

ZONING REGULATIONS
AND
SUBDIVISION REGULATIONS

TOWN OF BOZRAH, CONNECTICUT

BOZRAH PLANNING AND ZONING COMMISSION

Prepared with technical assistance from the
Southeastern Connecticut Council of Governments
5 Connecticut Avenue, Norwich Connecticut

Zoning Regulations Revised to: March 16, 2022
Subdivision Regulations Revised to: October 11, 2012

square feet, except that the size may be increased by two (2) square feet for every foot of setback beyond fifty (50) feet, up to a maximum of 200 square feet.

13.4 **Temporary Signs.** One temporary sign per lot of a real estate broker, contractor, painter, builder or other similar occupation may be erected in any zone provided it shall not exceed thirty-two (32) square feet in area and shall be set back at least ten (10) feet from any property line.

13.4.1 (7/11/85) Two (2) temporary signs advertising a non-recurring special event held by a non-commercial group may be located on a property for a period not exceeding seven (7) days prior to such event and shall be removed immediately following the event. Such signs shall not be used more than once during any six-month period. Such signs shall not exceed thirty-two (32) square feet in size.

SECTION 14 - OFF-STREET PARKING

14.1 **General.** No use of land shall be approved without provision having been made for off-street parking space adequate to accommodate the traffic generated by the use.

14.1.1 An off-street parking space shall consist of an area of not less than 200 square feet (10 feet by 20 feet).

14.1.2 Except for single-family dwellings, parking spaces and access aisles shall be provided so that each parking space had adequate maneuvering area and unimpeded access to a street or highway.

14.2 **Parking-space Requirements.** Off-street parking spaces shall be provided as follows:

14.2.1 Two (2) spaces per dwelling unit, except for elderly housing projects which shall provide at least one (1) space per unit.

14.2.2 One (1) space per 200 square feet of gross floor space in a retail sales establishment. (7/11/85)

14.2.3 One (1) space per every three guests, patrons, students, clients, or members of institutions, recreation facilities, eating and drinking establishments, clubs, and similar uses. (7/11/85)

14.2.4 One (1) off-street parking space per two (2) employees on the combined employment of the two (2) largest successive shifts.

14.2.5 One (1) space per 200 square feet of gross floor area for business offices and financial institutions.

14.2.6 One (1) space per employee in all other business establishments.

14.2.7 One (1) off-street parking space per 600 square feet of gross floor area for furniture stores. (6/09/89)

14.2.8 Parking for Assisted Living Communities shall be a minimum of one (1) per every three (3) dwelling units and one (1) for every employee on the largest shift.

SECTION 15 - NON-CONFORMING LOTS, BUILDINGS, AND USES

15.1 **Lot.** No one shall be denied a zoning permit for a permitted use on a lot which does not meet the lot area requirements for the district in which it is located, provided such lot existed in separate ownership from abutting lots at the time of adoption or amendment of these Regulations which resulted in the non-conformity, and provided all other dimensional requirements of these Regulations (except as may be varied by the Zoning Board of Appeals) and all water supply and sewage disposal requirements can be met.

15.1.1 No division of land shall be permitted that results in the creation of one or more lots that do not meet the dimensional requirements of these Regulations.

15.2 **Buildings.** No non-conforming building shall be enlarged or structurally altered in a manner that would increase or expand the non-conformity.

15.2.1 No building that has been substantially demolished or destroyed, by whatever means, above the level of its foundation, shall be replaced or rebuilt except in conformance with these Regulations, unless the Commission determines that the location of the proposed reconstruction would not be detrimental to the health, safety and general welfare of the neighborhood.

15.3 **Uses.** A non-conforming use shall be permitted to continue provided it is not expanded, enlarged, or changed to another non-conforming use considered by the Commission to be more objectionable than the existing use.

SECTION 16 - APPEALS AND VARIANCES

16.1 **Appeals.** Any person may appeal to the Zoning Board of Appeals when it is alleged that there is an error in any order, requirement, or decision made by the Commission or the Zoning Enforcement Officer related to the enforcement of these Regulations.

16.2 **Variances.** Any person seeking a variance from the literal enforcement of these Regulations may apply to the Zoning Board of Appeals for a variance. Said Board may, after

LAND DEVELOPMENT (ZONING) REGULATIONS FOR THE TOWN OF COLCHESTER, CONNECTICUT



Town of Colchester
Planning & Zoning Commission
127 Norwich Avenue
Colchester, CT 06415

DATE EFFECTIVE: January 15, 2015
REVISED THROUGH: February 1, 2023

10.0 PARKING, LOADING AND ROAD ACCESS REQUIREMENTS

10.1 CHARACTER

Facilities for off-street parking shall be provided to serve all development in Town and shall be sufficient to accommodate vehicles for all persons visiting the Building or Premises at any one time. Said parking shall be part of the Site Plan or prepared as a separate plan and shall include a consideration of the visual environment such as boundary screening and landscaping, landscaped islands and other natural features. Parking plans will also consider the functional capacity of the proposed parking areas and include identification of parking sites, traffic circulation patterns, loading areas, storm drainage facilities and traffic access and egress including Driveways.

The development of parking areas for non-residential uses in the RU is treated differently from other zones in the Town as protection of the environment is factored into the parking expectation of rural areas in a different manner than more developed areas. As rural character is dependent on the enhancement and preservation of natural features, smaller parking areas with differing surfaces will be encouraged in those areas. Natural substitutes to stormwater management are also a critical component of rural parking areas.

Parking areas in the other zones must consider the built environment and would focus on function more than in the RU. Parking areas in the SU should be limited and designed to reflect a neighborhood character. Parking in the Town Center/Westchester Village and Future Development Areas would be larger but would require more design consideration.

10.2 NUMBER OF PARKING SPACES REQUIRED

Off-street parking shall be provided and maintained in accordance with requirements listed in Table 10.1. For uses not listed in this Section, the number of parking spaces required shall be comparable to the closest other similar use as determined by the Commission. If the precise figure is not identified an applicant may submit accepted standards to support the number of parking spaces proposed.

Table 10.1 Number of Parking Spaces Required

Land Use	Minimum Spaces
Residential	1 per Dwelling Unit
Hotels/Motels	1 per guest room plus 0.5 per employee
Resident Mobile Home Parks	1 per Dwelling Unit plus 0.5 per employee
Hospitals, Sanitariums, Nursing or Convalescent Homes	1 for every 6 beds plus 0.5 per employee
Medical and Dental Offices	4 for each doctor engaged at the office
Funeral Homes	1 for each "Official Vehicle". 1 for each employee 1 for every 8 visitors at maximum capacity
Theaters and Places of Assembly	1 for every 6 potential occupants at maximum capacity plus one for each employee
Business Offices and Financial Institutions	3 per 1,000 square feet Gross Floor Area (GFA)
Restaurants	1 for every 3 seats
Retail, Personal Services	2 per 1,000 square feet GFA
Roadside Stands	1 per 150 square foot GFA
Active Adult and Age Restricted	1 per Dwelling Unit plus 1 per employee
Congregate and Assisted Living	0.5 per Dwelling Unit plus 1 per employee
Light Industrial	2 per 1,000 square feet GFA
Small Shopping Centers (under 40,000 square feet of gross leasable area)	3 per 1,000 square feet GFA
Bed and Breakfast & Country Inn	1 per guest room or suite
Personal Services	2 per 1,000 square feet GFA
Day Care Centers	1 per 8 children at maximum capacity
Churches and Places of Worship	1 per 5 seats in main sanctuary and other rooms

Land Use	Minimum Spaces
Museums and Libraries	1 per 1,000 square feet GFA
Social, Fraternal Clubs and Organizations	3 per 1,000 square feet GFA
Elementary, Middle, and High Schools	1 per 5 seats in the auditorium
Warehouse	1 per 1,000 square feet GFA
Commercial Kennel	1 per 1,000 square feet GFA
Automotive Sales and/or Rental	1 per 1,000 square feet GFA
Automotive Repair and/or Service	2 per 1,000 square feet GFA
Gymnasiums, Physical Fitness Centers, Health Spas, Martial Arts Centers, and Dance Studios	2 per 1,000 square feet GFA
Indoor Recreation Facilities	5 per 1,000 square feet GFA based

10.3 PARKING SPACE REQUIREMENTS FOR PEOPLE WITH DISABILITIES

1. All off-street parking areas shall include paved parking spaces accessible to persons with disabilities. Pursuant to CGS Section 14-253a(h), parking spaces for passenger motor vehicles designated for persons with disabilities shall be as near as possible to a Building entrance or walkway and shall be at least fifteen (15) feet wide including five (5) feet of cross hatch and twenty (20) feet long. Handicapped accessible parking spaces and access aisles shall be provided in the following number relative to the total number of spaces provided in the parking area:
 - A. One additional parking space for every twenty-five (25) regular spaces rounded up to the nearest whole number.
 - B. For every six (6) or fraction of six (6) parking spaces accessible to persons with disabilities, at least one (1) shall be a van-accessible parking space. Van parking spaces shall be twenty (20) feet long, sixteen (16) feet wide including eight (8) feet of cross hatch and designated as required by CGS Section 14-253a(h).

10.4 REDUCED AND SHARED PARKING

It is the intent of these Regulations that all structures and land uses be provided with a sufficient amount of off-street motor vehicle parking, while allowing for some flexibility of

site design to accommodate the unique characteristics of individual properties. This Section of the Regulations is intended to set standards for conditions under which Shared Parking may be allowed. The Commission may require the submission of a parking demand analysis as part of any request for parking approval.

1. Except for Buildings used or occupied for residential use, all or part of the off-street parking requirement may be satisfied by Shared Parking arrangements or public transportation where the proposed planning, design, and construction includes the following:
 - A. Sufficient publicly owned or Shared Parking spaces within five hundred (500) feet of the proposed development site.
 - B. Access to a regularly scheduled transit stop within five hundred (500) feet of the proposed development, with service available during the hours necessary to serve the activities of the use.

2. Requests for Parking Below the Minimum Required

Where an applicant believes that the required parking amounts are in excess of what is needed for the proposed use, the applicant may submit a request with justification to the Commission to support reduced parking space requirements. The Commission will consider and act on this request concurrent with and as part of the application process. Reduced parking approval requires a seventy-five percent (75%) affirmative vote of the membership. Requests for parking below the minimum required must include detailed study or data which indicate how parking will be provided and why the request should be granted.

