

**LOCAL LAW NO. 1 OF THE YEAR 2025
OF THE VILLAGE OF GENESEO**

Be it enacted by the Village Board of the Village of Geneseo, New York, as follows:

Title.

A local law to amend Chapter 130, § 130-36 entitled “Mixed-Use District” and Chapter 130, Article X, entitled “Off-Street Parking and Loading Regulations” of the Village Code.

Authority.

This Local Law is adopted under the authority granted by New York Municipal Home Rule Law §10.

Purpose.

To amend the Village of Geneseo Code: (1) to update landscaping, buffering, parking lot landscaping considerations and requirements, and pedestrian and vehicular circulation requirements in the Mixed-Use District under Section 130-36 of the Code; and (2) to update off-street parking and lading regulations in the Village under Chapter 130, Article X.

Section 1.

Village Code § 130-36 regarding the Mixed-Use District shall be amended as follows:

§ 130-36. Mixed-Use District - 2 (MU-2).

- A. Intent. The intent of the Mixed-Use District - 2 (MU-2) is to encourage the continuation of small- and medium-scale retail, office, services and other commercial uses that will serve the Village as well as the surrounding region and to protect the health, safety and general welfare of those residing within the district. The district should serve as a transitional area between the historic core of the Village with the larger-scale commercial uses found immediately east of the Village.
- B. Permitted uses. Please see the Village of Geneseo Bulk and Use Table, § **130-135**. Permitted uses are subject to the requirements specified elsewhere in these regulations, especially regulations applicable to all zoning districts in accordance with Article **VII**; landscaping in accordance with Article **IX**; subdivision of land, if applicable, in accordance with Article **XIII**; and site plan review and approval in accordance with Article **XIV**.
- C. Special use permit. Please see the Village of Geneseo Bulk and Use Table, § **130-135**. Uses permitted with a special use permit from the Village Planning Board, subject to the requirements of § **130-20D**. Such uses are subject to the general development standards for specific uses related to regulations applicable to all zoning districts found in Article **VII**, to

landscaping requirements in accordance with Article **IX**, to site plan review and approval in accordance with Article **XIV** and to other standards as may be required under site plan review by the Planning Board to assure development and operation of the use without a detrimental impact on adjacent uses.

D. Lot size. Please see the Village of Geneseo Bulk and Use Table, § **130-135**.

E. Lot coverage. Please see the Village of Geneseo Bulk and Use Table, § **130-135**.

F. Setbacks. Please see the Village of Geneseo Bulk and Use Table, § **130-135**.

G. Height. Please see the Village of Geneseo Bulk and Use Table, § **130-135**.

H. Design standards.

(1) Intent of the standards. The following design standards are in accordance with the vision set forth by the Village Comprehensive Plan adopted on September 10, 2007, for the district now defined as Mixed Use – Two (MU-2) on the Official Zoning District Map. The purpose of these standards is to describe the desired future development pattern, form, massing, site layout and architectural detailing for the MU-2 District. As described in the Comprehensive Plan, this area is currently not reflective of the traditional village character desired by the community based upon input provided by residents and landowners throughout the planning process and recorded in the community survey, public meetings and official hearings. The Village understands that the current form, site layout and architectural detailing are the result of past zoning regulations and planning decisions that do not represent the future vision of the community. For this reason, the Village views this area as a transitional location between the historic Village core and the modern suburban pattern of development east of the Village. Given its transitional nature, there is a need for clear standards that meet the goals and objectives of the community while still allowing for flexibility and creativity. These standards, when utilized with the MU-2 Bulk and Use Table (§ **130-135**), will provide the necessary regulatory guidance and framework for flexible design alternatives to accomplish the vision set forth in the Comprehensive Plan.

(2) Design elements.

(a) Site Planning. Site planning standards primarily address the organization of a project's components. They deal with the location of buildings and site features such as parking lots, open space and service areas, as well as the organization of circulation patterns for vehicles and pedestrians.

(b) Streetscape. The streetscape standards are intended to improve connectivity and character of the MU-2 District. A community's streets are its largest and most continuous system of public spaces, and it is especially important to acknowledge their significance in the retention or development of high-quality neighborhoods and districts.

(c) Architectural expression. Architectural standards deal with the exterior elements of buildings and components that define the look of a building, such as roofs,

windows, articulation and details. Standards for architectural elements will encourage new development to define a unique district identity while allowing for flexibility of expression at the individual building level. New development or renovations, including those incorporating contemporary styles, should complement the historic character and value that has been established in the Village.

(3) Site planning design standards.

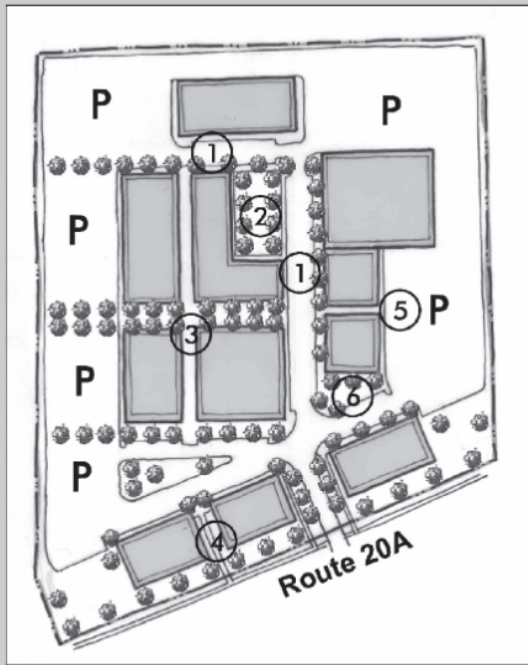
(a) Building orientation and setback.

