

VILLAGE OF PITTSFORD

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Village of Pittsford Board of Trustees Monthly Workshop January 21, 2026 12:30 PM

Tentative Agenda

Board Member - Conflict of Interest Disclosure & Open Meeting Compliance Certification

Meeting Items

1. Parking Code Review and Discussion

*The next Scheduled Regular Meeting is January 27, 2026, and is Subject to Change Without Notice**



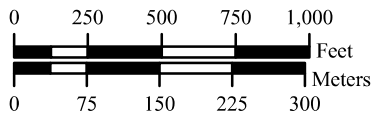
PARKING REGULATIONS

Effective January 2010

Village of Pittsford Monroe County, New York

- Brown Parking Permitted Except 7AM - 4PM School Days
- Purple 4 Hrs 8AM - 6PM
- Yellow 2 Hrs 7AM - 4PM School Days
- Pink 2 Hrs 8AM - 5PM Weekdays
- Blue 2 Hrs 8AM - 6PM
- Orange 2 Hrs All Times
- Red 1 Hr All Times
- Gray Parking Permitted 7AM - 9PM
- Green Parking Allowed All Times
- No Color Parking Prohibited All Times

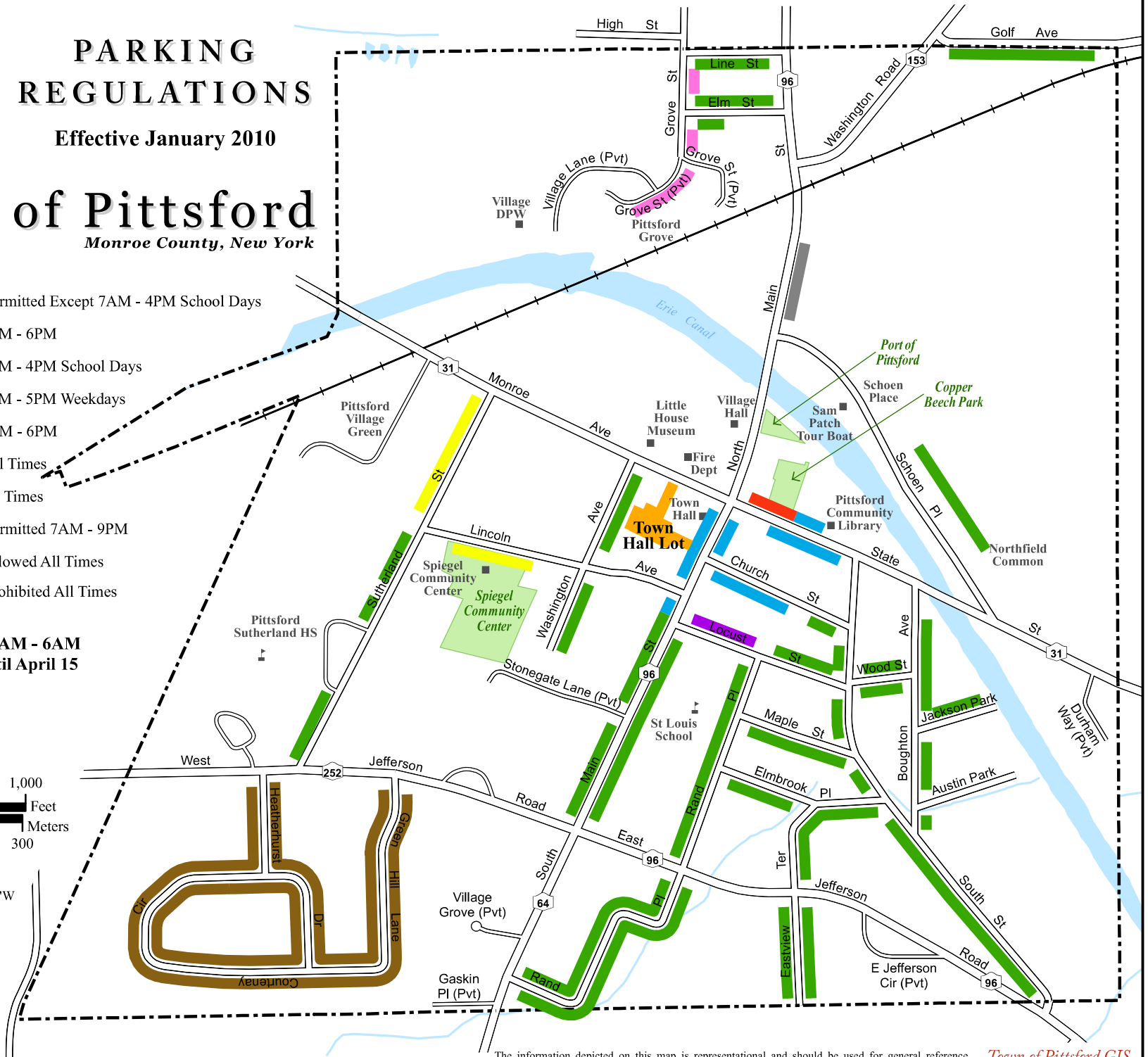
**Parking Prohibited 2AM - 6AM
from November 1 until April 15**



