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Land Use Department

Exhibit #152 Received 5/14/26 w/Truster comments

RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS
OF DWELLING UNITS?

16 OR FEWER DWELLING UNITS

MORE THAN 16 DWELLING UNITS

IS THE DEVELOPMENT IN A CONSERVATION & TRAFFIC MITIGATION DISTRICT?

IS THE AMOUNT OF PROPOSED PARKING \geq (# OF STUDIO + # OF 1-BED UNITS) X 1.5 SPACES /UNIT + (# OF 2 OR MORE BEDROOM UNITS X 2.5 SPACES/UNIT

NO

NO

YES

DID THE APPLICANT SUBMIT A PARKING NEEDS ASSESSMENT TO JUSTIFY REDUCED PARKING?

PZC APPROVES THE APPLICATION

IS THE AMOUNT OF PROPOSED PARKING \geq (# OF STUDIO + # OF 1-BED UNITS) X 1.5 SPACES /UNIT + (# OF 2 OR MORE BEDROOM UNITS X 2.5 SPACES/UNIT

NO

YES

DID THE APPLICANT SUBMIT A PARKING NEEDS ASSESSMENT TO JUSTIFY REDUCED PARKING?

PZC APPROVES THE APPLICATION

YES

NO

PZC DENIES APPLICATION

PZC APPROVES APPLICATION CONDITIONED ON PARKING NOT EXCEEDING THE AMOUNT AS SHOWN (IF ANY) IN THE PARKING NEEDS ASSESSMENT OR

(# OF STUDIO + # OF 1-BED UNITS) X 1 SPACE /UNIT PLUS (# OF 2 OR MORE BEDROOM UNITS) X 2 SPACES/UNIT (WHICHEVER IS LESS)

DID THE PZC FIND THAT A LACK OF PARKING SPACES WILL HAVE A SPECIFIC ADVERSE IMPACT ON PUBLIC HEALTH AND SAFETY THAT CANNOT BE MITIGATED THROUGH APPROVAL CONDITIONS THAT HAVE NO SUBSTANTIAL ADVERSE IMPACT ON THE VIABILITY OF THE DEVELOPMENT

YES

NO

PZC REJECTS APPLICATION

PZC APPROVES THE APPLICATION (WITH CONDITIONS)

DID THE PZC FIND THAT A LACK OF PARKING SPACES WILL HAVE A SPECIFIC ADVERSE IMPACT ON PUBLIC HEALTH AND SAFETY THAT CANNOT BE MITIGATED THROUGH APPROVAL CONDITIONS THAT HAVE NO SUBSTANTIAL ADVERSE IMPACT ON THE VIABILITY OF THE DEVELOPMENT?

NO

YES

PZC APPROVES APPLICATION

PZC REJECTS APPLICATION

PZC APPROVES APPLICATION CONDITIONED ON THE MINIMUM PARKING AMOUNT SHOWN IN PARKING NEEDS ASSESSMENT OR (# OF STUDIO + # OF 1-BED UNITS) X 1 SPACE /UNIT PLUS (# OF 2 OR MORE BEDROOM UNITS) X 2 SPACES/UNIT (WHICHEVER IS LESS)

Residential Development Parking Requirements (Conforms with HB 8002)

Red = Imposed by PZC
Blue = Imposed by HB 8002

HB8002 [Formatted Copy]:

(To Assist In The Evaluation of Suggestion Sets #5, #6, & #7)

HB8002 Section 18-(d)-(9) provides:

"... Zoning regulations ... shall not require a minimum number of off-street motor vehicle parking spaces for any residential development except as provided in section 19 of this act."

HB8002 Section 19 provides:

*"(a) Except as provided in subsections (b) and (d) of this section, no zoning enforcement officer, planning commission, zoning commission or combined planning and zoning commission shall reject an application for any residential development solely on the basis that such development fails to conform with any requirement for off-street motor vehicle parking spaces **unless such officer or commission finds** that a lack of such parking spaces will have a specific adverse impact on public health and safety that cannot be mitigated through approval conditions that have no substantial adverse impact on the viability of such development."*

*"(b) A municipality may require a minimum number of off-street motor vehicle parking spaces for a residential development that contains more than sixteen dwelling units, as defined in section 47a-1 of the general statutes, provided any such municipality shall allow the proposed developer of such development to submit to the zoning enforcement officer, planning commission, zoning commission or combined planning and zoning commission **a parking needs assessment** that conforms with the requirements of subsection (c) of this section."*

"Such officer or commission shall condition the approval of such development on the construction of off-street parking spaces not exceeding:

- (1) One such space for each studio or one-bedroom dwelling and two such spaces for each dwelling unit with two or more bedrooms, or*
 - (2) the number of such spaces recommended for the development by the parking needs assessment submitted pursuant to this section, whichever results in the least required number of off-street parking spaces.*
- (c) A parking needs assessment submitted pursuant to subsection (b) of this section shall be paid for by the proposed developer and shall include an analysis of*
- (1) available existing public and private parking that may be used by residents of the proposed development,*

- (2) *public transportation options that may be used by residents of the proposed development that mitigate the need for off-street parking,*
 - (3) *projected future needs for off-street parking for such proposed development, and*
 - (4) *any relevant local traffic, parking or safety study.*
- (d) *Notwithstanding the provisions of this section, any municipality, as defined in section 7-148 of the general statutes, may adopt not more than two conservation and traffic mitigation districts in which the municipality may require a minimum number of off-street motor vehicle parking spaces for a residential development that contains fewer than sixteen dwelling units, provided*
- (1) *no such district shall be larger than four per cent of a municipality's land area,*
 - (2) *a municipality shall submit a property description of any such district adopted by the municipality to the Secretary of the Office of Policy and Management upon the adoption of such district,*
 - (3) *any such zones may be contiguous, and*
 - (4) *the municipality shall allow the proposed developer of such development to submit to the zoning enforcement officer, planning commission, zoning commission or combined planning and zoning commission a parking needs assessment that conforms with the requirements of subsection (c) of this section.*

If a parking needs assessment is submitted pursuant to subdivision (4) of this subsection, such officer or commission shall condition the approval of such development on the construction of off-street parking spaces not exceeding one such space for each studio or one-bedroom dwelling and two such spaces for each dwelling unit with two or more bedrooms, or the number of such spaces recommended for the development by the parking needs assessment submitted pursuant to this section, whichever results in the least required number of off-street parking spaces.