- [1] Building placement shall meet the requirements set forth in the MU-2 Bulk and Use Table, § **130-135**.
- [2] Building entry. For buildings fronting on Route 20A, the primary building entrance shall be on 20A or, at the discretion of the Planning Board, at the side or rear of the structure depending on the site layout (see Figure 1). Buildings fronting on roads other than 20A shall have the primary entrance located on the primary street. Regardless of where the entrance is built, the side of the building facing the primary street will always be considered the front.
- [3] Drive-in facilities.
 - [a] Whenever possible, drive-in facilities shall be provided in the rear of the building, unless the Planning Board determines such an arrangement is not feasible due to site limitations.
 - [b] Such drive-in facilities include, but are not limited to, banking teller windows, automated teller machines, restaurant order and pickup windows and other pickup or delivery services deemed inclusive by the Planning Board.
- [4] Loading and service areas. Loading docks, bays and service areas shall be located to the rear of the structure. In cases where this is not feasible, a side loading area may be approved by the Planning Board if appropriate screening is provided.
- [5] Refuse storage, staging and enclosures.
 - [a] The storage and/or staging of refuse shall take place in the rear yard and shall be buffered or screened from view of parking facilities and adjacent properties.
 - [b] Refuse/garbage dumpsters shall be located within an enclosure designed to screen 100% of the containers when closed.
 - [c] The enclosure should be constructed of materials complementary to that of the principal structure.
 - [d] Where possible, gate access to the enclosure should be located out of direct view from parking areas and principal building entrances, and

efforts should be made to maintain the gates in a closed position other than times of refuse pickup or delivery.

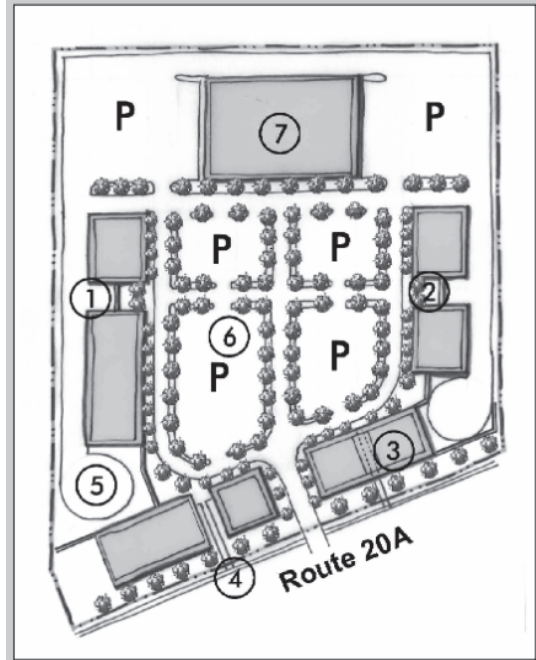
- [6] Stormwater facilities.
 - [a] Stormwater detention or retention facilities are not permitted in front yards.
 - [b] Stormwater facilities shall be integrated into the overall site design or, where existing, a larger regional retention and management system, and the use of basins kept to a minimum towards achieving required regulatory standards.
 - [c] The siting, construction and management of these facilities should be such that they provide a positive design element in the overall landscape of the project.
 - [d] The provision of fencing around stormwater facilities shall not be allowed.
- [7] Shared access and parking.
 - [a] The provision for shared access and parking among adjacent properties along the Route 20A corridor shall be required to internalize traffic movements and reduce turning movements onto Route 20A (see § **130-42**, Access Management Overlay District).
 - [b] Where appropriate and feasible, shared entrances and exits shall be provided.
 - [c] Where appropriate and feasible, common or shared parking facilities between two principal businesses with differing hours of peak operation shall be required to decrease the amount of impervious surface and increase the amounts of open space.
- [8] Projects with multiple buildings (see Figures 1 and 2).
 - [a] Projects with multiple buildings shall be sited with pedestrian connections between structures, parking areas, adjacent uses, and any adjacent public rights-of-way.
 - [b] Multiple structures shall be placed in a fashion that creates a well-organized, accessible and functional site. The Village encourages site layouts that create a unique sense of place and do not result in large parking lots with no landscaping or pedestrian accommodations.
 - [c] Projects with multiple structures are encouraged to attend a sketch plan meeting with the Village Planning Board, as described in the site plan review process, Article **XIV**.

Figure 1



Conceptual Lifestyle Center Layout

Figure 2



Conceptual Courtyard Style Layout

1.	On-street parking	1.	Service court
2.	Common open space (green)	2.	Entry courtyard with decorative screen wall
3.	Pedestrian-only alley/street	3.	Pedestrian access to street via building pass-through
4.	Pedestrian access to street via sidewalk connection to building entrances	4.	Pedestrian access to street via sidewalk connection to building entrances
5.	Rear parking lot with pedestrian access via building pass-through	5.	Service court truck turnaround
6.	Outdoor plaza	6.	Parking room
		7.	Commercial/retail building

(b) Parking location, massing and orientation. (See also Internal sidewalks, pedestrian and vehicular circulation.)

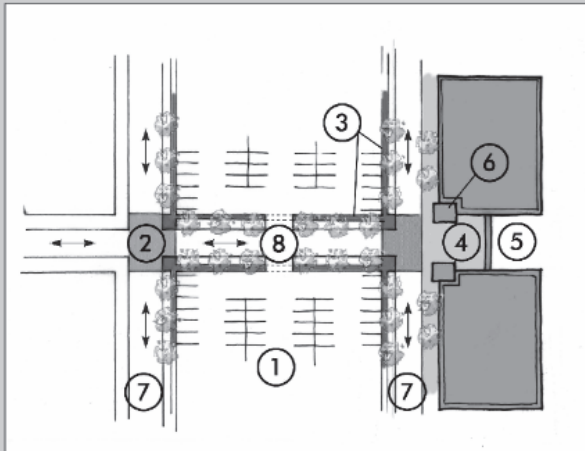
[1] Location of parking facilities.

