

City of Raymore Unified Development Code

Chapter 425. Parking, Loading and Access

Section 425.010 Applicability

A. New Development

The requirements of this chapter apply to all new buildings, structures and uses established in all zoning districts.

B. Expansion of Residential Development

The requirements of this chapter apply whenever additional dwelling units are added to an existing building or use.

C. Expansion of Non-Residential Development

If an addition is proposed to a building; an additional building is proposed for a lot; or if an expansion is proposed to an existing parking lot, the existing and expanded parking lot shall comply with the provisions of this chapter.

D. Change of Use

The requirements of this chapter apply to a change of use of an existing building or lot.

E. Existing Parking and Loading Areas

Existing required parking and loading areas may not be used to satisfy required off-street parking or loading areas for new or expanded buildings, structures or uses. Existing parking and loading spaces must be maintained and may not be reduced as long as the main building, structure or use remains, unless an equivalent number of spaces are provided elsewhere as permitted by this chapter.

Section 425.020 Off-Street Parking Requirements

A. Parking Spaces Required

Off-street parking spaces are required as specified in the table below.

Use	Minimum Parking Spaces Required
RESIDENTIAL USES	
Household Living	
Single-family Dwelling, Detached (conventional)	2 per dwelling unit
Single-family Dwelling, Attached	2 per dwelling unit
Two-family Dwelling (Duplex)	2 per dwelling unit
Multi-family Dwelling (3+ units)	1.5 per dwelling unit
Cluster Residential Development	2 per dwelling unit
Manufactured Home Park	2 per manufactured home
Dwelling Units Located Above the Ground Floor	1.5 per dwelling unit
Employee Living Quarters	2 per dwelling unit
Group Living	
Assisted Living	1 per dwelling unit
Community Residence, Small	1 per 2 residents
Community Residence, Large	1 per 3 residents
Nursing Care Facility	1 per 1,000 square feet
Transitional Living	1 per dwelling unit

Use	Minimum Parking Spaces Required
Group Living Not Otherwise Classified	1 per 1.5 beds or 1 per 1,000 square feet, whichever is greater
PUBLIC AND CIVIC USES	
College or University	1 per 4 students or 1 per 4 seats in main auditorium, whichever is greater
Cultural Exhibit or Library	1 per 500 square feet
Hospital	To be determined by the Community Development Director
Parks and Recreation	To be determined by the Community Development director
Place of Public Assembly	1 per 4 seats in the largest auditorium or 1 per 800 square feet, whichever is greater.
Post Office	1 per 1,000 square feet
Public Safety Services	1 per 1,000 square feet
Religious Assembly	1 per 4 seats
School	Elementary/Middle: 3 per classroom or 1 per 4 seats in auditorium, whichever is greater, + 15 vehicle stacking spaces for drop-off/pickup High School: 8 spaces per classroom + 15 vehicle stacking spaces for drop-off/pickup
Social Club or Lodge	1 per 200 square feet
Utilities	1 per 5,000 square feet of lot area
COMMERCIAL USES	
Adult Business	1 per 300 square feet
Animal Services	
Kennel	1 per 1,000 square feet of non-office floor area plus 1 per 300 square feet of office area
Veterinary Services	1 per 200 square feet
Art Gallery	1 per 500 square feet
Banks and Financial Services	1 per 200 square feet
Day Care	1 per 600 square feet; there must be a minimum of 2 spaces. + 2 spaces for drop-off/pick-up.
Body Art Services	1 per 500 square feet
Business Support Service	1 per 600 square feet
Construction Sales and Service	1 per 1,000 square feet of non-office floor area plus 1 per 300 square feet of office floor area
Eating and Drinking Establishment	1 per 4 seats or 1 per 50 square feet of customer service area, whichever is greater
Entertainment and Spectator Sports	
Indoor	1 per 4 seats in the largest auditorium or 1 per 800 square feet, whichever is greater
Outdoor	To be determined by the Community Development Director
Funeral and Interment Services	
Cemetery	1 per 5,000 square feet
Cremating	1 per 200 square feet
Funeral Home	1 per 4 seats
Gas Station	1 per bay plus 1 per pump island, minimum 6 spaces
Lodging	1 per 1.5 beds
Medical or Dental Clinic	1 per 600 square feet
Mini Warehouse	1 per 1,000 square feet of non-office area + 1 per 300 square feet of office/administrative area
Office	1 per 300 square feet
Personal and Consumer Service	1 space per 300 square feet
Retail Sales	1 space per 300 square feet

