

## Chapter 23

### DETAILED PERFORMANCE STANDARDS FOR OFF-STREET PARKING AND LOADING

#### SECTION:

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10-23-1:       **Purpose:** These parking standards are intended to provide a contemporary treatment for downtown and outlying business parking requirements. They provide a combination of on-street, off-street, and public parking strategies. The objective is to stimulate downtown development, create the appropriate amount of parking, support a pedestrian environment, and limit the requirement for on-site parking where appropriate to allow for a more coherent and attractive downtown design. This objective recognizes the high-cost of downtown property, the variation in downtown lot sizes, and the desire to limit street cuts and access points. It is a community objective to reduce traffic speeds and congestion and provide central and public parking to allow for pedestrian access to the central business district.

10-23-2:       **LARGE PROJECT PARKING ANALYSIS/PLAN (CBZ):** This analysis and plan is required for larger projects within the CBZ Parking Overlay that have more than 25 parking spaces or over an adjusted 15,000 SF NFA size. Applicants shall submit a parking plan indicating the distribution of parking but in no case may off-site parking exceed the amount of parking provided on-site over the 25 plus space and size threshold. Parking requirements under this section

shall be governed by the basic parking requirement. Section 8 shall be the authority for lot only projects. Approval for any off-site parking over the threshold limit is at the sole discretion of the city council and may require such parking to be accommodated on site. The city council may adjust this threshold periodically by resolution.

10-23-3:       **PAYMENT-IN-LIEU OF PARKING FEES:** A voluntary payment made by a developer to the city in-lieu of the developer providing parking on site and for the city's provision of on or off-street parking. All in lieu funds received for reduction of parking spaces under this section shall be placed into a special and separate parking improvement and acquisition account to be used solely for the purchase and improvement of municipal parking spaces and/or structures to be located within the Central Business Zone Parking Overlay, as defined by the city of Victor official zoning map.

10-23-4:       **CENTRAL BUSINESS ZONE PARKING OVERLAY:**

- A.       Requirements: All buildings and uses within the Central Business Zone Parking Overlay shall provide parking at a rate of two (2) parking spaces per 1000 sf of net floor area with the exception of: Entertainment uses, Residential uses, and Lodging uses which shall be governed by Table 23.1 Where parking space calculations results in a fraction, the next nearest whole number shall be used; e.g, 4100sf,  $4.1 \times 2 = 8.2$  or 8; 1750 sf x 2 spaces =3.5 or 4.
- B.       Payment-in-Lieu Payments: Within the Central Business Zone Parking Overlay, the required number of parking spaces may be met by a voluntary cash in-lieu payment to the city prior to the issuance of a building/zoning permit or certificate of occupancy, whichever occurs first.
  - 1. Such voluntary fee payments shall be restricted to twenty-five (25) spaces or less, unless approved by the council in section 2 of this chapter.
  - 2. The fees shall be for the city to provide public off street parking and/or on street parking in the vicinity of the use, the maximum distance of which shall not exceed 1,000 feet.
  - 3. The requested fee may be rejected by the City Council due to the infeasibility of providing off-site parking within the required distance.
  - 4. All residential uses require on-site parking. The fee shall be set by resolution of the city council based on an analysis of costs submitted by the planning administrator and shall be reviewed on an annual basis.
  - 5. In addition to the above, the city may apply these in-lieu fees or a part thereof for the provision of downtown (CBZ) bus stops or the improvement of existing bus stops.

C. Off-Street and On-Street Loading Areas: Within the Central Business Zone the city of Victor shall designate the appropriate street-side loading spaces with consideration to centrality of location to the street and business frontage. The loading spaces may be regulated as to hours of availability in order to provide for a mix of commercial and patron parking. A single development consisting of a building(s) with total gross floor area(s) exceeding 15,000 SF GFA shall provide one loading space for every 15,000 SF GFA. Commercial and industrial buildings over 15,000 SF GFA shall follow off street loading regulations established in section 5.B.

