

Chapter 185. Zoning

Off-Street Parking Standards

Under the existing code, parking requirements are provided by zoning district rather than as a standalone article. For ease of review, the district sections have been paired down to show those only relevant to parking. These include:

- Article IXA. Monroe Avenue Transitional Zone (MATZ)
§185-39.7 Additional requirements for MATZ properties
- Article X. Commercial District
§ 185-45 Parking areas
- Article XA. C-2 Commercial District
§185-46.6 Performance standards
- Article XI. Light Industrial District
§185-53 Performance standards
- Article XII. High Technology and Office Park District
§ 185-59 Parking, loading space and area requirements.

This draft follows the format and numbering of the Town's existing zoning code. Therefore, this document is based on a direct export of the Town Zoning Code (Chapter 185) from eCode 360 (<https://ecode360.com/6435505>).

Draft Review Key: To assist in the review of this draft code material all existing, moved, added, and deleted language, as well as notes for certain revisions, have been identified based on the following key.

Existing Language: Town of Pittsford Zoning Code

Suggested Additions/Modifications: ~~Town of Pittsford Zoning Code~~

Suggested Deletions: ~~Town of Pittsford Zoning Code~~

Notes: Town of Pittsford Zoning Code

Article IXA. Monroe Avenue Transitional Zone (MATZ)

EXISTING LANGUAGE:

§ 185-39.7 Additional requirements for MATZ properties.

- (3) Parking. For those projects seeking a special permit, All parking facilities shall:
 - (a) Be located behind the front facade line of the principal residential structure on the lot.
 - (b) Be suitably screened with plantings and/or fencing.
 - (c) Have a maximum number of parking spaces of eight parking spaces per parcel.
- (4) Traffic generation. For those projects seeking a special use permit, no use shall exceed an average daily traffic generation of 20 vehicle trips per day. Trip generation shall be determined by the Planning Board using published professional manuals and other reliable sources. The Planning Board may require vehicle or pedestrian interconnections between properties, subject to a special permit review, in order to protect the safety of the public and to reduce congestion on Monroe Avenue.

PROPOSED LANGUAGE (All of the above has been incorporated):

§185-39.9 Parking regulations.

- A. **Applicability.** The regulations of this section shall apply to all projects seeking a special use permit in the MATZ District, as well as home occupation uses.
- B. **Location.** All parking areas shall be located behind the front building line.
- C. **Number of spaces.** Parking areas shall have a maximum number of eight parking spaces per parcel.
- D. **Paving.**
 - (1) All parking areas shall have a dust-free surface, capable of being kept free of snow and debris, maintained in a smooth and well-graded condition.
 - (2) The use of pervious paving material is highly encouraged. Where such material is used, only 50% of the paved area shall be counted toward the maximum lot coverage requirement.
- E. **Snow Storage.** All parking lots must include a dedicated area for the placement and storage of snow.
- F. **ADA Compliance.** All new or reconstructed off-street parking areas must comply with Americans with Disabilities Act standards.

- G. Screening. The perimeter shall be suitably screened with plantings and/or fencing.
- H. Pedestrian Connectivity. Off-street parking areas of five or more spaces shall include a clearly identified pedestrian pathway from the parking spaces to building entrances and uses on site. Pedestrian connections to the public sidewalk shall also be required, where applicable.
- I. Traffic generation. For those projects seeking a special use permit, no use shall exceed an average daily traffic generation of 20 vehicle trips per day. Trip generation shall be determined by the Planning Board using published professional manuals and other reliable sources. The Planning Board may require vehicle or pedestrian interconnections between properties, subject to a special permit review, in order to protect the safety of the public and to reduce congestion on Monroe Avenue.

Article X. **Mixed Use - Commercial (MU-C) District**

EXISTING LANGUAGE:

§ 185-45 Parking areas.

All premises in a Commercial District shall be provided with a hard-surface (asphalt or concrete) parking area on a site of sufficient size to accommodate the motor vehicles of all employees and business guests. The design shall conform to the Monroe Avenue Design Guidelines, dated April 2, 2002, as amended and supplemented.