Use	Minimum Parking Spaces Required
Sports and Recreation, Participant	
Outdoor	1 per 2,000 square feet of lot area
Indoor	1 per 200 square feet
Vehicle Sales and Service	
Car Wash	1 per bay
Motor Vehicle Repair	1 per bay plus 1 per pump island; minimum 6 spaces
Light Equipment and Vehicle Sales or Rental	1 per 1,000 square feet of non-office area plus 1 per 300 square feet of office area
Heavy Equipment Sales or Rental	1 per 600 square feet, minimum 2 spaces
Vehicle, Recreational Vehicle or Boat Storage/Towing	1 per 2,000 square feet of non-office area plus 1 per 300 square feet of office area
INDUSTRIAL USES	
Manufacturing, Production and Industrial Service	1 per 1,000 square feet of non-office floor area plus 1 per 300 square feet of office area
Research Laboratory	1 per 500 square feet
Trucking/Freight Terminal	1 per 1,000 square feet
Warehousing and Wholesaling	1 per 1,000 square feet
Waste-related Use	1 per 2,000 square feet of lot area

B. Rules for Computing Requirements

1. Multiple Uses

When a building or development contains multiple uses, the off-street parking requirement shall be calculated for each individual use and the total parking requirement shall be the sum of the individual parking requirements unless shared parking is provided according to Section 425.060.

2. Fractions

When determination of the number of off-street parking spaces required by this chapter results in a requirement of a fractional space, the fraction of less than one-half may be disregarded, and a fraction of one-half or more shall be counted as one parking space.

3. Area Measurements

All square-footage-based parking requirements are based on gross floor area.

4. Occupancy- or Capacity-based Standards

All occupancy- or capacity-based parking requirements are based on the largest number of individuals working on a single shift, the maximum enrollment or the maximum occupancy based on the building code, whichever is applicable and whichever results in the greater number of spaces. For uses with benches or similar seating, one seat consists of 22 linear inches of bench length.

5. Uses Not Listed

In the case of buildings or uses not mentioned in this chapter, the Community Development Director must determine which standard is most appropriate. The Community Development Director may require the applicant to submit a parking study or other evidence to help determine the most appropriate parking standard for the proposed use.

C. Parking Area Design and Construction (*Amendment 13 – Ordinance 2012-074 9.24.12*)

1. Parking Area Location

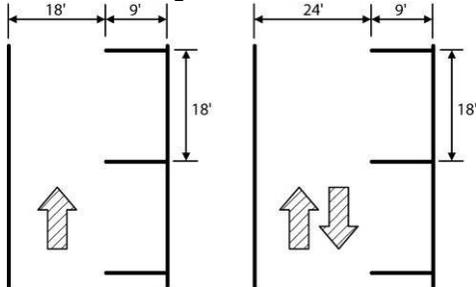
- a. Off-street parking is considered an accessory use to the use for which the parking is provided. Parking not located on the same tract as the principal use shall not be located within a residential zoning district.
- b. Off-street parking required by this chapter must be located within 600 feet of the use it serves, measured along lines of public access. Parking for non-residential uses may not be located in a residential zoning district.

2. Dimensions

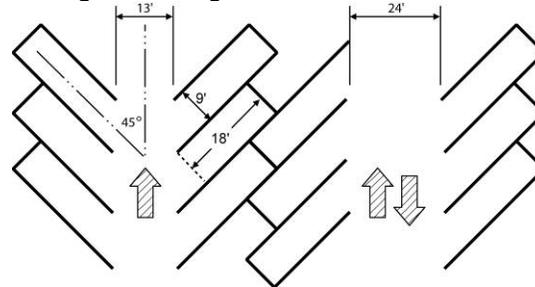
Off-street parking areas must comply with the following standards:

Dimensions (in feet)	Parking Angle			
	0° (parallel)	45°	60°	90°
Minimum space width	9	9	9	9
Minimum space length	18	18	18	18
Minimum one-way aisle width	18	13	18	18
Minimum two-way aisle width	24	24	24	24