3. Parking Space Held on Reserve

For phased developments, the Commission may provide that up to fifty percent (50%) of the parking spaces required by this Section be not be immediately constructed and kept in reserve. Such reserve parking areas must be kept planted and maintained rather than surfaced for parking until such time as the additional parking space is necessary to serve completed phases of the associated development. No above ground improvements shall be placed or constructed upon such reserve parking areas. The areas designated as reserve parking must be clearly depicted on the phased development Site Plan and the terms and conditions of phasing of the parking area completion, as determined by the Commission, must clearly be set forth in notations on the approved Site Plan. Stormwater management systems must either be sized to accommodate the full parking area at build out or developed along with the phased construction of parking areas. The Commission may require a bond or other mechanism to ensure that the reserve areas are developed if necessary.

4. Shared Parking – At an applicant's request, Shared Parking may be provided in any district, subject to the following provisions:

- A. A reciprocal written agreement has been executed by all the parties concerned that assures the perpetual joint use of such common parking, a copy of which has been submitted to and is acceptable to the Commission. The Commission may forward such agreements to the Town legal counsel for review.

- B. The Commission may require the applicant to provide a parking study with all information deemed necessary to its decision-making on a Shared Parking agreement. This information might include but is not limited to: a) the type and hours of operation and parking demand, for each use, b) a Site Plan displaying shared use spaces in the Lot and walking distance to the uses sharing the Lot, c) a description of the character of land use and parking patterns of adjacent land uses, and d) an estimate of anticipated turnover in parking space use over the course of twelve (12) to twenty-four (24) hours at the site. Parking spaces to be shared must not be reserved for individuals or groups on a twenty-four (24) hour basis.

- C. Uses sharing a Shared Parking facility do not need to be contained on the same Lot, but shall be a maximum of five hundred (500) feet from the parking space in the parking Lot which is to be used and allow for safe, convenient walking for parkers, including safe pedestrian crossings, signage, and adequate lighting.
 - 1. If the conditions for Shared Parking become null and void and/or the Shared Parking arrangement is discontinued, this will constitute a violation of these Regulations for any use approved expressly with Shared Parking. The applicant must then provide written notification of the change to the Zoning Enforcement Officer and, within sixty (60) days of that notice, provide a remedy satisfactory to the Commission to provide adequate parking.

- D. Reduction in Required Parking Space for Shared Parking – Where Shared Parking is provided for a mixed use of land, the Commission may allow the following, at the applicant's request:
 - 1. Up to thirty percent (30%) of the parking spaces required for the predominant use on a site may be shared with other uses operating during the same time of day and days of the week. The predominant use is considered to be that which requires the most parking of those sharing the parking facilities.
 - 2. Up to ninety percent (90%) of parking spaces required for uses such as public auditoriums, bowling alleys, nightclubs, movie Theaters, and similar predominately evening uses may be shared with such uses such as banks, offices, and similar predominately daytime uses.
 - 3. Up to ninety percent (90%) of the parking spaces required for such uses such as houses of worship and other uses exclusively in operation during the weekend may be shared with such uses as

medical offices, banks, and other similar uses predominately in operation on weekdays. Other reductions may be allowed by the Commission if the applicant produces a credible peak parking demand study that demonstrates that a different reduction value is appropriate.

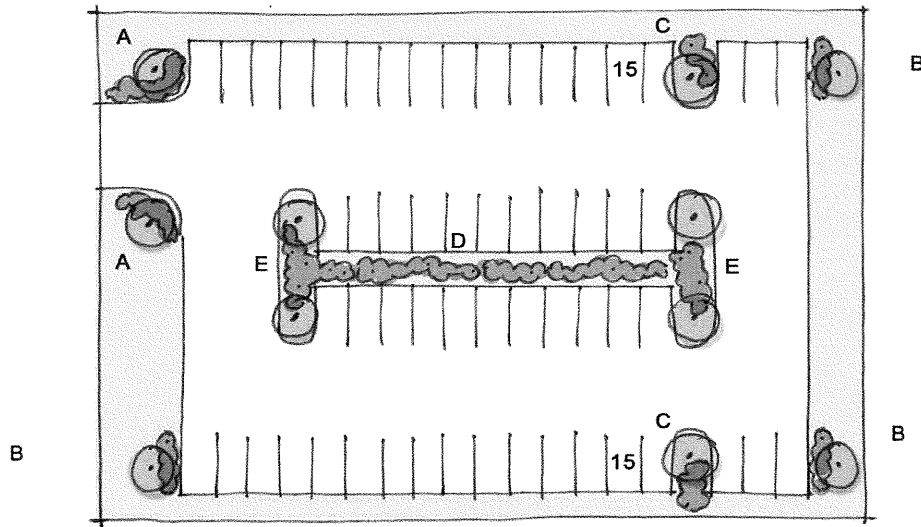
10.5 PARKING LOT DESIGN

1. At a minimum, all parking lots shall:
 - A. Have a minimum stall size of nine (9) feet by eighteen (18) feet.
 - B. All line striping and traffic directional pavement markings and Signs shall conform to the Manual of Uniform Traffic Control Devices (MUTCD), as amended.
 - C. Have spaces installed at ninety (90) or forty-five (45) degree angles (unless parallel parking is being used).
 - D. Have a twelve (12) foot travel lane for each direction of traffic except for one way lane which shall be a minimum of fifteen (15) feet.
 - E. Have no greater than five percent (5%) Slope.
 - F. Have a number and location of access Driveways compatible with traffic circulation patterns both within the site and on the abutting Street system.
 - G. Provide sufficient stacking area (area where cars may need to wait in line to exit onto the Street or to enter to circulate in the parking lot) and stacking for at least two (2) vehicles at the inbound access drives to the site.
 - H. Be designed to not allow any vehicle to protrude or overhang sidewalks or any landscaped area.
 - I. Minimize potential conflict points between pedestrians, bicycles, and motor vehicles.
2. Required off-street parking facilities shall be maintained as long as the use or structure exists for which the facilities are designed to serve.
3. Pervious Parking Area
 - A. Parking areas composed of pervious surfaces are encouraged for all land uses and Lots, unless there are overriding environmental limitations or applicable Regulations that specifically require bituminous or other impervious surface. Such areas may be provided to meet all or part of any required parking spaces on a Lot. Impervious surfaces can occupy no more than seventy-five percent (75%) of any parking lot.

- B. Measures that may be considered to reduce the amount of impervious surfaces in all proposed parking lots where such surfaces are not prohibited include:
 - 1. Provide pervious parking stall surfaces
 - 2. Provide pervious overflow parking
 - 3. Provide pervious snow-storage space
 - 4. Conserve existing natural areas, including trees on-site
 - 5. Minimize Clearing to the extent practicable while retaining access, sight distance, and safe vehicle flows.

10.6 LANDSCAPING STANDARDS FOR PARKING LOT STORMWATER MANAGEMENT

- 1. The landscaping requirements for parking areas are intended to maximize the function of natural features in order to optimize on-site natural infiltration of rainwater, intercept and manage stormwater runoff, and provide an aesthetic setting for development. In order to accomplish these goals the following standards shall apply:
 - A. Developments with proposed parking areas of fifteen (15) spaces or more shall provide a minimum of fifteen percent (15%) of the total parking area as landscaped Open Space. Such landscaped Open Space may be provided in the form of islands, aesthetic Landscape treatments, pedestrian refuge/oasis areas, and may include the perimeter buffer between the parking area and adjacent Streets, residential/commercial developments, or Open Space areas. Planting plans shall not include invasive species as defined by the DEEP.
 - B. Developments with proposed parking areas of fifteen (15) or more parking spaces should provide landscaped islands and perimeter landscaping throughout the parking area planted with a mix of shrubs and trees. Such islands and perimeter plantings should be located:
 - 1. At each parking lot entrance;
 - 2. At the ends of each parking aisle;
 - 3. As intermediate islands in long rows of spaces, located every fifteen (15) spaces;
 - 4. As separation between long rows of parking spaces where they abut other rows; and
 - 5. As separation between pedestrian walkways and parking spaces and/or driving aisles.



- A. At each parking lot entrance.
- B. At ends of each parking aisle.
- C. As intermediate islands in long rows of spaces, located every 15 spaces.
- D. As separation between long rows of spaces where they abut other rows and:
- E. As separation between pedestrian walkways and parking spaces and/or driving aisles.

Exhibit 16 – Parking Lot Design

C. All landscaped islands should be situated below the grade of the parking spaces and driving aisles such that stormwater runoff flow is directed to and trapped by such islands.

D. Failure to maintain any landscaped area or Buffer Area shall constitute a violation of these Regulations.

10.7 BICYCLE AND PEDESTRIAN ACCOMMODATIONS

1. It is the intent of these Regulations to promote and support access by bicycle and walking throughout the community. To this end, all parking lots over fifteen (15) spaces must be designed to provide safe and convenient pedestrian and bicycle access as a part of any parking area or structure design including safe and convenient pedestrian and bicycle movement to and from public walkways and/or bikeways, Streets, or transit stops.

A. Bicycle Access Design Standards:

1. Spaces shall be a minimum of two (2) feet by six (6) feet per bicycle.
2. Design shall provide for a minimum number possible of potential conflict points between bicycles and motor vehicles.
3. Lighting shall be provided.

4. Provision shall be made for locking of bicycles to the rack or bicycle locker.
 5. Adequate spacing shall be provided for access to the bicycle and locking device when the spaces are occupied.
 6. Where possible, bicycle parking shall be located within view of Building entrances or in view of windows, and/or security personnel stations.
2. Pedestrian Access Design Standards – Provision for safe and convenient pedestrian access shall be incorporated into landscaping plans for any parking area or parking structure. This shall be clearly shown on all Site Plans. Any parking area designed, constructed, and maintained as part of a development must be designed such that the flow of pedestrians can be directed through a system of convenient routes that bring them to central walkways leading to main entrances. All walkways shall be constructed to provide for:
- A. Safe separation of all walkways from motor vehicle traffic through the use of raised sidewalks and/or landscaping between sidewalks and parking spaces and/or driving aisles.
 - B. Safe, well-articulated pedestrian crossings demarcated with pavement markings, pedestrian warning signs, and lighting.
 - C. A minimum of four (4) feet in width.
 - D. Inclusion of plantings, benches, and lighting along walkways and at all pedestrian crossings.
 - E. Design, construction and maintenance to accommodate disabled persons in accordance with the Americans with Disabilities Act (ADA) and other applicable requirements.

