

VICTORIA
ORDINANCE DRAFT DOWNTOWN WEST SUBZONE PARKING ORDINANCE
AMENDMENT

NOW THEREFORE, be it ordained by the Council of the Victoria, in the State of Minnesota, as follows:

SECTION 1:**AMENDMENT** “Sec 20-6 Schedule Of Off-Street Parking And Loading Or Unloading Space Requirements” of the Victoria Zoning Code is hereby *amended* as follows:

BEFORE AMENDMENT

Sec 20-6 Schedule Of Off-Street Parking And Loading Or Unloading Space Requirements

The following is a schedule of off-street parking and loading space requirements:

Use	Number of Parking Spaces to be Required	Off-Street Loading and Unloading Spaces to be Required
Single-family and two- family	2 enclosed spaces per family unit	none
Townhouses, including two-family units in a townhouse development	2 spaces with at least 2 enclosed spaces for 50 percent of the units and at least 1 enclosed space for the remainder	
Multiple-family	2 spaces per dwelling unit, 1 of the 2 to be enclosed	none
Senior citizen housing	1 space per dwelling unit and 1 guest parking space for each 5 dwelling units	none
Nursing homes	5 spaces plus one space for each 5 beds	
Schools—Elementary and junior high	2 spaces per classroom	
Schools—High school	1 space for each 5 students based on design capacity plus 1 for each 2 classrooms	

Church, synagogue, temple, auditorium	1 space for each 4 permanent seats in the largest place of assembly plus	1 space for each structure over 100,000 square feet of gross floor area
Nursery school and group day care	5 spaces plus 1 for each 5 program participants	
State-licensed residential facility	2 spaces for each 5 beds	none
Golf course	3 spaces per golf hole plus 1 space for each 200 square feet in the clubhouse. If the clubhouse contains a bar and dining facilities, such area shall be calculated for parking on the basis of a restaurant or club	
Golf driving range	1 space for each driving tee	none
Miniature golf	1.5 spaces per hole	none
Hospitals	1 space for each 350 square feet of gross floor area per shift	1 space plus 1 additional space for each 100,000 square feet of gross floor area
Hotel/motel	1 space per lodging unit, plus spaces equal to 20 percent of the capacity of the club or lodge	1 space for each structure over 20,000 square feet of gross floor area
Archery/rifle range	1 space for each target lane	none
Funeral home	1 space for each 200 square feet of floor area	1 space for each 5,000 square feet
Office and medical and dental offices or clinic	1 space for each 250 square feet of gross floor area	1 space for buildings between 30,000 square feet and 100,000 square feet of gross floor area and 1 space for each additional 100,000 square feet of gross floor area
Animal hospitals and kennels	6 spaces, plus 1 space for each 200 square feet of gross floor area over 1,000 square feet	none
	1 space for each 3 seats plus 1 space for every 25 square feet	

Clubs and lodges	of customer space in the dining area and 1 space for each 20 square feet of bar area	
Sports and health clubs	1 space for each 50 square feet of gross floor area excluding running track, swimming pool	
Studio art, sculpture, photography	1 space for each 250 square feet of gross floor area	
Business or trade school	1 space per classroom plus 1 space for designed capacity of the school	
Banks and financial institutions	1 space for each 200 square feet of floor area open to the public plus 1 space for each 250 square feet of office	
Post office and parcel delivery service	10 spaces plus 1 space for each 500 square feet of floor area devoted to office, processing or service plus 1 space for each vehicle customarily kept on premises	1 space for each structure over 10,000 square feet plus 1 space for each 10,000 square feet
Bowling alleys	5 spaces per each lane or alley	1 space for each structure over 20,000 square feet in gross floor area
Retail stores and service establishments	3.6 spaces per 1,000 gross square feet	
Restaurants with liquor	18 spaces per 1,000 square feet of gross leasable area	1 space for each structure over 10,000 square feet of gross floor area
Restaurants without liquor	18 spaces per 1,000 square feet of gross leaseable area	
Open sales and rental lots	1 space for every 2,500 square feet of land used for sales or display	
Automobile service stations	8 spaces plus 4 additional spaces for each service stall	none
Automobile carwash	25 spaces, plus 5 for each wash lane in excess of 1	none

Showrooms: Furniture, automobile and boat sales and appliance sales	1 space for each 500 square feet of floor area	1 space, plus additional space for each 25,000 square feet of gross floor area
Manufacturing, fabricating and processing	1 space for each 300 square feet of gross floor area	1 space for each 50,000 square feet of gross floor area
Warehouse and storage	1 space for each 5,000 square feet plus 1 space for each company vehicle	
Fast food restaurants	15 spaces per 1,000 square feet of gross leasable area	Other: It is also recommended the city require some bicycle parking (minimal) for selected use.