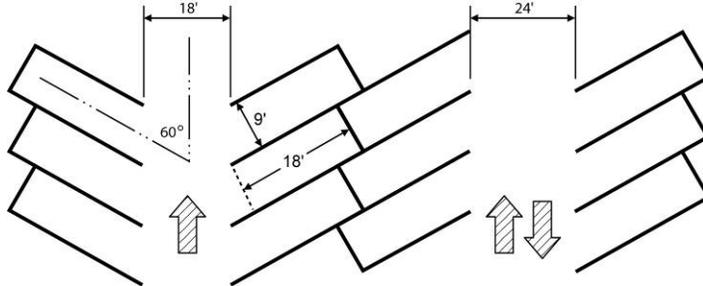
Parallel Parking



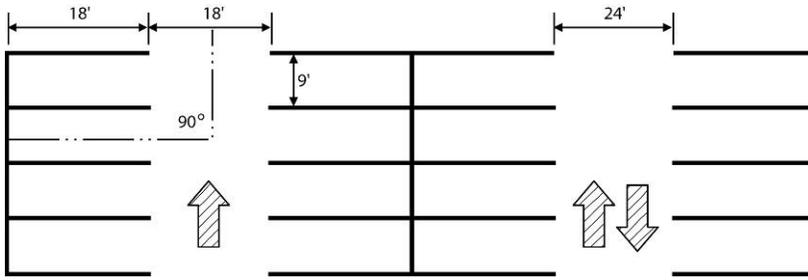
45-Degree Parking



60-Degree Parking



90-Degree Parking



3. Parking Space Access

- a. Each off-street parking space must open directly onto an aisle that complies with the aisle width standards of this chapter.
- b. Direct access to parking spaces from a primary access drive is prohibited.
- c. Direct access to off-street parking spaces from the street is prohibited.
- d. No parking spaces shall be accessible from an access driveway within 20 feet of the street right-of-way line.

4. Wheel Stops

- a. Parking spaces abutting an adjoining property line or street right-of-way shall be provided with wheel guards or bumper guards located so that no part of a normally parked vehicle will extend beyond the property line. When wheel guards are used, they must be centered two and one-half feet from the property line for 90-degree parking; 2.3 feet for 60-degree parking, and two feet for 45-degree and 30-degree parking.
- b. Plant material, fences, walls and berms must be protected from damage by motor vehicles through the use of concrete curbing or wheel stops. Plant material must be installed in a manner that is not intrusive to utilities or pavement.

5. Curb and Gutter

- a. All off-street parking areas are required to have concrete curbs and gutter.
- b. Temporary asphalt curbs may be used in areas to be expanded only as shown and approved on the site plan.

6. Surfacing

All required off-street parking and loading areas shall be surfaced with a permanent material such as asphalt, concrete, paving blocks, or other approved material meeting the standards of the City.

7. Parking Lot Striping

- a. Every parking space shall be clearly demarcated by lines painted on or otherwise applied to the parking lot surface.
- b. One-way access aisles shall be clearly marked with arrows painted or otherwise applied to the parking lot surface.

- c. If right-turn or left-turn lanes are provided for vehicles exiting the parking area, arrows shall be painted or otherwise applied to the parking lot surface to demarcate appropriate turn lanes.
- d. No wording, markings, pictures or other means of advertisement shall be painted on or otherwise applied to the parking lot stripes or surface.
- e. Striping shall be maintained in a manner that the lines remain clearly demarcated on the parking lot surface.

8. Pedestrian Access

- a. Pedestrian access to buildings shall be provided from rights-of-way and parking areas by means of a pathway leading to the principal public entrance. The pathway must be clear of all obstructions related to construction activity prior to the opening of the building to the general public.
- b. Parking areas must be distributed around large retail uses on not less than two sides in order to shorten the distance to other buildings and public sidewalks and to reduce the perceived scale of parking areas and paved surfaces.
- c. Walkways, no less than eight feet in width, must be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas.
- d. Where curbs exist along the pathway, approaches or curb cuts a minimum of four feet wide and not exceeding a slope of 1:12 must be provided for access by wheelchairs.

9. Drive-thru Facilities

Permitted drive-thru facilities shall be designed in accordance with **Error! Reference source not found.**

Section 425.030 Residential Driveways *(Amendment 2 – Ordinance 29073 7.27.09) (Amendment 11 – Ordinance 2011-52 8.08.11) (Amendment 16 – Ordinance 2013-056 8.26.13)*

The following standards apply to all residential driveways providing ingress or egress to a public or private street.