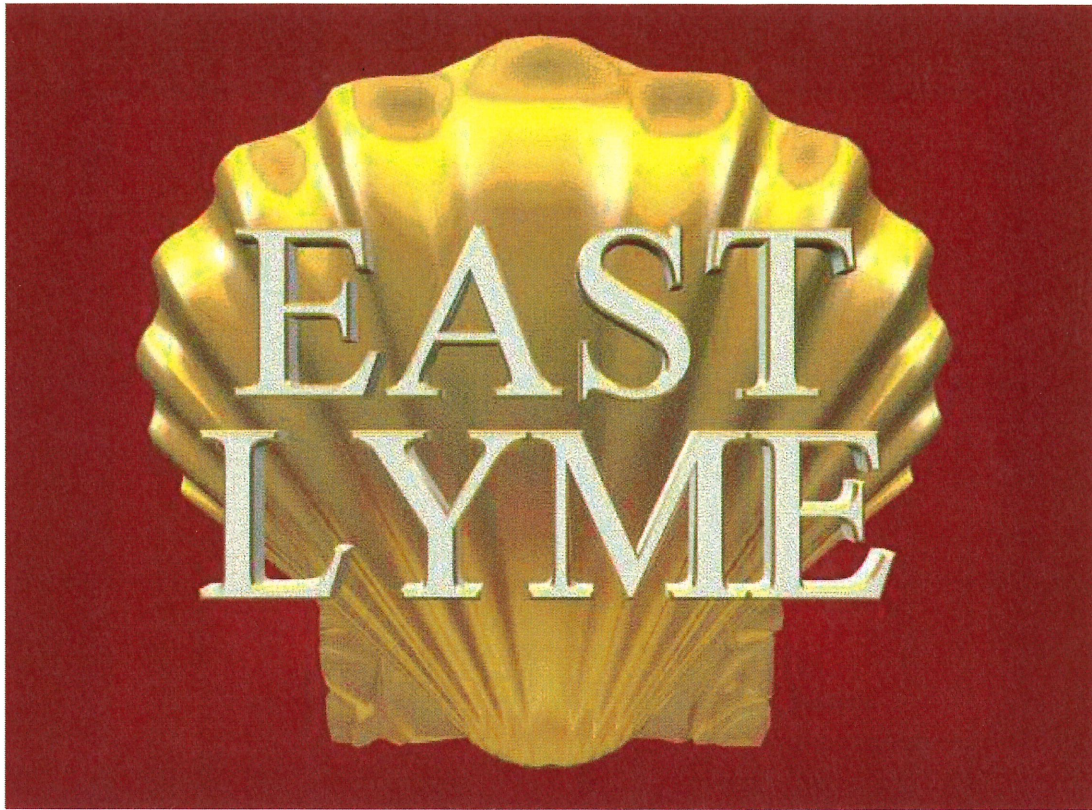
10.8 LOADING SPACE REQUIREMENTS

On the same Premises with every Building devoted to retail trade, retail and wholesale food markets, Warehouses, supply houses, wholesale or Manufacturing trade, Hotels, hospitals, laundry, dry cleaning establishments or other Buildings where large amounts of goods are received or shipped, erected in any district after the date of the adoption of these Regulations, loading and unloading space shall be provided as follows:

1. Every Building or block of Building containing more five thousand (5,000) to twenty thousand (20,000) square feet gross Floor Area – one (1) loading space.
2. Every Building or block of Building containing more than twenty thousand (20,000) square feet gross Floor Area – one (1) loading space for each twenty

thousand (20,000) square feet or fraction thereof.

3. A required loading space shall be not less than ten (10) feet wide, forty (40) feet long and fourteen (14) feet high.



ZONING REGULATIONS

Adopted May 4, 1954-

As amended through July 10, 2025

SECTION 22

OFF STREET PARKING AND LOADING

22.1 Off street parking and circulation area shall consist of not less than 300 square feet per space, which area shall be suitably surfaced. Each vehicle-parking stall shall contain a rectangular area not less than nine (9) feet by 18 feet. For commercial, industrial, and multi-family development, parking areas shall be paved and screened by landscaping or other approved method from adjacent residential areas. Off-street parking space shall be provided for the following uses as follows:

- 22.1.1 DWELLING, SINGLE FAMILY OR TWO FAMILY- two (2) spaces for each dwelling.
- 22.1.2 DWELLING, MULTI-FAMILY- One-and-one-half (1.5) spaces for each efficiency or one (1) bedroom unit. Two (2) spaces for each two (2) bedroom or larger unit. One (1) additional guest space for every three (3) units.
- 22.1.3 DWELLING, MULTI-FAMILY, MULTI-STORY (CB DISTRICT) AND RESIDENTIAL UNITS IN COMMERCIAL STRUCTURES (CA, AND CM DISTRICTS)-one-and-one-half (1.5) spaces for each bedroom.
- 22.1.4 ELDERLY HOUSING- One (1) space for each dwelling unit plus one (1) space for each employee.
- 22.1.5 DWELLING, MULTI-FAMILY, MULTI-STORY SECTION 202 HOUSING FOR THE ELDERLY- Three (3) spaces for every four (4) units plus one (1) space for each employee.
- 22.1.6 HOTEL, MOTEL, AND OTHER TRANSIENT ACCOMMODATIONS- One (1) space for each sleeping room plus spaces as required for restaurant, lounge, or other related use.
- 22.1.7 STANDARD RESTAURANT, CAFÉ, TAVERN, BREW PUB- One (1) space for each 50 square feet of public floor area.
- 22.1.8 FAST-FOOD OR DRIVE-IN RESTAURANT- One (1) space for each 25 square feet of public floor area.
- 22.1.9 THEATER, AUDITORIUM, CHURCH, OR PLACE OF PUBLIC ASSEMBLY- One (1) space for every five (5) seats.
- 22.1.10 RETAIL STORE (INCLUDING PERSONAL SERVICE ESTABLISHMENT, BANK, AND MEDICAL OR DENTAL OFFICE)-

- One (1) space for each 250 square feet of gross floor area.
- 22.1.11 FURNITURE, ANTIQUE SHOP, APPLIANCE, BUILDING MATERIALS, GARDEN SUPPLIES, AUTO, BOAT, AND MACHINERY SALES- One (1) space for each 400 square feet of gross floor area plus one (1) space for each 800 square feet of outdoor sales area.
- 22.1.12 OFFICE- One (1) space for each 250 square feet of gross floor area.
- 22.1.13 INDUSTRIAL BUILDING, WHOLESALE ESTABLISHMENT- One (1) space for each two (2) employees on the largest shift plus one (1) space for each company owned vehicle.
- 22.1.14 MARINA, BOATYARD OR YACHT CLUB- One (1) space for every one-and-one-half (1.5) slips, moorings, or storage rack spaces.
- 22.1.15 HOSPITAL- One (1) space for each bed plus one (1) space for each two (2) employees on the largest shift.
- 22.1.16 CONVALESCENT HOME- One (1) space for each three (3) beds plus one (1) space for each two (2) employees on the largest shift.
- 22.1.17 SPECIAL USE DISTRICT- One (1) space for each employee or as otherwise specified in this regulation.
- 22.1.18 USES NOT SPECIFIED- Parking requirements for any use not specified in this section may be set by the Zoning Commission in the particular instance, taking account of similarity of the use to other uses for which requirements are specified herein.
- 22.2 OFF STREET LOADING- Every commercial, industrial, wholesale or hospital use, or addition thereto, must maintain at least one (1) paved off-street loading space of not less than 10 feet in width, 30 feet in length and 14 feet vertical clearance. For wholesale and industrial buildings, there shall be one (1) such off-street loading space for every 40,000 square feet of floor area or portion thereof, excluding basements.
- 22.3 DRIVE-UP WINDOWS- The access way to a drive-up window must not impede the free flow of traffic on the approaching street or in the designated parking area.
- 22.4 PARKING OF COMMERCIAL VEHICLES IN A RESIDENTIAL DISTRICT- No commercially operated or licensed vehicle having a gross weight in excess of 10,000 pounds shall be parked or stored on public or private property in an RU-120, RU-80, RU-40, R-12 or R-10 District except as follows:

- A. When actively engaged in providing a service directly related to the property where it is parked..
- B. In connection with any legally existing non-conforming, non-residential use, located in a residential zone as long as said vehicle is not parked in the area construed to be the front setback and as long as said vehicle is parked outside of the applicable side yard and rear setbacks.
- C. On an occasional basis, not exceeding an average of once a month, when said use is in conjunction with the need for emergency repair such as by a utility service man or mechanical systems repair man or other similar incidental use.

22.5 SHARED PARKING IN CA AND CB DISTRICTS- The purpose of this section is to specify criteria under which existing uses may share off street parking facilities with other properties by demonstrating a parking disadvantage. The term disadvantage, within this section, shall be construed to mean those existing properties which can demonstrate an onsite parking efficiency for existing buildings and uses.

22.5.1

- A. The shared arrangement will permit demonstrably more efficient utilization of parking spaces between property owners.
- B. There shall be no “reserved parking” other than that allocated for handicapped use.
- C. Shared parking areas shall be within 500 feet of the activities applying for the permit.
- D. Any permit granted under this section shall apply only to the specific activities in force at the time it was granted and shall not include any property devoted exclusively to residential use.
- E. Shared parking may be utilized between the property of the involved business/businesses and only one (1) other site.
- F. Location of off-site parking is to be indicated by a sign, in accordance with Section 18, at the participating businesses.
- G. Any agreement developed in accordance with this section shall bear the signatures of the tenant and owners of the relevant properties. The terms of such agreement shall be set forth in sufficient detail to permit the Zoning Officer to judge their effectiveness. The Zoning Officer may require an A-2 survey for any shared parking proposal in order to determine the adequacy of existing parking spaces.