**10-23-5: OFF STREET PARKING REQUIREMENTS (GB), (SC) AND (TB) ZONES:**

- A. Required Parking for Land Uses: Table 23.2 specifies minimum and maximum allowed number of parking spaces for individual uses (see Table 23.3 for mixed uses and shared parking provisions). All residential uses require on-site parking. Where parking calculations results in a fraction, the requirement shall be rounded to the nearest whole number.
- B. Loading and Unloading Areas: The city will designate one on-street loading space per 400 linear feet of frontage or as close to this dimension as feasible. The City of Victor shall designate the appropriate loading space with consideration to centrality of location to the street and business frontage. The loading spaces may be regulated as to hours of availability in order to provide for a mix of commercial and patron parking.
1. Commercial and industrial buildings over 15,000 square feet of gross floor located off Main and Center Streets shall provide adequate off-street loading and unloading areas.
  2. A development consisting of buildings with total gross floor area exceeding 15,000 shall provide one loading space for every 15,000 SF of gross floor area. Such loading space shall be made permanently available for loading and unloading and shall be surfaced with concrete, asphalt, or pavers.
  3. Off-street loading areas may be located on site or within 300 linear feet of the business.
  4. All loading areas irrespective of location shall be designed to accommodate the largest vehicle that may reasonably be anticipated for use on the site, and have the following minimum dimensions: a. vertical clearance, 14 feet; b. width, 12 feet and; c. depth/length, 35 feet.
  5. No vehicle parked in a required off-street loading space shall extend into a public right-of-way.

6. Commercial zones shall provide loading zones adequate for larger semi-trucks

10-23-6:       **ACCESS TO OFF-STREET PARKING AND LOADING AREAS:**  
Graded, drained and paved access driveways shall be provided for safe access to all off-street parking and loading areas.

- A.       No parking area, except those serving single family dwellings, shall be designed or constructed to create a situation in which vehicles are required to back into a public street.
- B.       Parking and loading areas shall be sited and designated to minimize the number of access points to arterial streets. See 10-16-2.
- C.       Access roadways shall be designed to City of Victor street standards. No access driveway to a local street shall be within 20 feet of any intersection or alley or 10 feet of another access point. The distance from an access driveway to an intersection is measured from the junction of the corner lot lines at the intersection, to the nearest side driveway.
- D.       No access driveway to an arterial street shall be within 40 feet of its intersection with any local street, or 45 feet of its intersection with another arterial. Note that spacing of access driveways will also be controlled by 10-16-2
- E.       Clear vision triangles shall be provided for all access driveways.
  - 1. No solid fence or wall, planter, hedge, shrub, or other visual obstruction more than three feet in height above grade shall be permitted in a clear vision triangle.
  - 2. No parking shall be permitted in a clear vision triangle.
  - 3. Trees shall be permitted in clear vision triangles, but only if all branches are removed to a height of at least eight feet above ground.

10-23-7:       **CIRCULATION WITHIN OFF-STREET PARKING AREAS:** The pattern of circulation within parking areas shall be designed to provide safe and efficient access to individual parking spaces, protect pedestrians moving through the parking area, and facilitate safe access to public streets.

- A.       Each required off-street parking space shall be at least nine (9) feet in width and at least eighteen (18) feet in length, exclusive of access drive and aisles. Up to twenty-five (25) percent of the spaces may be allocated for compact cars with a minimum stall width of eight (8) feet and length of fifteen (15) feet. Spaces for compact cars shall be signed or otherwise designated and shall be located in rows separate from parking for larger vehicles.

- B. All aisles designed for two-way circulation and all aisles designed to serve ninety (90) degree parking shall be at least twenty-two (22) feet in width.
- C. Aisles designed for one-way circulation shall be:
  - 1. Thirteen (13) feet wide when serving thirty (30) degree parking,
  - 2. Fifteen (15) feet wide when serving forty-five (45) degree parking, and
  - 3. Eighteen (18) feet wide when serving sixty (60) degree parking.
- D. Minimum aisle widths shall be:
  - 1 For two-way circulation and/or 90 degree parking: twenty-two (22) feet;
  - 2 For one-way circulation and 60 degree angle parking: 18 feet;
  - 3 For one-way circulation and 45 degree angle parking: 15 feet;
  - 4 For one-way circulation and 30 degree angle parking 13 feet.
- E. Where one-way circulation is used, directional signs shall be installed at all access points to the parking area.
- F. No commonly owned parking area shall be designed so that circulation from one portion of the area to another relies on a public street.
- G. Internal residential aisle/access widths for development under (8) units shall be:
  - 1. For two-way circulation and /or 90 degree parking on one side: 16 feet;
  - 2. For one way circulation 10 feet;
  - 3. For one-way circulation and 45 degree parking: 15 feet;
  - 4. For one-way circulation and 30 degree angle parking 13 feet.