- A. One driveway opening is permitted to a lot from any street frontage provided that access is not otherwise controlled or restricted.
- B. On corner lots one driveway is permitted per street frontage provided that no off-street parking areas are located in the sight triangle area as described by this code.
- C. A second driveway opening on the same street frontage is permitted for a lot in the A, RE and RR districts, provided that the lot area is one acre or greater.
- D. All residential driveways except those in the A and RE districts must be constructed with materials that create a hard surface, such as asphalt pavement or concrete. In the A and RE districts, gravel may be used for driveway surfacing.
- E. All multi-family dwellings and apartment communities abutting arterial or collector streets as identified in the Growth Management Plan must comply with the commercial and industrial driveway standards of Section 425.040.
- F. The minimum width of a single car driveway shall be 10 feet and the minimum width of a two-car driveway shall be 18 feet, measured at the property line.

- G. Attached single-family and multiple-family dwellings should be served by a common access drive whenever possible and curb cuts must be minimized.
- H. Individual driveways leading from a street to an attached garage must be of sufficient depth to ensure that parked vehicles do not overhang the sidewalk or public street. The distance between the sidewalk and the garage must be at least 20 feet.
- I. If concrete material is utilized on a driveway that is constructed in accordance with Section 425.030D, then the driveway and driveway approach shall utilize the Kansas City Metro Materials Board (KCMMB) 4K concrete material specification.
- J. No residential driveway shall encroach upon, or be located within, a sight triangle.

Section 425.040 Commercial and Industrial Driveways

The following standards apply to all commercial and industrial driveways providing ingress or egress to a public or private street.

A. General Performance Standards *(Amendment 8 – Ordinance 2011-9 2.28.11)*

- 1. Off-street parking spaces must be arranged so that no vehicle will back directly onto a street or primary access aisle in a shopping center. All private parking areas and circulation drives must be located off of the street right-of-way. Divisional islands and curbs must be constructed where necessary to provide such protection.
- 2. Access to property is allowed only across such driveways, and all other frontage on the property shall not be used for egress, ingress or parking on the right-of-way.
- 3. All driveway designs must allow an entering vehicle turning speed of 15 miles per hour to help reduce interference with through street traffic. Radii of driveways must be sufficient to achieve this standard.
- 4. Sufficient space must be provided so that vehicles waiting to park or exit do not interfere with street traffic.
- 5. Provisions for circulation between adjacent parcels shall be provided through coordinated or joint parking systems.
- 6. Driveway placement shall be such that loading and unloading activities will in no way hinder vehicle ingress or egress.
- 7. Direct-access driveway placement shall provide exiting vehicles an unobstructed sight distance according to the following schedule.

Design Speed (MPH)	Sight Distance (Feet)
30	200
35	225
40	275
45	325
50	350

- 8. Driveways shall be designed so that vehicles entering the driveway from the street will not encroach upon the exit lane of a two-way driveway. Also, a right-turning exiting vehicle must be able to use only the first through traffic lane available without encroaching into the adjacent through lane.

9. Driveways that are across the street from one-another shall either have the driveway centerlines line up directly across from one-another or there shall be a minimum of seventy-five (75) feet of separation between the centerlines of the driveways.

B. Standards for Right Turn Lanes and Tapers

Right turn lanes and tapers are required when:

1. expected right-turn ingress movements meet or exceed 50 vehicles per hour during a typical weekday peak traffic period;
2. driveway volumes are expected to meet or exceed 1,000 vehicles per day calculated using Institute of Transportation Engineers site generated traffic standards for the closest matching land use category as set forth in the Trip Generation Manual;
3. the Director of Public Works can document through traffic analysis that such treatment is necessary to avoid congestion and /or unsafe conditions on the public street; or
4. identified as necessary by a submitted traffic study.

C. Driveway Profiles

Driveway profiles must be determined based upon the grade of a two-way, one-way or divided commercial driveway and shall not exceed two percent for a minimum distance of 25 feet from the edge of the pavement.

D. Driveway Spacing

Driveways must be spaced at least 125 feet apart, whether they are on a single lot or adjoining lots. Spacing is to be measured from the center of the driveway throat to the center of the adjoining driveway throat.