1 inch = 650 feet
Intended print size: 8.5"H x 11"W



Data Sources:
Village of Pittsford, January 2010
Town of Pittsford GIS, January 2010



The information depicted on this map is representational and should be used for general reference purposes only. No warranties, expressed or implied, are provided for the data or its use or interpretation.

Town of Pittsford GIS
January 8, 2010

4 Cities That Are Slashing Outdated Parking Mandates



Alameda, California, is eliminating parking mandates and even experimenting with parking maximums in certain neighborhoods. (Photo source: Jenn Heflin on [Flickr](#).)

In nearly every American city, state and local ordinances dictate the minimum number of parking spaces required for everything from homes and restaurants to retail. Many of these regulations have remained unchanged since the 1960s, forcing today's businesses, residents and cities to conform to the outdated priorities of planners from generations ago.

In Dallas, for example, [regulations dating back to 1965](#) thwarted [German Sierra's plans to open a humble coffee shop](#) and community space in 2022. Despite doing everything the city recommended to be granted a parking exemption, Dallas was unwilling to let Sierra open Graph Coffee unless he provided 18 parking spots, amounting to more square footage than his property possessed.

Sierra's struggle highlights the uncompromising realities of parking minimums, which put undue strain on small businesses. At the same time, his story also highlights the arbitrary calculus that characterizes these regulations. For example, Dallas has drawn a distinction between a "dry cleaner" and a "laundry service" through its code, mandating that the former must provide 30% more parking than the latter even though critics argue they're effectively the same use. Earlier this year, the [Washington Post reported](#) that San Jose, California, at one point required miniature golf courses to have

[1.25 parking spaces per golf tee](#). In Seattle, bowling alleys needed [five spaces](#) per lane.

Ending the mandates and subsidies that require property owners to waste productive land on automobile storage [is a priority for Strong Towns](#). We recognize that empty parking lots are [financially unproductive, costly to maintain](#), and often in conflict with the types of places [cities across North America want to be](#).

Fortunately, a rapidly growing number of cities across North America are beginning to question mandatory minimums, inching toward reforming or even repealing them altogether. Here are some of the communities rethinking their approaches.

Marion, Ohio

A perfect storm has hit Marion. The former Regional Planning Director —still an active voice in the community despite his retirement — checked out "Paved Paradise: How Parking Explains the World" from the library. The book, authored by Henry Grabar, explores how America's obsession with parking has shaped cities, [fueled housing shortages](#), spawned violence, and ultimately undermined economic vitality.

"A lightbulb went off," James Walker, a planning aide for the county who nominated Marion to the [2025 Strongest Town Contest](#), said. "Given his knowledge of all of the zoning codes throughout the county, he instantly saw places in the code where we require way too much parking."

The opportunity was obvious, but the whim and wisdom of a retiree alone won't overturn decades of the status quo. Fortunately, the Marion City Planning Commission has fresh faces open to new ideas, and the city administration is committed to building a stronger, more resilient economy. "It is only a matter of time until serious minds execute serious work on reducing barriers to development like parking minimums," Walker remarked.

Marion's push to rethink parking minimums aligns with its new [flexible zoning approach](#). For every foot that falls short of the minimum lot size requirements, the zoning inspector can easily adjust the requirement — no need for a lengthy appeals process. Setbacks are also tailored to fit the existing

neighborhood, based on the average of surrounding lots, the nominator added. These simple, commonsense adjustments ensure that Marion's zoning supports good development rather than creating unnecessary barriers.

Alameda, California

On November 16, 2021, the San Diego City Council unanimously voted to eliminate mandatory parking minimums for businesses in transit-priority areas and commercial districts. The following day, Alameda abolished minimums citywide.

The city of nearly 75,000 people sits had been grappling with outdated parking regulations for years before it took the courageous step to repeal them wholesale.