10-23-8: **PROTECTING PEDESTRIANS IN OFF-STREET PARKING AND LOADING AREAS.** Pedestrian access routes shall be provided around or through all parking and loading areas and shall be of raised design and/or clearly demarcated.

- A. Passenger Loading Areas: Day care centers, pre-schools, public schools, and places for public assembly located on arterial or collector streets shall provide at least one safe off-street passenger loading area.

Such areas shall be located where there is adequate visibility for their safe use and shall be:

- 1 Divided from the street by a curbed barrier of a least four feet in width;
- 2 Be at least 50 feet in length and 12 feet wide with a cueing aisle three cars in length;
- 3 Accommodate one lane traffic only;
- 4 Include a depressed curb section for handicapped access and,
- 5 Be marked by pedestrian crossing signs facing both traffic lanes.

10-23-9: **DISABLED PARKING:** The Americans with Disabilities Act requires that off street parking include disability spaces based on the total number of parking spaces in the lot. The City Council shall establish this provision by resolution and based on current American Disabilities Act requirements with adjustments provided semi-annually, if required.

- A. Access Aisles: Access aisles adjacent to accessible spaces shall be 60 inches wide minimum except that one in eight handicapped spaces shall be van accessible. This requires an access aisle of 96 inches wide minimum.

10-23-10: **SHARED PARKING (ALL ZONES EXCEPT CB ZONE ):** A parking reduction may be feasible through shared parking by using the demand calculations as determined by Table 23.3, Parking Occupancy Rates. The applicant shall submit a parking demand summary sheet showing the process for calculating the reduction as outlined in this section. (Note: The default rates from Table 23.2, Parking Occupancy Rates are set to include a small “safety margin” of parking beyond that minimally needed to serve an average peak demand. Therefore a local study of parking demand may yield a greater reduction in parking required). The following method shall be used to calculate Parking Occupancy Rates:

- A. The minimum number of parking spaces from Table 23.2 – Minimum Off-Street Parking Space Requirements shall be multiplied by the “occupancy rate” as determined by a study of local conditions (or as found in Table 23.3), for each use for the weekday night, daytime, and evening periods, and weekend night, daytime and evening periods respectively.
- B. The minimum number of parking spaces for each of the purposes referred to for each time period shall be added to produce the aggregate gross maximum number of parking spaces for each time period.

- C. The greatest of the aggregative minimum numbers of parking spaces for each period shall be determined.
- D. A reciprocal easement for shared parking between property owners for a period of 10 or more years shall be executed before approval of a permit and recorded before the issuance of a certificate of occupancy.

**10-23-11: EXISTING PARKING:**

- A. Base Credit: All existing businesses within the City of Victor but are not currently sited, are assumed to be parking requirement compliant. ORD. 10-0113, Jan. 13,2010)
- B. Additional Parking is Required: Additional parking per the provisions of this ordinance is required when any building or structure is erected, or increased in capacity and intensified, or an applicable outdoor use is established or enlarged.
- C. In mixed-use developments, or developments affected by co-operative agreements between different uses on neighboring properties, changes in use intensity will require a parking demand analysis using Tables 23.1, 23.2 and/or 23.3 as applicable to the relevant zone, or a Local Parking Study to demonstrate the change in parking demand patterns.
- D. A forecast deficiency greater than 10% must be met by the construction of additional parking spaces and/or a parking payment in-lieu.
- E. If a parking study results in a forecast deficiency of less than 10%, no covenant or guarantee payment is required.
- F. Payment of a parking payment in-lieu fee is required at issuance of a building permit for non-subdivision projects. Subdivision development shall be required to make any parking in-lieu payments at final plat approval and/or execution of a developer's agreement as applicable.