[a] Vehicular parking, standing and loading facilities shall be located in the rear of structures whenever possible but may be allowed in the side yard if screened appropriately.

[b] For sites proposed with multiple structures, central courtyard parking may be approved by the Planning Board.

- [2] Massing of parking facilities (see Figure 5).
 - [a] Parking lots shall be arranged such that long uninterrupted views across large areas of parking are not visible from the primary road. To achieve this, parking lots shall be designed in "rooms" containing no more than 40 vehicles each.
 - [b] Multiple rooms shall be broken up by vegetated medians that preclude an uninterrupted view from "room" to "room." Pedestrian accommodations within the vegetative medians are required.
- [3] Orientation of parking facilities.
 - [a] Parking facilities shall be oriented such that drive aisles traverse perpendicular to the adjacent plane of the building, where applicable.
 - [b] Whenever possible, parking lots shall be designed and oriented to allow for cross-lot access and internal access management as set forth in the Access Management Overlay District, § **130-42**.
- [4] Curbing and bump stops.
 - [a] Whenever appropriate, as determined by the Planning Board, parking areas shall be bounded by concrete or granite curbing.
 - [b] Pedestrian walks, landscaped islands and medians, and building foundations shall be separated from parking facilities by raised concrete or granite curbing. The Planning Board may waive this requirement where it allows the installation of acceptable green infrastructure.
 - [c] Asphalt curbing is not permitted.
 - [d] Where curbing is not possible, pedestrian and foundation areas shall be protected by bump stops to prevent errant vehicles from injuring persons or property.

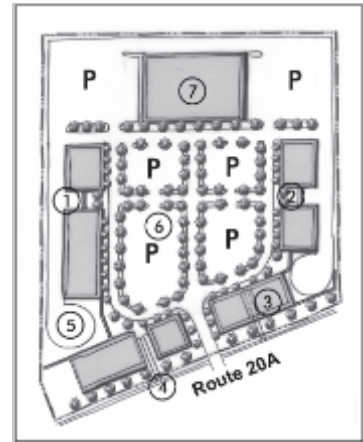
Figure 5



Parking Room Concept

1.	Parking room (40 cars maximum)
2.	Pedestrian Zone 3
3.	Sidewalks on parking lot side of median
4.	Building entry courtyard with screen wall
5.	Service court
6.	Building entrance
7.	Main drive aisle
8.	Parking lot circulation aisle

Note that Figure 5 should not be interpreted as a building with front-loaded parking [see Site planning, Subsection H(2)(a)]. This site layout concept is taken from Figure 2 (at right), where the parking lots are surrounded by other buildings and are fronting on the street.



(c) Landscaping and buffering

[1] Site landscaping.

[a] Site landscaping shall be required at the location of all entrances, exits and signage.

[b] Shade trees shall be planted along the frontage, parallel to the frontage road with a spacing not to exceed 50 feet or consistent with existing tree spacing on neighboring lots when present. A list of allowable tree species is provided below. Other trees may be considered provided they provide appropriate shade, are suitable to the soils and other conditions, and are not invasive to the region.

[i] Autumn blaze

[ii] Sugar maple

[iii] Red sunset

[iv] Red oak

[v] River birch

- [vi] Hackberry
- [vii] Tulip tree
- [viii] Black gum

[2] Foundation landscaping.

- [a] Plantings shall be installed at an appropriate distance along the foundation of the proposed structure in the front yard and along other facades where principal entrances are present, as required by the Planning Board.
- [b] Foundation plantings shall consist of woody and/or herbaceous, deciduous and/or coniferous shrubs, trees and ground covers and shall not be limited to annual/perennial-type plant material.
- [c] In instances where outdoor seating is desired in the frontage of the lot, foundation landscaping may be waived by the Planning Board or can be used to create a seating courtyard area.

[3] Buffering.

- [a] Buffer plantings of coniferous/deciduous trees and shrubs, with fencing where desired, will be required along side and rear property boundaries of adjacent, noncompatible uses or established residential areas to a density and height deemed appropriate by the Planning Board.
- [b] Loading, service and refuse areas shall also be buffered from adjacent noncompatible uses or established residential areas. In instances where neighboring uses are compatible and rear lots are connected, refuse areas shall be combined.
- [c] Parking facilities located along the front setback shall be buffered and/or screened from view using landscaping, attractive fencing consisting of natural materials and not exceeding four feet in height or a combination of fencing and landscaping. In no instance will coniferous trees be approved as a frontage buffer material.
- [d] Suitable plants for buffering include:

[i] Shrubs:

Bayberry	Morella pensylvanica
Viburnum	Viburnum acerifolium, Viburnum lentago
Summersweet	Clethra alnifolia
Gray dogwood	Cornus racemosa
Winterberry	Ilex verticillata
Lilac	Syringa vulgaris
Chokeberry	Aronia arbutifolia

Arborvitae	Thuja occidentalis (tall var.)
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[ii] Trees:

Maple	Acer rubrum, Acer x freemanii, Acer saccharum
Serviceberry	Amelanchier canadensis
River birch	Betula nigra
Oak	Quercus rubra, Quercus montana, Quercus coccinea
Spruce	Picea glauca,
Hemlock	Tsuga canadensis
Hornbeam	Carpinus caroliniana
Chokecherry	Prunus virginiana
Hackberry	Celtis occidentalis
Tulip tree	Liriodendron tulipifera
Black gum	Nyssa sylvatica

[4] Parking lot landscaping.