[In 2007](#), the city council recognized that rigid parking mandates were doing more harm than good along Park Street and Webster Street, for example. Following the city's minimums at the time would have meant [demolishing historic buildings to make space for parking](#), as well as cutting driveways into sidewalks, making the area less walkable. To protect one of the city's most celebrated commercial districts, leaders amended the regulations, allowing it to evolve without unnecessary constraints.

By 2014, the city took this thinking a step further, exploring parking maximums at Alameda Point — a former naval air station transitioning into a new neighborhood. City officials observed that mandatory parking minimums would've meant replacing buildings and wildlife habitats with asphalt, while also blocking opportunities to build much-needed housing. It also would have threatened coastal resiliency and the very structures that serve as a reminder of the area's past.

By the time 2021 rolled around, repealing parking mandates was a natural next step. Developers still include parking in new projects — often plenty of it — but now they can base the number on real demand rather than an arbitrary requirement.

While Alameda has been ahead of the curve in reforming parking policy, the conversation isn't over. City leaders are now looking beyond mandates, exploring ways to reclaim on-street parking for better uses — bike lanes, [outdoor dining](#) and

daylighting — all aimed at making public space work for people, not just cars.

Bend, Oregon

In 2022, Bend eliminated parking minimums for duplexes, triplexes and fourplexes citywide. The decision not only complied with Oregon’s Middle Housing Code (HB 2001) and Climate-Friendly and Equitable Communities (CFEC) rules — it signaled the city’s willingness to break free from outdated policies and adopt an approach suited to the needs of today’s Bend, not the Bend of 50 years ago.

That said, eliminating parking mandates wasn’t without its challenges. Bend’s leaders had to contend with concerns that the city “doesn’t have the robust public transportation system many others who dropped parking minimums have in place,” [as one council member put it](#). But eliminating parking minimums doesn’t mean eliminating parking altogether — there is still plenty of parking in Bend and developers continue to provide more as needed. The difference is that developers, homeowners and business owners are no longer mandated to subsidize parking that may exceed their needs and desires.

Beyond policy changes, Bend has embraced new approaches to parking management that reflect actual demand rather than arbitrary formulas. In downtown and the Old Mill District, the city has focused on [shared parking strategies](#), allowing businesses to pool parking rather than requiring each one to build separate, underutilized lots. These initiatives, coupled with investments in safer, more pleasant walking and biking infrastructure, are giving locals options when it comes to getting around town.

Bend recognizes that removing parking mandates is just the first step and that complementary reforms to zoning and land-use restriction are essential for continued progress. To support this, the city is developing the Core Area Plan, which aims to transform underused land near downtown into walkable, mixed-use neighborhoods. By permitting a broader mix of housing types — such as live-work units, small apartments and townhomes — Bend is encouraging organic, incremental growth rather than relying on large, master-planned developments.

Warrenville, Illinois

Landlocked by forest preserves, federally owned land and neighboring municipalities, Warrenville has no room to expand outward. [Annexation](#) is off the table, and extending municipal services beyond current limits isn't feasible. With that in mind, city leaders turned their focus inward — examining local regulations to see where they could make better use of the land they already had.

“Like many municipalities, Warrenville’s development regulations led to excessive parking, commercial sprawl and land being used for unused asphalt rather than economic activity,” Jack Maszka, the city’s community planner who nominated the city of 15,000 for the [Strongest Town Contest](#), said. Despite an abundance of existing parking, strict regulations required any new development to add even more — regardless of what was already available nearby or what could be shared between businesses.

So, in 2023, the city updated its regulations, effectively halving the required number of off-street parking in most cases. “These changes unlocked opportunities for [infill development](#) on existing lots and made the parking rules more compatible with ‘middle housing’ options,” the nominator added.

From Austin to Anchorage, U.S. cities opt to ditch their off-street parking minimums

JANUARY 2, 2024 5:01 AM ET

HEARD ON ALL THINGS CONSIDERED

 Laurel Wamsley

[3-Minute Listen](#)

[TRANSCRIPT](#)



Austin, Texas, is the country's largest city to toss out its requirements for off-street car parking. The city hopes removing the mandates will encourage other modes of transportation and help housing affordability.

Brandon Bell/Getty Images

The city council in Austin, Texas recently proposed something that could seem like political Kryptonite:

getting rid of parking minimums.

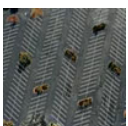
Those are the rules that dictate how much off-street parking developers must provide — as in, a certain number of spaces for every apartment and business.

Around the country, cities are throwing out their own parking requirements — hoping to end up with less parking, more affordable housing, better transit, and walkable neighborhoods.

Some Austinites were against tossing the rules.