**10-23-12: ALLOCATING PARKING:** In order to determine the basis for allocating a development's parking requirement within the CBZ Parking Overlay where the actual uses and intensity are not known, as in the case of the development of lots without vertical improvements, the following procedure shall be used:

- A CBZ Parking Overlay:
  1. The developer shall calculate the developable lot area within the project.
  2. The developer shall project the anticipated intensity usage of the project's lots based on CBZ zoning parameters and a lot intensity level including at least two story buildings. The developer's projected

building intensity calculations shall be binding and shall be entered into the development agreement or other term of permitting.

3. The developer shall present a parking plan including on-site parking and the need for the estimated amount of off-site parking (if any) with a request for the amount of voluntary payment in-lieu spaces. The number of in-lieu spaces may not exceed the total number provided on-site. Parking calculations shall be made per Table 23.1 Overlay Requirements. An allocation of each type of parking per lot shall be included based on estimated building gross square footage. Net floor area may not be used in absence of binding specific design plans.

4. A document indicating the specific lot's parking requirement shall be executed by the developer to the satisfaction of the city attorney. Any increase in intensity of use over that projected for final plat approval will be assessed at current payment rates and paid at time of building permit application.

B. General, Service, and Transitional Business zones:

1. The developer shall calculate the developable lot area within the project.

2. The developer shall project the anticipated intensity usage of the project's lots based on the applicable zoning parameters and lot intensity level using Table 23.2. The developer's projected building intensity calculations shall be binding and shall be entered into the development agreement or other term of permitting.

3. The developer shall present a parking plan showing on-site parking. An allocation of each type of parking per lot shall be included based on estimated building gross square footage. Net floor area may not be used in absence of binding specific design plans.

4. A document indicating the specific lot's parking requirement shall be executed by the developer to the satisfaction of the city attorney. Any increase in intensity of use over that projected for final plat approval will be assessed at current payment rates and paid at time of building permit application.

5. The actual payment in-lieu fee shall be set by the city council as established by resolution and shall be the basis for any payment in-lieu at the time of building permit issuance.

10-23-13: TABLES:

**Table 23.1: Central Business Zone Parking Overlay requirements**

Use	Required Spaces	Per
<b>RESIDENTIAL</b> (see 10-1-3 for definitions)		
Single family dwellings	2	Unit
Multi-family dwellings	1.5	Unit
Studio Apartment	1	Unit
Multi-family dwellings for the elderly	.7	Unit
<b>note: All residential units require on-site parking.</b>		
<b>RETAIL TRADE</b>		
All Categories	2	1000 sf
<b>SERVICE USES</b>		
All Categories	2	1000 sf
<b>ENTERTAINMENT USES</b>		
Theatres and other places of assembly	.3	Seat
Bowling Alleys	4	Seat
All other categories	2	1,000 sf
<b>OTHER USES</b>		
Lodging places	.8	Room
All other categories	2	1,000 sf

- notes:*
1. Commercial/company vehicles shall not be parked off-site in the public right-of-way between the hours of 8:00pm and 6:00am.
  2. See Sections 7 & 8 for Change of Use.
  3. Parking calculations resulting in a fractional number shall be rounded to the next whole number.

**Table 23.2: Minimum and Maximum Parking Space Ratios**

Use	Minimum Spaces	Maximum Spaces	Per
<b>RESIDENTIAL</b> (see 10-1-3 for Definitions)			
Single family dwellings	2	N/A	Unit
Multi-family dwellings	1.5	3	Unit
Studio Apartment	1	N/A	Unit
Multi-family dwellings for the elderly	.7	1.5	Unit
<b>(all residential uses require on-site parking)</b>			

