

**§ 210-25.1. Purpose and intent.**

- A. Purpose. The purpose of this article is to ensure that all uses and development within the Village are adequately served by off-street parking and loading areas. The standards contained herein are designed to provide proper circulation, reduce hazards to pedestrians, and protect the users of adjacent properties from nuisances caused by the noise, fumes, and glare of headlights which may result from the operation of vehicles.
- B. Intent. This article is also intended to achieve the following objectives:
- (1) Reduce congestion on the street network in the Village;
  - (2) Ensure there are adequate amounts of parking and loading facilities to serve the use(s) and users of the property;
  - (3) Encourage alternative parking designs and modes of transportation to reduce dependence on single-occupancy vehicular trips and improve efficiency during travel;
  - (4) Provide safe traveling conditions for motorists, pedestrians, and bicyclists;
  - (5) Ensure safe, well-planned multimodal access can be made to all nonresidential and residential properties within the Village while minimizing potential vehicular and pedestrian conflicts; and
  - (6) Minimize additional impervious surfaces and loss of green space.

**§ 210-25.2. Off-street parking and loading.**

Off-street parking and loading shall be provided in all zoning districts in accordance with the following:

- A. General requirements.
- (1) Parking and loading spaces shall be prohibited in the front yard and shall never be located at the corner of any street or in front of any building.
  - (2) All spaces shall be hard surfaced and maintained in smooth and well-graded condition. Such surface shall be permanent and capable of being kept free of snow, dust, and dirt and must be permanently marked.
  - (3) All parking and loading areas shall include a designated snow removal plan.
  - (4) Newly created or resurfaced parking and loading spaces shall be required to utilize permeable paving material. The Planning Board may waive this requirement should the applicant satisfactorily prove a significant financial hardship.
  - (5) All spaces and their driveways shall be graded so as to provide for the proper mitigation of stormwater and runoff. Stormwater management systems must be designed to keep stormwater and runoff on-site and provide for the absorption of such into the soil, unless it is satisfactorily demonstrated to the Planning Board that such stormwater management system is not possible.

- (6) Pavement slopes shall be shown on site plans or profiles. The following minimum slopes shall apply:

Area of Parking Lot	Minimum Slope
Parking lot surface	1%
Access drive profile	1%
Access drive cross slope	3/4 inch per foot
Pedestrian walk profile	Level
Pedestrian walk cross slope	3/8 inch per foot

- (7) New or reconstructed parking areas must conform to the standards of the Americans with Disabilities Act.
- (8) External lighting of parking areas. All external and outdoor lighting used to illuminate off-street parking and loading areas shall:
  - (a) Be dark sky compliant;
  - (b) Be at an average of one footcandle, with all vehicular or pedestrian areas to be at least 0.5 footcandle, except for areas within 10 feet of property lines which shall not exceed 0.2 footcandle;
  - (c) Be 2,700K to 3,000K in color (warm white);
  - (d) Utilize astronomic timers to control the turn on/turn off time for all lights;
  - (e) Be provided in accordance with an approved lighting plan stamped by a licensed engineer; and
  - (f) Be in conformance with the regulations of Chapter 117 of the Village of Pittsford Code.
- (9) All spaces shall be delineated by painted pavement markings. Each intersection of an aisle and interior driveway shall be marked by traffic flow direction signs or by pavement marking flow direction arrows. Each intersection of an interior driveway and a public street shall be marked by a stop sign and traffic flow direction signs. Handicapped spaces shall be provided and clearly identified by signs and by pavement markings and shall be located in that portion of the parking facility nearest to the entrance of the building or use which it serves.

B. Aisles and maneuvering area.

- (1) End spaces restricted on one or both sides by curbs, walls, fences or other obstructions shall have maneuvering space at the aisle end of at least five feet in depth and nine feet in width.
- (2) Maneuvering aisles providing access to parking and/or pavement markings for one-way traffic flow shall have minimum dimensions as follows:

Angle of Parking Spaces	Minimum Maneuvering Aisle Width (feet)
Parallel	12
30°	12
45°	14
60°	19
90°	24

C. Minimum parking space requirements.

(1) Off-street parking spaces shall be provided as noted in the following table.

