

1. Infill mixed-use buildings
2. Potential boutique hotel sites
3. Propose parking garage
4. Pedestrian passage connecting Argonne Dr to proposed parking garage
5. Drop-off plaza at train station
6. Expanded farmers market
7. Small multi-family courtyard building



# "Kirk-Walk"





View of cross block passage towards train station

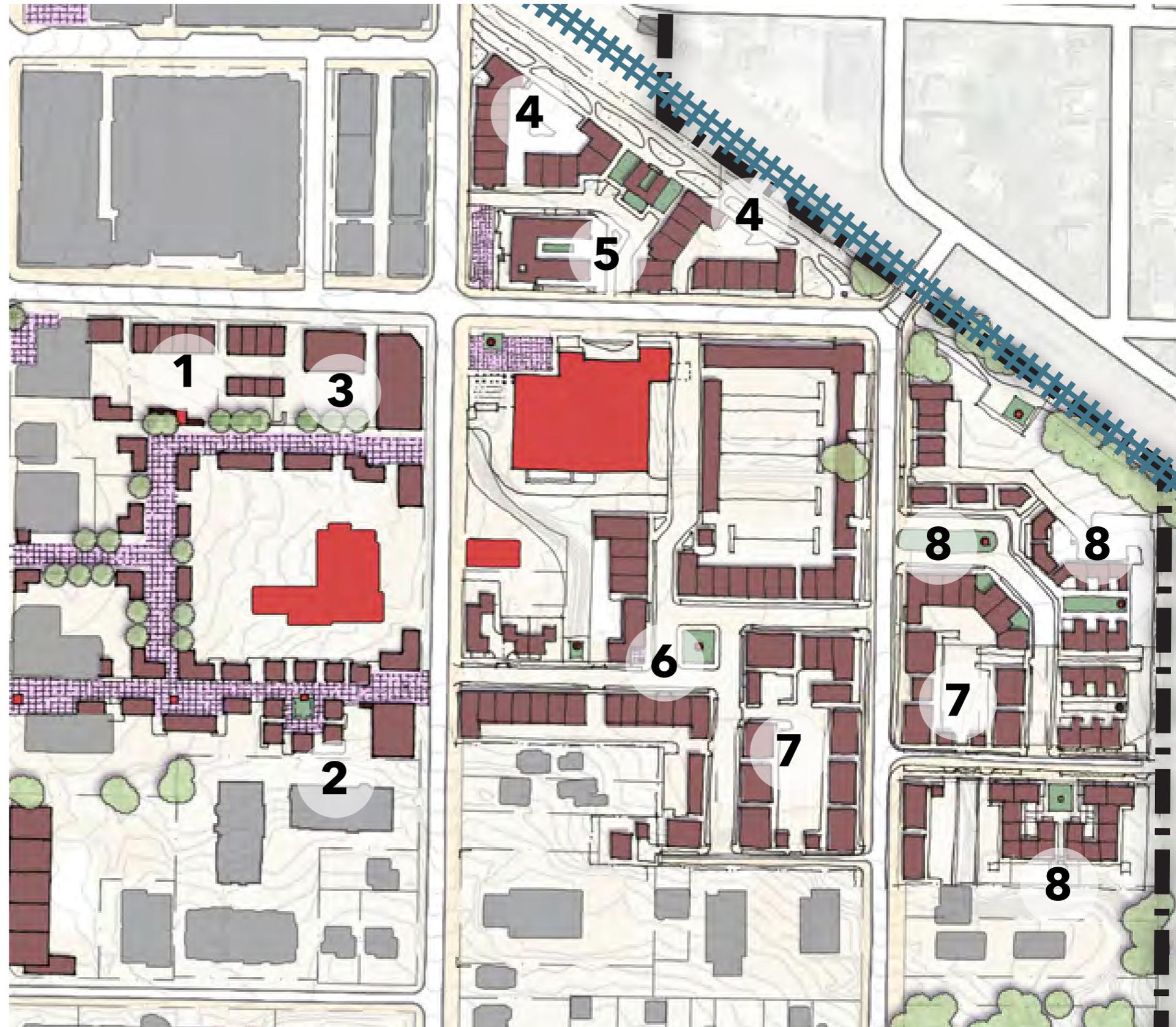
# Downtown South

1. Small multi-family building
2. Townhomes or live/work units
3. Small mixed-use infill shielding parking lot
4. Liner buildings create a plaza for Starbucks and sushi restaurant
5. Pedestrian passage dividing large block for increased walkability surrounded by small liner buildings / kiosks
6. Mixed-use infill shielding parking

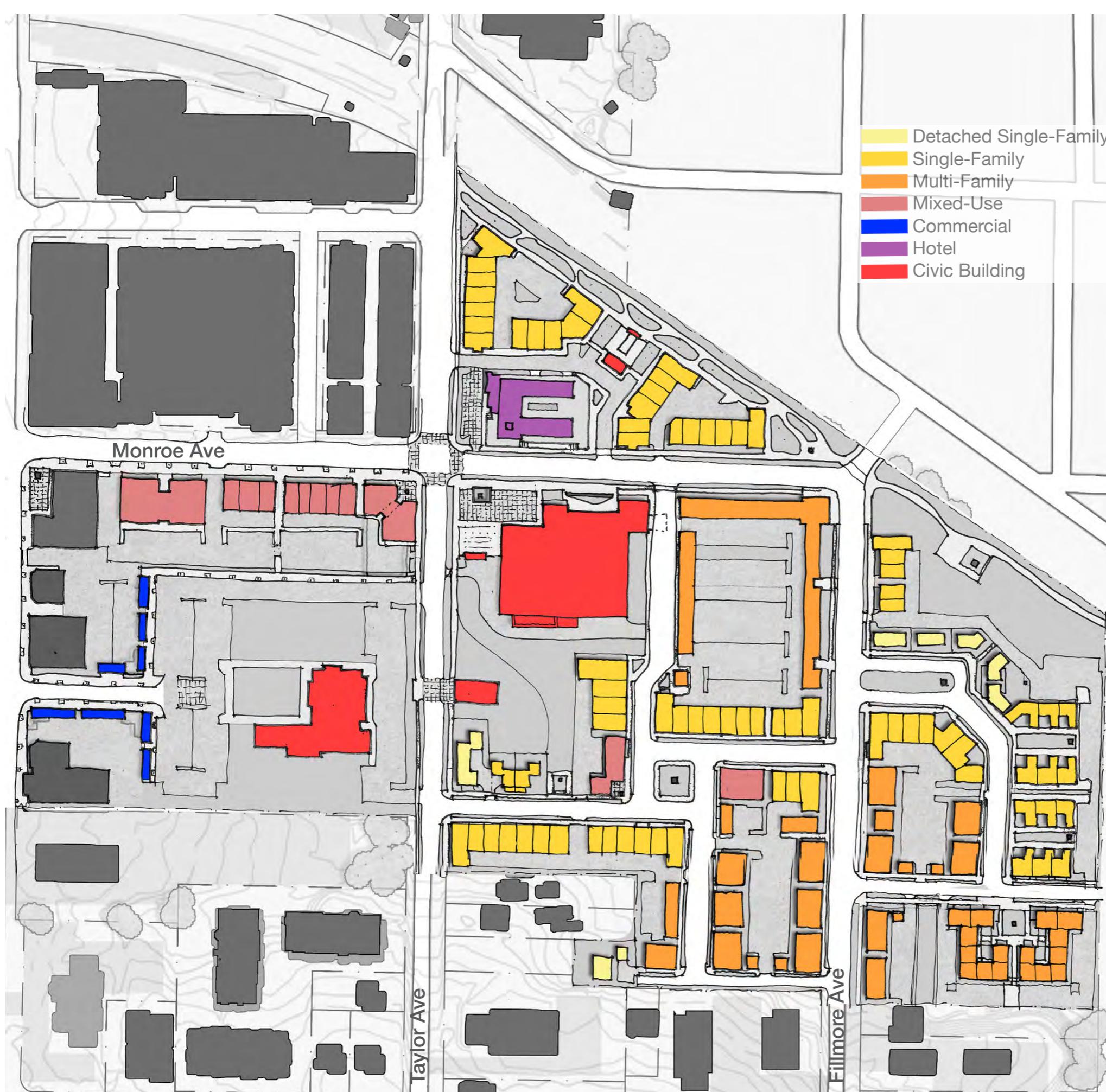


# Midtown

1. One story kiosks
2. Tower house cluster
3. Mixed-use building
4. Townhouse court
5. Potential boutique hotel site
6. Turbine square surrounded by live/works
7. Small multi family
8. Series of small greens fronted by residential units



# Midtown

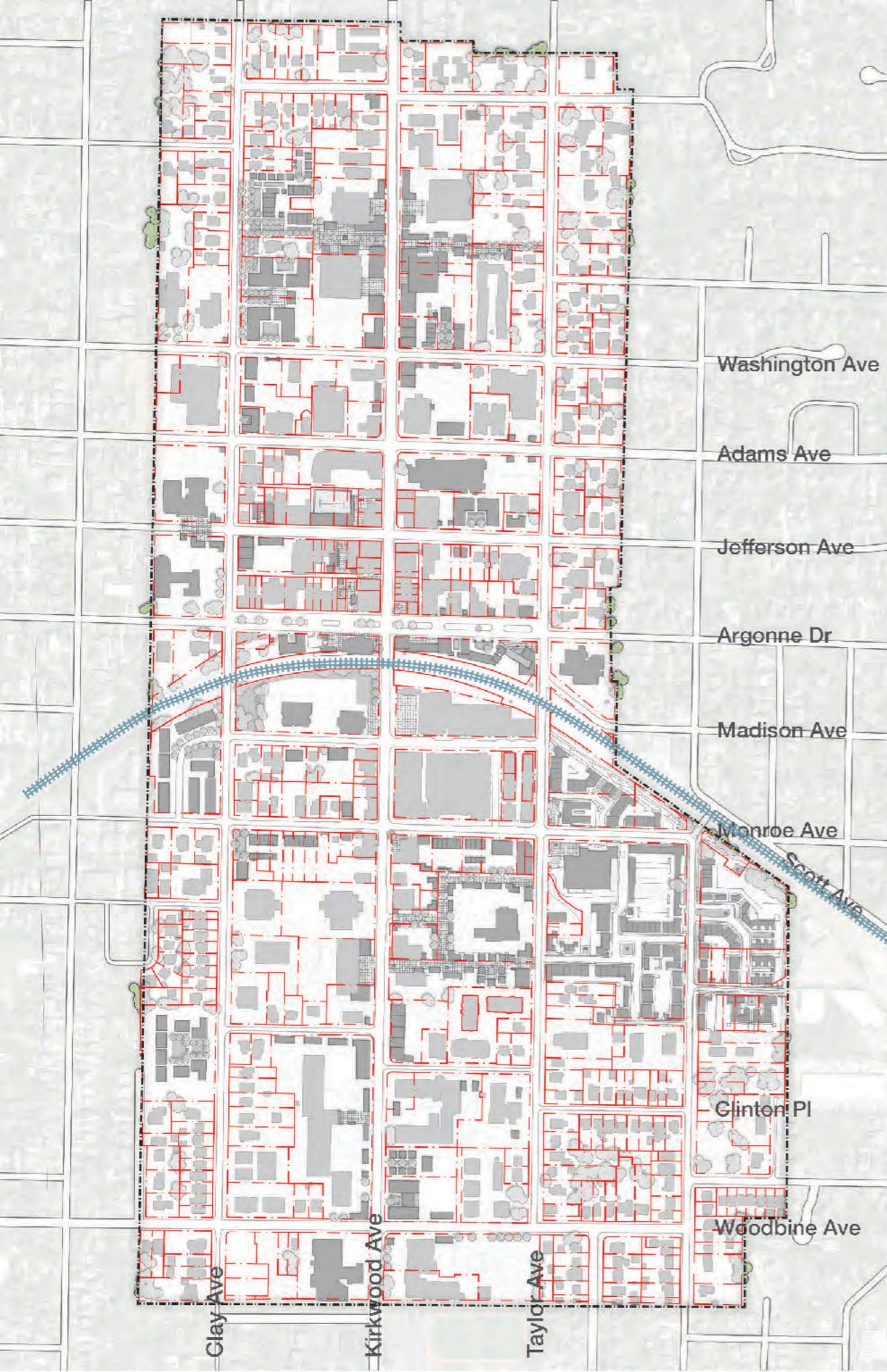


# Midtown Entertainment District

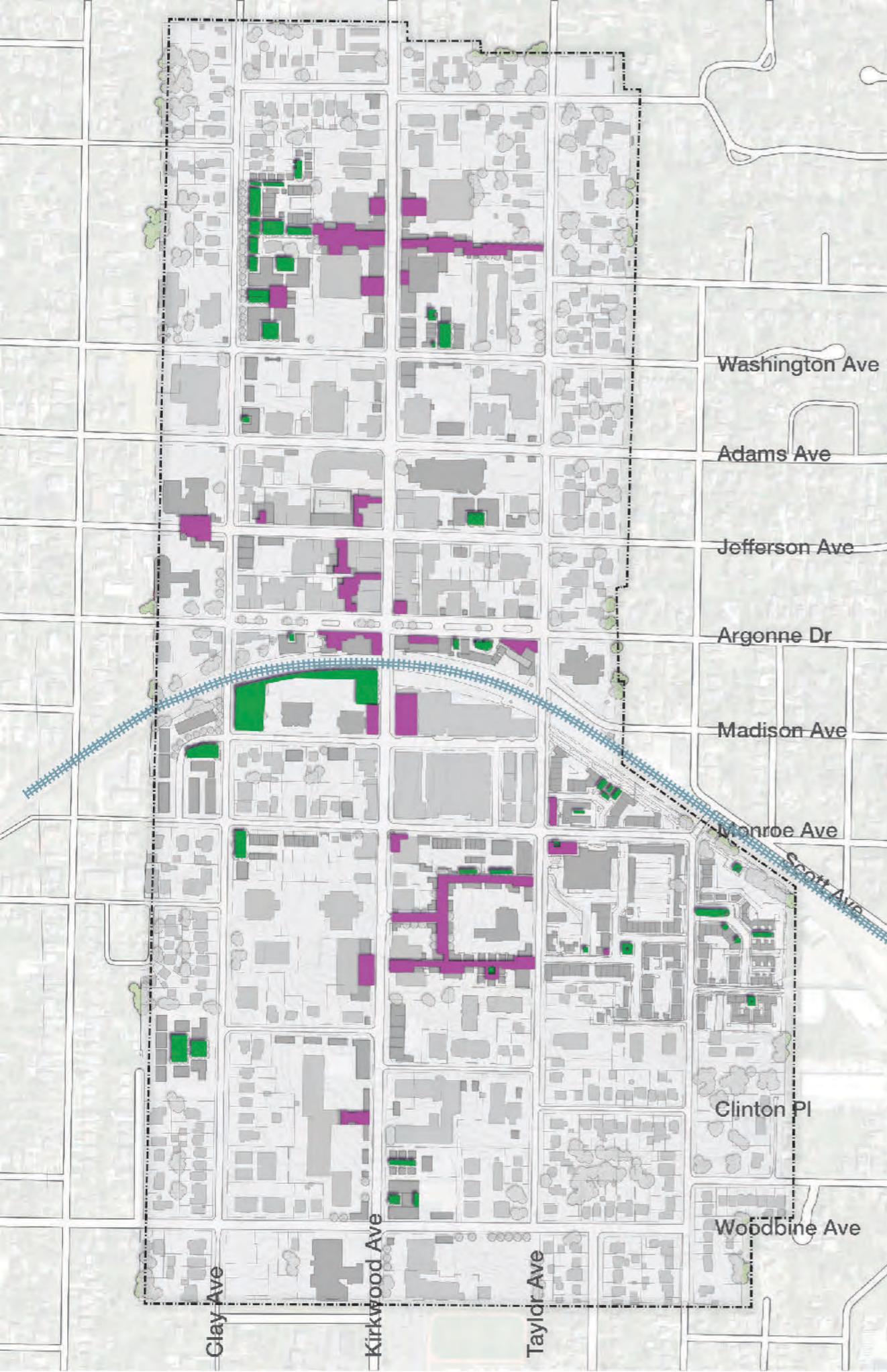


View towards PAC

# Parcel Lines



# Open Space



- Green Open Space
- Hardscape Open Space

There is a **mismatch** between:

- What the market wants and our changing demographics; and
- What cities and towns are providing/permitting
- **20-35%** gap nationwide between supply & demand for walkable urbanism.
- In Kirkwood:
  - **46%** are 1-person households;
  - **+60%** are 1 or 2-person households.