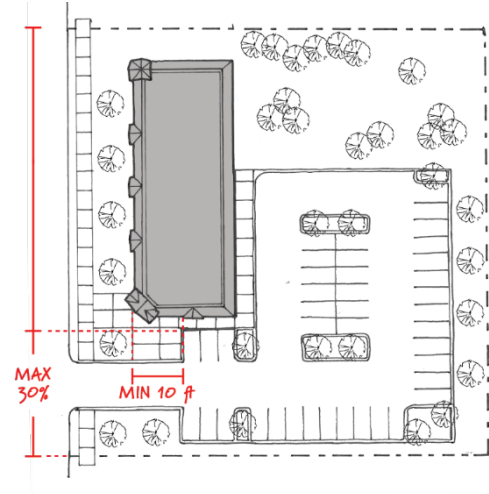
PROPOSED LANGUAGE (all of the above has been incorporated):

§ 185-45 Parking areas.

- A. **Site Plan Review.** All development shall require the submittal of a parking site plan to the Planning Board for review and approval.
- B. **Flexibility.**
 - (1) Recognizing that the rigidity of these regulations may limit the extent to which development proposals may be sensitive of context and unique site conditions, the standards herein may be modified as part of site plan review. In this regard, a written finding must be made by the Planning Board that the modification is in conformance with the following criteria:
 - (a) Maintains compliance with these regulations to the greatest extent practicable;
 - (b) Offers an innovative development/design solution for the site in question;
 - (c) Will not result in a detrimental effect on the public health, safety, or general welfare; and
 - (d) Is compatible with the stated vision and goals of the Town's Comprehensive Plan and other relevant plans and studies.
 - (2) No modification may be permitted that wholly waives compliance with the applicable standard or requirement.
 - (3) It shall be the responsibility of the applicant to demonstrate that the above criteria are met for the requested waiver or modification.
- C. **Nonconformity.** Nonconforming sites may not be required to bring the entirety of such site into conformance, if, in the opinion of the Planning Board, the scope of the proposed project or improvements are not substantial enough to require full compliance. Proposed improvements to the property, however, may still be required to increase the level of conformity of the site to maintain consistency with the intent of this section.

D. Location. No parking area shall be located in the front yard area between any building and Monroe Avenue or at the corner of any street. Parking may be permitted in the side yard when in compliance with the following standards:

- (1) The overall width of the parking area frontage does not exceed 30% of the lot width (see figure at right).
- (2) The parking area is at least 10 feet behind the front building line.



E. Number of Spaces. All premises shall be provided with a parking area on a site of sufficient size to accommodate the motor vehicles of all employees and business guests. The goal is to provide adequate, but not excessive parking spaces and paving. Parking requirements shall be submitted by the applicant with a parking plan. Where no specific standards exist, the Planning Board will determine the appropriate parking count. To aid in this determination, the Planning Board may require that the applicant complete a Parking Demand Analysis. This may include, but is not limited to:

- (1) The names and addresses of the owner(s) and tenant(s) that will be using the parking;
- (2) An estimate of the number of spaces needed to accommodate the proposed use(s);
- (3) A summary and map of the proposed location and configuration of spaces (on-site, public lots, on-street, joint, shared, etc.);
- (4) A market study and/or other supporting information and rationale behind the requested number of parking spaces; and
- (5) An analysis of existing parking conditions in the surrounding area, to include a radius of at least 1,000 feet.

F. Paving.

- (1) All parking areas shall be hard-surfaced, such as asphalt or concrete, and have a dust-free surface, capable of being kept free of snow and debris, maintained in a smooth and well-graded condition.
- (2) The use of pervious paving material is highly encouraged.