Land Use	Minimum Space Requirement
<b>Residential</b>	
Single- or two-family dwelling	2 per unit
Multifamily dwelling	1.2 per unit
Lower-/upper-floor dwelling	1 per unit
Bed-and-breakfast	1 per room
Hospice, nursing home, or assisted living	1 per room
<b>Commercial</b>	
Art or photo studio or instructional facility	0.5 per person at maximum occupancy
Boutique hotel or inn	1 per room
Restaurant, tavern, or brewpub <sup>1</sup> <b>[Amended 2-16-2021 by L.L. No. 2-2021]</b>	1 per 4 seats plus 1 per employee of maximum shift
Administrative or medical office	1 per 300 square feet of gross floor area
Other commercial use	3 per 1,000 square feet of gross floor area
<b>Other</b>	
Public assembly use, community or service club	0.5 per person at maximum occupancy
Place of worship	1 per 3 seats
Nursery school, day care, preschool, or middle or junior high school	1 parking space plus 3 stacking spaces per employee at maximum shift

Land Use	Minimum Space Requirement
Senior high, technical, or vocational school	1 per employee at maximum shift plus 1 per 5 students (senior high) or 1 per 2 students (other school)
Other use not listed <sup>2</sup>	Determined by Planning Board

NOTES:

<sup>1</sup> The measure resulting in the greater number of required spaces of that listed in the table including the following calculation: 1 per linear foot of bar or 1 for each 13 square feet of space adjacent to the bar exclusive of tables and chairs.

<sup>2</sup> The Planning Board should consider the onsite staff, available on-street parking, and other parking resources available in making their determination.

- (2) The maximum number of parking spaces allowable for any use is not to exceed 125% of the minimum requirement.
- (3) Off-street parking spaces shall be sized as noted in the following table.

Parking Angle	Minimum Size (Width/Length) (feet)
90° or 60°	8/18
45°	8/18
Parallel	8/20

- (4) Where parking spaces head into a curb where bumpers can overhang, the length of the space may be reduced by two feet from the required depth, provided that such overhang distance shall not be used to meet the screening or interior landscaping requirements below. Bumper overhang areas shall be treated with stone, wood chips, low plantings or other materials that will not be easily damaged by overhanging bumpers or the drippings of oil or other similar fluids.

D. Shared parking provisions.

- (1) Shared parking areas that extend across property lines are encouraged as they can be more efficiently organized, resulting in more parking capacity with less land devoted to parking.
- (2) Shared parking areas for two or more uses that are located on the same lot or adjacent lots is permitted, provided the parking area is no more than 1,000 linear feet from each

use it is intended to serve.

- (3) The minimum required spaces of a shared parking area shall include the sum of all minimum parking requirement per use, unless it is demonstrated to the satisfaction of the Planning Board that the uses have alternate peak parking demands or operating hours.
  - (4) A shared parking agreement shall be required and must be reflected in a deed or easement. In the event that a shared parking agreement is proposed to be satisfied by a lease, such agreement will require special use permit review and approval.
  - (5) A maintenance agreement shall be required documenting the responsibility of each user in the maintenance of said parking facilities.
  - (6) Shared access agreements shall be created by the initial developer and/or owner of a parking area and shall be established in a continuum to adjoining properties as a contingency of site plan approval.
- E. On-street parking and public space credits. On-street and municipally owned parking spaces may be used as a credit for up to 20% of the requirements for off-street parking provided such spaces are no more than 1,000 feet from the use and approval of such credits is obtained from the Planning Board.
- F. Existing parking deficit exemptions.
- (1) No lawful use existing as of the date of the adoption of this chapter within any nonresidential zoning district shall be required to provide off-street parking in excess of what is currently provided except when the amount of space devoted to such use is expanded or the use devoted to the space is altered.
  - (2) In the event that a space devoted to a use existing as of the date of the adoption of this chapter is expanded, or in the event that an existing use is altered, and such expansion and/or alteration requires additional off-street parking pursuant to the provisions of Subsection B of this section, the number of additional required off-street parking spaces shall be equal to the total number of parking spaces required by this chapter for the entire expanded or altered use less the amount of off-street parking spaces currently provided by the preexisting use.
- G. Bicycle and pedestrian accommodations.
- (1) At the discretion of the Planning Board, bicycle parking may be required at a rate of at least 10% of vehicle parking requirements. However, in no case shall a use provide less than two spaces or be required to provide more than 10 spaces.
  - (2) Parking areas of five or more spaces shall include a clearly identified pedestrian route from the parking spaces to the main building entrance and public sidewalk, where applicable.
  - (3) Where there are public sidewalks, the area between the public sidewalk and the curb or street pavement, as the case may be, shall be designed, constructed and maintained as a greensward.