# Missing Middle Housing



a lot

not enough

some

# Small Multi-Family



*Lindenwood Avenue Mansion Apartments*



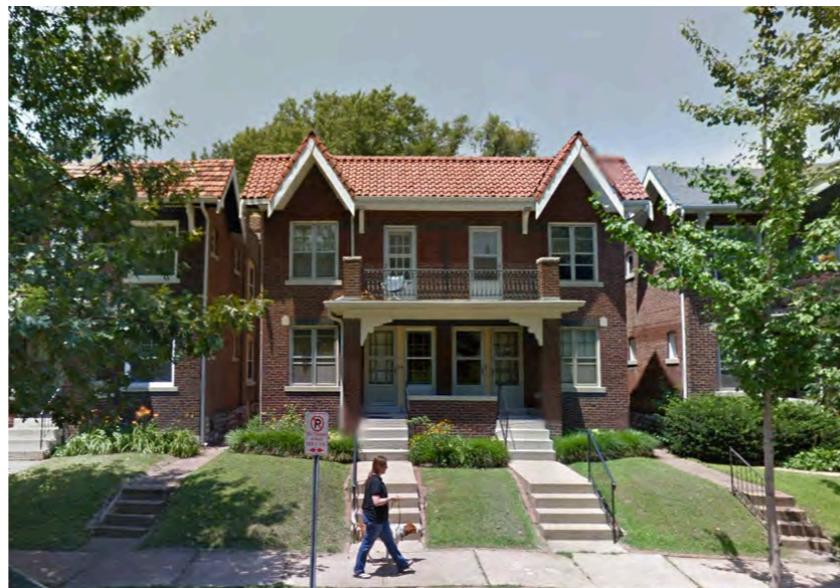
*12th Street Mansion Apartments*



*39th Street Small Multi-Family*



*Waterman Boulevard Small Multi-Family*



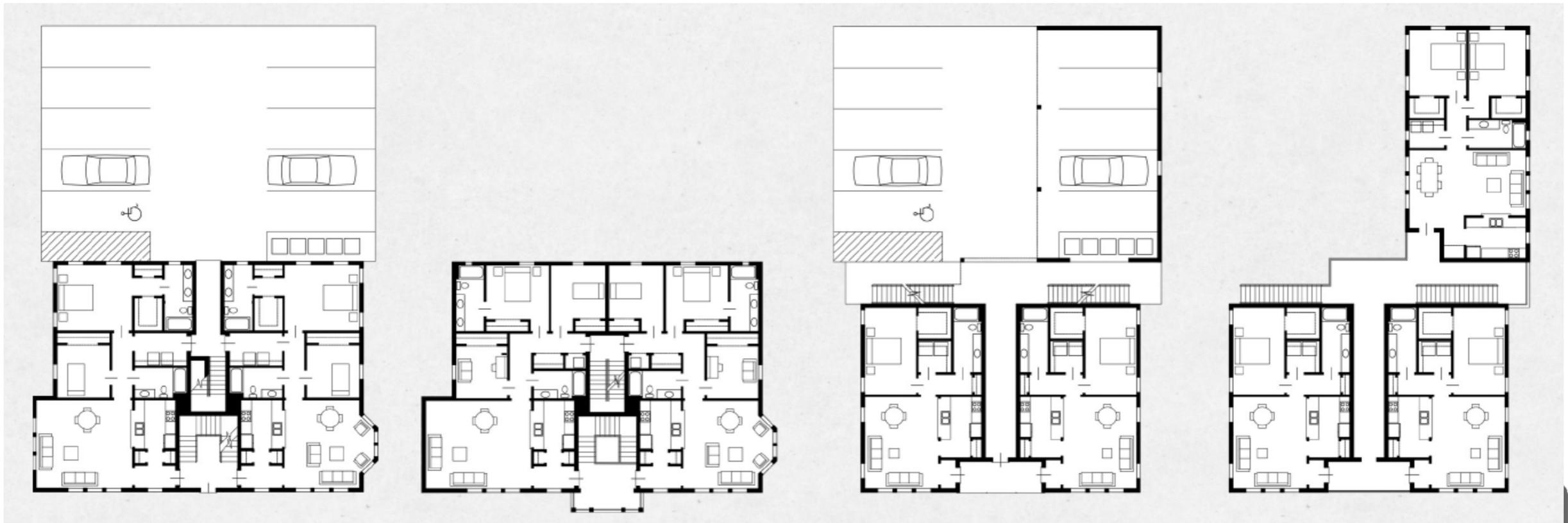
*Alfred Avenue Semi Detached 2 Family*



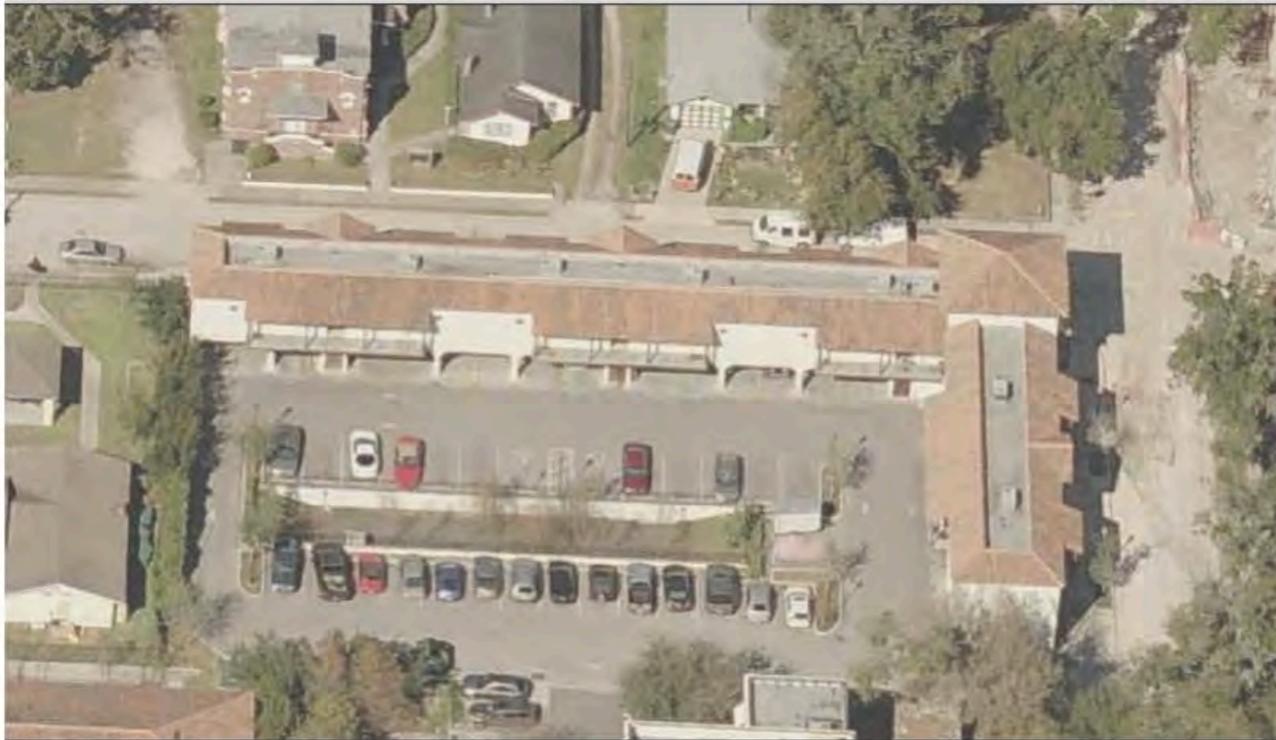
*Botanical Avenue Semi Detached 2 Family*

Embedded in walkable context, contextual & well-designed

# Multi-plex Mansion Apartments



# Liner Buildings



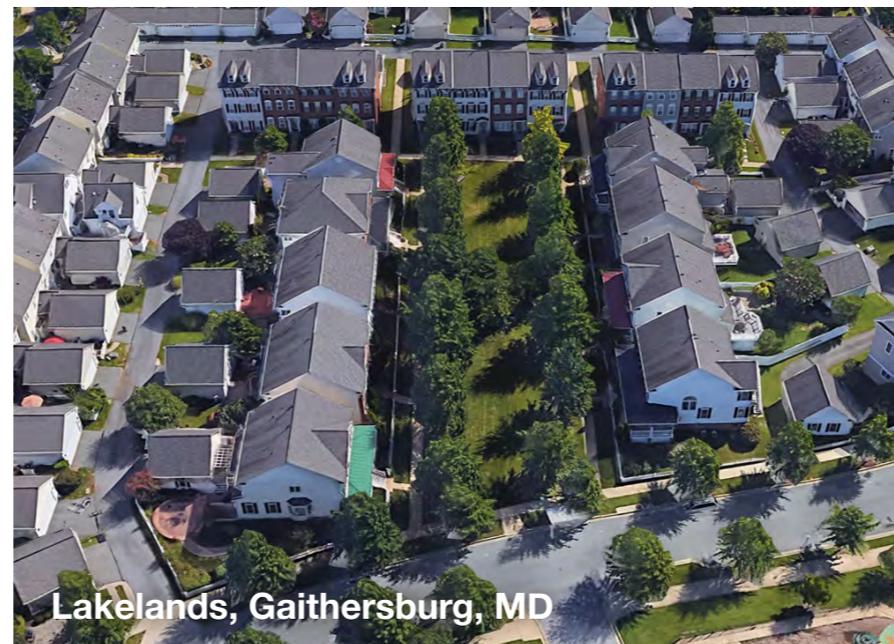
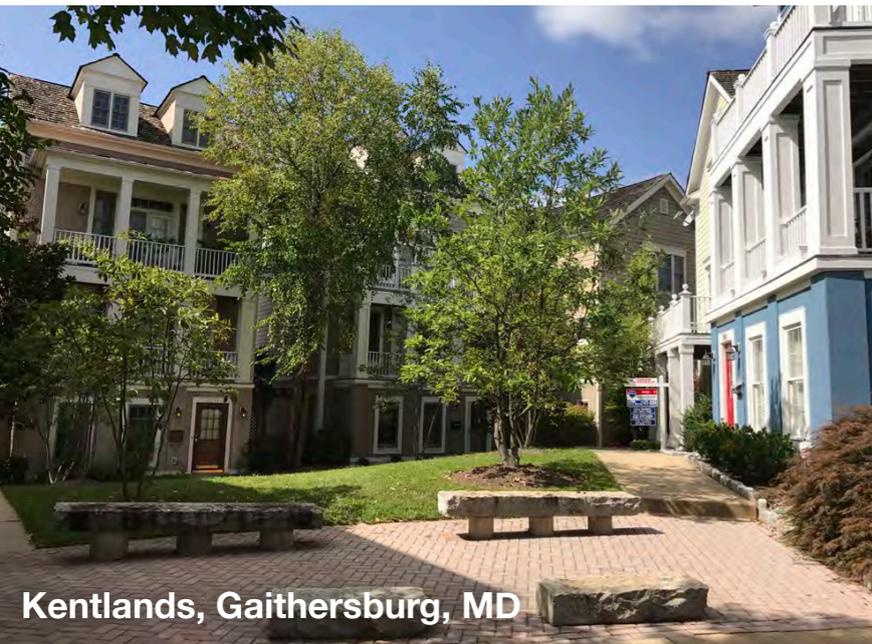
Contributing to street life and hides parking

# Live Works



Contributes to local economy, great transition type

# Cottage Courts

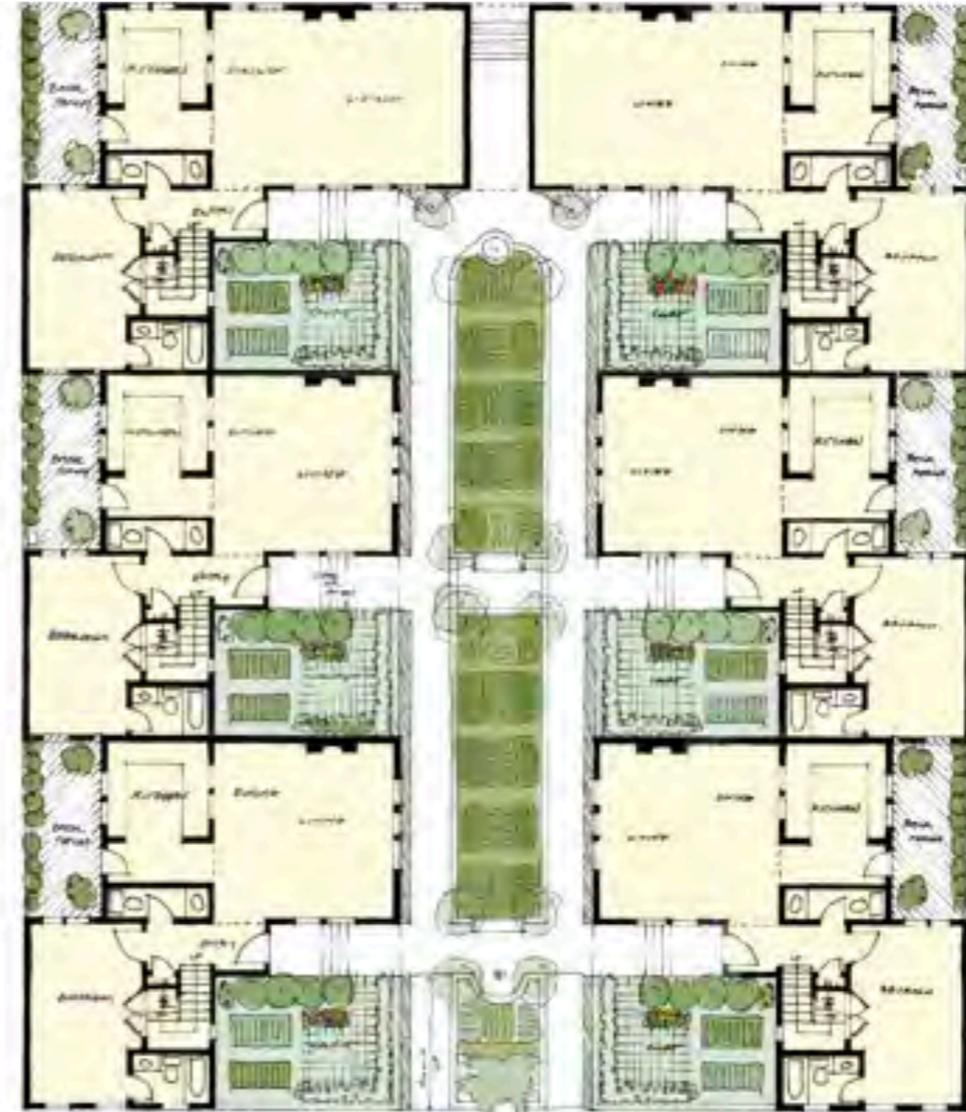


Lower perceived density, senior housing with active, usable open space

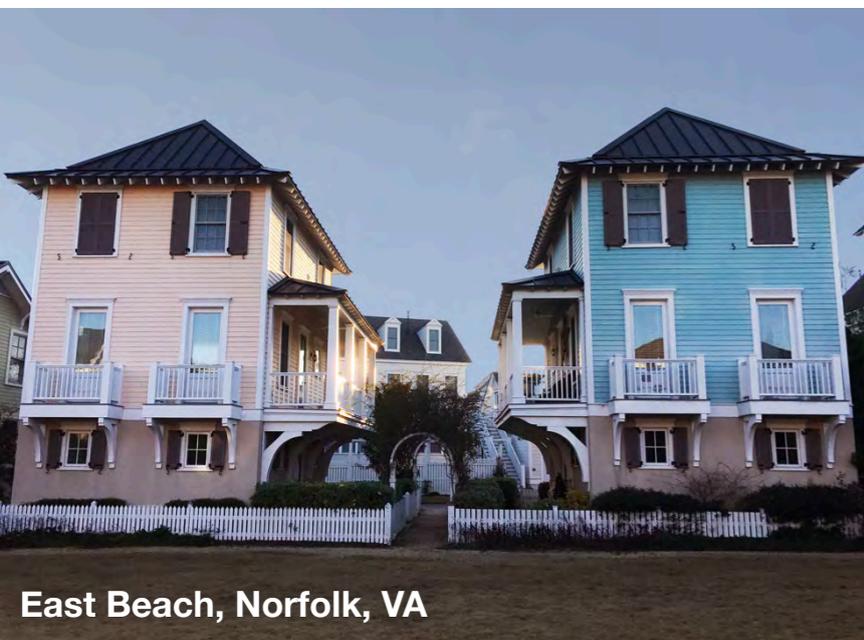
# Senior Courts



Carlton Landing, OK



# Tower Houses



Small-scale, incremental and marketable

# Missing Middle Housing



# Westside

## Townhouse Plan



25 townhomes & 22 stacked townhomes

## Towerhouse Plan



39 Towerhouses



# Missing Middle Housing



Scott, Scott &  
Co, CPA. PC

# Westside



## Small Multi-family Plan



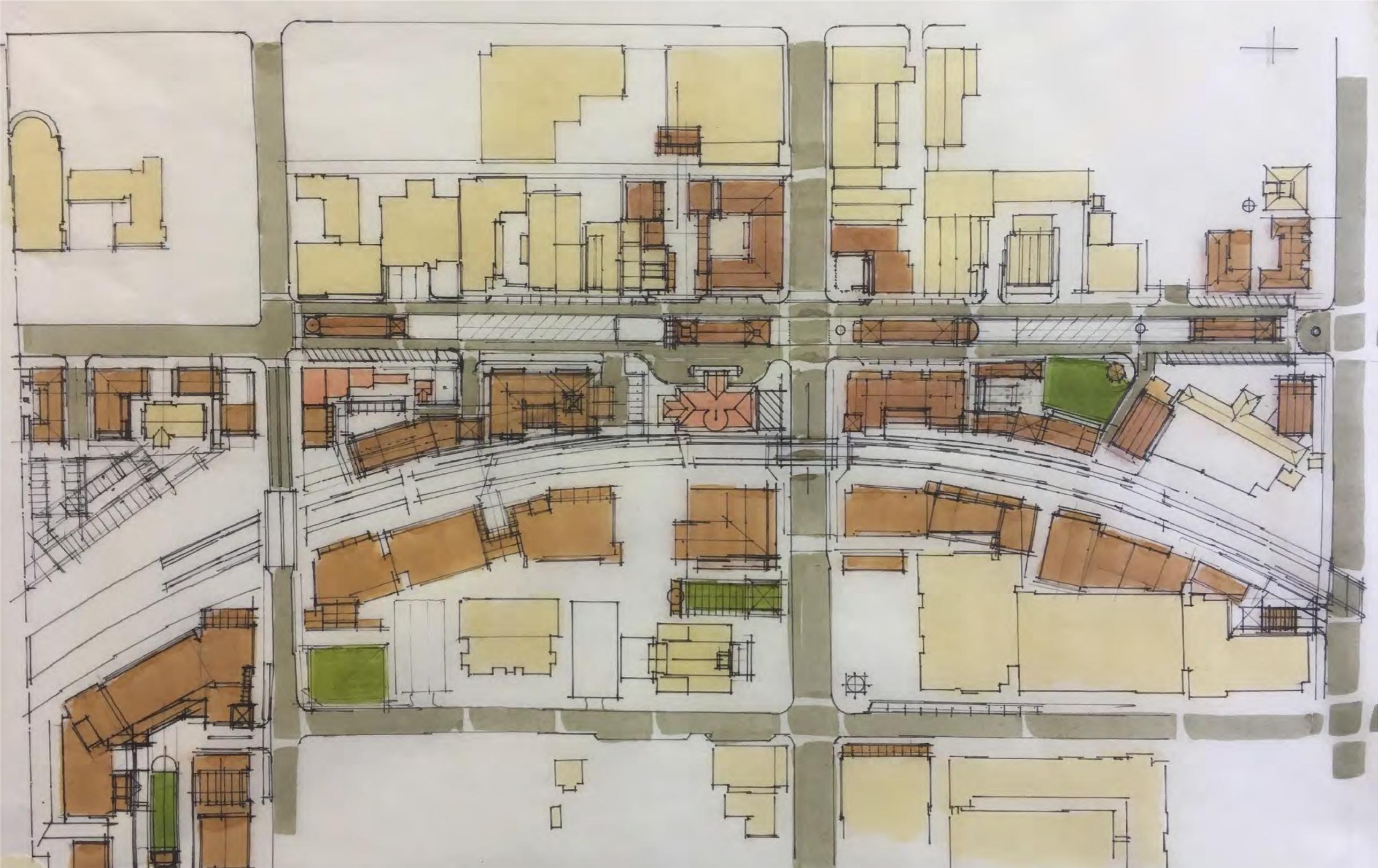
8 multi-family buildings (mix of 4 and 6-packs)