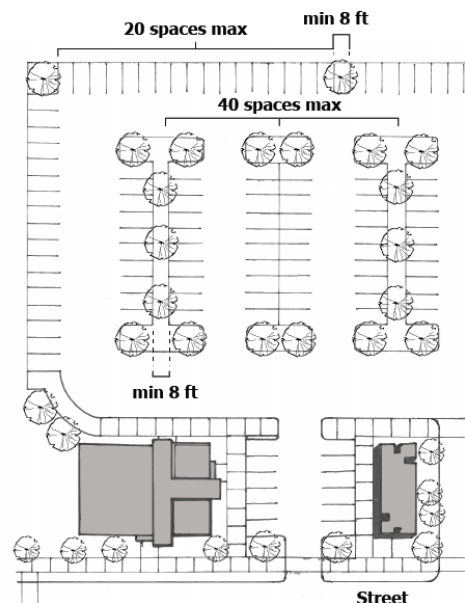
G. Lighting. The outdoor lighting of parking lots shall be in conformance with the provisions of Article XX (Exterior Lighting).

H. Snow Storage. All parking lots must include a dedicated area for the placement and storage of snow.

I. ADA Compliance. All new or reconstructed off-street parking areas must comply with Americans with Disabilities Act standards.

- J. **Monroe Avenue Design.** The design of all parking areas in the MU-C District shall conform to the Monroe Avenue Design Guidelines, dated April 2, 2002, as amended and supplemented.
- K. **Screening.**
 - (1) Where an off-street parking area abuts a property line, including a public right-of-way, the perimeter shall include a landscaped buffer of at least eight feet in width.
 - (2) The landscaped buffer may be provided in the minimum setback area.
 - (3) Buffering measures shall include ground cover and low shrubs or flowering plants. At least one shade tree shall be provided per 25 feet of the perimeter, planted at intervals of not more than 25 feet.
 - (4) Where, in the opinion of the Planning Board, a landscaped buffer alone does not provide adequate screening, fencing may also be required.
- L. **Landscaped Islands and Medians.** Parking areas containing 10 or more spaces shall include landscaped islands and/or medians in accordance with the following:

- (1) Landscaped islands shall be utilized in parking areas to separate parking stalls into groupings of not more than 20 spaces between islands (see figure at right).
- (2) Parking areas shall be broken up into “rooms” of no more than 40 spaces, separated by landscaped medians or pedestrian accessways (see figure at right).
- (3) The dimensions of all islands and medians shall be a minimum of eight feet wide to protect plant materials and ensure proper growth (see figure at right).



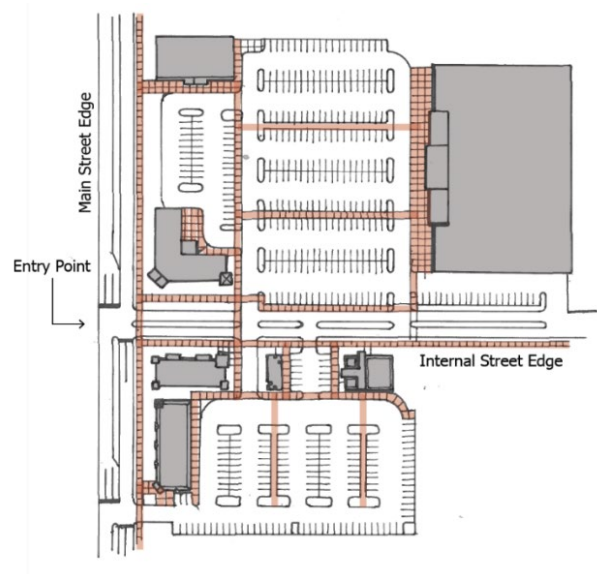
- (4) Each island and median shall include at least one tree. Low shrubs and ground covers will be required in the remainder of the area.
- (5) Trees shall be provided at a rate of one shade tree per eight spaces. Trees shall be no smaller than two-inch caliper (trunk diameter at four-foot height) at the time of planting and shall reach at least eight feet in height at maturity.
- (6) Trees and other plantings in parking area islands and medians shall be tolerant of salt, cold temperatures, and be physically strong enough to support a load of snow without additional protection. Due to heat and drought stress and vision clearances, ornamental and evergreen trees are not recommended.
- (7) Islands and medians shall be protected with concrete curbing.