- (4) Where public sidewalks are constructed of concrete or cement, no asphaltic paving shall be applied over any such public sidewalk.
- (5) The parking of vehicles is prohibited in any area between a public sidewalk and the curb or street pavement or on the sidewalk or on any unpaved portion of the public right-of-way.

H. Loading space requirements.

- (1) Loading spaces shall be provided as noted in the following table.

Gross Floor Area of Use	Minimum Space Requirement
Under 5,000 square feet	0
Over 5,000 square feet	1 at 12/24/14 feet (width/length/height)

- (2) For each loading space, there shall be an approach apron of at least 60 feet in length.

**§ 210-25.3. Access management.**

- A. Well-planned access roads and driveways provide safe travelling conditions for both vehicles and pedestrians to surrounding businesses and residential neighborhoods.
- B. Entrances and exits to parking lots shall be for one-way traffic, unless divided by a suitable landscaped median strip. Driveway entrances shall be at least 20 feet from the intersection of any street, and, in the case of parking lots in excess of 100 vehicles' capacity, they shall not be closer than 200 feet from a street intersection.
- C. The following access management provisions shall apply to all nonresidential and multifamily properties where vehicular points of ingress or egress are separated by a distance of less than 100 feet.
  - (1) Shared access roads and driveways may be required where vehicular ingress and egress can be more efficiently organized and result in fewer potential pedestrian and vehicle traffic conflicts.
  - (2) Direct vehicular access driveways and curb cuts to public streets shall be minimized to the greatest extent practicable. Curb cuts and driveways to nonresidential uses shall be spaced a minimum of 50 feet apart. Minimum spacing is to be measured from the closest edge of the driveway to the closest edge of the nearest driveway on the same side of the street.
  - (3) No access road or driveway shall be located closer than 40 feet to the intersection of public streets.
  - (4) All driveways, access roads, and buildings shall have designated pedestrian walking paths providing connections between entrances and existing sidewalks.

**§ 210-25.4. Driveway permits.**

- A. The addition or modification of curb cuts, paving of new driveways, or driveway expansions in all districts shall require the issuance of a driveway permit by the CEO, unless otherwise approved as part of site plan review.
- B. The CEO may confer with the Village Superintendent of Public Works, Village Engineer, and/or Planning Board to assist with the review of driveway applications.
- C. Driveway permit applications shall be submitted to the CEO on forms provided by the Village and shall be accompanied by the following:
  - (1) A to-scale drawing of the parcel indicating the location and dimensions of the proposed driveway;
  - (2) A current survey map completed by a professional land surveyor depicting the proposed location and dimensions of the driveway;
  - (3) A stormwater management and drainage plan, unless the driveway or driveway expansion is to consist of permeable paving materials; and
  - (4) Any other materials deemed necessary by the CEO to conduct an adequate review of the site and proposed driveway or driveway expansion.
- D. Applications must meet the following minimum requirements to be considered for approval:
  - (1) The driveway shall be at least three feet away from side and rear property lines.
  - (2) The driveway shall not cause the parcel's total lot coverage to exceed the maximum amount permitted.
  - (3) The driveway shall be no less than 10, but no more than 20 feet in width. The CEO, in reviewing driveway permits and upon advisement and recommendation by the Planning Board, may require driveway widths to be reduced in whole or at various points to minimize pavement, preserve neighborhood character, and avoid directing stormwater runoff onto adjacent properties.
  - (4) The paving of said driveway shall not obscure or in any way alter existing public sidewalks.
  - (5) Notice to the New York State and/or Monroe County Department of Transportation has been made and all necessary approvals obtained.