## Townhouse Plan



28 townhomes & 24 stacked townhouses

# Master Plan Options



# Inhabiting the Right-Of-Way



# Market Pavilions



# Incubator Retail: Kiosks

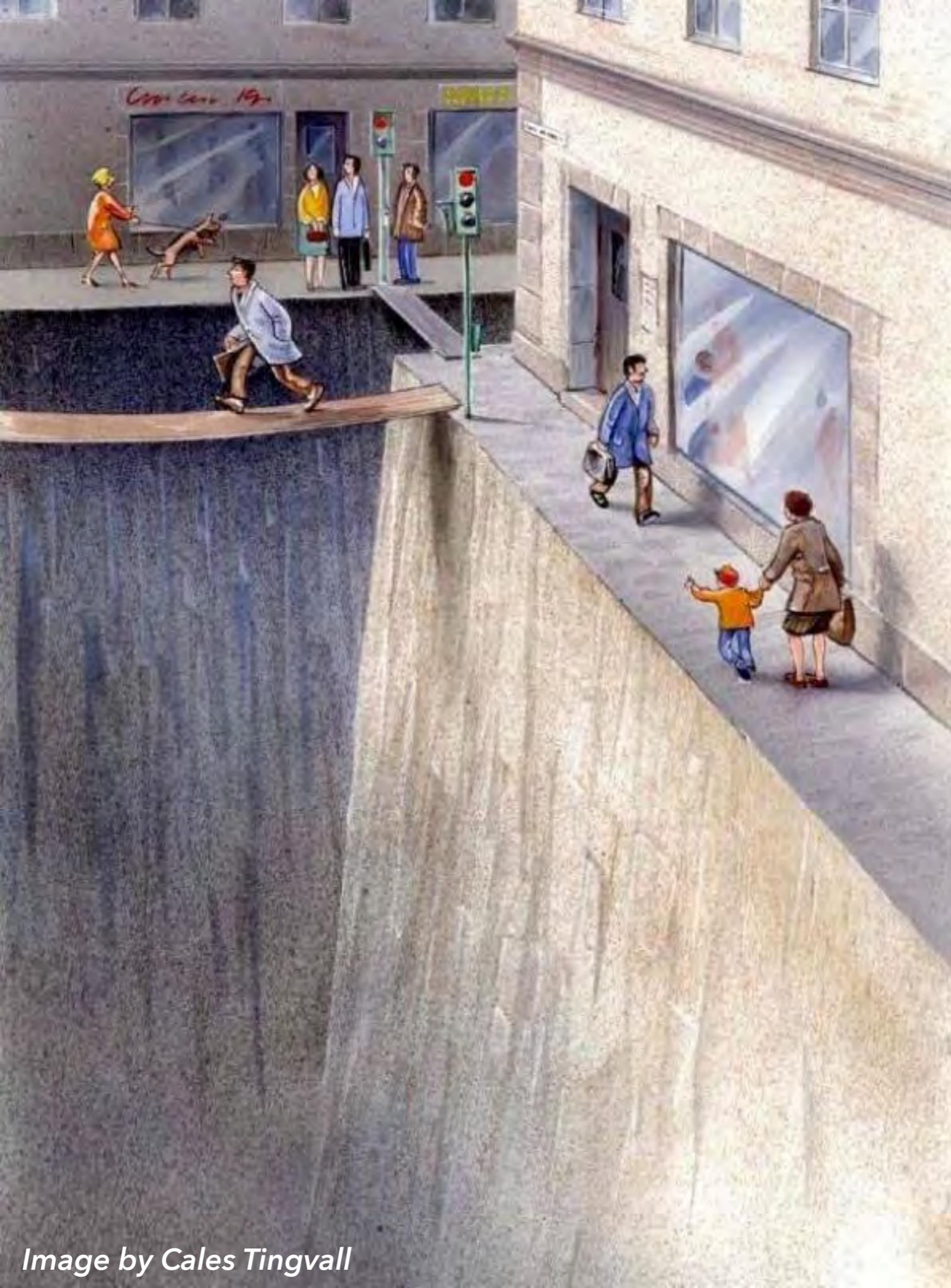


## STRONG TOWNS

### LOW-COST POP-UP SHOPS CREATE BIG VALUE IN MUSKEGON, MICHIGAN

FEBRUARY 20, 2018  
BY RACHEL QUEDNAU

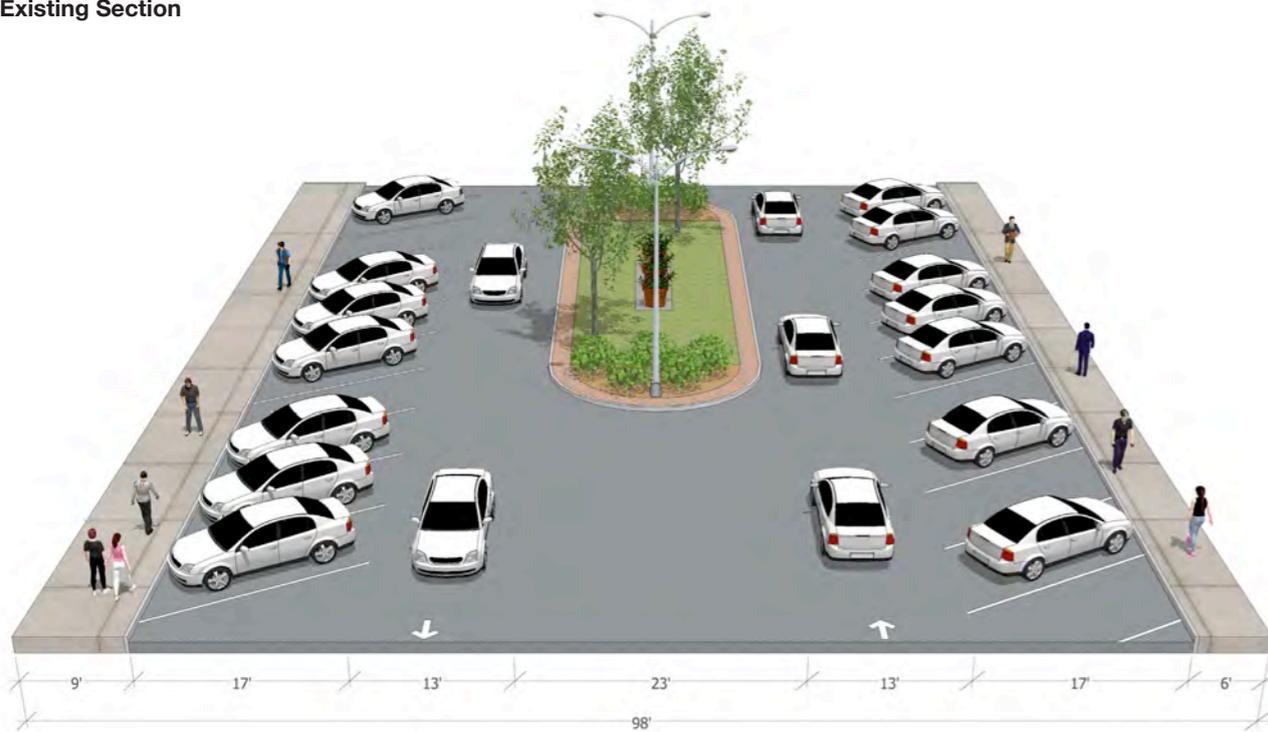




# Rethinking Streets

# Argonne Dr

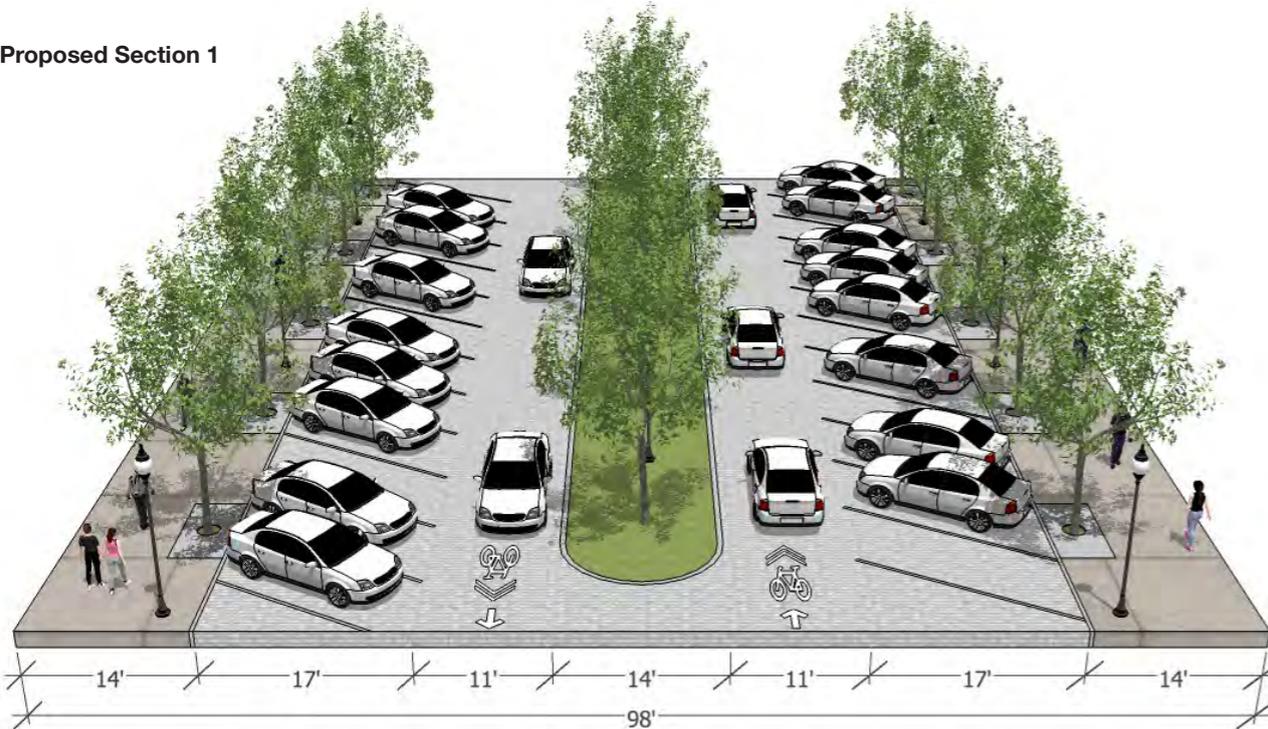
Existing Section



Proposed Section 2



Proposed Section 1



▲ **Proposed section 2 characteristics**

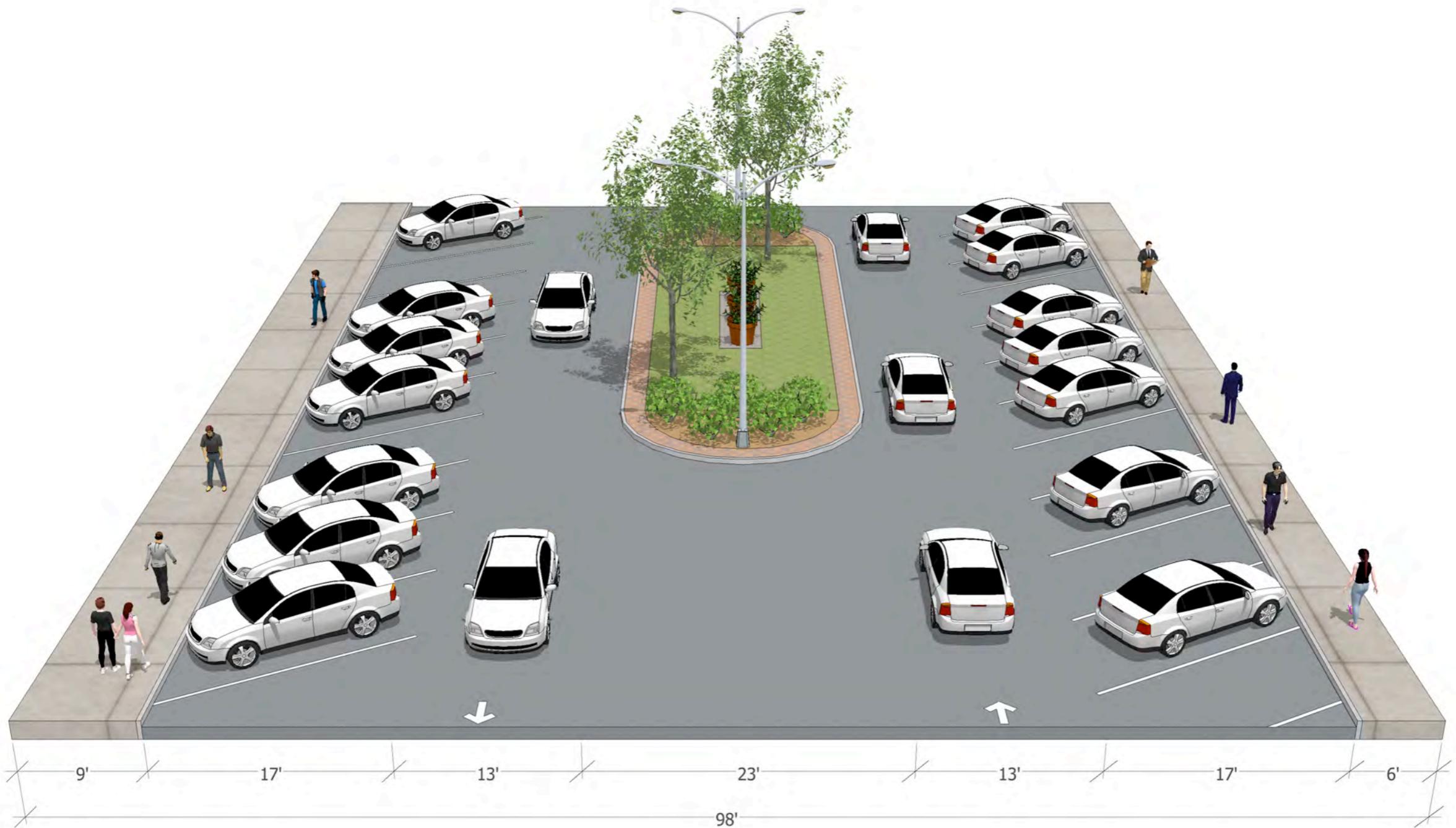
- Remove the angled parking and replace it with parallel parking
- The median is widened to allow it to be used by pedestrians. It may also permit a small 'jewel' building to be located within it.
- The sidewalks in this option are thus permitted to be 3x wider than the existing section.

◀ **Proposed section 1 characteristics**

- Angled parking is re-stripped to become reverse-in parking instead of head-in which has been proven to be safer and more efficient.
- Narrow travel lanes, as they are currently too wide.
- Narrow the median to allow a 3x wider sidewalk, which is heavily used as opposed to the median.
- The wider sidewalks allow for street trees to be planted continuously.