- [a] Parking lots shall be required to contain one curbed landscaped island per 12 vehicles contained within each single row of parking. A single row of parking consists of a row of parking spaces arranged side by side and does not include those spaces arranged front to back or back to front. Islands shall be planted with trees and shrubs to a density deemed appropriate by the Planning Board but shall not contain less than two trees per 12 parking spaces.
- [b] Parking lot medians shall be required between parking "rooms," shall be a minimum of 10 feet in width, and shall be planted with trees and shrubs to provide visual buffering between "rooms" to a density and arrangement deemed appropriate by the Planning Board.
- [c] End islands shall be required for all parking configurations entirely surrounded by drive aisles, provided that such configurations contain more than five spaces in a single row and 10 spaces in a double row.
- [d] A minimum of 2% of the total parking facility area shall be required open space in addition to requirements for parking lot islands and medians.

(d) Internal sidewalks, pedestrian and vehicular circulation (see Figure 5).

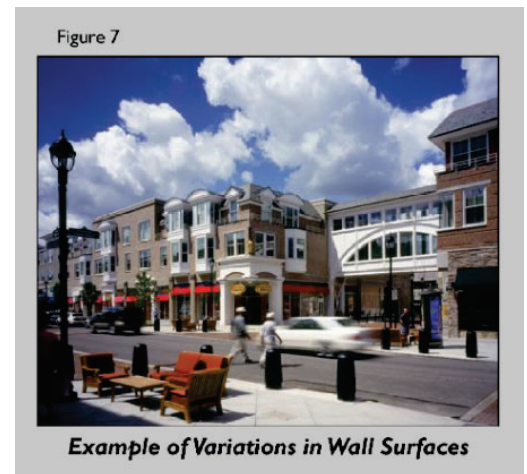
[1] Internal sidewalks.

- [a] Sidewalks shall be constructed along the entire frontage length at a minimum width of five feet or consistent with adjacent sidewalk widths.

- [b] Sidewalks shall be constructed to provide access from principal building entrances to the sidewalk system.
 - [c] Curbed sidewalks shall be located along the building frontage to provide separation.
 - [d] Where possible, sidewalks shall traverse parking lot medians and islands to permit safe and efficient pedestrian travel from parked vehicles to building entrances.
- [2] Pedestrian circulation.
 - [a] Pedestrian circulation patterns shall be shielded and separated from vehicular patterns unless the Planning Board determines this is infeasible or inappropriate.
 - [b] Designated crosswalks shall be located between primary building entrances/exits and parking facilities.
 - [c] Safe, convenient and efficient pedestrian circulation patterns shall be provided between structures in a multiple structure development.
- [3] Vehicular circulation.
 - [a] Vehicular circulation patterns shall be designed to minimize potential conflicts between vehicles and pedestrians.
 - [b] Parking and vehicle circulation patterns shall be designed to reduce speeds and increase pedestrian friendliness, efficiency and convenience.
 - [c] Vehicular circulation shall be a secondary consideration to the safety and convenience of pedestrians.
 - [d] Where vehicle lanes and pedestrian circulation intersect, vehicles shall give way to pedestrians and the design of the intersection shall be such that drivers must stop or significantly slow down. Acceptable treatments may be stop signs, raised crosswalks, bump-outs or other similar traffic calming measures.
- (e) Public transit.
 - [1] Stops.
 - [a] Public transit stops as identified on the Recommended Future Roads and Connections Map shall be constructed to the standards set forth by the Livingston Area Transportation Service or an easement provided to the Village of Geneseo.
 - [b] Transit stops that are integrated into the development as a feature of a primary structure or as part of an open space feature are encouraged by the Village.

- [c] In all instances, transit stops shall be accessible and integrated into the pedestrian circulation system and be no greater than 100 feet from the nearest primary building.
 - (4) Streetscape design standards.
 - (a) Street-level transparency.
 - [1] Building first floors.
 - [a] For buildings fronting on Route 20A, the primary building entrance shall be on 20A or, at the discretion of the Planning Board, at the side of the structure depending on the site layout (see Figure 1). Buildings fronting on roads other than 20A shall have the primary entrance located on the primary street.
 - [b] Transparency at the first floor of a retail building shall be 70% of the total building frontage from three feet to 10 feet above grade.
 - [c] Clear glass shall be permitted. In no instance shall glass inhibit views into the first floor of the structure for all commercial uses.
 - [2] Front yards.
 - [a] In no instance shall vegetation, walls, fences or other structures or design elements be placed in front yards as to prohibit views to the primary frontage facade of principal structures placed along a public right-of-way.
 - (b) Sidewalks along public rights-of-way. Sidewalks along all streets shall be required to provide for the health, safety and general welfare of Village residents.
 - (c) Signage
 - [1] Signage along the right-of-way shall be designed in accordance with the signage standards set forth in Article **XI**.
 - [2] Areas without frontage on Route 20A are required to utilize smaller, more pedestrian-scaled signage styles, including perpendicular and facade signage. Sign standards defined for the MU-1 District, Article **XI**, § **130-91** are considered appropriate for these areas.
 - (d) Lighting. Lighting along the right-of-way shall be designed such that poles, fixtures, ornamentation and materials are of a pedestrian scale and height and provide for enhanced pedestrian experience and safety. Dark Sky compliant lighting fixtures are required, pursuant to Article **VII**, § **130-67B(10)**.
 - (5) Architectural expression design standards.
 - (a) Building form and massing.
 - [1] Active building elevations; see also Streetscape.^[4] New construction with frontage on public streets shall provide areas of transparency equal to 70% of the wall area between the height of three feet and 10 feet from the ground.