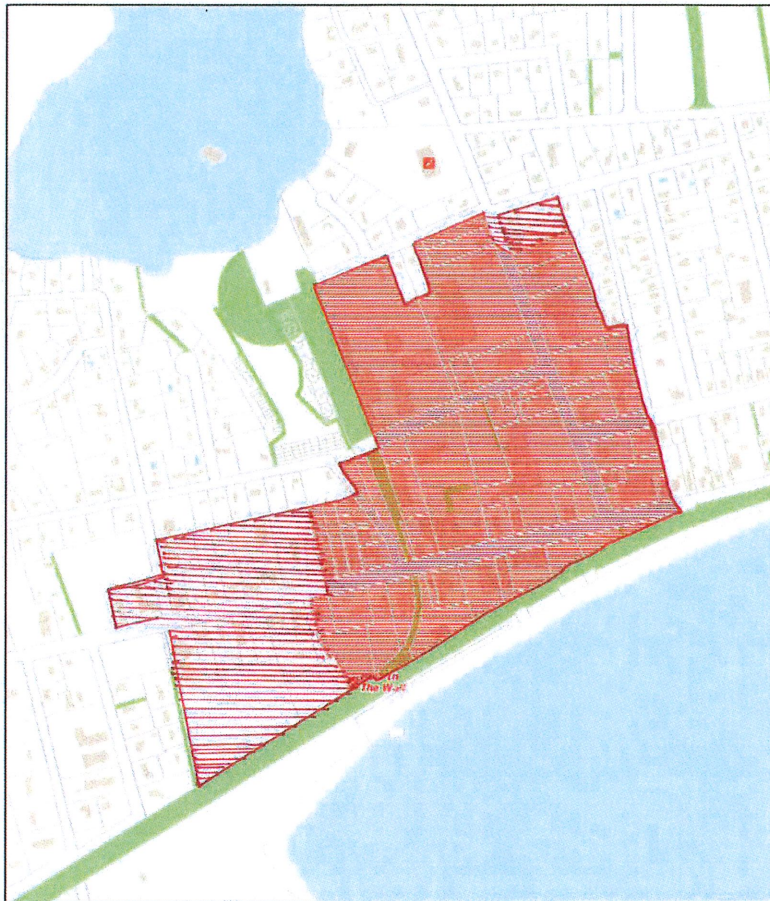
- H. Any permit granted under this section shall be recorded in the Town's land records and shall be valid for a minimum period of five (5) years. Application for renewal of such permit shall be made in accordance with the above provision.
- I. The permit shall be revoked if one (1) of the involved activities ceases to operate or the use changes.

22.6 AREAS OF EXEMPTION FROM PARKING REQUIREMENTS- Notwithstanding new construction on vacant lots, existing and new uses associated with existing properties and buildings delineated on the following overlay map shall be exempt from the requirements of Sections 22.1.1 through 22.1.15 provided that lot coverage existing on or before 10/19/1999 is not increased.

An increase in lot coverage is not exempted and shall adhere to all the requirements of Section 22.

22.7 CB ZONES ON STREET PARKING CREDIT- Notwithstanding the provisions of Section 22 of the Zoning Regulations, on street parking spaces which directly front a commercial lot may be counted toward the overall required parking space calculation for parking compliance purposes for commercial uses.

- A. Such spaces shall be not less than 9 feet by 18 feet,
- B. Parking spaces shall not be signed nor reserved.



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

10/20/2014 10:59:01 AM



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1"=400'



PARKING OVERLAY

TOWN OF FRANKLIN

ZONING REGULATIONS

EFFECTIVE: JANUARY 2, 2025

within the floodplain or floodway and shall report any variances to the Federal Emergency Management Agency in its biennial report.

9.15 **PARKING.** All off-street parking spaces shall consist of not less than **200 square feet** per vehicle with a width of 10 feet and a length of **20 feet** and a combined area of parking and maneuvering space of **300 square feet**. All parking spaces, loading facilities and access roadways shall have adequate all-weather surfacing treated to inhibit dust, adequate drainage, and shall allow free and safe movement of all vehicles customarily using the facility. Commercial parking areas/driveways must be constructed of a durable material (asphalt, concrete, pavement millings, or other material approved by the Commission) with the travel way to be a minimum of 24 feet wide for two-way traffic and a minimum of 16 feet wide for one-way traffic and comply with the Franklin Road and Driveway ordinances. Expansion of an existing parking area shall be approved by the Commission. The following parking space requirements shall be met:

9.15.1 Residential – 2 spaces per dwelling unit with 2 or more bedrooms; 1 space per dwelling unit with 1 bedroom or accessory dwelling unit.

9.15.2 Hospital – 1.2 spaces per bed.

9.15.3 Auditorium or theater – 0.33 spaces per seat.

9.15.4 Restaurant – 0.33 spaces per seat.

9.15.5 Industrial use – 0.66 spaces per employee.

9.15.6 Church – 0.33 spaces per seat.

9.15.7 College or University – 0.5 spaces per student.

9.15.8 Retail/commercial use – 1 space per 200 square feet of gross floor area.

9.15.9 Office – 1 space per 300 square feet of gross floor area.

9.15.10 Shopping Center – 5.5 spaces per 100 square feet of gross leasable area.

9.15.11 Hotels or Motels – 1 space per room plus 0.5 spaces per employee.

9.15.12 Elementary or Junior High School – 2 spaces per classroom.

9.15.13 Senior High School – 0.2 spaces per student plus 1 space per employee.

9.15.14 Nurseries – 1 space per employee.

9.16 **LOADING SPACE.** Every commercial, industrial, wholesale and hospital use, or addition thereto, must maintain at least one paved off-street loading space of not less than **10 feet** in width, **50 feet** in length, and **14 feet** vertical clearance. For each wholesale and industrial building there shall be one such off-street loading space for every **40,000 square feet** of floor area or portion thereof, excluding

basements. For other uses not specifically listed, the same requirement as for the most similar use shall apply. Upon sufficient demonstration that the unique attributes of the use and/or uses in combination do not require the number and/or size of loading stalls required herein, the Commission may, in its sole judgment, reduce the number and size of required stalls by up to 50% of the number and size required, with the express exception of the required vertical clearance.

9.17 CORNER OR THROUGH LOTS. On a corner or through lot:

- A. Frontage, front yard, and lot width requirements shall be met for all street frontages; and
- B. Where the lot line at any street intersection is rounded, the midpoint of the arc shall be considered a front corner for the purposes of measuring frontage and lot width; and
- C. No fence, wall, hedge or other structure or planting more than **2-1/2 feet** in height above the street elevation shall be erected, placed or maintained within the triangular area formed by any intersecting street right-of-way lines and a straight line adjoining said street lines at points which are **50 feet** distant from the point of intersection, measured along said street lines.

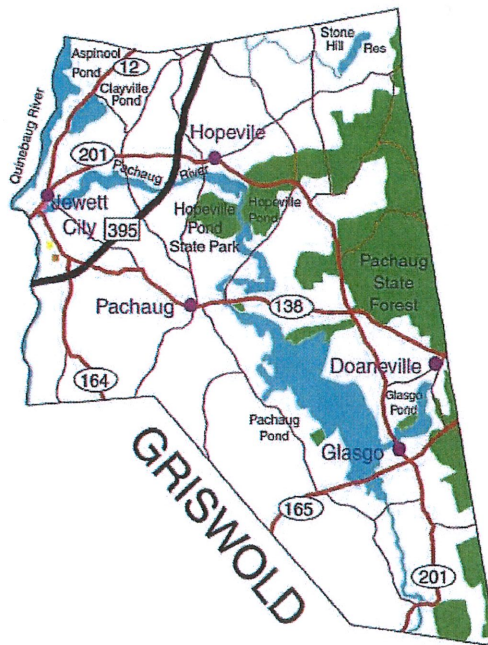
9.18 AUCTIONS & TEMPORARY RELIGIOUS OR ENTERTAINMENT ACTIVITIES.

Notwithstanding the provisions of Chapter 10 of these Regulations, the Commission may, after review of an application permit, auctions, whether commercial or non-commercial, temporary fairs, shows, festivals or other entertainment or religious activities that occur on a regular basis to be conducted as permitted uses on lots determined by the Commission to be permanently and adequately equipped with water and sewage facilities, parking areas, safe access, a structure that can be used for dispensing emergency medical treatment, and provided that an adequate buffer exists to minimize the adverse effects that such activity might have on adjacent residential properties. The Commission may require, as a condition of approval, that other measures be taken to ensure public health and safety and that insurance is obtained, where appropriate, to safeguard the Town from liability.

9.19 MOBILE HOME DURING CONSTRUCTION OF DWELLING. A permit to occupy a mobile home may be issued for one year under the following conditions:

- 9.19.1 Such permit shall be issued to the owner of a parcel on which his private dwelling is to be constructed, altered or reconstructed.
- 9.19.2 The mobile home shall not be moved onto the property until a building permit has been issued for such building construction.
- 9.19.3 The mobile home, before occupancy, shall be connected to permanent water supply and sewage disposal system that will serve the completed dwelling.

ZONING REGULATIONS TOWN OF GRISWOLD, CONNECTICUT



**ESTABLISHED DATE: JULY 1973
REVISED TO: DECEMBER 02, 2023**



SECTION 14: PARKING REQUIREMENTS

- 14.1 General.** A parking space shall have a minimum rectangular dimension sufficient to provide 171 square feet of parking area exclusive of driveways. The length of any parking space shall be at least 18 feet and the width at least 9.5 feet as measured on an axis parallel with the vehicle after it is parked. The dimensions of the parking spaces shall be consistent for all contiguous spaces and shall provide for the most efficient design for vehicular and pedestrian circulation. Interior drives shall be adequate width to serve a particular design arrangement of parking spaces, the following being the minimum width permitted. Ninety-degree (90°) parking shall be used unless there is a positive control of traffic directions

90° parking	–	Twenty-six (26) feet
45° parking	–	Thirteen (13) feet
60° parking	–	Eighteen (18) feet
30° parking	–	Eleven (11) feet

Entrance and exit drives to parking facilities shall consist of a minimum fifteen (15) foot wide lanes one way and thirty (30) foot wide lanes for two-way movement and said entrance or exit to any off-street parking area shall be located a safe distance (minimum 50 feet) away from any street intersection unless otherwise authorized by the Commission. No such entrance or exit may exceed a grade in excess of six percent (6%) with 25 feet of any street line or ten percent (10%) at any other point. All points of ingress or egress shall be appropriately signed unless such signage is considered unnecessary. (2/1/08)

The applicant may provide a limited number of small car spaces in accordance with the following standards:

Up to twenty-five percent (25%) of the minimum number of required parking spaces may be allocated for small cars and correspondingly reduced in size subject to the approval of a small car parking layout plan. A small car space (stall) shall not be less than eight (8) feet in width and sixteen (16) feet in stall length. The small car spaces shall be laid out in groups and marked with "Small Car Only" freestanding or wall signs not to exceed one (1) square foot each.