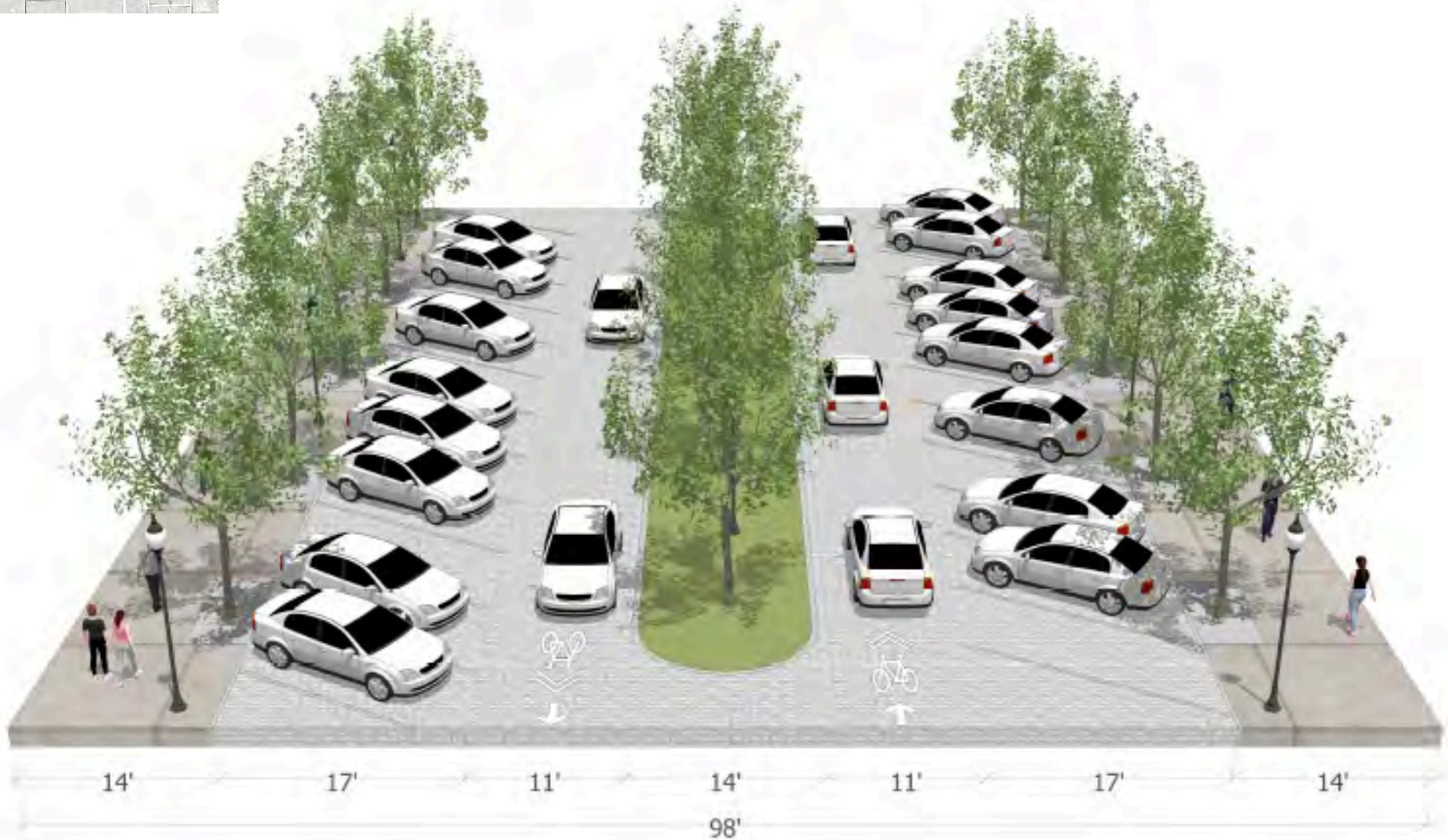
# Existing Argonne Dr





# Argonne Dr Option 2

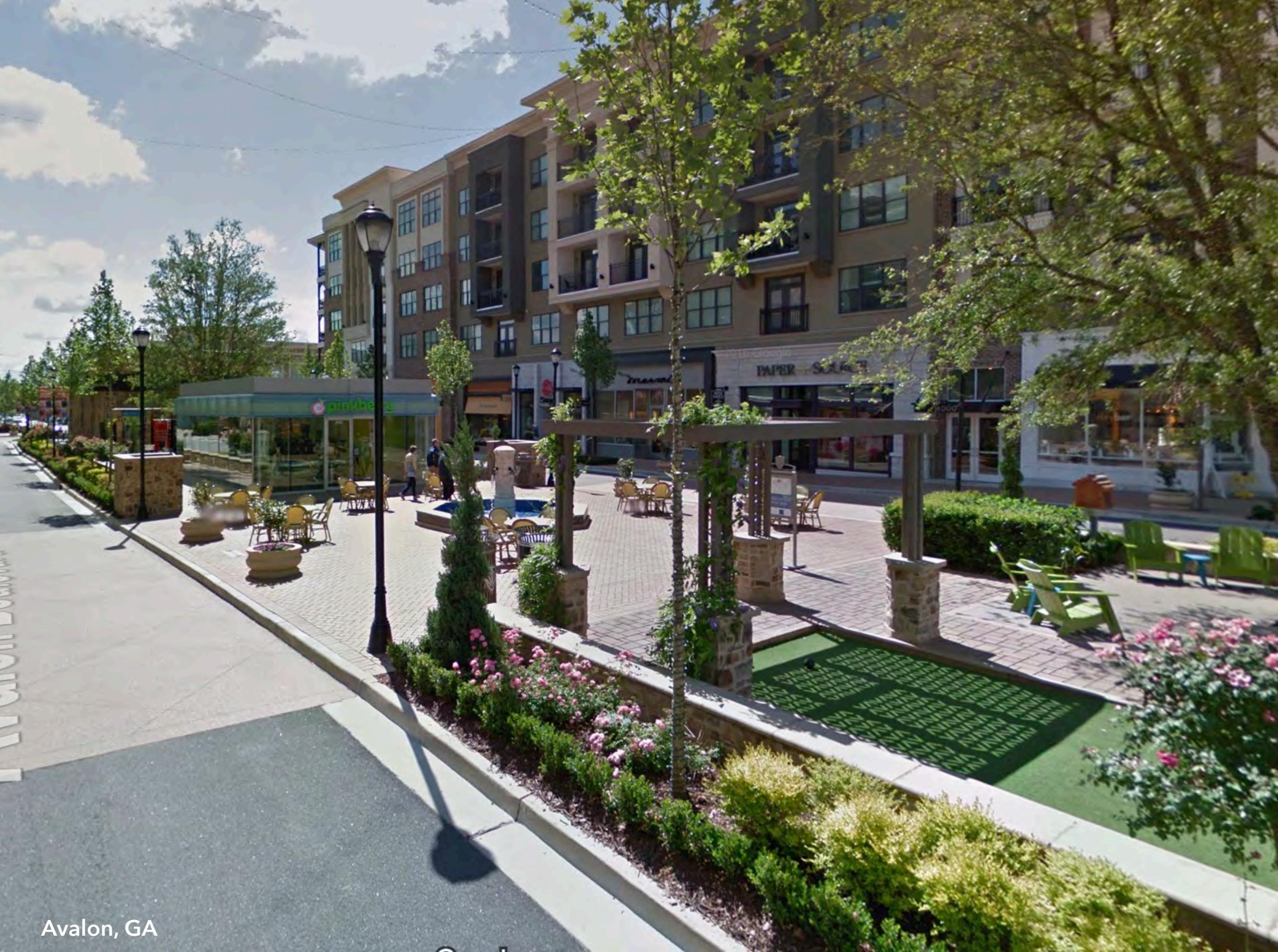
- Widen sidewalks
- Retain smaller median
- Back-in parking