(Code 1975, §§ 408:06.01—408:06.20; Code 1998, § 30-146; Ord. No. 239, § 4, 4-3-1997; Ord. No. 345, 3-8-2007)

AFTER AMENDMENT

Sec 20-6 Schedule Of Off-Street Parking And Loading Or Unloading Space Requirements

The following is a schedule of off-street parking and loading space requirements:

Use	Number of Parking Spaces to be Required	Off-Street Loading and Unloading Spaces to be Required
Single-family and two- family	2 enclosed spaces per family unit	none
Townhouses, including two-family units in a townhouse development	2 spaces with at least 2 enclosed spaces for 50 percent of the units and at least 1 enclosed space for the remainder	
Multiple-family	2 spaces per dwelling unit, 1 of the 2 to be enclosed	none
<u>Multiple-family, Downtown West District, Subzone B</u>	<u>1.5 spaces per dwelling unit, 1 of the 1.5 spaces to be enclosed per unit</u>	<u>none</u>
Senior citizen housing	1 space per dwelling unit and 1 guest parking space for each 5 dwelling units	none

Nursing homes	5 spaces plus one space for each 5 beds	
Schools—Elementary and junior high	2 spaces per classroom	
Schools—High school	1 space for each 5 students based on design capacity plus 1 for each 2 classrooms	
Church, synagogue, temple, auditorium	1 space for each 4 permanent seats in the largest place of assembly plus	1 space for each structure over 100,000 square feet of gross floor area
Nursery school and group day care	5 spaces plus 1 for each 5 program participants	
State-licensed residential facility	2 spaces for each 5 beds	none
Golf course	3 spaces per golf hole plus 1 space for each 200 square feet in the clubhouse. If the clubhouse contains a bar and dining facilities, such area shall be calculated for parking on the basis of a restaurant or club	
Golf driving range	1 space for each driving tee	none
Miniature golf	1.5 spaces per hole	none
Hospitals	1 space for each 350 square feet of gross floor area per shift	1 space plus 1 additional space for each 100,000 square feet of gross floor area
Hotel/motel	1 space per lodging unit, plus spaces equal to 20 percent of the capacity of the club or lodge	1 space for each structure over 20,000 square feet of gross floor area
Archery/rifle range	1 space for each target lane	none
Funeral home	1 space for each 200 square feet of floor area	1 space for each 5,000 square feet
Office and medical and dental offices or clinic	1 space for each 250 square feet of gross floor area	1 space for buildings between 30,000 square feet and 100,000 square feet of gross floor area and 1 space for each

		additional 100,000 square feet of gross floor area
Animal hospitals and kennels	6 spaces, plus 1 space for each 200 square feet of gross floor area over 1,000 square feet	none
Clubs and lodges	1 space for each 3 seats plus 1 space for every 25 square feet of customer space in the dining area and 1 space for each 20 square feet of bar area	
Sports and health clubs	1 space for each 50 square feet of gross floor area excluding running track, swimming pool	
Studio art, sculpture, photography	1 space for each 250 square feet of gross floor area	
Business or trade school	1 space per classroom plus 1 space for designed capacity of the school	
Banks and financial institutions	1 space for each 200 square feet of floor area open to the public plus 1 space for each 250 square feet of office	
Post office and parcel delivery service	10 spaces plus 1 space for each 500 square feet of floor area devoted to office, processing or service plus 1 space for each vehicle customarily kept on premises	1 space for each structure over 10,000 square feet plus 1 space for each 10,000 square feet
Bowling alleys	5 spaces per each lane or alley	1 space for each structure over 20,000 square feet in gross floor area
Retail stores and service establishments	3.6 spaces per 1,000 gross square feet	
Restaurants with liquor	18 spaces per 1,000 square feet of gross leasable area	1 space for each structure over 10,000 square feet of gross floor area
Restaurants without liquor	18 spaces per 1,000 square feet of gross leaseable area	

Open sales and rental lots	1 space for every 2,500 square feet of land used for sales or display	
Automobile service stations	8 spaces plus 4 additional spaces for each service stall	none
Automobile carwash	25 spaces, plus 5 for each wash lane in excess of 1	none
Showrooms: Furniture, automobile and boat sales and appliance sales	1 space for each 500 square feet of floor area	1 space, plus additional space for each 25,000 square feet of gross floor area
Manufacturing, fabricating and processing	1 space for each 300 square feet of gross floor area	1 space for each 50,000 square feet of gross floor area
Warehouse and storage	1 space for each 5,000 square feet plus 1 space for each company vehicle	
Fast food restaurants	15 spaces per 1,000 square feet of gross leasable area	Other: It is also recommended the city require some bicycle parking (minimal) for selected use.