E. Number of Driveways per Parcel

1. One driveway opening is permitted to a parcel from any abutting street provided that access is not otherwise controlled or restricted.
2. Additional driveways may be permitted as part of site plan review.
3. Parcels with 200 feet of frontage or less may apply for a second driveway if it will be shared with an adjoining parcel, provided that minimum driveway spacing required by this chapter is maintained, and subject to the approval of the Director of Public Works.
4. For purposes of this provision, a “parcel” is defined as a piece of land that contains one business or is owned by one owner even though the land may have been subdivided into smaller lots.

F. Corner Clearance

All direct-access driveways must be constructed so that the point of tangency of the curb return radius closest to a signalized or stop sign-controlled intersection is at least 120 feet from the curb face of the intersecting street. Using a 15-foot driveway radius, the edge of the driveway throat must be 135 feet from the curb face of the intersecting street. The driveway radius may not compound with the intersection corner radius.

G. Driveway Width

Except for dual driveways approved by the Director of Public Works, the width of the driveway throat may not exceed 35 feet in width.

H. Failure to Comply

Failure to comply with any of the requirements of this chapter will be grounds for disapproval of the proposed plan or application for a building permit.

Section 425.050 Accessible Parking (for People with Disabilities)

A. Applicability

The accessible parking standards of this section apply to all new parking lots for nonresidential uses and multi-family dwellings.

B. Spaces Required

Accessible parking spaces are required as specified in Chapter 11 of the International Building Code.

C. Layout and Design (*Amendment 13 – Ordinance 2012-074 9.24.12*)

1. Location

Accessible parking spaces must be located on the shortest possible route of travel between the parking area and an accessible building entrance.

2. Access Aisles

a. Access aisles must be included to provide space adjacent to vehicles for passenger loading and unloading. All access aisles must:

- (1)** be at least five feet wide;
- (2)** extend the full length of the parking space; and
- (3)** be marked to indicate that parking in the access aisle is prohibited.

b. One in every four accessible spaces, but not less than one, must be served by an access aisle that is a minimum of ninety-six inches wide and must be designated as “lift van accessible only” with signs that meet the requirements of the federal Americans with Disabilities Act.

3. Slope

Accessible spaces and access aisles may not have a slope greater than two percent. Access aisles must be at the same level as the parking space.

4. Vertical Clearance

Accessible parking spaces must have a vertical clearance of eight feet two inches.

5. Signs and Identification

All accessible parking spaces must be identified by signs complying with the Manual of Uniform Traffic Control Devices and the Department of Justice, Code of Federal Regulation 28 CFR Part 36, ADA Standards for Accessible Design. The sign must be vertically mounted on a post or wall no more than five feet from the space and centered on the width of the space.

Section 425.060 Shared Parking

Within a C-2 or C-3 district, the Planning Commission may approve a reduction of up to 20 percent of the total parking required when a shared parking agreement between two or more lots is provided.

Section 425.070 Off-Street Loading Requirements

A. Applicability

Off-street loading spaces must be provided on the same lot as any new or expanded use, building, structure or part thereof that is involved in the receipt or distribution of materials, merchandise or other items by motor vehicle. Off-street loading spaces must be located and configured to avoid undue interference with public use of streets, alleys and walkways. No part of any vehicle may extend into a public right-of-way while being loaded or unloaded.

B. Spaces Required

1. For all commercial uses except office uses in all Commercial Districts (PO, C-1, C-2 and C-3), off-street loading spaces must be provided as specified in the following table:

Gross Floor Area of Establishments (Square Feet)	Required Number and Size of Loading Berths
1,000-10,000	1 - (10 feet x 25 feet)
10,000-25,000	1 - (10 feet x 60 feet)
25,000-40,000	2 - (10 feet x 70 feet each)
40,000-100,000	3 - (10 feet x 70 feet each)
Over 100,000	3 + 1 per additional 100,000 square feet or fraction thereof (10 feet x 70 feet each)

2. For all uses in the Business Park and Industrial Districts (BP, M-1 and M-2), off-street loading spaces must be provided as specified in the following table:

Gross Floor Area of Establishments (Square Feet)	Required Number and Size of Loading Berths
1,000-10,000	1 - (10 feet x 25 feet)
10,000-40,000	1 - (10 feet x 70 feet)
40,000-100,000	2 - (10 feet x 70 feet each)
Over 100,000	3 + 1 per additional 100,000 square feet or fraction thereof (10 feet x 70 feet each)