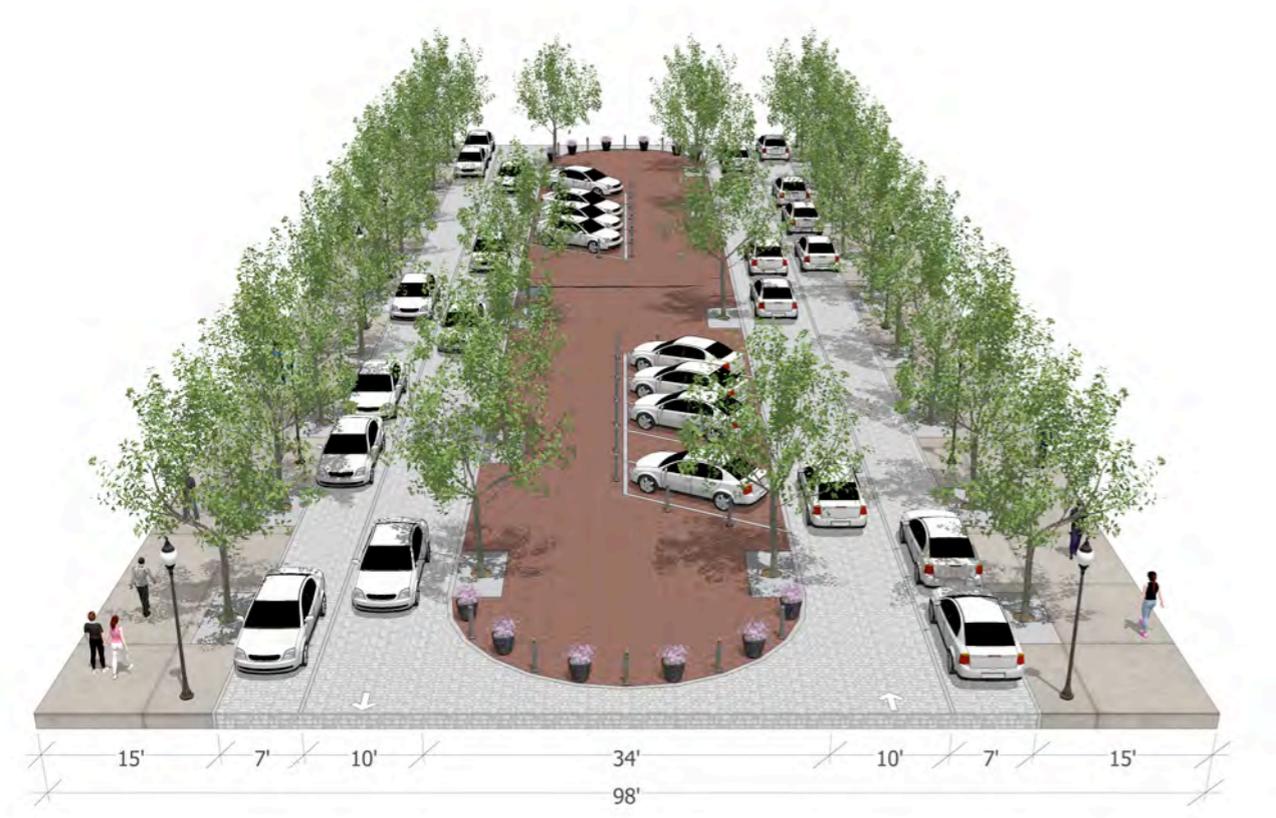
# Argonne Dr Option 2

- Widen median
- Widen sidewalks
- Parallel parking



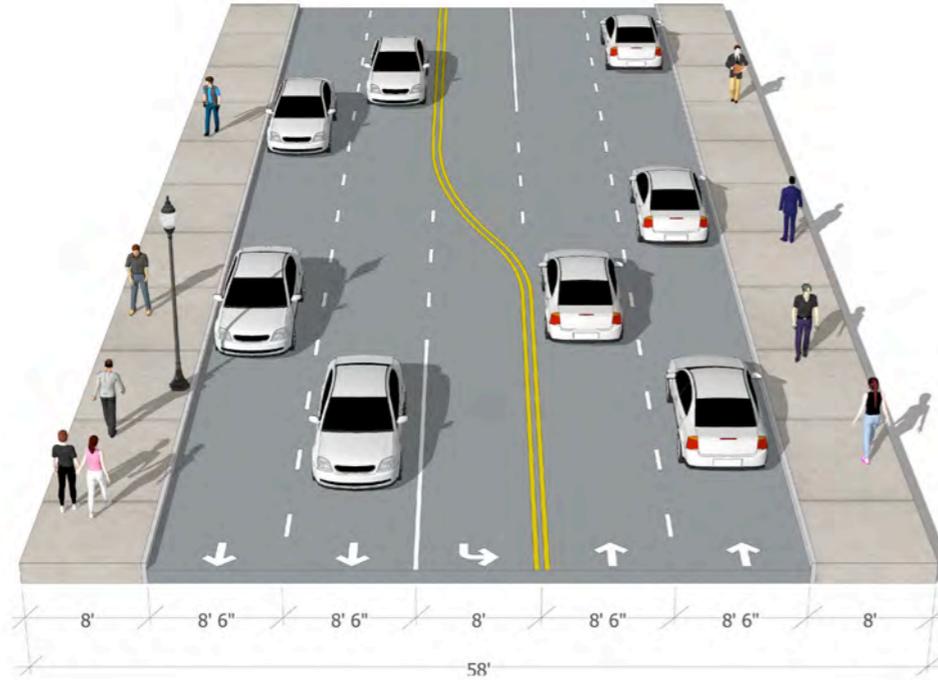


Avalon, GA

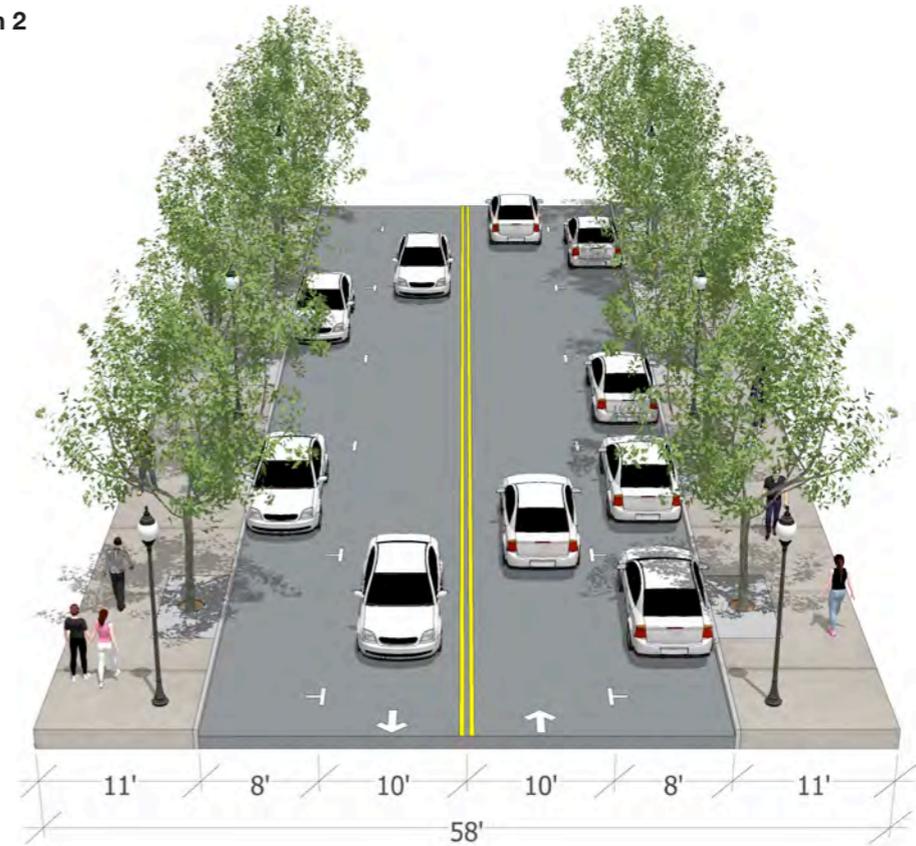


# Kirkwood Rd (North & South)

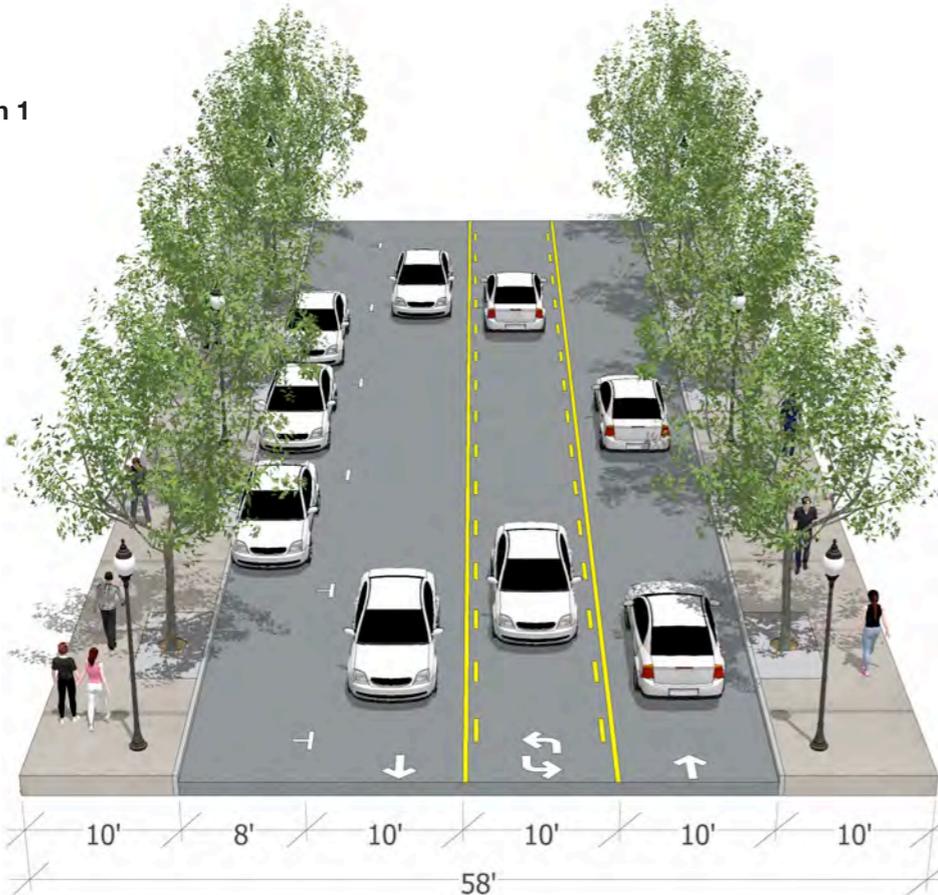
Existing Section



Proposed Section 2



Proposed Section 1

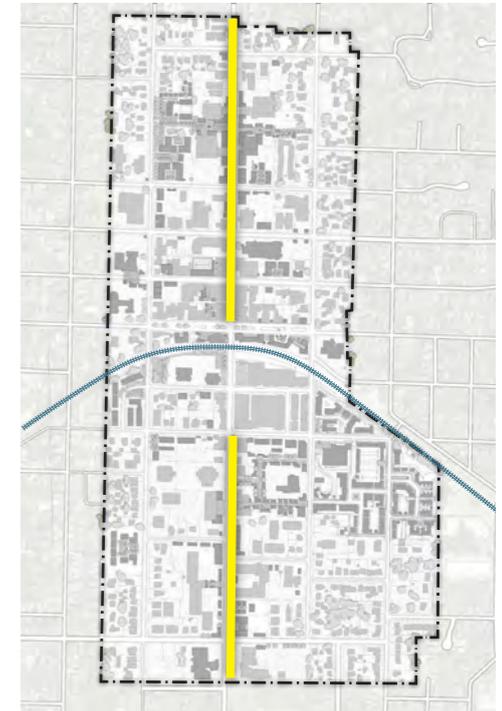


▲ **Proposed section 2 characteristics**

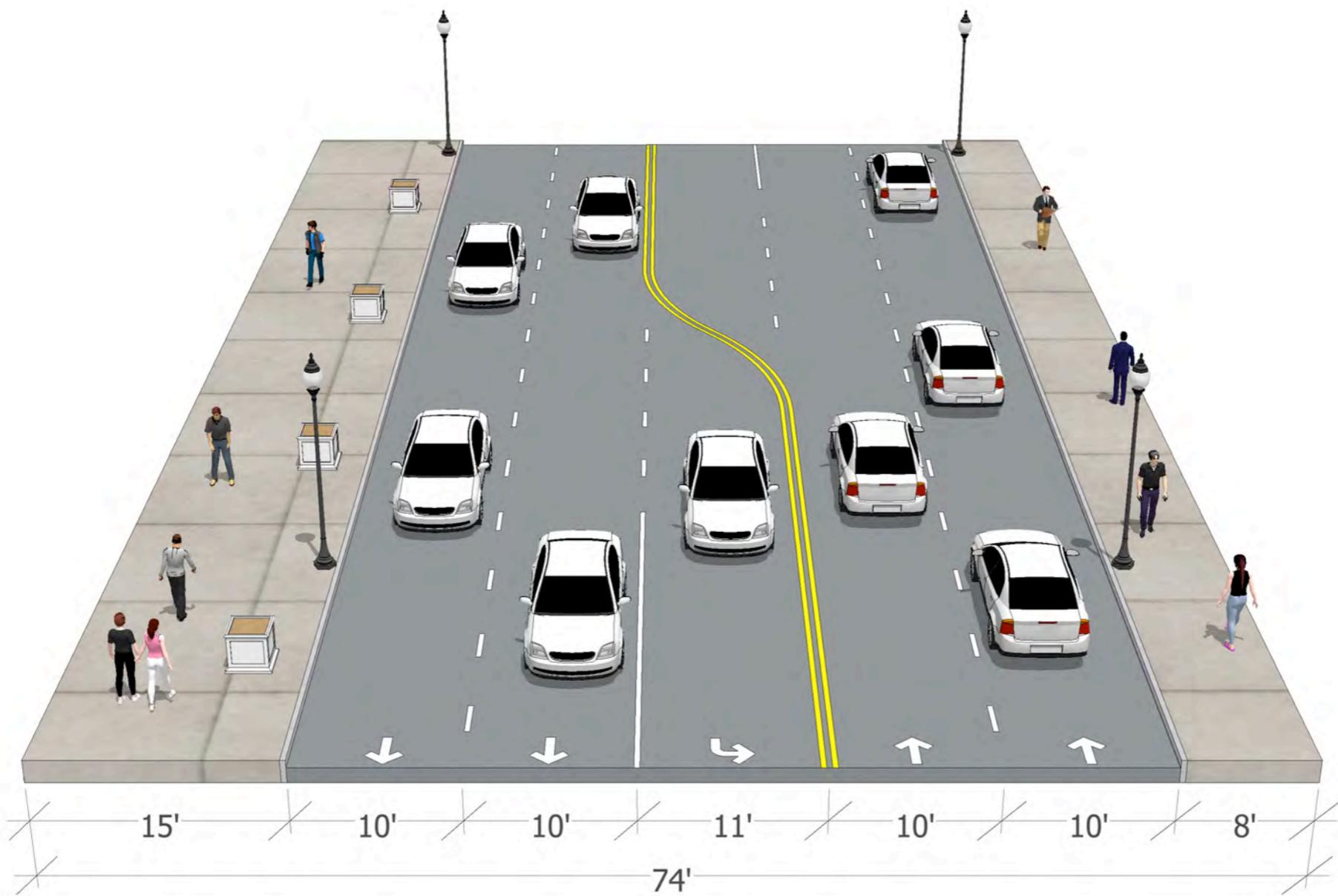
- Remove the center left-turn lane.
- Convert the two outside lanes to parking.
- Increase the sidewalk width by 3 feet on both sides to allow for continuous street trees.
- During rush hour the outside lanes could convert to travel lanes and back to parking once rush hour ends.

◀ **Proposed section 1 characteristics**

- Convert the left turn lane to a full center lane, which could be used as a convertible lane during rush hour.
- Convert one lane to parking
- Increase the sidewalk width by 2 feet on both sides to allow for street trees.



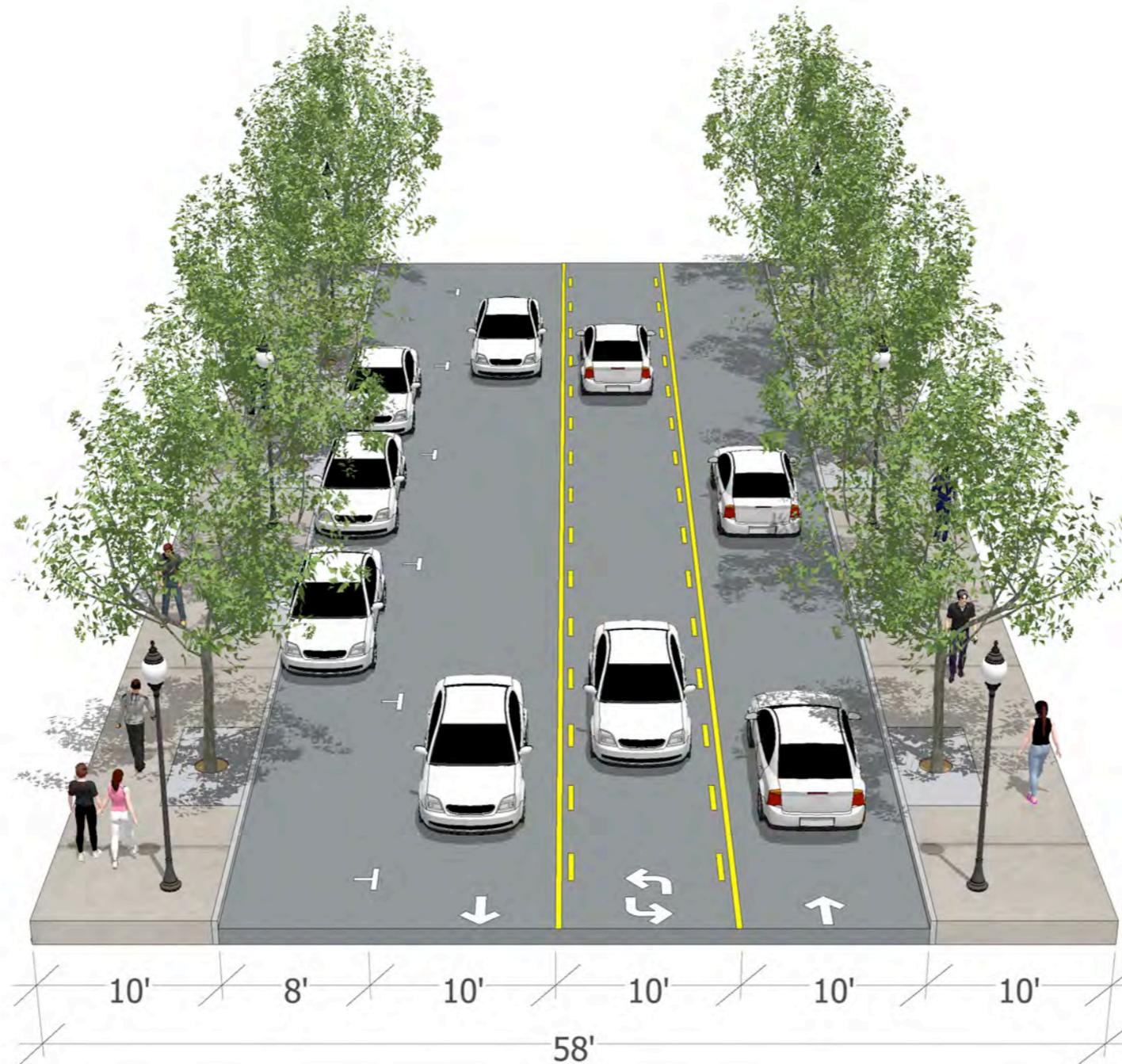
# Existing Kirkwood Rd Section



# Kirkwood Rd Option 1



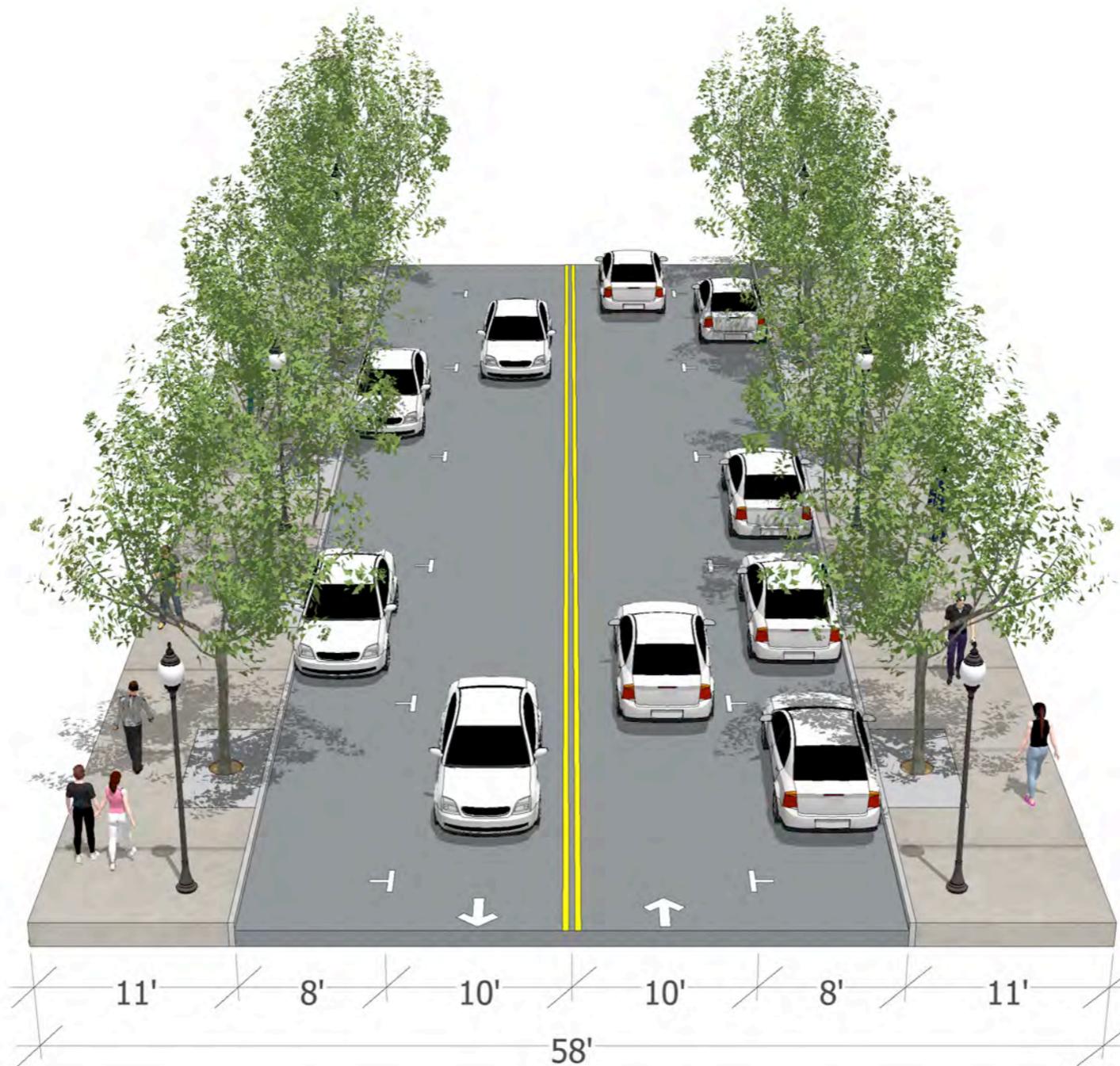
- Add parking on one side
- Continuous center turn-lanes
- Widen sidewalks