- [2] Building width. New construction shall meet the standards set forth in the MU-2 Bulk and Use Table.¹⁵¹ In instances where the front facade is greater than 50 feet, appropriate delineations and treatments shall be used every 50 feet to break up the appearance of a single facade.
- [3] Facade articulation (see Figure 6).
 - [a] Structures where all building elements are less than 25 feet in height and with walls of more than 1,500 square feet shall incorporate fascias, canopies, arcades, building setbacks of three feet or more or other design features to break up large wall surfaces on the street-facing elevations (see Figure 7).
 - [b] Wall surfaces shall be visually divided by such features into areas of 750 square feet or less.
 - [c] Structures shall have no wall surface longer than 100 feet without a break: a recess or offset measuring 10 feet in depth and 1/4 of the building in length, or a series of recesses or offsets, at intervals of not more than 50 feet, that vary the depth of the building wall by a minimum of four feet.
 - [d] Not less than 25% of the building wall shall be varied in this way. The objective of this standard is to avoid large, undifferentiated wall surfaces. Acceptable substitutes may be granted at the discretion of the Planning Board.



- (b) Architectural details.
 - [1] Foundation water table. Where appropriate, elements that add detail and define the foundation of the building are encouraged.
 - [2] Roofs, cornices, eaves, overhangs and parapets.

- [a] Elements that define the roof and the upper quartile of the facade shall incorporate design details that provide an added level of fenestration and articulation to the architectural expression of the building.
 - [b] The choice of design elements and their scale, height, proportion and mass should draw from design cues provided by the historical character of the Village core.
 - [c] Modern interpretation and variation is not precluded yet shall be subject to the discretion of the Planning Board.
- [3] Windows (see Figure 8).
- [a] Windows shall be of a scale, proportion and coverage appropriate to the overall style of architecture of the building.
 - [b] Window openings shall also be trimmed with an appropriate material to provide added definition and interest to the overall facade.

Figure 8



***Example of Desired First
Floor Design Elements***

- [4] Doors and entryways (see Figure 8).
- [a] Doors and entryways shall be of a scale, proportion and coverage appropriate to the overall style of architecture of the building.
 - [b] Commercial buildings shall have a transparent primary entryway that will be considered as part of the overall transparency requirement for the building frontage.

- [c] Entryways shall be detailed and announced to the general public through thoughtful trim, moldings, overhangs and other defining architectural features such that its purpose as the primary entrance is evident from the street. The same treatment is encouraged for all secondary entryways near parking locations.
- (c) High-quality materials (see Figure 9).
- [1] Along street frontages, all exterior building walls and structures shall be constructed with durable materials such as masonry, stone, brick, finishing wood, stucco (EIFS) or glass.
 - [2] No more than three exterior wall materials shall be used on any one side of a building.
 - [3] Changes in materials shall occur at inside corners. Material changes at the outside corners or in a plane shall be avoided.
 - [4] Concrete finishes or precast concrete panels that are not exposed aggregate, hammered, embossed, imprinted, sandblasted or covered with a cement-based acrylic coating shall not be used as exterior building materials and shall be prohibited on all exterior walls.
 - [5] Standard masonry block walls shall be prohibited on exterior walls containing primary entryways and walls facing a public street.
 - [6] Decorative masonry materials such as split face and textured finish blocks shall be considered an acceptable alternative to stone, brick, finishing wood, stucco (EIFS) or glass.

Figure 9



**Example of High-Quality Façade Materials
and Architectural Detailing**

- (d) Awnings. The dimensions of the proposed awning shall not project more than five feet from the structure face to which it is attached and shall not extend into

any setback areas. The height of the awning shall not be allowed to extend above the height allowed for structures in the respective zoning districts or be lower than eight feet above the ground elevation of the wall face of the structure to which it is attached.

Section 2.

Village Code Chapter 130, Article X, entitled “Off-Street Parking and Loading Regulations” shall be amended as follows:

§ 130-74. Intent.

The purpose of this Article is to ensure the reasonable provision of parking and loading facilities throughout the Village. The standards in this Article are intended to require reasonable off-street parking and loading and to allow the flexibility to accommodate parking solutions that are considerate of the applicant and context of the surrounding area. The standards are also intended to achieve Village initiatives to support active transportation, improve housing and livability, and to improve parks and public spaces. In adopting these standards, the Geneseo Village Board is providing guidance that from an environmental, community character, and cost perspective it is always desirable to construct the least number of parking spaces to accommodate a particular use. There are no provisions that establish a minimum number of off-street parking spaces for development. However, certain development proposals are required to complete a parking analysis.

§ 130-75. Applicability.

- A. Applicability. Article X shall apply to all development requiring Site Plan Review pursuant to Article XIV and all proposed new off-street parking and loading areas.
- B. Administration. This article shall be administered by the Planning Board in the course of Site Plan review.
- C. Waivers. The Planning Board is hereby empowered to waive, when reasonable, any requirements of Article X. Any such waiver, which shall be subject to appropriate conditions, may be exercised in the event any such requirements or improvements are found not to be requisite in the interest of the public health, safety, and general welfare or inappropriate because of inadequacy or lack of facilities in proximity to the site.
 - (1) If an applicant wishes to request a waiver, said request shall be submitted in writing as part of the application. The application shall state fully the grounds of said request.
 - (2) The Planning Board shall make findings supporting their decision regarding a waiver.
 - (3) Waivers shall be made by resolution of the Planning Board. A statement showing the date that such waiver was granted shall be affixed to the final plat.
 - (4) When granting waivers, the Planning Board may also impose additional conditions as needed to achieve the objectives of the waived requirement(s).
- D.

§ 130-76. General Standards.