"Austin has developed as a low density city without adequate mass transportation system," said resident Malcolm Yeatts. "Austin citizens cannot give up their cars. Eliminating adequate parking for residents will only increase the flight of the middle class and businesses to the suburbs."

Sponsor Message



CONSIDER THIS FROM NPR

How Parking Explains Everything

But much more numerous were voices in support of eliminating the minimums and the impact they've had on housing costs, congestion, and walkability.

"I think our country has used its land wastefully, like a drunk lottery winner that's squandered their newfound wealth," said resident Tai Hovanky. "We literally paved paradise and put up a parking lot."

The amendment sailed through the council — making Austin the biggest city in the country to eliminate its parking mandates citywide.

Dozens of cities have ditched parking minimums

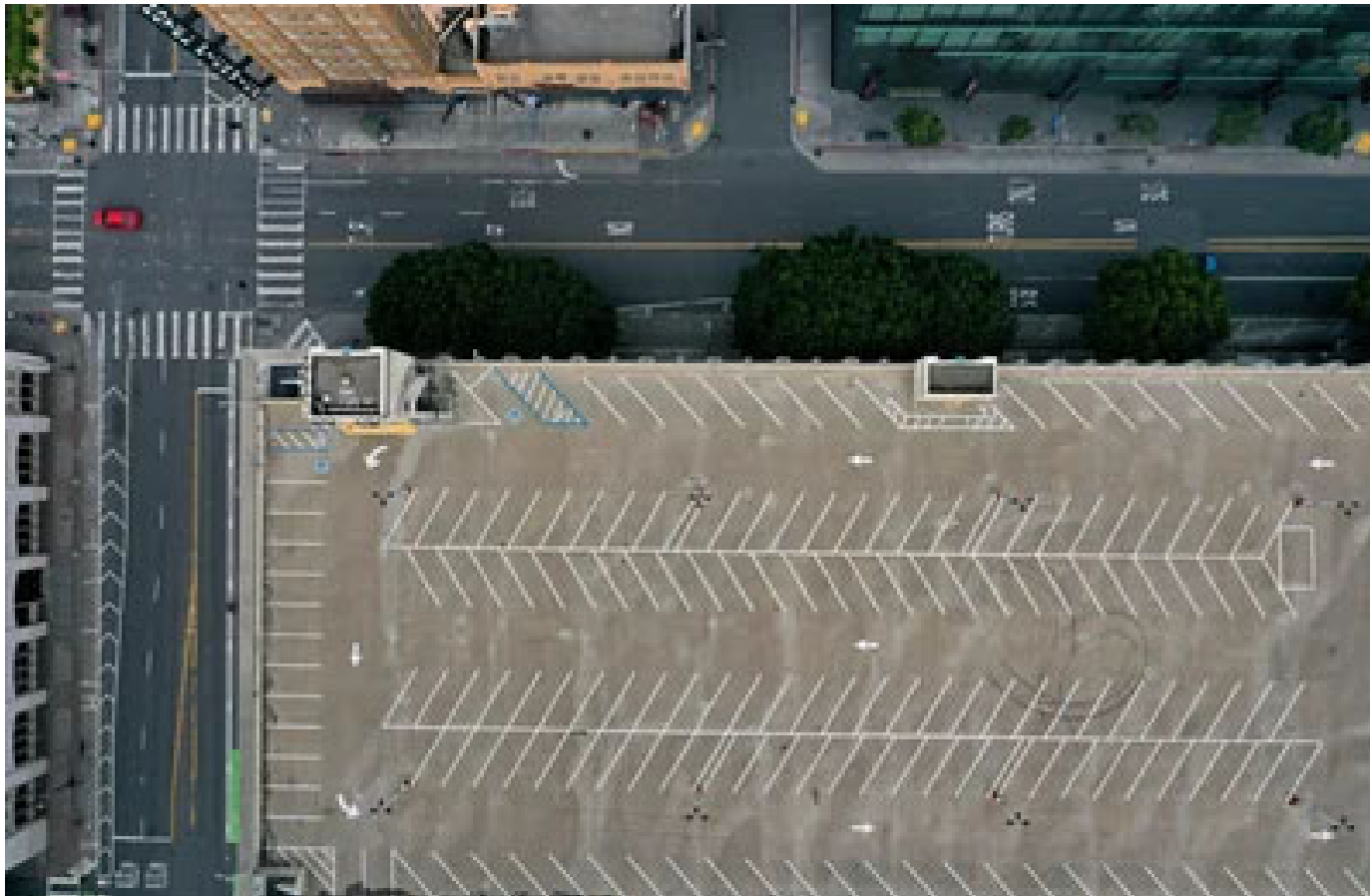
But it's not just Austin. More than 50 other cities and towns have thrown out their minimums, from Anchorage, Alaska, and San Jose, Calif., to Gainesville, Fla.