# Kirkwood Rd Option 2

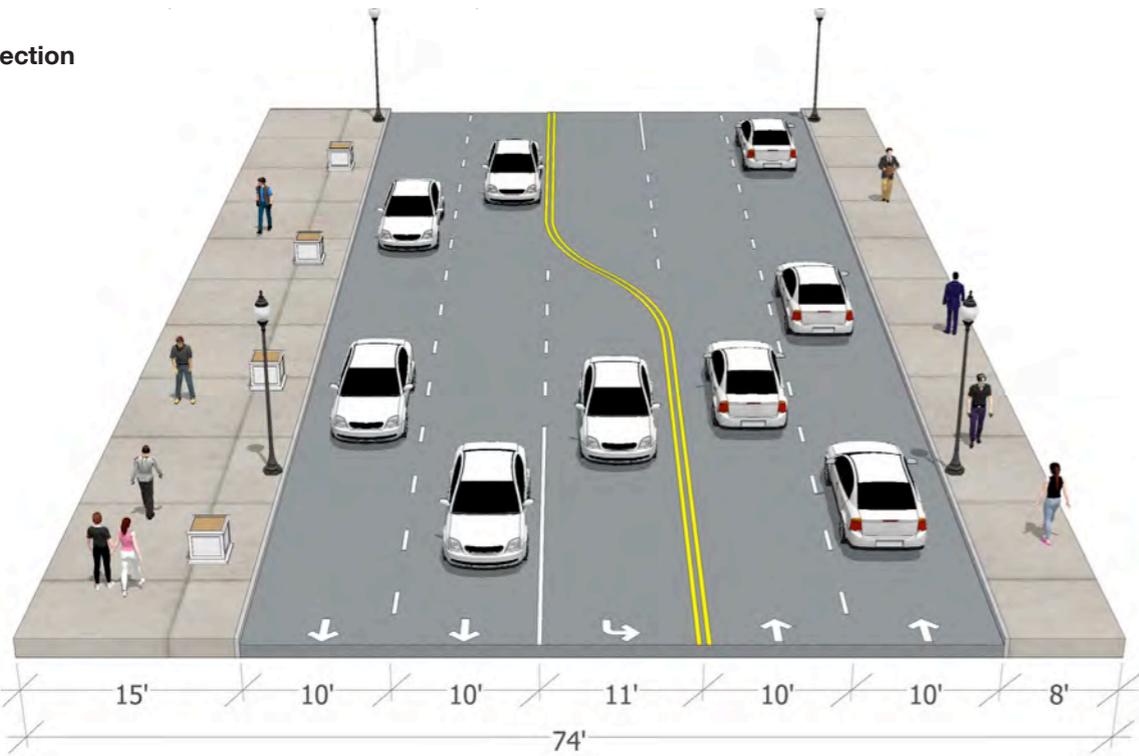


- Add parking on both sides
- Widen sidewalks

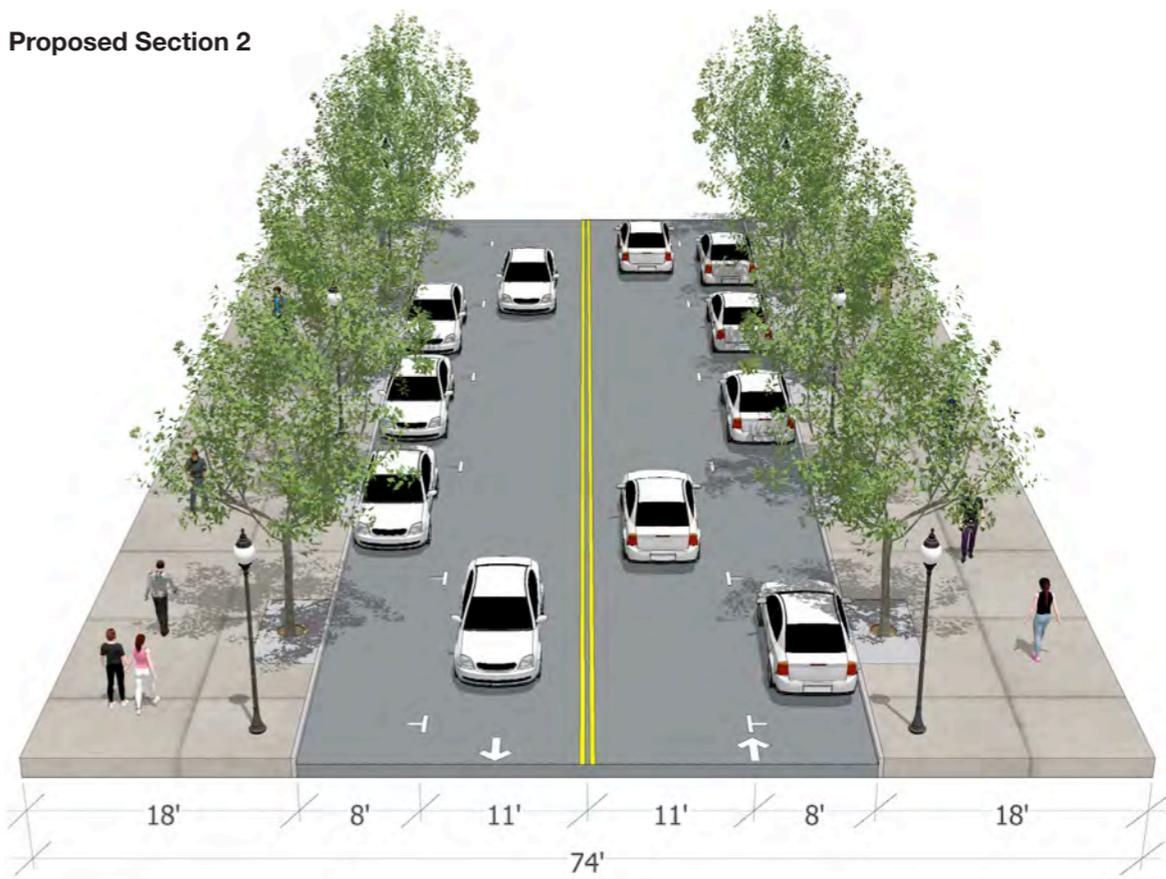


# Kirkwood Rd (core)

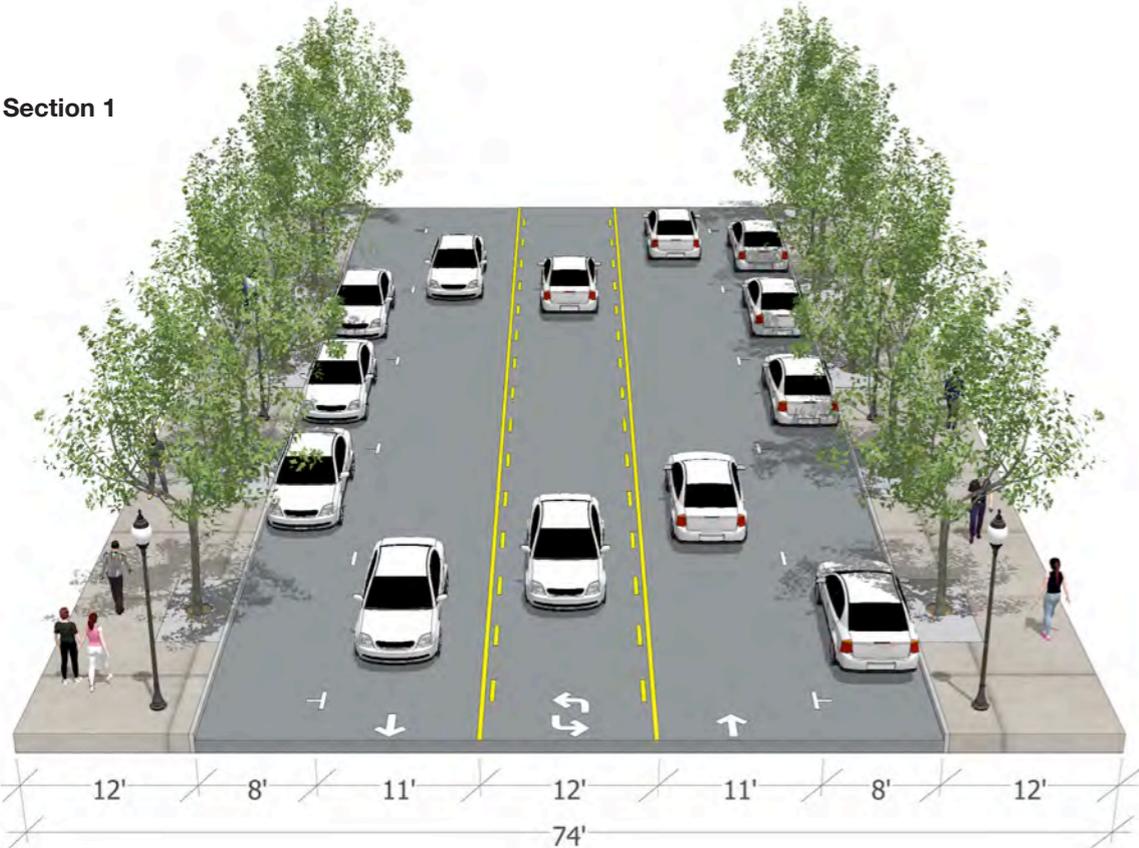
Existing Section



Proposed Section 2



Proposed Section 1



**Proposed section 2 characteristics**

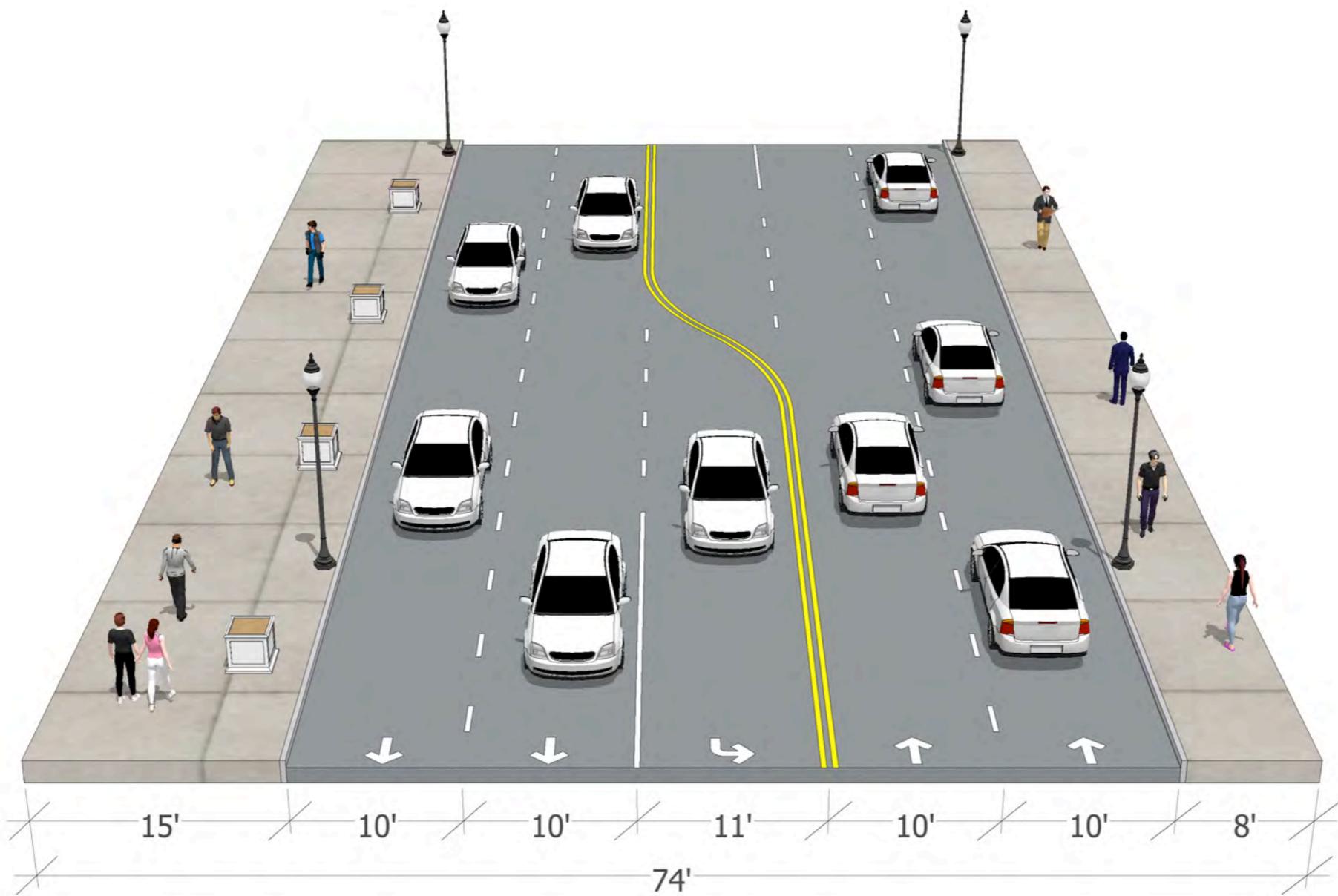
- Remove the left turn lane
- Convert outer lanes to parking.
- This section only has two travel lanes, however the outer lanes could be convertible lanes, to be utilized during rush hour. Also, at key intersections the last few parallel spaces of one outer lane could be deleted in favor of creating a permanent center turn lane.
- The sidewalks in this option are also 10 feet wider than the existing section, promoting a high quality pedestrian realm.

**Proposed section 1 characteristics**

- Convert the left turn lane to a full center lane, which could be used as a convertible lane during rush hour.
- Convert outer lanes to parking.
- Increase the sidewalk width by 4 feet on both sides to allow for continuous street trees.



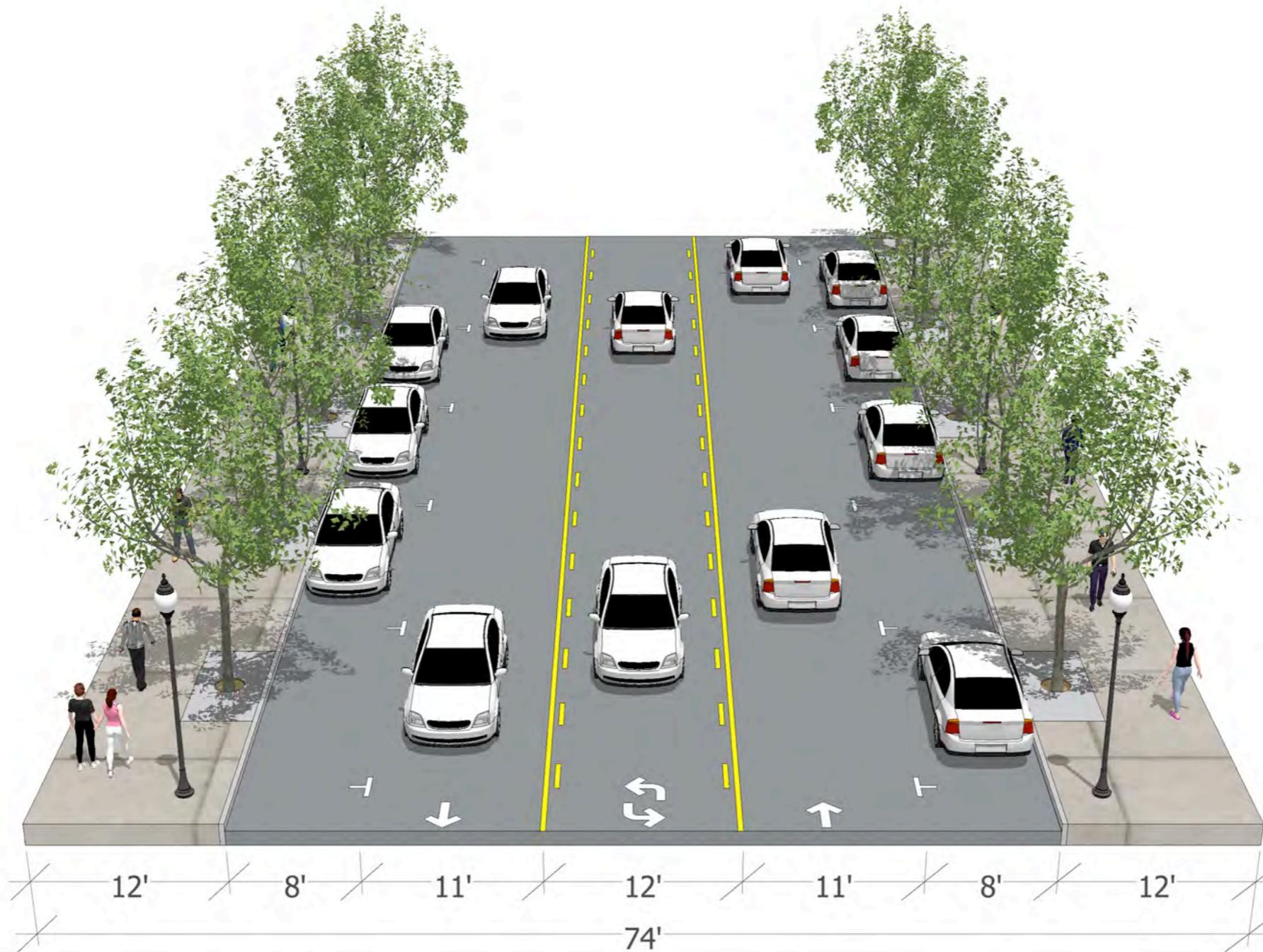
# Existing Kirkwood Rd Section



# Kirkwood Rd Option 1



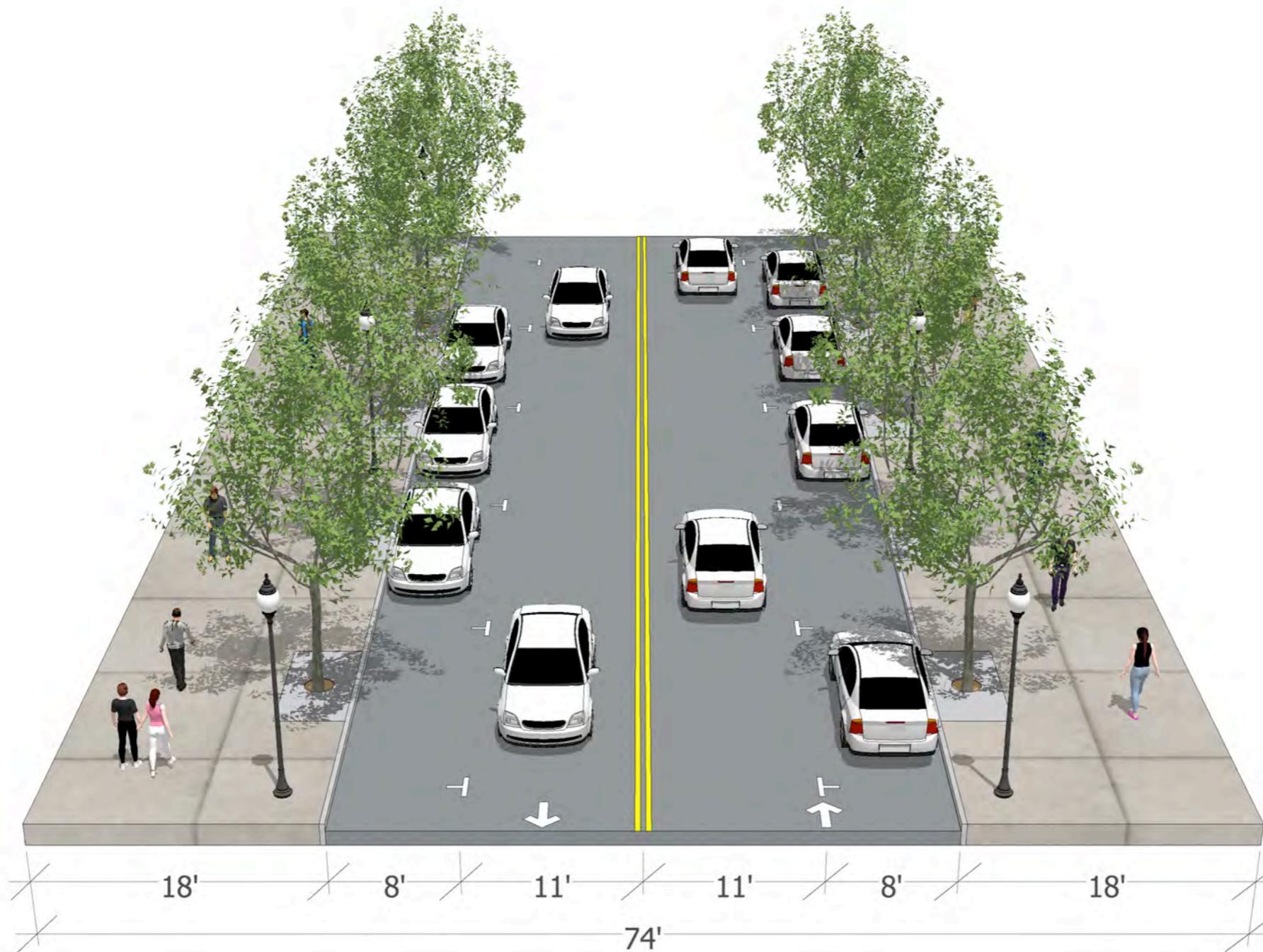
- Add parking on both sides
- Continuous center turn-lanes
- Widen sidewalk on one side