¹ Available shared parking immediately abutting a subject site can be utilized to accommodate required parking spaces pursuant to the City Council approving request to utilize shared parking as provided in Sec. 20-7, 4 and Sec 20-7,5.

(Code 1975, §§ 408:06.01—408:06.20; Code 1998, § 30-146; Ord. No. 239, § 4, 4-3-1997; Ord. No. 345, 3-8-2007)

SECTION 2:**AMENDMENT** “Sec 20-7 Requirements For The Central Business District” of the Victoria Zoning Code is hereby *amended* as follows:

BEFORE AMENDMENT

Sec 20-7 Requirements For The Central Business District

- A. *Development and redevelopment.* All new developments and significant redevelopments that result in a change of use or increase in square footage of an existing use shall be subject to these requirements.
- B. *General standards.* In order to preserve the historic, compact, pedestrian-oriented

character of the present downtown to the extent possible, the city recognizes that designated public on-street parking and public and private off-street lots or structures may need to be utilized to meet the general standards. New developments or significant redevelopments in the central business district (the CBD) may decrease the parking spaces required by section 20-6 by up to 50 percent of the requirements, with the exception of residential uses. All residential uses in the central business district shall be subject to providing off-street parking spaces under the ownership of the applicant required by section 20-6.

C. *Available shared parking.*

1. Definitions. The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Available shared parking means the parking then available to be shared by different uses in the CBD to support the base level of development.

Base level of development means the base level of anticipated future private development in the central business district as of December 2008, or as amended by the city council due to future changes in development planning.

Base level of parking means the total number of public on- and off-street parking spaces as established by the city council in the downtown master plan update (the CBD update) dated March of 2007, as amended December 2008, and as it may be amended in the future.

2. A development approved under this section can take advantage of the different peak parking periods of the respective uses in the CBD and share the public parking available to all uses in the CBD in order to meet in part the required parking established by this section.

D. *New development or redevelopment utilizing proportionate share of available shared parking.* An applicant proposing new development or redevelopment in the central business district, which is consistent with the base development described in the CBD update, but which does not meet off-street parking requirements may apply to utilize a proportionate share of available shared parking.

1. The applicant shall provide the city with a shared parking analysis pursuant to standards developed by the administrative official. The standards may be revised from time to time to meet changing conditions. Such analysis shall be completed by a professional engineer or registered landscape architect and provide detailed information comparing the amount and location of the then available on-street and off-street parking with the base level of parking to determine the available shared parking. In order to qualify for the use of available shared parking, the applicant must provide in its analysis reasons why the required parking cannot be accommodated on site, including how the request meets the city's policy objectives set forth in subsection B of this section. The shared parking analysis shall include all uses and square footage of the buildings as proposed by the applicant as well as compared to the base development contained in the CBD update. Furthermore, the maximum allowable walking distance for parking to qualify as available shared parking in the shared parking analysis shall be 500 feet measured from the principal

entrance of the proposed development or redevelopment.

2. Upon submittal of the shared parking analysis, city staff shall review the analysis to determine the level of available shared parking which can be utilized by the applicant. If the shared parking analysis demonstrates that additional parking is needed to meet required parking, or the proposed development exceeds the base level of development described in the CBD update, all required parking must be provided by the applicant on site, unless the applicant meets the standards for a conditional use permit as required by subsection E of this section.

E. *Conditional use permit required.* The city council may approve new development or redevelopment in the central business district not meeting the requirements of the general standards of this section or exceeding the base level of development described in the CBD update, provided that:

1. *Valuation of available shared parking.* The applicant shall be required to pay the value of the shortage in available shared parking by payment into the parking fund, or the city may allow the value of the shortage in available shared parking to be satisfied by alternative compliance.
 - a. *Parking fund.* The applicant executes a development agreement with the city (which may be recorded at the option of the city) in which it is agreed that the applicant and its successors in interest shall pay into a fund maintained by the city the monetary value of the applicant's proportionate share of the shortage in available shared parking spaces created by the development initially or by a subsequent increase in intensity of use. The per-space value shall be computed based on the city's determination of land cost and per-space construction costs for the specific property requesting the conditional use permit. The city council in its reasonable discretion may select another method of computation of the per-space value, including, but not limited to, an annual determination of land value and parking space construction costs in the CBD. Such fund shall be utilized by the city to develop additional on- and off-street parking which can be used as available shared parking. The proportionate share responsibility shall be determined on the basis of the development property's parking space shortage based upon ordinance requirements, in relationship to the total available shared parking shortage.
 - b. *Alternative compliance.* The city may consider alternative forms of compliance which serve a public purpose or otherwise further the city's public interests. Such compliance may include, but not be limited to, dedication of land and/or construction of public facilities not otherwise required by this Code to be constructed or dedicated by the applicant, transfer of development rights or other action where the value of the alternative can be reasonably measured by the city. The value of the alternative form of compliance shall be measured by the city and the dollar value of the alternative form of compliance credited against the developer's proportionate share of the shortage in available

shared parking spaces. The value of the alternative form of compliance shall be accounted for in the parking fund.

2. *Amount of parking permitted.* The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the downtown master plan.
 3. *Parking shortages/excess.* The parking shortages created by the development are not premature or in excess of the supply of available shared parking which can be provided by the city through a public on-street and off-street parking system on a long-term basis as determined by the city.
 4. *City not liable for additional parking.* If the applicant cannot qualify for the conditional use permit authorized by this section and must provide all required on-site parking, the city shall have no responsibility to provide additional off-street or on-street parking to address any available shared parking deficiency or the failure of any applicant to meet the parking requirements of this section.
- F. *Contract required.* The applicant may satisfy any portion of its parking requirement through a long-term contract between the applicant and the property owner of any privately owned off-street parking facility. The facility proposed to be utilized shall be analyzed in the shared parking analysis required by this section. The contract shall be subject to review and approval by the city, and shall not result in the lowering of the required parking for the property owner providing the off-street parking, or any other property owner using such off-street parking to satisfy its parking requirements. If approved, the contract must be continuously maintained in order for the property to remain in compliance with this section. If such parking is reduced or terminated, the property owner shall be required to replace the lost parking with another contract, replace the lost parking on site or qualify for the required conditional use permit authorized by this section.

(Code 1975, § 410:00; Code 1998, § 30-147; Ord. No. 345, 3-8-2007; Ord. No. 368, 9-14-2009)

AFTER AMENDMENT

Sec 20-7 Requirements For The Central Business District

- A. *Development and redevelopment.* All new developments and significant redevelopments that result in a change of use or increase in square footage of an existing use shall be subject to these requirements. In order to more closely address parking demand with established parking requirements, the City has identified two (2) subzones within the Central Business District.
1. Subzones. The following subzones shall make up the Central Business District and are graphically represented on the Central Business District MAP adopted by reference.
 - a. Subzone A. Downtown District.
 - b. Subzone B. Downtown West District.

- C. *General standards.* In order to preserve the historic, compact, pedestrian-oriented character of the present downtown to the extent possible, the city recognizes that designated public on-street parking and public and private off-street lots or structures may need to be utilized to meet the general standards. New developments or significant redevelopments in the central business district (the CBD) may decrease the parking spaces required by section 20-6 by up to 50 percent of the requirements, with the exception of residential uses. All residential uses in the central business district shall be subject to ~~providing off-street parking spaces under the ownership of the applicant required by~~ the requirements of section 20-6.
- D. *Available shared parking.*
1. *Definitions.* The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:
Available shared parking means the parking then available to be shared by different uses in the CBD to support the base level of development.
Base level of development means the base level of anticipated future private development in the central business district as of December 2008, or as amended by the city council due to future changes in development planning.
Base level of parking means the total number of public on- and off-street parking spaces as established by the city council in the downtown master plan update (the CBD update) dated March of 2007, as amended December 2008, and as it may be amended in the future.
 2. A development approved under this section can take advantage of the different peak parking periods of the respective uses in the CBD and share the public parking available to all uses in the CBD in order to meet in part the required parking established by this section.
- E. *New development or redevelopment utilizing proportionate share of available shared parking.* An applicant proposing new development or redevelopment in the central business district, which is consistent with the base development described in the CBD update, but which does not meet off-street parking requirements may apply to utilize a proportionate share of available shared parking.
1. The applicant shall provide the city with a shared parking analysis pursuant to standards developed by the administrative official. The standards may be revised from time to time to meet changing conditions. Such analysis shall be completed by a professional engineer or registered landscape architect and provide detailed information comparing the amount and location of the then available on-street and off-street parking with the base level of parking to determine the available shared parking. In order to qualify for the use of available shared parking, the applicant must provide in its analysis reasons why the required parking cannot be accommodated on site, including how the request meets the city's policy objectives set forth in subsection B of this section. The shared parking analysis shall include all uses and square footage of the buildings as proposed by the applicant as well as compared to the base development contained in the CBD update. Furthermore, the maximum allowable walking distance for parking to qualify as available shared parking

in the shared parking analysis shall be 500 feet measured from the principal entrance of the proposed development or redevelopment.