Further, the State of Connecticut Building Code shall determine the number of spaces which shall be set aside for disabled drivers. All spaces shall be clearly marked.

Off-street parking areas shall be adequately illuminated for convenience and safety, but no lighting for parking areas shall cause glare on adjoining property.

All off-street parking areas shall be paved with bituminous concrete except for one and two-family dwellings and farm buildings. The Commission may allow an acceptable, alternative parking surface if the use is a low volume traffic generator and the Commission is satisfied with its maintenance provisions.

The parking required herein is in addition to space which is required for the storage of trucks or other vehicles used in connection with a business, commercial or industrial use.

Where fractional spaces result, the parking spaces required shall be construed to be the next highest whole number.

The parking space requirements for a use not specifically listed in this section shall be the same as for a listed use of similar characteristics of parking demand generation, as determined by the Commission.

In the case of mixed uses, uses with different parking requirements occupying the same building or premises, the parking spaces required shall equal the sum of the requirements of the various uses computed separately, except in the case of public, parochial or private schools.

Parking lots in C districts shall be designed so that adjoining lots may be interconnected and made continuous to promote internal traffic flow, provide access management, and limit the number of required road access cuts. It is the intent of the C – Commercial district to encourage “common use” or shared parking and common shared curb cuts as long as it has been demonstrated to provide adequate parking at all times or operation at the site and has been documented in a reciprocal agreement binding the owners and/or operators at the site. In the case of gasoline stations, car washes, or travel centers, parking spaces at the pumps or under the gas canopy, or within the washing stall(s), or the like shall not be counted as parking spaces to meet minimum parking requirements. (2/1/08)

- 14.1.1** Parking lots in Commercial and Industrial districts shall have at least twenty (20) square feet of green space, seeded to grass and planted with trees and shrubs, within the parking lot for each parking space in addition to required landscaped buffer strips in accordance with Section 11.8 of these Regulations. (8/26/99)

14.2 Requirements. The following parking space requirements shall be met:

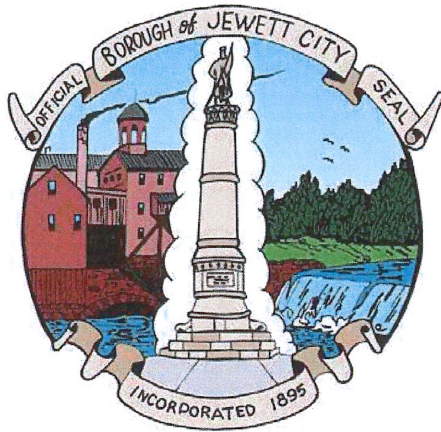
- 14.2.1** Dwelling – Minimum of 2 spaces per family unit. For a single-family residence, the area of a driveway may be counted toward meeting parking space requirements.
- 14.2.2** Tourist home, hotel, motel – one (1) space per guest sleeping room.
- 14.2.3** Restaurant, eating establishment or tavern – one space per each fifty (50) square feet or portion thereof, of public floor space. For a drive-in eating establishment, a minimum of ten (10) parking spaces shall be required.
- 14.2.4** Personal patron service shops, e.g., barber shops, beauty salons – Three (3) spaces per station.
- 14.2.5** Retail Stores – one (1) space per 150 square feet of floor space used for sale or display of merchandise.
- 14.2.6** Theater, auditorium, church or place of public assembly – one space per each seven (7) seats.
- 14.2.7** Finance, insurance or real estate establishment – one space per each 200 square feet of office space.
- 14.2.8** Wholesale establishment one space for every three (3) employees.
- 14.2.9** Hospital, convalescent homes, nursing homes – one space per three (3) beds and one space per three (3) employees.
- 14.2.10** Industrial use – one space for each two (2) employees on the largest shift.
- 14.2.11** Shopping center – one space per 350 square feet of floor area.

- 14.2.12** Off-street loading – every commercial, industrial, wholesale and hospital use, or addition thereto, must maintain at least one (1) paved off-street loading space of not less than ten (10) feet in width, thirty (30) feet in length, and fourteen (14) feet vertical clearance. For wholesale and industrial buildings, there shall be one such off-street loading space for every 40,000 square feet of floor area or portion thereof, excluding basements. For other uses not specifically listed, the same requirement as for the most similar use shall apply.
- 14.2.13** Non-Profit Small Domestic Animal Shelters- One space per 500 square feet of shelter area over and above any residential requirements. (8/10/09)
- 14.2.14** Multifamily Housing Units Two outside spaces for each unit up to three bedrooms. Spaces internal to a garage, accessory structure, or carport shall not count toward this parking requirement.
- 14.2.15** Gasoline Stations/Convenience Stores One outside parking space for each 150 square feet of inside display area. Spaces under a gasoline canopy, carport or other accessory structure shall not count toward this parking requirement. (8/10/09)

ZONING REGULATIONS

FOR THE

BOROUGH OF JEWETT CITY, CONNECTICUT



ADOPTED BY THE
BOROUGH ZONING COMMISSION ON SEPTEMBER 15, 1975
AND AUTHORITY TRANSFERRED TO THE TOWN OF GRISWOLD
PLANNING & ZONING COMMISSION
ON JANUARY 1, 1996

EFFECTIVE DATE: SEPTEMBER 18, 1975

REVISED TO: August 1, 2017

- 10.7.1** Storage container(s) shall be located to the rear or side of the principal building and shall not occupy or obstruct required parking spaces or loading areas. Storage containers shall satisfy all applicable Zoning Regulations as deemed applicable by the Zoning Enforcement Officer. Each container shall contain a lockable door. Commercial advertising of any kind shall not be permitted on any storage container. Storage containers containing hazardous materials/dangerous goods shall satisfy the signage requirements of the local Fire Marshal. (12/28/00)
- 10.7.2** Storage container(s) shall be maintained in a neat and orderly condition. (12/28/00)
- 10.7.3** The maximum time period for any individual permit issued by the Zoning Enforcement Officer shall not exceed three (3) months; however, the Zoning Enforcement Officer may allow the continued use of a storage container(s) for bona fide construction projects for an additional three (3) month period upon the receipt of a new permit application and fee. However, the Zoning Enforcement Officer may re-issue permits every three (3) months for a period of twelve (12) months. Any request beyond the twelve (12) month period shall be submitted as a new application to the Planning & Zoning Commission. (12/28/00)
- 10.7.4** The application fee for a storage container permit shall be \$100.00 per storage container for a three (3) month period. (12/28/00)
- 10.7.5** Violations of these Regulations shall be grounds for the revocation and/or denial of an application renewal. (12/28/00)
- 10.8** **Multiple Buildings.** Only two (2) principal structures containing two (2) or more residential dwelling units shall be permitted on a lot within the Residential (R), Residential Multi-family (RM), Residential/Commercial (RC), and Commercial (C) Zoning District. Such development must also meet all other requirements as established in these Regulations. (12/1/04)
- 10.9** **Elderly Housing and Assisted Living Facilities.** In the RM zones, the following condition shall be met. (12/1/04)
- 10.9.1** Assisted living facilities shall be no more than one story in height. (12/1/04)
- 10.10** **Animals.** Large animals such as cows, horses, sheep and pigs etc. including their miniature varieties, are prohibited in all borough zones. (01/01/14)
- Poultry may be kept for personal use only within the borough residential (br) zone provided that the number of Poultry does not exceed six (6). Poultry are prohibited in THE BRM, BRC, BC and BI Borough Zoning Districts. Roosters are prohibited in all zoning districts in the Borough. Free-ranging of Poultry is prohibited in all zoning districts. Proper coops with fenced enclosures must be provided in the Borough Residential (BR) Zone at all times. (01/01/14)

SECTION 11. PARKING AND LOADING REQUIREMENTS

- 11.1** **General.** All off-street parking spaces shall consist of not less than 300 square feet per vehicle All parking spaces, loading facilities and access roadways shall have adequate all-weather surfacing treated to inhibit dust, adequate drainage, and shall allow free and safe movement of all vehicles customarily using the facility.
- 11.2** **Off-Street Parking Requirements.** Spaces shall be required as follows: (12/1/04)
- 11.2.1** Dwelling – 1½ spaces per dwelling unit

- 11.2.2 Hotel, motel – 1 space per guest sleeping room.
- 11.2.3 Restaurant, eating establishment or tavern – 1 space per each 50 square feet or portion thereof, of public floor space. For a drive-in eating establishment, a minimum of 10 parking spaces shall be required.
- 11.2.4 Personal patron service shops, i.e., barber shops, beauty salons – 1 space per patron accommodation.
- 11.2.5 Retail stores – 1 space per 150 square feet of floor space used for sale or display of merchandise.
- 11.2.6 Theater, auditorium, church or place of public assembly – 1 space per each 5 seats.
- 11.2.8 Finance, insurance or real estate establishment – 1 space per each 200 square feet of office space.
- 11.2.9 Wholesale establishment – 1 space per each employee.
- 11.2.10 Rest homes – 1 space per each 5 beds.
- 11.2.11 Elderly Housing and Assisted Living Facilities – 1 space per dwelling unit.
- 11.2.12 Industrial use – 1 space for each two employees on the largest shift.
- 11.2.13 Business and professional offices – 2 spaces per employee.
- 11.2.14 Multi-family Housing - Two outside spaces for each unit up to three bedrooms. One additional outside parking space per bedroom for each unit with bedrooms over four. Spaces internal to a garage, accessory structure, or carport shall not be included toward this parking requirement. (03/30/09)
- 11.2.15 Gasoline Stations/Convenience Stores – One outside parking space for each 150 square feet of inside display area. Spaces at the gasoline pumps, in the queuing aisle, or under the gasoline canopy, carport, or within an accessory structure shall not count toward this parking requirement. (03/30/09)
- 11.3 **Circulation Patterns and Public Safety.** Adequate provision shall be made for the separation of vehicular and pedestrian traffic, within a particular site or development, to minimize the potential for personal injury and to protect the health, safety and general welfare of Borough residents. (12/1/04)