# Kirkwood Rd Option 2

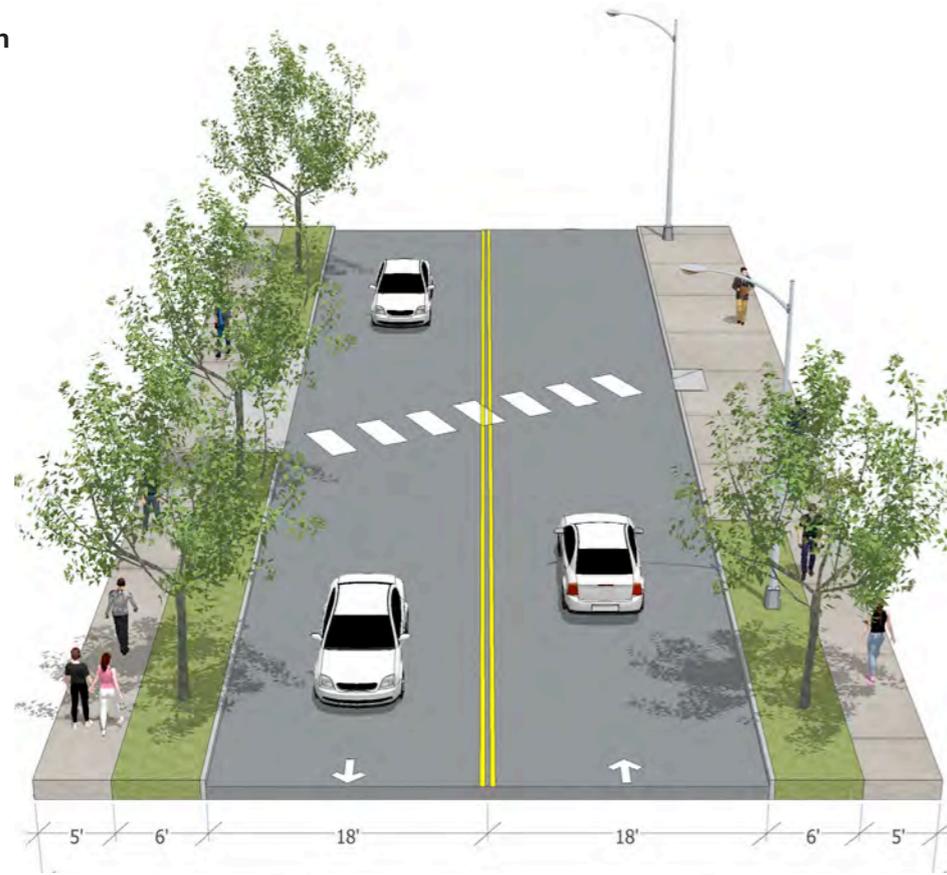


- Add parking on both sides
- Widen sidewalks



# Jefferson Ave

Existing Section



Proposed Section 2



Proposed Section 1



▲ **Proposed section 2 characteristics**

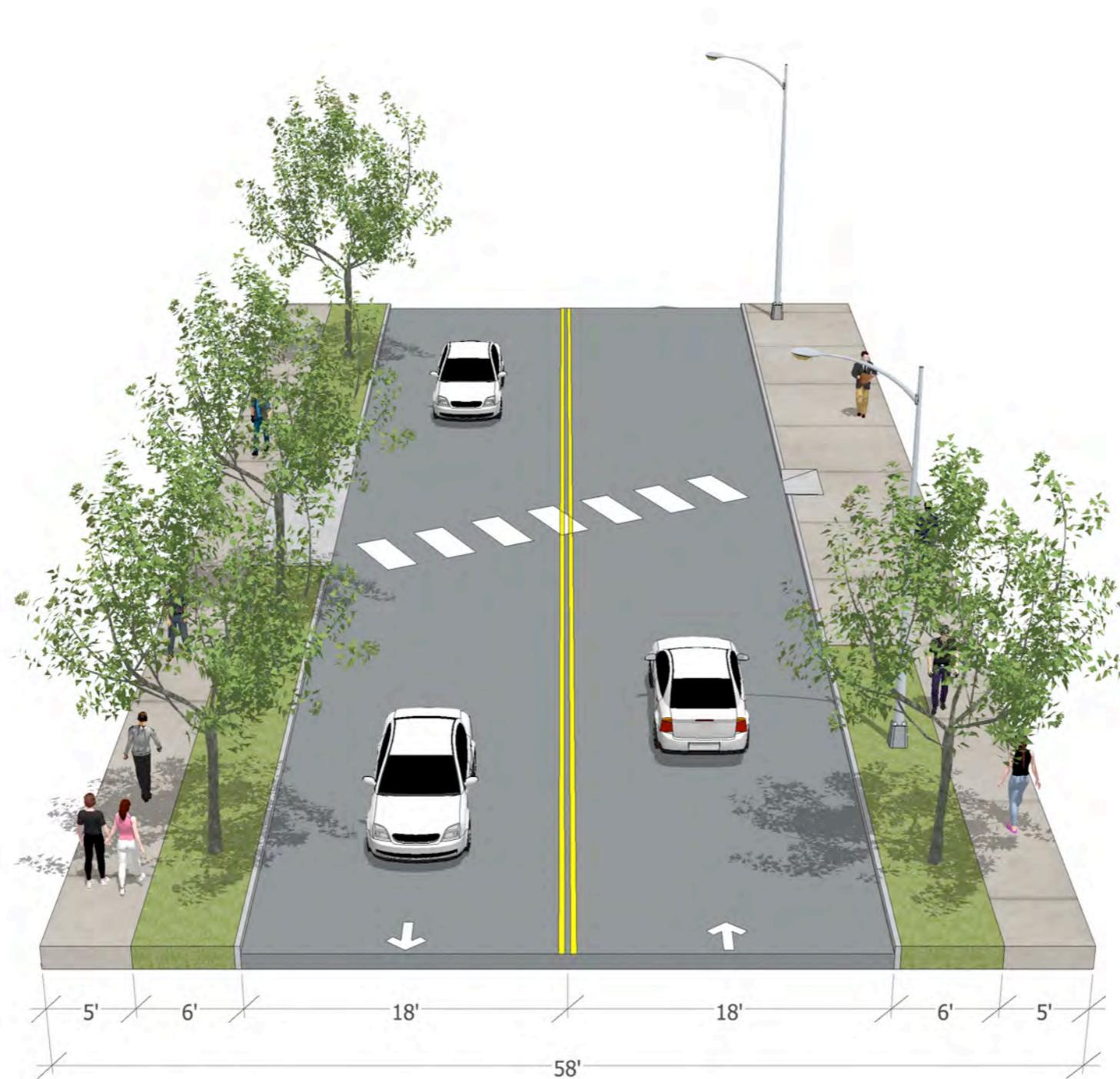
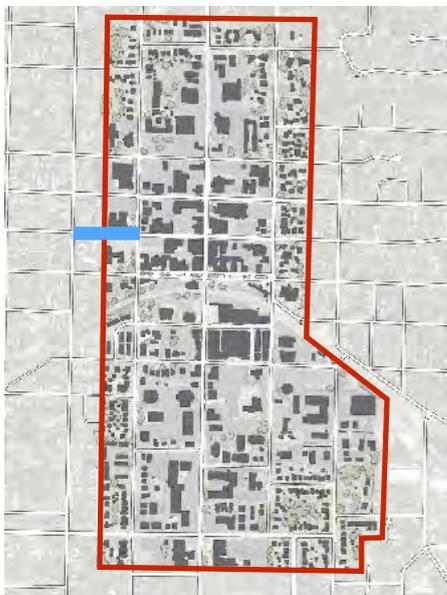
- Narrow the very wide lanes to slow traffic.
- Add angled parking on one side of the street to act as a buffer to pedestrians and slow through traffic.
- Implement a raised table (paved) crossing to help slow cars and give ample space to pedestrians for a safer crossing. The crossing distance would be reduced by more than double. The raised table area in between the angled spaces could be detailed as a plaza with seating.
- Widen the sidewalk and narrow the planter strip to give space to the very narrow sidewalk.

◀ **Proposed section 1 characteristics**

- Narrow the very wide lanes to slow traffic.
- Add parallel parking on both sides of the street to act as a buffer to pedestrians
- Implement a raised table (paved) crossing to help slow cars and give ample space to pedestrians for a safer crossing. The crossing distance would be reduced by more than double.
- Widen the sidewalk and planter strip to be more useful.



# Existing Jefferson Ave Section



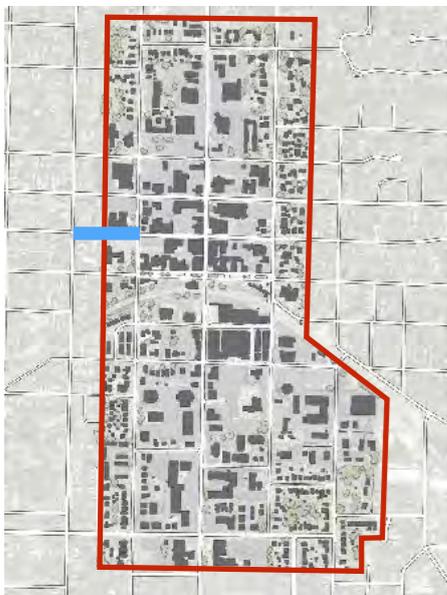
# Jefferson Ave Option 1



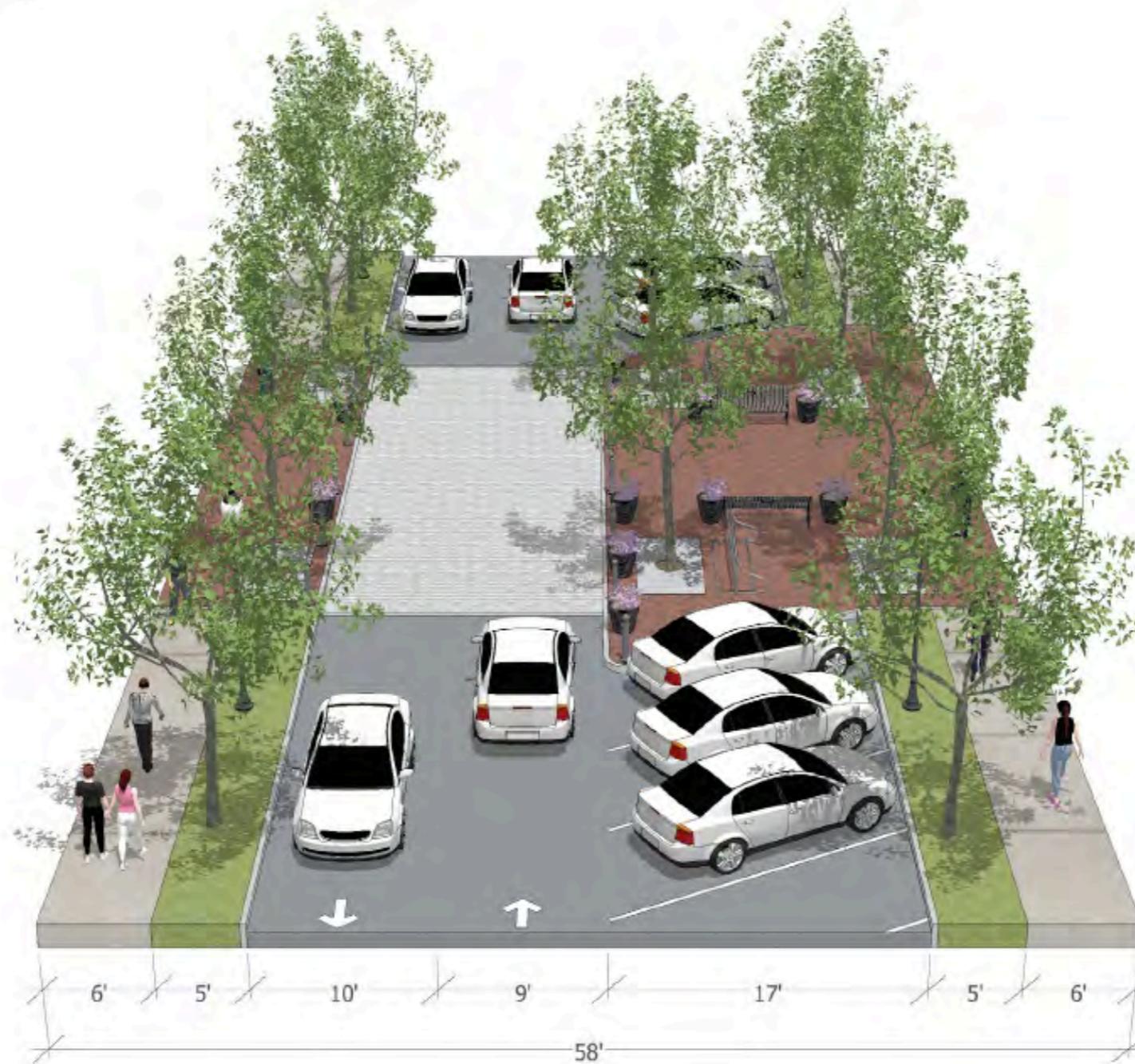
- Add parking on both sides
- Add raised table mid-block
- Add trees and bump-outs

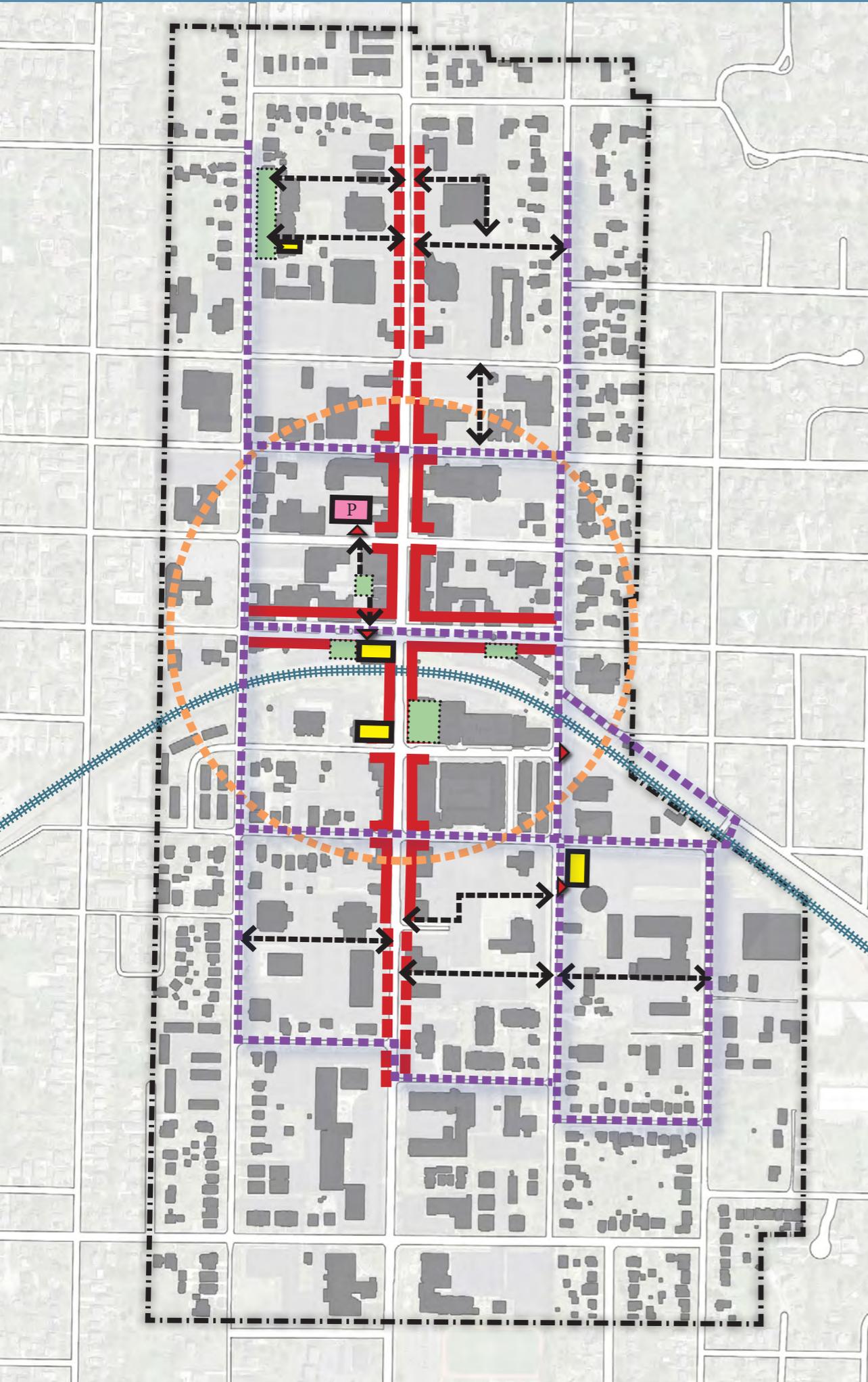


# Jefferson Ave Option 2



- Add angled parking on one side
- Add raised table mid-block
- Add trees and bump-outs





Activating  
Development  
&  
Code  
Acupuncture

# Framework Plan

- Mandate retail frontage in the downtown core
- Create cross-block passage to break the scale of oversized blocks, north and south of the downtown core
- Be specific regarding the form of new open spaces
- Terminate important vistas
- Create a connected pedestrian & bike network (Connect Grant's trail to downtown)



# Zoning Code Acupuncture



1. Waive the minimum parking requirements for liner buildings less than 24 feet in depth.



# Zoning Code Acupuncture

## 2. Remove surface parking as a permitted use in B2 for downtown and let form take precedent over use.

- (38) Motor vehicle parts stores, retail sales only with no on-site installation of motor vehicle parts or accessory items
- (39) Offices, general
- (40) Offices, medical and dental
- (41) Office supplies and equipment sales and service
- (42) Outpatient facilities for the treatment of alcohol and other drug abuse
- ~~(43) Parking lots~~
- (44) Parks or playgrounds, publicly owned
- (45) Paint and wallpaper stores
- (46) Pet shops, including grooming and supplies
- (47) Pharmacies

# Zoning Code Acupuncture

3. Measure height in stories, not feet, and reconsider height measurement for roofs.



# Zoning Code Acupuncture

4. Reduce parking ratios according to Tables 1.1, and 1.2, encourage shared parking, according to Table 1.3, and permit off-site parking within 500 ft.