Parking and loading spaces shall be located in accordance with the following:

- A. Required off-street parking spaces. Parcels of real property to be developed within the Village of Geneseo shall not be required to provide a minimum number of off-street parking spaces. Instead, development projects shall provide a Parking Demand Analysis to justify that the parking accommodations provided meet the intent of this Article.
- B. Maximum Parking. The maximum allowable off-street parking for vehicles shall be 100% of the estimated need from the Parking Demand Analysis.
- C. Parking Prohibitions. Parking of motor vehicles is prohibited on sidewalks, areas between the sidewalk and curb and median strips separating travel lanes as defined in the New York State Vehicle and Traffic Law.
- D. Parking and Loading Obstructions. Such spaces shall be designed so that no vehicle being parked, loaded, or unloaded in connection with normal operations shall unreasonably obstruct a fire lane, public street, walk, alley, or way.
- E. Cross-Access. Cross-access is encouraged between abutting parking areas.
- F. Freight Access. Access drives to any commercial or industrial use intended to be regularly utilized by large freight vehicles such as Semitrailers through any residential district shall not be permitted.
- G. ADA Parking. The location, dimensions and signage of handicapped parking shall meet the requirements of the New York State Codes, Rules and Regulations and must conform with the ADA Standards for Accessible Design and ADA Accessibility Guidelines for Buildings and Facilities published by the United States Access Board.
- H. Parking of tractor-trailers. Parking of any tractor-trailer combinations, except in conjunction with provision of a commercial service to an owner or occupant of the property, shall be prohibited in any residential or transitional district. The parking of one tractor without an attached trailer which is owned by or leased to the occupant of a dwelling is allowed, subject to the availability of an off-street parking space which meets all the requirements of these regulations.
- I. Driveway setback. No driveway to an off-street parking or loading area shall be located closer than 50 feet to the intersection of any two streets or within 20 feet of any side lot line, provided that sufficient distance will always remain for all required radii for said driveway. Exceptions shall be made in cases where the required rear or side setback for a detached garage, according to the Bulk and Use Tables of this code, is shorter than 20 feet. In such cases, the minimum setback required for such structure will be applied to the minimum setback for the driveway. The distances from the driveway to the intersection shall be measured by extending the curbline of the intersecting street until it intersects the curbline, extending if necessary, of the driveway in question.
- J. Driveway design. Driveways shall be designed to provide for the safe and efficient movement of traffic between the roadway and the site, to eliminate the potential for stacking

of vehicles along the public right-of-way and to minimize interference with pedestrians and vehicles using the site and the public right-of-way.

§ 130-77. Parking Demand Analysis.

- A. Purpose. Applicants shall demonstrate that the proposed parking and loading facilities for their development meet a realistic and reasonable estimate of demand for the proposed development.
- B. Intent. The intent of the Parking Demand Analysis is not to accommodate the peak parking demand, understanding that parking may sit vacant throughout much of the year. The Village also recognizes that parking demand is not static and depends on the use, the site context, transportation technology and availability and other relevant factors.
- C. Exempt Projects. The following actions are exempt from the requirements of this section unless otherwise required by the Planning Board or as a condition of a separate approval:
 - (1) Development of a single residential building with 4 or fewer dwelling units and related accessory uses in the R-1, R-2, and R-3 Districts.
 - (2) New construction of principle or accessory building/s below 5,000 square feet of gross floor area.
 - (3) Re-use of an existing building with no additional footprint.
 - (4) New buildings proposed within the MU-1 Zoning District.
- D. Parking Demand Defined. Parking Demand shall be defined as the accumulation of vehicles parked at a given site at any associated point in time.
- E. Method. The applicant shall calculate this demand based on any of the following methods or a combination thereof:
 - (1) Guides such as the Institute of Transportation Engineer's (ITE) Parking Generation Manual, Urban Land Institute's (ULI) Shared Parking, National Parking Association (NPA), American Planning Association (APA), or other professionally recognized data source.
 - (2) Observational data of parking generation for similar local uses.
 - (3) A detailed reasoned estimate that specifically considers residents, employees, patrons, transit, bike and pedestrian transportation, parking pricing, and other relevant contextual factors.
 - (4) Any other method proposed by the applicant and acceptable to the Planning Board.
- F. Parking Demand Management Tools. Parking Demand Analysis should consider utilizing parking demand management tools within § 130-78 that may reduce the parking demand.
- G. Additional Information. The Planning Board also reserves the right to request additional information, such as but not limited to expected number of employees, participants, patrons, expected attendance or expected deliveries, or information about the expected market for the services or product relevant to judging the adequacy of listed parking and loading standards.
- A.

§ 130-78. Parking Demand Management Tools.

In estimating, influencing, and reducing the demand for off-street parking for a particular development, any of the following tools or a combination thereof may be used. The Planning Board shall determine the appropriateness of the tool in the course of its review.

- A. **Public Parking.** At the discretion of the Planning Board, uses within 900 feet of a municipal parking lot or designated on-street parking may be wholly or partially exempt from providing off-street parking. Such uses may be required to make a cash payment in lieu of providing off-street parking with such moneys dedicated to expansion or improvement of transportation facilities within the same commercial district.
- B. **Shared Parking.** The collective provision of off-street parking areas for two or more buildings or uses is encouraged. If the uses, structures or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract or other appropriate written document to establish the joint use. Parking provided as part of a shared parking arrangement should be calculated roughly as follows:
 - (1) Calculate hourly parking demand individually for each use sharing the parking.
 - (2) Calculate the total demand for each hour by summing the demands for each individual use.
 - (3) The highest hourly total represents the projected parking demand for the shared parking.
 - (4) This highest hourly total may be reduced by utilizing additional Parking Demand Management Tools.
- C. **Off-Site Parking.** Required off-street parking for a use is allowed on a separate parcel within 900 feet of the use served, as measured by closest walking distance from the closest public entrance to the off-site parking lot. Where parking is provided off-site, adequate provisions for safe, pedestrian travel shall be required along the route. Such off-site parking shall be subject to deed, lease or contract restrictions acceptable to the Municipal Attorney binding the owner, heirs or assigns to maintain the required number of spaces available throughout the life of such use.
- D. **Unbundled Parking.** Where parking is provided to residential dwelling units, it may be provided at a fee for residents and does not need to be included in the cost of rent as an amenity.
- E. **Parking Pricing.** Where parking is provided to patrons of commercial establishments, it may be provided at a fee for patrons and does not need to be provided for free.
- F. **Bicycle Parking.** To encourage and provide options for non-vehicular transportation, bicycle parking meeting the design standards of § 130-82.A. may be provided.
- G. **Transit.** Where a transit stop is located within 900 feet of the use served and adequate provisions for safe, pedestrian travel is provided, the parking supplied may be reduced.
- A. **Parking Set Aside.** The Planning Board, at its discretion or upon the request of the applicant, may require less off-street parking or loading based on the information presented. In any case