Section 11.4 was removed in its entirety (08/01/2017)

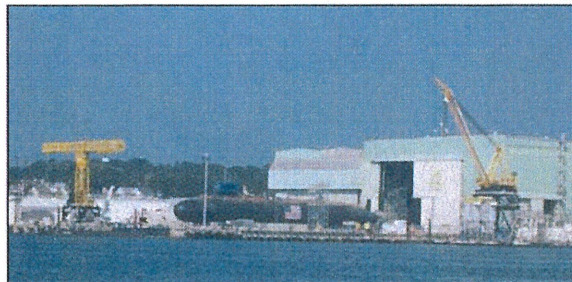
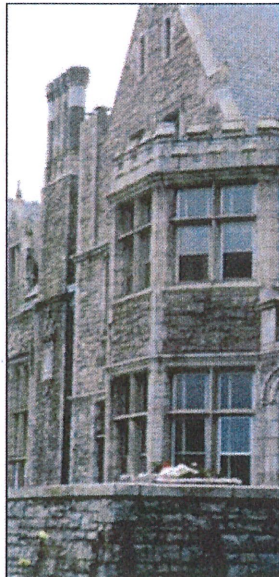
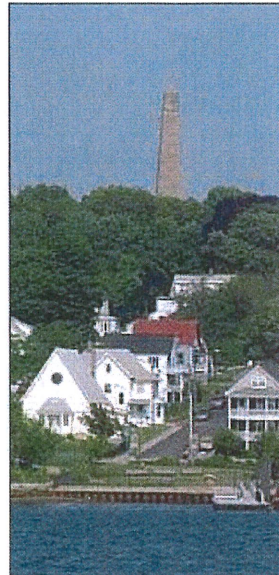
SECTION 12. SPECIAL EXCEPTIONS

- 12.1 **General.** In accordance with the following requirements, the Planning & Zoning Commission may grant a Special Exception. All requirements of this Section shall be in addition to other requirements applicable in the zoning district in which the Special Exception is located.
- 12.2 **Application Procedure.** All applications for Special Exceptions shall be submitted to the Planning & Community Development Department together with the site plan prescribed in Section 13 of these Regulations and the prescribed application fee at least ten (10) business days prior to a regularly scheduled meeting of the Planning & Zoning Commission.

CITY OF GROTON

ZONING

REGULATIONS



Planning and Zoning Commission

Effective – December 1, 2016

Recently Amended to September 2, 2020

7. STANDARDS

7.1. Parking and Loading Regulations

7.1.A General

1. Except as may be otherwise provided in this Section 7.1, off-street parking and loading shall be provided in accordance with this Section for any building or use created, enlarged, or increased after the effective date of these Regulations.
2. Parking and loading space shall be maintained and shall not be encroached upon so long as said principal building or use remains, unless an equivalent number of such spaces are provided elsewhere in conformance with these Regulations.
3. The requirement for off-street parking space and off-street loading space shall be a continuing obligation of the owner of the real estate on which any such structure or use is located as long as the structure or use is in existence and its use requiring vehicle parking facilities continues unless a change in use also changes the parking requirements.
4. It shall be unlawful for:
 - a. An owner of any structure or use affected by this Section to discontinue, change, or dispense with, or to cause the discontinuance of any vehicle parking or loading space.
 - b. Any firm or corporation to occupy a structure without providing parking and loading spaces, which meet with the requirements of and is in compliance with this these Regulations.
5. Handicapped parking shall be provided in accordance with CGS Section 14-253a and any other requirements of State law.
6. Nothing in this Section shall be construed to prevent collective provision of off-street parking facilities for two or more structures or uses, provided that the total of such off-street parking spaces supplied collectively shall, unless modified by the Commission as provided in Section 7.1.C, be not less than the sum of the requirements for the various uses computed separately.

Section 7.1

STANDARDS

Parking and Loading Regulations

Effective December 1, 2016

7.1.B Number of Parking Spaces

Off-street parking spaces shall be provided for all new uses or buildings constructed, reconstructed, or enlarged after the effective date of these Regulations in accordance with the following schedule of requirements and any calculation resulting in a fraction shall be rounded to the nearest whole number:

1. RESIDENTIAL USES	SPACES REQUIRED
a. One-family dwellings	2 spaces per dwelling
b. Two-family dwellings	3 spaces per dwelling
c. Multiple-family dwellings	2.25 spaces per dwelling unit
d. Housing for elderly	0.75 spaces per dwelling unit

2. INSTITUTIONAL USES	SPACES REQUIRED
a. Places of assembly, including, but not limited to churches, auditoriums, theaters, and stadiums	1 space for each 4 fixed seats or equivalent gross floor area
b. General hospital, convalescent, nursing or rest home	1 space per 4 patients beds plus 1 space per employee during the maximum work shift

3. MARINE USES	SPACES REQUIRED
a. Boat docks, marinas, and boatyards.	1 space per boat or mooring facility
b. Tour boat / Sport fishing boats	1 space for every 2 passengers the boat is licensed to carry
c. Passenger ferries	1 space for each 2 passengers the ferry is licensed to carry

4. RETAIL / SERVICE USES	SPACES REQUIRED
a. Appliance, carpet, furniture, electrical, heating, and plumbing retail sales	2.0 spaces per 1,000 square feet of gross floor area
b. Other retail sales and service establishments	4.0 spaces per 1,000 square feet of gross floor area
c. Open or outdoor businesses, including, but not limited to those which sell new and used: Motor vehicles, trailers, mobile homes, building supplies, machinery, equipment, swimming pools, nursery, and garden supplies	1 space per 1,000 square feet of lot area
d. Automotive services, including, but not limited to gas stations, auto dealers, auto accessories, auto repair, auto body and paint shop, muffler installations, tire shops, engine and transmission overhaul shops and car wash	4.0 spaces per 1,000 square feet of gross floor area; or 3 spaces per bay, lift or equivalent, whichever is greater. An attendant- operated or self-service car wash shall have at least 10 waiting positions for each bay between the street line and such bay for cars approaching and at least 2 waiting positions for cars leaving said bays

5. OFFICE USES	SPACES REQUIRED
a. General business and professional offices and financial institutions	4.0 spaces per 1,000 square feet of gross floor area; or 2 spaces for each office or tenant, whichever is greater A drive-in bank window shall have at least 5 waiting positions between the street line and said window for cars approaching and at least 1 waiting position for cars leaving said window

6. HOSPITALITY USES	SPACES REQUIRED
a. Food and beverage establishments, including, but not limited to, restaurants, taverns, bars, luncheonettes, soda fountains, clubs (public and private), fraternal organizations and lodges	12.0 spaces per 1,000 square feet of gross floor area
b. Hotels, motels, and boarding, lodging, and rooming houses	1 space for each rooming unit, plus required parking for facilities used for eating, drinking, assembly, and other such uses
c. Bed and Breakfast Establishments	1 space per guest room, 2 spaces for the resident- owner, and 1 space per non-resident staff employee on each shift

Section 7.1

STANDARDS

Parking and Loading Regulations

Effective December 1, 2016

7. INDUSTRIAL USES	SPACES REQUIRED
a. Manufacturing and industrial establishments	1 space for each 3 employees on the maximum work shift provided that for uses with more than 100 employees, an official of the firm or institution shall submit a semi-annual affidavit (beginning within 30 days of the effective date of these Regulations) certifying the number of employees on each work shift. The parking requirements may be met in part by the provision of alternate transportation for employees in the following manner: 1. Each three occupied seats in a van or bus shall be considered as one parking space. 2. A bus which makes repeated trips from outlying areas outside City limits to the establishment before the start of the maximum work shift shall be counted once for each trip.
b. Wholesale and distribution businesses, warehousing and storage businesses, truck terminals and other enclosed non-industrial storage uses	1 space for each 1,000 square feet of gross floor area or 1 space for each three 3 employees on the maximum work shift, whichever is greater provided that For uses with more than 100 employees, an official of the firm or institution shall submit a semi-annual affidavit (beginning within 30 days of the effective date of these Regulations) certifying the number of employees on each work shift. The parking requirements may be met in part by the provision of alternate transportation for employees in the following manner: 1. Each three occupied seats in a van or bus shall be considered as one parking space. 2. A bus which makes repeated trips from outlying areas outside City limits to the establishment before the start of the maximum work shift shall be counted once for each trip.

8. OTHER USES	SPACES REQUIRED
a. Taxi services facility	1 space for each licensed cab plus 1 space for on-duty dispatcher. The Commission may allow for vehicles to be stacked
b. Group day care homes / Child day care center	1 space per employee or staff person plus 1 space per every 7 children / persons (or fraction thereof) that the facility is licensed to serve
c. Specialized Classrooms	A minimum of 0.33 parking spaces for every student, instructor, and supporting staff member, provided, however, if the Planning and Zoning Commission determines that the proposed classes will generate a greater demand for parking than can be accommodated by this ratio, it can, as a condition of the Special Permit, require additional spaces, as needed.
d. Halfway Houses and Community Residential Counseling Facilities (CRCFs)	1 space for each staff member on maximum shift plus 1 space for each 3 adult residents. Additional parking spaces may be required by the Commission based upon the nature and use of the facility
e. Vocational Training Facilities	1 space per employee or staff member on maximum shift plus one space per every 5 clients to be served based on the maximum number as stated in the application scope and services description. Additional parking spaces may be required by the Commission based upon the nature and use of the facility.
f. Micro-brewery-distillery-winery	One space per 1,000 SF of production/ storage area along with other spaces as required for public floor area devoted to sales or consumption.
g. Mixed Use	The total required number of spaces for each use as listed herein. However, the Commission may allow a reduction under a shared parking scenario when uses have differing peak parking demands. When calculating the total number of spaces for mixed use development under a shared parking scenario, readily available published data shall be used. This may include the Institute of Traffic Engineers, American Planning Association or Urban Land Institute.
h. Accessory Uses	The Commission, or its designee, shall determine the minimum number of spaces required to support an accessory use based upon the accessory uses relationship to the principal use.
i. Uses not listed	The parking space requirements for a use not specifically listed in this Section shall be determined by the Commission based on parking demand generation for a listed use of similar characteristics.