Offices, general	Five (5) spaces per one thousand (1,000) square feet of useable area of the building
Offices, medical and dental	Seven (7) spaces per one thousand (1,000) square feet of useable area of the building
Physical fitness facilities	One (1) space for every five (5) customers computed on the basis of maximum servicing capacity at any one time plus one (1) additional space for every two (2) persons regularly employed on the premises
Retail, indoor	Five and one-half (5 ½) spaces per one thousand (1,000) square feet of usable area plus one (1) space for every vehicle used directly in the conduct of such business
Retail, outdoor	Two (2) spaces for each person employed on the premises based on maximum seasonal employment plus one (1) space for each vehicle used in the conduct of the business
Restaurants	Twenty (20) spaces per one thousand (1,000) square feet of seating area plus two (2) parking spaces for every three (3) employees on the maximum shift plus one (1) parking space for every vehicle used in the conduct of the business

**Too High!**

# Zoning Code Acupuncture

## PROPOSED PARKING REQUIREMENTS ANALYSIS

**Table 1.1 Existing Uses and Parking Ratios Consolidated**

Existing Land Use	Existing Parking Requirements	Proposed Parking Requirements
<b>Residential</b>		
Three or More Family Dwellings	2 spaces/du for 1499 sf or less, 2.25 spaces/du for 1500 or more, 1 space/3 units visitor	1 space / unit
Two-Family Dwellings	2 spaces/du	1 space / unit
Single-Family Dwellings	2 space/du	1 space / unit
<b>Hotel &amp; Lodging</b>		
Hotels / Hotels	2 spaces/room, additional spaces for accessory uses	0.5 space per room
Dormitories or Group Living Facilities	1 space/4 beds	1 space for every 4 beds
<b>Commercial</b>		
<b>General Retail</b>		
Barber Shop	3 spaces/chair	3 spaces per 1,000 sq.ft.
Beauty Shop	3 spaces/chair	3 spaces per 1,000 sq.ft.
Dry Cleaner, Drop Off / Pick Up	5 spaces/1000 sf, 9x60 ft drive thru lane	3 spaces per 1,000 sq.ft.
Laundromat	1 space/2 washing machines	3 spaces per 1,000 sq.ft.
Physical Fitness Facilities	1 space/7 customers at max capacity, 1 space/vehicle used in conduct of business	3 spaces per 1,000 sq.ft.
Retail, Indoor	5.5 spaces/1000 sf, 1 space/vehicle used in conduct of business	3 spaces per 1,000 sq.ft.
Retail, Outdoor	2 spaces/employee, 1 space/vehicle used in conduct of business	3 spaces per 1,000 sq.ft.
Post Offices & Similar Parcel Services	7.5 spaces/1000 sf, 1 space/vehicle used in conduct of business	3 spaces per 1,000 sq.ft.
<b>Specialized Retail</b>		
Funeral Homes	1 space/vehicle used in conduct of business, 1 space/2 employees, 1 space/3 seats in chapel, 5 spaces/parlor	1 space / employee + 1 space / 5 seats
<b>Food Service</b>		
Restaurants	20 spaces/1000 sf of seating area, 2 spaces/employee, 1 space/vehicle used in conduct of business	10 spaces / 1,000 sq.ft.
Restaurants, Drive Thru/In	32 spaces/1000 sf of seating area, 2 spaces/employee, 1 space/vehicle used in conduct of business, 9x160 ft drive thru	10 spaces / 1,000 sq.ft.
<b>Office</b>		
Offices, General	5 spaces/1000 sf	4 spaces per 1,000 sq.ft.
Financial Institution	5 spaces/1000 sf, 9x60 ft drive thru lane	4 spaces per 1,000 sq.ft.
<b>Auto Related</b>		
Motor Vehicle Service Station	3 spaces/employee on shift, 1 space/vehicle used in conduct of business, min. 4 per service station	1 space / employee + 3 spaces / 1,000 sq.ft. of retail space
Food / Gas Store	5.5 spaces/1000 sf, 1 space/vehicle used in conduct of business, each double fuel pump shall count as 1 space, min. 5 spaces	1 space / employee + 3 spaces / 1,000 sq.ft. of retail space
Convenience / Gas Store	5.5 spaces/1000 sf, 1 space/vehicle used in conduct of business, each double fuel pump shall count as 1 space, min. 5 spaces	1 space / employee + 3 spaces / 1,000 sq.ft. of retail space
Motor Vehicle Service Station with Repair	1 space/employee, 1 space/vehicle used in conduct of business plus 5 spaces/ service bay	1 space / employee + 3 spaces / 1,000 sq.ft. of retail space
<b>Medical</b>		
Offices, Medical & Dental	7 spaces/1000 sf	5 spaces per 1,000 sq.ft.
Animal Hospital	7 space/1000 sf	5 spaces per 1,000 sq.ft.
Hospitals	1 space/patient bed, 1 space/	5 spaces per 1,000 sq.ft.
Group Homes	1 space/4 beds	5 spaces per 1,000 sq.ft.
Medical & Dental Clinics	7 spaces/1000 sf	5 spaces per 1,000 sq.ft.
Nursing Home	1 space/4 beds	5 spaces per 1,000 sq.ft.

**Table 1.1 Existing Uses and Parking Ratios Consolidated**

Existing Land Use	Existing Parking Requirements	Proposed Parking Requirements
<b>Recreation</b>		
Arcades	1 space/5 customers at max capacity, 1 space/2 employees	1 space / 6 fixed seats + 0.5 space / employee OR 5 spaces / 1,000 sq.ft. for unfixed seats
Athletic Fields	20 spaces/field or 1 space/4 seats	1 space / 6 fixed seats + 0.5 space / employee OR 5 spaces / 1,000 sq.ft. for unfixed seats
Bowling Alleys	1 space/5 customers at max capacity, 1 space/2 employees	1 space / 6 fixed seats + 0.5 space / employee OR 5 spaces / 1,000 sq.ft. for unfixed seats
Recreation Centers	1 space/5 customers at max capacity, 1 space/2 employees	1 space / 6 fixed seats + 0.5 space / employee OR 5 spaces / 1,000 sq.ft. for unfixed seats
Skating Rinks	1 space/5 customers at max capacity, 1 space/2 employees	1 space / 6 fixed seats + 0.5 space / employee OR 5 spaces / 1,000 sq.ft. for unfixed seats
Stadiums	1 space/3 seats at max capacity	1 space / 6 fixed seats + 0.5 space / employee OR 5 spaces / 1,000 sq.ft. for unfixed seats
Swimming Pools	1 space/5 customers at max capacity, 1 space/2 employees	keep existing
<b>Education</b>		
Day Care Center	1 space/employee, 1 space/classroom	0.5 space per employee
Learning Center	7 spaces/1000 sf	4 spaces per 1,000 sq.ft.
School, Elementary	1 space/employee, 1 space/classroom	Assembly per Assembly use; 0.5 space / employee + 1 space for every 20 students
School, High School	1 space/3 seats of auditorium, gym, or stadium, 1 space/employee, 2 spaces/classroom or 1 space/employee, 25% of sophomore class, 35% of junior class, 50% of senior class	Assembly per Assembly use; 0.5 space / employee + 1 space for every 5 students
School, Middle	1 space/3 seats of auditorium, gym, or stadium, 1 space/employee, 2 spaces/classroom	Assembly per Assembly use; 0.5 space / employee + 1 space for every 5 students
School, Technical or Vocational	1 space/4 seats of auditorium, gym, or stadium or 1 space/employee, 20 spaces/classroom	Assembly per Assembly use; 0.5 space / employee + 1 space for every 5 students
School, University	1 space/4 seats of auditorium, gym, or stadium or 1 space/employee, 20 spaces/classroom	Assembly per Assembly use; 0.5 space / employee + 1 space for every 3 students
<b>Assembly</b>		
Libraries	7.5 spaces/1000 sf, 1 space/vehicle used in conduct of business	4 spaces per 1,000 sq.ft.
Museums	7.5 spaces/1000 sf, 1 space/vehicle used in conduct of business	4 spaces per 1,000 sq.ft.
Auditoriums	1 space/3 seats at max capacity	1 space / 6 fixed seats + 0.5 space / employee
Theaters	1 space/3 seats at max capacity	1 space / 6 fixed seats + 0.5 space / employee
Churches & Places of Worship	1 space/3 seats	1 space / 6 fixed seats + 0.5 space / employee

# Zoning Code Acupuncture

**Table 1.2 Minimum Parking Requirements**

Uses	Downtown Kirkwood Parking Requirements
<b>Residential</b>	1 space / unit 0.5 spaces / adu
<b>Hotel &amp; Lodging</b>	0.5 space / room
<b>Commercial</b>	<i>see below</i>
General Retail	3 spaces / 1,000 sq.ft
Specialized Retail	1 space / employee + 1 space / 5 seats
Food Service	10 spaces / 1,000 sq.ft
Office	4 spaces / 1,000 sq.ft
Auto-Related	1 space / employee + 3 spaces / 1,000 sq.ft. of
Medical	5 spaces / 1,000 sq.ft
All Other	3 spaces / 1,000 sq.ft
<b>Recreation &amp; Assembly</b>	1 space / 6 fixed seats + 0.5 space / employee OR 5 spaces / 1,000 sq.ft. for unfixed seats
<b>Education</b>	<i>see below</i>
Education (Elementary)	Assembly per Assembly use; 0.5 space / employee + 1 space for every 20 students
Education (High)	Assembly per Assembly use; 0.5 space / employee + 1 space for every 5 students
Higher Education	Assembly per Assembly use; 0.5 space / employee + 1 space for every 3 students
<b>Industrial</b>	no minimum
<b>All Other</b>	1 space / 1,000 sq.ft

**Table 1.3 Shared Parking Table** [*sample - req. mins. to change as needed*]

Use Utilizing Shared Parking	Req. Parking / Min. Standard	Mon - Fri 8am-6pm		Mon - Fri 6pm-12am		Mon - Fri 12am-8am		Sat - Sun 8am-6pm		Sat - Sun 6pm-12am		Sat - Sun 12am-8am	
		%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces
Residential	25	60%	15	100%	25	100%	25	80%	20	100%	25	100%	25
Hotel & Lodging	40	70%	28	100%	40	100%	40	70%	28	100%	40	100%	40
<b>Commercial</b>		<i>see below</i>											
Food Service	30	70%	21	100%	30	10%	3	70%	21	100%	30	20%	6
Office, Industrial	20	100%	20	20%	4	5%	1	5%	1	5%	1	5%	1
All Other	10	90%	9	80%	8	5%	1	100%	10	70%	7	5%	1
Recreation & Assembly	0	60%	0	100%	0	100%	0	80%	0	100%	0	100%	0
All Other	0	70%	0	100%	0	100%	0	70%	0	100%	0	100%	0
<b>Total Req. Spaces</b>	<b>125</b>	<b>93</b>	<b>107</b>	<b>70</b>	<b>80</b>	<b>103</b>	<b>73</b>						

# Zoning Code Acupuncture

## 5. Reduce side setbacks to incentivize middle missing housing in R5.

(3) Side yard:

- a. Multiple family dwellings, two family dwellings and attached row dwellings shall have a side yard of not less than twelve (12) feet or 50% of the building height, whichever is greater.
- b. On lots used for a church or similar place of worship, there shall be a side yard on each side of a building having a width of not less than thirty (30) feet.
- c. All other uses not identified in paragraph a or b above shall have a side yard on each side of the building of not less than eight (8) feet.
- d. When a lot of record having a width less than sixty (60) feet is to be used for a single-family detached dwelling, the side yard requirement on each side of the building shall not be less than five (5) feet.

- Multi-family dwellings of up to six units shall have a minimum side yard of five feet.
- Attached single-family dwellings (row houses) are permitted a zero side yard. End and corner units shall have a minimum side yard of five feet.

# Zoning Code Acupuncture

## 6. Remove the minimum required unit size and the maximum number of units per floor tied to height from R5.

(5) Dwellings, Single-family detached

(6) Multiple family dwellings (~~3,000~~ square feet per dwelling unit) with not more than:

- a. Four (4) dwelling units per building for one story buildings;
- b. Eight (8) dwelling units per building for two-story buildings; and
- c. Twelve (12) dwelling units per building for three story buildings.



# Zoning Code Acupuncture

7. Establish maximum lot widths in R5 and minimum frontage occupation in B2.

**B-2 HISTORIC URBAN**

Zoning: B-2

Quadrat

Disect Address: 123 W Argonne Dr





PUBLIC FRONTAGE		PRIVATE FRONTAGE	
Public Frontage	Street	Private Frontage	Shopfront
Right-Of-Way Width	98 ft.	Principal Building Ht	2
Travel Lanes	2	Outbuilding Height	N/A
Parking	Angle - 2-sides	Building Type	Mixed-Use
Pavement Width	80 ft.	Garage Access	N/A
Sidewalk Width	9 ft.	Lot Width	30 ft.
Planter Type	Median	Frontage Buildout	28 ft.
Planting Pattern	Random	Front Setback	0 ft.
Street Lighting	Cobra Head	Side Setback	1 ft.
Curb Type	Header	Front Encroachment	0 ft.
		GRND Level Use	Commercial
		Upper Level Use	Residential

Block Perimeter	1800 ft.
Avg. Units/Acre	8.8

# Zoning Code Acupuncture

## 8. Increase maximum lot coverage in R5 to include desired building types such as townhouses.

Article IV

Residential Districts

**440.8:** *Percentage of lot coverage.* The coverage of all buildings, including accessory buildings, shall not be more than forty (40) percent. **50%? 60%?**

**440.9:** *Dwelling standards.* Each building erected, converted, or reconstructed in this district shall have a minimum floor area as follows:

- (1) One family dwellings, two family dwellings, and row dwellings, one story in height, 850 square feet per dwelling unit, measured from the outside of the exterior walls, but excluding cellars, basements, open porches, breezeways, carports and garages, common entrances and halls.
- (2) One family dwellings and two family dwellings and row dwellings more than one story in height: 600 square feet per floor, but excluding cellars, basements, open porches, breezeways, carports, and garages, common entrance and halls.
- (3) Multi-family dwellings: 600 square feet per dwelling unit measured from the outside of the exterior walls, but excluding cellars, basements, open porches, breezeways, carports and garages, common entrance and halls.

# Zoning Code Acupuncture

## 9. Regulate retail at grade by the Framework Plan. This may mean revising building height “bonus” and use mix for mixed-use buildings.

Article V

Business Districts

**Revise**

c. Minor revisions to the final site plan may be approved by the Director of Public Works if such revisions satisfy the intent of the approved site plan.

510.6:

**Height.** No building other than a church or similar place of worship shall exceed in height that height which for that particular building will create a maximum floor area ratio in excess of two and one-half (2 1/2) or 40 feet whichever is the lesser except when the building is part of a mixed-use development, the height shall not exceed 60 feet when approved by the Planning and Zoning Commission or City Council as part of a site plan review. Architectural features may be permitted above the height limitations provided that the space above the maximum height is not occupied, not used for storage, and is approved by Planning and Zoning or the City Council as part of a site plan review.

**Remove**

For mixed-use development consisting of multiple buildings, a minimum of twenty (20) percent and maximum of forty (40) percent of the total gross floor area of all buildings shall be provided as commercial use. If a commercial use is provided in a building, the entire ground story shall be provided as commercial uses only and residential uses only shall be provided on the second and above stories.

REWORD TO SAY '... EXCEPT FOR MIXED-USE BUILDINGS OR WHEN THE BUILDING IS PART OF A MIXED-USE DEVELOPMENT, THE HEIGHT SHOULD NOT EXCEED 60 FEET'

*Remove the measurement by FAR as this doesn't provide a predictable result.*

*Suggest measuring height by stories to allow more generous floor to ceiling height. The current limit of 40 feet would translate to 4 stories and 60 feet to 6 stories.*



## **1. BEAUTIFY**

- Set plan and measure projects against implementability of vision plan and Comp Plan  
Goals: to be attractive, walkable, vibrant and healthy.

## **2. DIVERSIFY**

- Build in more equity and more choices: transportation options, building types, open space types, etc..

## **3. SIMPLIFY**

- Make zoning code changes, facilitate redevelopment, permit activation of storefronts, streamline approvals and processes, build-in predictability, accept some messiness!



*"Men do not love  
Rome because she  
is beautiful.  
Rome is beautiful  
because men have  
loved her"*

(The Roman Oath)