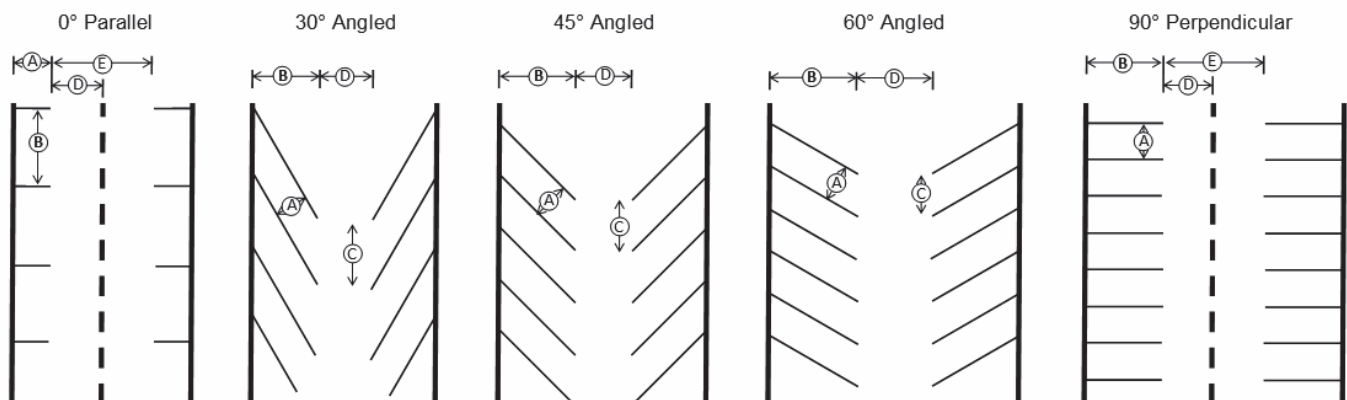
where less off-street parking is required, the applicant shall set-aside of additional open space sufficient to accommodate the amount of off-street parking which would ordinarily be required.

- H. Fee-in-Lieu of Parking. At the discretion of the Planning Board, where an applicant seeks to forego providing required off-street parking, the applicant may be required to make a cash payment in lieu of providing off-street parking with such moneys dedicated to expansion or improvement of transportation facilities within the same district and immediate vicinity.

§ 130-79. Design Standards for Off-Street Parking.

- A. Size. All off-street parking spaces and drive aisles must comply with the minimum dimensional standards shown in the Parking Stall and Drive Aisle Dimensions Table below.

PARKING STALL AND DRIVE AISLE DIMENSIONS TABLE						
STALL ANGLE	STALL WIDTH (MIN) Ⓐ	STALL DEPTH (MIN) Ⓑ	SKEW WIDTH (MIN) Ⓒ	DRIVE AISLE WIDTH, 1- WAY (MIN) Ⓓ	DRIVE AISLE WIDTH, 2- WAY (MIN) Ⓔ	VERTICAL CLEARANCE (MIN) Ⓕ
0 Degrees (Parallel)	8'	18'	8'	11'	22'	7' 6"
30 Degrees	8' 6"	15'	16' 6"	11'	—	7' 6"
45 Degrees	8' 6"	17' 9"	11' 8"	11' 10"	—	7' 6"
60 Degrees	8' 6"	19'	9' 6"	13' 6"	—	7' 6"
90 Degrees	8' 6"	18'	8' 6"	18'	22'	7' 6"



- B. Materials. All off-street parking areas shall be constructed in conformance with the following standards:
 - (1) Dust Free. Parking lots shall be surfaced with a dust free, fixed, firm and non-slip material.
 - (2) Permeable Pavement. Permeable pavements are permitted and encouraged, if desired. The permeable surface layer can be made of pervious concrete, porous asphalt, or permeable interlocking pavers.
- C. Delineation of spaces. Parking spaces shall be delineated with paint or similar method acceptable to the Planning Board.
- D. Location. In all districts except the C-1 and CI-1 districts, all parking areas shall be located to the side or rear of the primary use.
- H. Setbacks. In all districts, no part of any parking area, other than driveways for ingress and egress, shall be located closer to a street or lot line than the minimum setback required for a principal building in the relevant district.
- E. Lighting. All parking areas, passageways and driveways serving commercial or industrial uses shall be illuminated adequately during the hours between sunset and sunrise when the parking areas are in operation. Adequate shielding shall be provided by commercial and industrial uses to protect adjacent residential uses from the glare of such illumination and from that of automobile headlights.
- F. Recreational Vehicle Parking. The Planning Board reserves the right to require off-street parking spaces suitable for vehicles with boats or trailers in the Village.
- G. Car stops. Where parking spaces abut sidewalks, landscaped areas, lighting fixtures, fences or appropriate car stops shall be installed to prevent encroachment on or damage to such features.
- H. Snow Storage. In the case of an off-street parking area of more than 20 spaces, the applicants shall consider the impacts and location of snow storage.
- I. Reserved areas. All required parking areas shall be independent of required emergency access lanes, loading areas and drive-in queuing lanes.