2. Upon submittal of the shared parking analysis, city staff shall review the analysis to determine the level of available shared parking which can be utilized by the applicant. If the shared parking analysis demonstrates that additional parking is needed to meet required parking, or the proposed development exceeds the base level of development described in the CBD update, all required parking must be provided by the applicant on site, unless the applicant meets the standards for a conditional use permit as required by subsection E of this section.

F. *Conditional use permit required.* The city council may approve new development or redevelopment in the central business district not meeting the requirements of the general standards of this section or exceeding the base level of development described in the CBD update, provided that:

1. *Valuation of available shared parking.* The applicant shall be required to pay the value of the shortage in available shared parking by payment into the parking fund, or the city may allow the value of the shortage in available shared parking to be satisfied by alternative compliance.

- a. *Parking fund.* The applicant executes a development agreement with the city (which may be recorded at the option of the city) in which it is agreed that the applicant and its successors in interest shall pay into a fund maintained by the city the monetary value of the applicant's proportionate share of the shortage in available shared parking spaces created by the development initially or by a subsequent increase in intensity of use. The per-space value shall be computed based on the city's determination of land cost and per-space construction costs for the specific property requesting the conditional use permit. The city council in its reasonable discretion may select another method of computation of the per-space value, including, but not limited to, an annual determination of land value and parking space construction costs in the CBD. Such fund shall be utilized by the city to develop additional on- and off-street parking which can be used as available shared parking. The proportionate share responsibility shall be determined on the basis of the development property's parking space shortage based upon ordinance requirements, in relationship to the total available shared parking shortage.

- b. *Alternative compliance.* The city may consider alternative forms of compliance which serve a public purpose or otherwise further the city's public interests. Such compliance may include, but not be limited to, dedication of land and/or construction of public facilities not otherwise required by this Code to be constructed or dedicated by the applicant, transfer of development rights or other action where the value of the alternative can be reasonably measured by the city. The value of the alternative form of compliance shall be measured by the city and the dollar value of the alternative form of compliance credited

against the developer's proportionate share of the shortage in available shared parking spaces. The value of the alternative form of compliance shall be accounted for in the parking fund.

2. *Amount of parking permitted.* The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the downtown master plan.
 3. *Parking shortages/excess.* The parking shortages created by the development are not premature or in excess of the supply of available shared parking which can be provided by the city through a public on-street and off-street parking system on a long-term basis as determined by the city.
 4. *City not liable for additional parking.* If the applicant cannot qualify for the conditional use permit authorized by this section and must provide all required on-site parking, the city shall have no responsibility to provide additional off-street or on-street parking to address any available shared parking deficiency or the failure of any applicant to meet the parking requirements of this section.
- G. *Contract required.* The applicant may satisfy any portion of its parking requirement through a long-term contract between the applicant and the property owner of any privately owned off-street parking facility. The facility proposed to be utilized shall be analyzed in the shared parking analysis required by this section. The contract shall be subject to review and approval by the city, and shall not result in the lowering of the required parking for the property owner providing the off-street parking, or any other property owner using such off-street parking to satisfy its parking requirements. If approved, the contract must be continuously maintained in order for the property to remain in compliance with this section. If such parking is reduced or terminated, the property owner shall be required to replace the lost parking with another contract, replace the lost parking on site or qualify for the required conditional use permit authorized by this section.

(Code 1975, § 410:00; Code 1998, § 30-147; Ord. No. 345, 3-8-2007; Ord. No. 368, 9-14-2009)

PASSED AND ADOPTED BY THE VICTORIA COUNCIL

_____.

	AYE	NAY	ABSENT	ABSTAIN
Deb McMillan, Mayor	_____	_____	_____	_____
Judy Black, Council Member	_____	_____	_____	_____
Derek Gunderson, Council Member	_____	_____	_____	_____
Alvin Hebert, Council Member	_____	_____	_____	_____
Chad Roberts, Council Member	_____	_____	_____	_____

Presiding Officer

Attest

Debra McMillan, Mayor, Victoria



Cindy Patnode, City Clerk, Victoria



CITY OF VICTORIA

Central Business District Subzone Map

Map Date: 8/26/2022

-  Subzone A. Downtown District
-  Subzone B. Downtown West District