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Effective December 1, 2016

STANDARDS

Parking and Loading Regulations

7.1.C Possible Modification of Parking Requirements

1. **Permanent Parking Reduction For A Single Property** – The Commission may, by Special Permit, modify the cumulative parking requirements of Section 7.1B of these Regulations for a single property in the following situations:
 - a. Where in a mixed-use development on a single property, there are two or more land uses which have differences in their principal operating hours or dissimilarities in their clientele, thereby allowing utilization of the same parking spaces.
 - b. Where a use is located within 500 feet of another use, such as a church or other public place of assembly that is not in operation during the same hours or days as the first use, and where such church or public place of assembly is willing to make its parking available to the first use.
 - c. Where the Commission finds that existing on-street parking or on-street parking to be established by the applicant in the vicinity will alleviate the need to provide the full complement of parking on the site.
2. **Permanent Parking Reduction For Multiple Properties** – The Commission may, by Special Permit, modify the cumulative parking requirements of Section 7.1B of these Regulations for multiple properties where the Commission finds that a functional and interconnected parking arrangement is provided within and between the properties, that an agreement for joint access and parking, in perpetuity, acceptable to the Commission is filed on the land records, and further provided the Commission finds one or more of the following based on information provided by the applicant:
 - a. Peak parking demands among uses occur at different hours of the day and this offset results in a lower net peak parking demand;
 - b. Synergistic relationships among uses allow patrons to park once while accessing multiple locations or allow for multiple purpose trips to occur within the development(s); or
 - c. The uses are likely to generate transit, bicycle or pedestrian trips and accommodations have been made to support these alternative forms of transportation.

-
3. **Permanent Compact Space Parking Reduction** - The Commission may, by Special Permit, permit parking spaces not less than 8 feet by 18 feet in cases where:
- the parking spaces are for the exclusive use of employees,
 - all vehicles are parked by an attendant, or
 - the parking spaces are within a garage.
4. **Temporary Change of Use Exemption** - In the event that no new buildings or structures are being established and the land area, structures or permitted uses are simply being changed from one permitted use to another permitted use allowed under these Regulations, no additional parking spaces shall be required provided that:
- the number of spaces that presently exist on the property is at least 90 percent of the cumulative parking requirement for the new use(s) and the other existing use(s) on the property, and
 - no "grandfathering" or other exception shall be provided relative to any future use of such premises.
5. **Temporary Parking Installation Reduction** - The Commission may, by Special Permit, waive the immediate installation of up to 25% of the required parking spaces where sufficient evidence has been presented, in the judgment of the Commission, to show that the reduced parking facilities will adequately serve the proposed use provided that:
- The Special Permit shall be applicable only to the particular use or occupancy of land, buildings, or other structures specified in the application, and such Special Permit and Zoning / Building Permit issued for the use shall become null and void in the event that such use or occupancy is changed to another use or occupancy.
 - Before the Commission waives the immediate installation of spaces, the applicant shall show upon the site development plan the complete layout for the full parking requirements and the design of the complete stormwater management system designed to handle the deferred parking pavement.
 - Upon approval by the Commission, the owner shall file the plan approved by the Commission in the Office of the Town Clerk, stipulating that:
 - the complete stormwater management system shall be installed at the time of initial development, and
 - the owner, or the successor and assigns of the owner, will install as many of the waived parking spaces as the Commission deems necessary within six months of the Commission's request, when, in the opinion of the Commission, such installation is needed.

Section 7.1

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Parking and Loading Regulations

Effective December 1, 2016

7.1.D Location of Parking

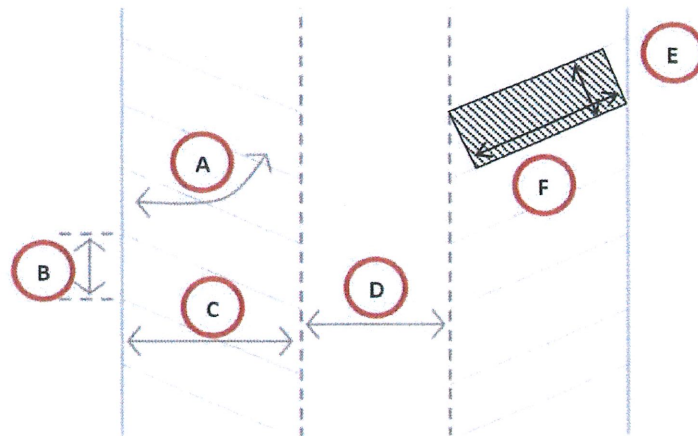
1. The parking spaces required for all residential dwellings shall be located on the same lot as the dwelling.
2. The parking spaces required for non-residential uses shall be located on the same lot as the principal use or on a lot which is within 500 feet of the principal use, such distance to be measured along the street lines to the property.
3. In industrial zones, if there are special and unusual circumstances that make it impractical to provide all required parking within 500 feet of the principal use, other provisions may be made for the location of parking provided parking is a permitted use in the zone in which it is to be located and subject to Special Permit approval and Site Plan approval by the Commission.
4. When required parking spaces are provided on land other than the lot occupied by the principal use for which they are required:
 - a. The land occupied by such spaces must be in the same possession as such principal use.
 - b. Such land must be bound by a covenant, recorded in the office of the Town Clerk binding such owner and his/her heirs and assigns to maintain the required number of parking spaces for the duration of the use served.

7.1.E Size of Spaces

1. Off-street parking space shall be 9 feet in width by 20 feet in length except that the Commission may, by Special Permit, permit the following parking space configuration where the location and distribution of spaces and overall circulation is appropriate:
 - a. At least 60 percent of the spaces shall be 9 feet in width by 18 feet in length;
 - b. Up to 20 percent of the spaces may be 8 feet in width by 16 feet in length and be marked as "compact spaces"; and
 - c. Up to 20 percent of the spaces shall be 10 feet in width by 20 feet in length and be marked as "oversized spaces."
2. An off-street loading space, as used herein, shall be a space of not less than 12 feet in width, 40 feet in length, and 14 feet in height.

7.1.F Parking Area Dimensions

A. Parking angle	0°	30°	45°	60°	90°
B. Curb length	22'	16'6"	12'9"	10'5"	9'
C. Stall depth	8'	18'	19'	19'	18'
D. Driveway width - one way	12'	13'	15'	18'	20'
- two way	20'	20'	20'	22'	24'
E. Parking space width	8'	9'	9'	9'	9'
F. Parking space length	22'	18'	18'	18'	18'



Section 7.1

Effective December 1, 2016

STANDARDS

Parking and Loading Regulations

7.1.G General Layout Requirements

1. No parking lot is to be located in any required front yard setback
2. The general layout and traffic circulation of parking and loading areas shall be designed so as to avoid unsafe conditions and traffic congestion in the streets upon which the area has access and to provide for the safety and adequacy of access for vehicles and pedestrians using the area.
3. All proposed curb cuts and access drives shall comply with all applicable requirements of:
 - a. the State Department of Transportation when accessing a State highway, and
 - b. the City's Highway Department when accessing a City street.
4. Any enclosed loading spaces shall be located at least 30 feet from any street line, and any open loading space shall be so designed that trucks when loading or unloading will not project over any street line.
5. Individual parking and loading spaces, maneuvering areas, entrances and exits shall be suitably identified with lines and arrows, as deemed necessary by the City Planner.
6. No access drive, aisle or maneuvering area shall have a turning radius of less than 20 feet.
7. Where vehicles will be located adjacent to sidewalks, fences, walls, required buffer strips, trees, landscaping, or similar constructions, a suitable bumper or curb shall be provided in such a location that the vehicle cannot overhang or otherwise damage said area.

7.1.H Loading Spaces

1. Every hospital, institution, hotel, retail store, office building, wholesale house, warehouse or industrial building, or additions thereto to which or from which outside deliveries of materials or dispatches of materials are to be made by motor vehicles and totaling 8,000 square feet or more in floor area constructed, reconstructed or enlarged after the effective date of these Regulations shall have on the lot one permanently maintained loading space and one additional loading space for each additional 16,000 square feet of floor area or major portion thereof, excluding basements.
2. When such calculation results in the requirement of a fractional space, any fraction up to and including one-half shall be disregarded and fractions over one-half shall require an additional loading space.

7.1.I Truck/Trailer Parking

No tractor, trailer, tractor-trailer combination or any truck loaded with merchandise shall be parked or stored on a lot for a period exceeding seven consecutive days in one calendar month, except in an industrially zoned district.

7.1.J Surface / Lighting / Landscaping Requirements

1. Off-street parking and loading areas, including driveways, shall include an all-weather surface to the satisfaction of the Planning and Zoning Commission, or the Zoning and Building Official in cases where the Zoning and Building Official has final authority.
2. Such all-weather surface shall be stable, durable, dustless and graded and drained as to dispose of all surface water accumulation in the area.
3. Where the proposed grade exceeds 10%, all such areas and driveways shall be paved in those areas.
4. Any lighting used shall be in accordance with Section 7.6 and shall be shielded and so arranged as to direct the light away from adjoining premises and public rights-of-way.
5. All parking areas shall be landscaped in accordance with the requirements below:
 - a. Except in the Industrial / Technology (IT) or Technology Campus (TC) zones, not more than twelve (12) at-grade parking spaces shall be permitted in a continuous row, and not more than twenty-four (24) spaces shall be permitted in a single parking area without being interrupted by landscaping.
 - b. All parking areas with more than 5 spaces that abut or are across the street from, the boundary of, or any property within any Residential Zone shall be bordered on all sides with a 10-foot-wide buffer strip.
 - c. All loading areas that abut or are across the street from, the boundary of, or any property within any Residential Zone shall be bordered on all sides with a 10-foot-wide buffer strip.
 - d. A planting area with a minimum width of three (3) feet shall be provided between the parking area and the required setback line on any parcel, except in the Industrial / Technology (IT) or Technology Campus (TC) zones, where:
 - A Site Plan approval or Special Permit is required, and
 - The parking area faces a street or property line.
 - e. On such buffer strip(s) shall be located and maintained appropriate landscaping and fencing approved by the Commission of suitable type, density, and height to effectively screen the parking area and the lights of motor vehicles adjoining residential areas.