I.

§ 130-80. Design standards for loading spaces.

- A. Required loading spaces shall be 12 feet by 35 feet, with a fourteen-foot height clearance. If tractor-trailer deliveries are expected, at least one loading space 12 feet by 55 feet shall be provided.
- B. All required loading areas shall be independent of required emergency access lanes, parking areas and drive-in queuing lanes.

- C. Loading spaces shall be provided and maintained on the same premises with every building or structure erected, occupied, enlarged or intended to be used, involving the receipt or distribution by vehicles of material or merchandise. No such activity shall use public right-of-way or parking area for standing, loading and unloading services.

§ 130-81. Parking Lot Landscaping

- A. Conflict. Whenever the requirements of this article vary from the requirements of the MU-2 District design standards found in § 130-36 or Article IX Landscaping, Screening, and Buffering, the most restrictive or those imposing the higher standards shall govern.
- B. Screening. All parking lot perimeters must be landscaped with an arrangement trees and shrubs intended to screen views, but shall not compromise site security by completely preventing site surveillance from the streetscape.
- C. Perimeter Plantings. All parking lot perimeters must have a buffer yard depth of at least 10 feet. The buffer yard must be landscaped along any lot lines facing a public right of way.
- D. Curbing Required. All plant material adjacent to parking areas, loading areas and driveways shall be protected by barriers, curbs or other means from damage by vehicles or from stormwater runoff. This requirement may be waived by the Planning Board where stormwater drainage is to be directed to proposed green infrastructure.
- E. Landscape Plan Required. A landscaping plan in accordance with § 130-73 of this chapter shall be required for all Off-Street Parking Lots subject to this Article.
- F. Interior Plantings. The following regulations apply to all parking areas of 40 spaces or more:
 - (1) Parking lots shall be arranged such that long uninterrupted views across large areas of parking are not visible from the primary road. To achieve this, parking lots shall be designed in "rooms" containing no more than 40 vehicles each.
 - (2) Multiple rooms shall be broken up by vegetated medians that interrupt the view from "room" to "room." Pedestrian accommodations within the vegetative medians are required.
 - (3) Parking lot medians shall be required between parking "rooms," shall be a minimum of 10 feet in width, and shall be planted with trees and shrubs to provide visual buffering between "rooms" to a density and arrangement deemed appropriate by the Planning Board.
 - (4) Parking lots shall be required to contain one curbed landscaped island per 12 vehicles contained within each single row of parking. A single row of parking consists of a row of parking spaces arranged side by side and does not include those spaces arranged front to back or back to front. Islands shall be planted with trees and shrubs to a density deemed appropriate by the Planning Board but shall not contain less than two trees per 12 parking spaces.

§ 130-82. Accommodations for Alternative Transportation

A. Bicycle Parking.

- (1) Bicycle parking shall be required for all development of commercial, office, mixed-use buildings and multi-family dwellings.
- (2) At least one bicycle parking space shall be provided for every two dwelling units. For commercial, office, and mixed-use buildings one bicycle parking space shall be required per 5,000 sq. ft. of gross floor area.
- (3) Bicycle parking must be provided on-site and be located no more than 50 feet from the primary entrance of a building that the bicycle parking space is intended to serve.
- (4) Design. Bicycle parking shall utilize the Essentials of Bike Parking from the Association of Pedestrian and Bicycle Professions for guidance on rack styles, placement, and other considerations for short- and long-term bicycle parking.

B. Pedestrian Linkages.

- (1) All developments must provide safe, direct and convenient pedestrian access that connects public streets and parking lots to building entrances.
- (2) Pedestrian routes must be easily discernible, well-lit, and hard surfaced at least 5 feet in width.
- (3) Where the route crosses driveways, parking and loading areas, the route must be clearly identifiable through the use of elevation changes, paving materials or other approved methods.
- (4) Pedestrian walkways must be designed and installed to allow for cross-access between abutting properties.
- (5) Where possible, sidewalks shall traverse parking lot medians and islands to permit safe and efficient pedestrian travel from parked vehicles to building entrances.
- (6) Pedestrian circulation patterns shall be shielded and separated from vehicular patterns unless the Planning Board determines this is infeasible or inappropriate.
- (7) Designated crosswalks shall be located between primary building entrances/exits and parking facilities.
- (8) Safe, convenient and efficient pedestrian circulation patterns shall be provided between structures in a multiple structure development.
- (9) Where vehicle lanes and pedestrian lanes intersect, vehicles shall give way to pedestrians and the design of the intersection shall be such that drivers must stop or significantly slow down. Acceptable treatments may be stop signs, raised crosswalks, bump-outs or other similar traffic calming measures.

C. Bus, taxi or passenger loading spaces may also be required by the Planning Board. Public transit stops as identified shall be constructed to the standards set forth by the Livingston Area Transportation Service or an easement provided to the Village of Geneseo.

J.

§ 130-83. Nonconforming parking and loading

- A. Expansion of Nonconformity. In no instance may building or lot alterations nor change of use shall be allowed which would increase the degree of nonconformity with the off-street parking and loading regulations of this chapter.
- B. Preexisting nonconforming parking may be resealed without triggering the requirements of this section.
- C. A nonconforming parking area may not be reconstructed or altered during its life to an extent exceeding in aggregate cost 50% of the assessed value of the parking area, unless said parking area is changed to conform to the requirements of this chapter.

Severability.

Should any provision of this Local Law declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of this Local Law as a whole or any part thereof other than the part so decided to be unconstitutional or invalid.

Effective Date.

This Local Law shall be effective upon its filing with the Secretary of State.