"They're all just dead weight," says Tony Jordan, the president of the Parking Reform Network, of parking minimums. One issue is just how arbitrary they can be.

Take bowling alleys. Jordan says the number of required parking spots per bowling lane could vary anywhere from two to five, in cities right next to each other.

"What's the difference between a bowler in city A and city B? Nothing. It's just these codes were put

in ... very arbitrarily back 30 or 40 years ago and they're very hard to change because anytime the city wants to change them, there's a whole big hoopla," he says.



San Francisco is one of many U.S. cities that has thrown out its parking minimums in recent years.
Justin Sullivan/Getty Images

Random as these rules can be, they have major consequences: Parking creates sprawl and makes neighborhoods less walkable. Asphalt traps heat and creates runoff. And parking minimums can add *major* costs to building new housing: a single space in a parking structure can cost \$50,000 or more.

One 2017 study found that including garage parking increased the rent of a housing unit by about 17 percent.

AUTHOR INTERVIEWS

Why the U.S. builds more three-car garages than one-bedroom apartments



The real problem, says Jordan, is what *doesn't* get built: "The housing that could have gone in that space or the housing that wasn't built because the developer couldn't put enough parking. ... So we just lose housing in exchange for having convenient places to store cars."

A move to let the market decide

Austin City Council member Zo Qadri was the lead sponsor on the resolution to remove parking mandates there. He emphasizes that getting rid of parking mandates isn't the same thing as getting rid of parking: "It simply lets the market and individual property owners decide what levels of parking are appropriate or needed."

Austin removed parking requirements for its downtown area a decade ago, "and the market has still provided plenty of parking in the vast majority of the projects since then," says Qadri.

A new survey from Pew Charitable Trusts found that 62% of Americans support property owners and builders to make decisions about the number of off-street parking spaces, instead of local governments.

Angela Greco, a 36-year-old musician and copywriter in Austin, is one of them. She drives, but prefers to walk or take transit. She's not worried that doing away with the old rules will make it too hard to find a place to park.

"I've lived in like cities where it's way more difficult, like New York and L.A.," Greco says. "Parking just isn't that difficult in Austin to me to begin with, even in really dense areas."



Many cities hope that ditching their parking requirements will make their neighborhoods more amenable to biking and walking. People are seen biking and walking along Park Avenue near Grand Central Station during the Summer Streets initiative in New York City in August 2022.

Ed Jones/AFP via Getty Images

She says the question of whether the city invests in transit and walkability, or doubles down on cars, is decisive in whether she'll live in Austin long-term.

"Like if it doesn't seem like the public transit's going to get better, and if it seems like the highway expansion is going to happen, then I'm probably going to start looking for where else I can live. ... It's a major factor in my life and my happiness. Like sometimes I'm driving on the road and I'll be in traffic or something or even just on the highway,

and it's such an ugly landscape," Greco says. "And then I'll think: this isn't really how I want to spend my adult life."

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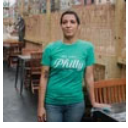
Too much parking can hinder effective transit

What about the idea that cities without good transit can't cut back on parking?

Jonathan Levine, a professor of urban and regional planning at the University of Michigan who studies transportation policy reform, says cities' parking minimums can make good transit nearly impossible to develop.

"An area that has a lot of parking is transit-hostile territory," he says.

He explains why: When people take transit, they complete their journey by walking to their destination. A sea of parking at the destination makes that walk longer, and it makes the physical environment less appealing to those on foot.



BUSINESS

Street Food: Cities Turn Parking Spaces Into Dining Spots And No One Seems To Mind

"Who wants to walk by a bunch of parking lots to get to your destination?" Levine notes.

And having tons of parking encourages driving. "If you have parking everywhere that you're going, that parking essentially is calling to the drivers, drive here! Park here! ... So if you keep on designing those areas by governmental mandate, you're creating areas that transit can't serve effectively," says Levine.

Many more U.S. cities – including New York City, Milwaukee, and Dallas — are exploring getting rid of their parking minimums too. Duluth, Minn., lifted its parking mandates in December.

Levine says getting rid of these rules is good news for cities.

"It's a huge drag on housing affordability. And it's a huge impediment for cities fulfilling their destiny, which is enabling human interaction. Because what parking does is it separates land uses, separates people. It makes cities have a much more sprawling physical profile than they otherwise would have."