M. **Pedestrian Connectivity.** Off-street parking areas of five or more spaces shall include a clearly identified pedestrian pathway from the parking spaces to building entrances and uses on site. Pedestrian connections to the public sidewalk shall also be required, where applicable.

(1) Pedestrian paths shall be a minimum of six feet wide. Pedestrian paths shall be delineated with landscaping, curbing, raised or decorative pavement, or other protective device that is identifiable during all seasons.

(2) Abutting land uses and buildings on a site shall be connected by a pedestrian path.

(3) Pedestrian paths connecting off-street parking spaces to a building or use entrance shall be provided at a ratio of one pedestrian path for every four parking rows or 140 feet of parking lot width, whichever is greater.



N. **Parking Aisles.** Off-street parking aisles shall be at least 12 feet, but no more than 24 feet in width.

O. **Access Management**

(1) Access from streets to parking shall be clearly defined. All curbcuts shall be delineated with raised curbing.

(2) To minimize the number of curb cuts, shared access drives and the development of rear service lanes for access to parking areas may be required by the Planning Board.

(3) No access driveway shall be located closer than 50 feet to the intersection of public streets or another driveway, unless otherwise approved as part of site plan review.

P. **Joint or Shared Parking Spaces.** Where two or more uses are located on the same lot the code enforcement officer may consider joint or shared parking spaces in aggregate to assess the adequacy of parking for all uses on the site.

Article XA. ~~C-2~~ General Commercial (GC) District

EXISTING LANGUAGE:

§ 185-46.6 Performance standards.

- A. Visual buffering.
 - (1) Landscaped front lawns shall be provided from the edge of road pavement or curbing to the edge of the building front.
 - (2) Parking in the front setback area of the property is prohibited. For corner properties, the Planning Board may allow parking in one of the setbacks.
 - (3) Landscaped visual buffering of main site buildings, parking areas, walkways, internal roads and appurtenant structures is required and is subject to Planning Board approval prior to the issuance of a permit of occupancy or operation.
- D. Parking.
 - (1) All premises shall be provided with adequate hard-surface (asphalt or concrete) parking areas of sufficient size to accommodate all employees, service personnel and business visitors.
 - (2) Parking shall be placed to the side and rear of the front line of the primary structure.

PROPOSED LANGUAGE (all of the above has been incorporated):

§ 185-46.6 Performance standards.

- D. Parking. All off-street parking areas in the GC District shall conform to the parking regulations of the MU-C District (§185-45), in addition to the following:

NOTE: Buffering, paving, and adequacy requirements of the previous section would apply to the GC District as well (taking place of A(3) and D above).

- (1) Parking in the front setback area is prohibited. Parking shall be placed to the side and rear of the front line of the primary structure.
- (2) For corner properties, the Planning Board may allow parking in one of the setbacks.
- (3) Landscaped front lawns shall be provided from the edge of road pavement or curbing to the edge of the building front.

Article XI. Light Industrial (LI) District

EXISTING LANGUAGE:

§ 185-53 Performance standards.

A. Visual buffering.

- (1) Landscaped front lawns shall be provided from the edge of the road pavement or curbing to the edge of the building front, but cars for sale may be displayed on hard-surface lots between the road and the building front.
- (2) Landscaped visual buffering of principal structures, accessory structures, loading docks, parking areas, walkways, internal roads and appurtenant structures is required.

D. Parking.

- (1) All lots shall include hard-surface (asphalt or concrete) parking areas of sufficient size to accommodate all employees and service personnel, which shall be located behind the front line of the principal structure.
- (2) All visitor parking areas shall be hard surface (asphalt or concrete); shall be not less than 40 feet from the front property line; and if located in front of the main structure, shall be screened with appropriate landscaping to buffer the visual impact of the parking area.
- (3) All exit and entrance lines to parking and service lanes shall be clearly marked and maintained.