<b>Table 23.2, cont'd:</b>		<b>RETAIL TRADE</b>		
Apparel and accessories	2.50	3	1000sf	
Automotive, marine craft, aircraft, and Accessories (sales, no services)	1	2	1000 sf	
(sales and services)	3	4	1000 sf	
Building materials,, farm equipment	1	1.5	1000 sf	
Eating and drinking places	9	12	1000 sf	
Furniture, home furnishings, and equipment	1	2	1000 sf	
General merchandise	2	3	1000 sf	
Groceries, other food stores under 15,000sf	3	4	1000 sf	
Groceries, other food stores equal or over	3	4	1000 sf	
Hardware, general	2	3	1000 sf	
Other retail trade	2	3	1000 sf	
Shopping centers under 200,000 square feet Shopping centers equal or over 200,000 square feet	3	4	1000 sf	
	3	4	1000 sf	
<b>SERVICE USES</b>				
Finance, insurance, real estate services	1.5	2	1000 sf	
Personal services beauty and barber services all others	2	3	1000 sf	
Business services	1.5	2	1000 sf	
Physicians, dentists, out-patient clinics, etc.	2	3	1000 sf	
Hospitals, rest homes	1.5	2	1000 sf	
Professional services	2	3	1000 sf	
Miscellaneous services	2	3	1000 sf	
Office parks—mixed uses	2	3	1000 sf	

<b>Table 23.2, cont'd: ENTERTAINMENT USES</b>			
Theatres and other places of assembly	.3	.3 per seat	Seat
Bowling Alleys	4	5 per lane	lane
Arcades and similar amusements; also health clubs and spas	2	3	1000 sf
<b>Minimum and Maximum Parking Space Ratios OTHER USES</b>			
Hotel meeting area/restaurant	1.25	2.5	1000 sf
Lodging places	.8	1.25	Room
Manufacturing and wholesaling	1.5	2	1000 sf
Transportation, communication and utilities	2	3	1000 sf
Contract construction services	2	3	1000 sf
Day care centers and pre-schools	3	5	1000 sf
Elementary and junior high schools (parking requirement subject to sketch plan review and city council approval.)			

notes: 1. Commercial/company vehicles shall not be parked off-site in the public right-of-way between the hours of 8:00 pm and 6:am in all Central Business, Commercial, General and Transitional Business Zones..

2. See Section 7.0 & 8.0 for Change of Use.

3. Parking calculations resulting in a fractional number shall be rounded to the nearest whole number; e.g., 3000 sf x 2.5 = 7.5 or 8 spaces.

**Table 23.3 Shared Parking Occupancy Rates**

Uses	M-F	M-F	M-F	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	8am-5pm	6pm-12am	12am-6am	8am-5pm	6pm-12am	12am-6am
Residential	60%	100%	100%	80%	100%	100%
Office/ Warehouse/Industrial	100%	20%	5%	5%	5%	5%
Commercial (retail)	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Movie Theater	40%	80%	10%	80%	100%	50%
Entertainment	40%	100%	10%	80%	100%	50%
Conference/Convention	100%	100%	5%	100%	100%	5%
Institutional (non-church)	100%	20%	5%	10%	10%	5%
Institutional (church)	10%	5%	5%	100%	50%	5%

*This table defines the percent of the basic minimum needed during each time period for shared parking.*

**Example: Shared Parking for a Mixed Use Project**

Uses:	General Office	Retail	Restaurant	Residential Multi/Fam.	Residential Studio	Grocery (delicatessen)
	6250 sf 2:1000	4600 sf 2:1000	1200 sf 9:1000	6 units 1.5/unit	6 units 1/unit	2500 sf 3:1000
Required Spaces:	13	10	11	9	6	8
Total Spaces:	<b>57</b> The required spaces are multiplied by the % from table E.2. The columns are each totaled, with the largest total becoming the minimum spaces requirement.					
	M-F	M-F	M-F	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	8am-5pm	6pm-12am	12am-6am	8am-5pm	6pm-12am	12am-6am
General Office	13	3	1	1	1	1
Retail	9	8	1	10	7	1
Restaurant	8	11	2	8	11	3
Residential, MF	6	9	9	8	9	9
Residential, Studio	4	6	6	5	6	6
Grocery (deli)	8	7	1	8	6	1
<b>Totals</b>	<b>48</b>	44	20	40	40	21

**The required parking is reduced from 57 to 48 spaces or a 16 percent reduction (57-(48/57). This occurs outside of the CBZ Parking Overlay Zone or where a parking analysis is triggered.**