PROPOSED LANGUAGE:

§ 185-53.1 Parking.

D. Parking. All off-street parking areas in the LI District shall conform to the parking requirements of the MU-C District (§185-45), except for the requirements of Subsection L (Landscaped Medians and Islands) provided therein. LI District parking areas shall also be in accordance with the following:

- (1) No off-street parking spaces shall be located in the front yard area, with the exception of a single row of parking spaces not less than 40 feet from the front property line.
- (2) At least 50% of the parking area in the front yard shall be screened from the public right-of-way by buildings, walls, landscaping, or other visual buffer.
- (3) Landscaped visual buffering of principal structures, accessory structures, loading docks, parking areas, walkways, internal roads and appurtenant structures is required.
- (4) All exit and entrance lines to parking and service lanes shall be clearly marked and maintained.

Article XII. High Technology and Office Park District

EXISTING LANGUAGE:

§ 185-59 Parking, loading space and area requirements.

- A. Each use shall have adequate parking appropriate to the size, location and nature of the use.
- B. Turnaround area. All parking areas shall be arranged to permit vehicles to exit without backing onto any street or sidewalk.
- C. Backup area. Except for attendant-operated parking lots, each parking space shall be provided with a sufficient backup area to permit egress in one maneuver, consisting of one backward and one forward movement.
- D. Access. Every parking lot containing 25 or more spaces shall be provided with a two-way driveway at least 24 feet in width or two one-way driveways, each at least 15 feet in width.
- E. Surface. Off-street parking lot shall be surfaced with an asphalt or portland cement binder pavement providing an all-weather, durable and dustless surface and shall be graded and drained to dispose of surface water accumulation by means of a positive stormwater drainage system connected to a public sewer system. Individual stalls shall be clearly identified by markings four inches to six inches in width.
- F. Car stops. Suitable devices shall be provided, located and designed to protect required screening devices and landscaping from damage by vehicles.
- G. Tree pits. Trees designated for preservation in paved areas shall be provided with adequate tree pits to permit proper watering.
- H. Slope. No area of any parking lot, excluding access ramps, shall have a slope in excess of 5%.

MAINTAIN AS IS

POTENTIAL ADDITIONS TO ALL DISTRICT PARKING REGULATIONS:

NOTE: Actual numbering to be determined.

- A. Charging Stations. The following requirements shall apply to charging stations and electric vehicle supply equipment (EVSE) established as part of an approved accessory off-street parking area. Private charging stations and EVSE installed as an accessory use to single- or two-family dwellings are exempt from these provisions.
- (1) Battery charging station outlets and connector devices shall be mounted to comply with local and state building and energy codes and must comply with all relevant ADA requirements.
 - (2) Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks.
 - (3) Cords shall be retractable or have a place to hang the connector and cord at least three feet off the ground. Any cords connecting the charger to a vehicle shall be configured so that they do not cross a driveway, sidewalk, or passenger unloading area.
 - (4) EVSE pedestals shall be designed to minimize potential damage by accidents, vandalism and to be safe for use in inclement weather.
 - (5) EVSE shall not encroach into the required dimensions of a parking space (length, width, and height clearances).
 - (6) EVSE shall be maintained in all respects, including the functioning of the equipment. A phone number or other contact information shall be provided on the equipment for reporting problems with the equipment or access to it.
 - (7) Advertising signage, lighting, amplification devices or audio systems, colors to attract attention, or other attention getting devices shall be prohibited.
- B. Multi-Family Parking.
- (1) Regardless of the district in which it is located, parking areas for multi-family uses shall conform to the requirements of the MU-C District (§185-45), except for Subsection E (Number of Spaces) provided therein.
 - (2) The number of parking spaces for multi-family developments in any district shall be provided at a rate of 1.75 spaces per dwelling unit.