LEBANON ZONING REGULATIONS

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- (m) The accessory apartment shall contain no more than one (1) bedroom.
 - (n) Home occupation as provided in 7.5 of these regulations will not be permitted in the accessory apartment.
- 2) A sworn statement by the owner that the accessory living unit and its use are in compliance with sections (a) through (n) of Section 1 of this regulation.

8.3 PUBLIC GARAGES AND FILLING STATIONS

- a. Upon receipt of a proper application the Board of Appeals shall issue a Special Permit for the erection of a public garage or filling station or for the conversion of any premises for such purposes in a district where permitted, when no part of such building to be so used is closer than 400 feet to a public park or playground as measured along the shortest street lines (excluding small park areas within the boundaries of the highway); or closer than 500 feet to the nearest point of any building used as a school, hospital, church, theater, public library, convalescent home or other building for public assembly.

8.4 PARKING STANDARDS

The purpose of this regulation is to provide for sufficient off-street parking and loading facilities to accommodate the safe movement of motor vehicles and their occupants, pedestrians, employees, customers, delivery services, and other persons normally visiting the premises at any one time; to protect and maintain property values; to assure adequate lighting that does not pollute the sky or neighboring properties; and, to assure that parking and loading facilities do not degrade water quality. (effective 8/25/08)

- a. Basic Requirement.
 - 1) After the effective date of these regulations off-street parking and loading space shall be provided by the owner of the property for each building which thereafter is erected, moved, substantially enlarged, or altered, and in accordance with minimum requirements contained herein.
- b. Plot Plan.
 - 1) There shall be provided at the time of application for a building permit for the erection or enlargement of any building for which off-street parking is hereinafter required other than a dwelling, a plan showing such parking space including the means of access and interior circulation.
- c. Expansion of Facilities.
 - 1) A building may be expanded if parking and loading capacity requirements of the lot on which the building stands can be provided in conformity with this section.
- d. Lighting.
 - 1) Lighting shall be in conformance with Sec. 7.9. (effective 2/26/15)
- e. Area.
 - 1) Each off-street parking space shall be a minimum of 9 feet by 18 feet and have aisle widths of at least 15 feet wide for single loaded and 24-feet wide for double loaded. (effective 4/10/22)

f. Maintenance.

- 1) Off-street parking and loading spaces shall be graded, surfaced and maintained by the owner or owners.

g. Joint Use of Parking Space.

- 1) Joint use of off-street parking facilities is permitted provided that the area of such facilities shall not be less than the sum of the requirements of the various users computed in accordance with the schedule in this section.

h. Buffer Strips.

- 1) In addition to the requirements for parking, the Commission may require planting in a buffer strip in conformity with Section 7.7 to allay dust, screen out storage and parking areas, and to lessen noise and other nuisances.

i. In all districts the following permanently maintained off-street parking spaces shall be provided for every new or reconstructed building:

<u>Type</u>	<u>Minimum Number of Spaces</u>
One-family and two-family residences	3 per family unit (effective 8/25/08)
Multi-family residence	2 per 1-bedroom unit and 3 per 2-bedroom unit (effective 8/25/08, amended 2/14/18 and 4/10/22)
Buildings and open stands for display of agricultural products	1 per each 5 feet of building frontage
Home Occupation	1 per dwelling unit plus 2 spaces additional
Retail Business	10 per each 1,000 square feet
Office Buildings	1 per 3 employees
Theaters, auditoriums and stadiums, or other places of public assembly including town hall, school, churches, etc., based on maximum capacity	Not less than 1 for each 10 seats provided up to 500 seats. 1 per each 5 seats over 500
Hospitals	1 per 3 beds + 1 per each 3 employees
Hotel	1 per each guest room or suite + 1 per each 3 employees
Restaurants, including drive-ins	1 per 4 patrons + 1 per each 3 employees
Funeral Homes	1 per each 2 employees + 5 spaces each chapel
Industrial buildings	1 per 4 employees on any one shift
Age-Restricted Housing (effective 6/26/15)	2 for 1-bedroom units and 2.5 for 2 or more bedroom units (amended 4/10/22)

- k. On any lot which is hereinafter developed for business, industrial, hotel or institutional use, there shall be provided and permanently maintained adequate space suitably located on the lot for the loading and unloading of goods and materials. In determining adequacy and suitability of the location, the Commission shall be governed by the nature of the use, the volume of vehicular and pedestrian traffic passing the premises and the location of the principal building in relation to the street.

- 1) Minimum size of off-street loading space shall be ten (10) feet in width, thirty (30) feet in length, and fourteen (14) feet in height.
- 2) Minimum number of berths shall be as follows:

<u>Type</u>	<u>Minimum Number of Berths</u>
Public Facility or School	1 berth for each 10,000 sq. ft.
Hospital, Institution, Hotel, Retail Store, Office Building, Wholesale House, Industrial Building, Storage or Sales, or additions thereto	1 berth for each 8,000 sq.ft. or fraction thereof or 2 berths for 8,000-25,000 sq. ft.
For a block of buildings occupied for storage or retail or wholesale stores	1 berth for each 2,500 sq.ft. of gross floor area

- 3) Driveways providing access to business or industrial uses shall be not less than 30 ft. wide, except that driveways providing access to rear of business or industrial property may be not less than 14 ft. wide, provided adequate turning space is available.
- 4) No loading berth shall encroach on off-street parking space or access driveways thereto.

8.5 SIGNS

- a. Signs and signboards are permissible provided:

- 1) The sign must be in connection with a permitted use located in the Town of Lebanon.
- 2) Not more than three (3) off-premises signs shall be allowed and the permission of the owner of the land, on which or in front of which the sign is erected must be obtained in writing. This section shall not apply to real estate signs which shall be limited to one (1) on-premise sign measuring no more than five (5) square feet. (effective 5/13/10)
- 3) Off-premises signs may not contain illumination, but may be illuminated by Scotch light or similar devices or by not more than one (1) artificial light on each side having advertisement. Said artificial light must be directed at the sign and the bulb or similar device must not be placed where it can be observed from the traveled portion of any highway.
- 4) The top of any freestanding sign shall be no greater than six (6) feet above the average surrounding ground level. (effective 8/25/08)

- b. Material and Location.

- 1) No sign shall be placed in such a position that it will cause danger to traffic on the street by obscuring view.

ZONING REGULATIONS

TOWN OF LISBON, CONNECTICUT

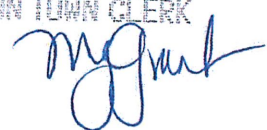
LISBON PLANNING AND ZONING COMMISSION

Effective: July, 1970

Latest Effective Date: March 1, 2025

Latest Revision: July 1, 2025

JUL 9 '25 PM12:09
RCV LISBON TOWN CLERK

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- 12.9 Modifications of Approved Plan. The Commission may approve minor modifications of a site plan upon the written request of the landowner or the owner's agent. If the proposed modifications to the site plan are not minor, and the use with which the site plan is associated is a special-permit use under these Regulations, the Commission shall require a public hearing before making any decision on the application for modification. The term "minor modifications" shall not be deemed to include any alterations of a site plan that would (i) affect traffic flows or patterns outside of the relevant parcel, or (ii) result in the creations of new structures or the expansion of existing structures, unless such new or expanded structure would not be used for human occupancy and would not have a footprint greater than 100 square feet.
- 12.10 As-Built Drawings. For approvals which required professionally prepared plans, and when deemed necessary by the Zoning Enforcement Officer, as-built drawings shall be submitted to demonstrate conformity to the approved plans. Such drawings shall be approved prior to the issuance of a Certificate of Zoning Compliance. Such drawings shall: show the installation of all improvements, including site work and structures, in at least the same detail as the site plan; be prepared by a licensed engineer or surveyor, as is appropriate, who shall certify as to the compliance of the installation with the approved plan and shall identify all deviations from the approved plan. Any as-built drawing showing substantial deviation from the approved plan shall be referred to the Commission for its approval.

SECTION 13 - PARKING AND LOADING

- 13.0 Parking and Loading. The purpose of this section is to lessen congestion in the streets by requiring that adequate off-street parking and loading be provided for all uses. It is the intent of this section to assure that off-street parking and loading spaces are properly designed and located to accommodate the safe flow of traffic on public and private property. Parking and loading areas shall be provided and maintained to accommodate the needs generated by the permitted use of the property in a manner that is safe, efficient and harmonious with surrounding land uses.
- 13.1 Location and Ownership. Required accessory parking spaces, open or enclosed, shall be provided upon the same lot as the use to which they are accessory, or elsewhere, provided all such accessory parking spaces are located within 200 feet walking distance of the lot on which the principal use is located. In all cases, such parking spaces shall conform to all the regulations of the district in which the parking spaces are located; and in no event shall such parking spaces be located in any Residential District unless the use to which the spaces are accessory are permitted in such Residential District or upon approval of the Commission. Such spaces shall be either (i) in the same ownership as the use to which they are accessory or (ii) be subject to a perpetual easement, thereby dedicating such spaces as appurtenant to the property on which the principal use is located, which easement shall contain affirmative covenants requiring the owner of the principal use to maintain the required number of parking spaces available either (a) throughout the existence of such use to which they are accessory or (b) until such spaces are provided elsewhere, and which easement and covenant shall be subject to the approval of the Commission. Provided that the minimum parking space requirements of these regulations are satisfied for each principal use, such easement and covenant may be approved for joint parking facilities on abutting lots.
- 13.1.1 For new and existing structures, except for single and two family dwellings, no parking spaces shall be located between the buildings(s) and the street whenever practicable. Exceptions may be made by the Commission to provide for parking for the handicapped spaces and/or general parking where warranted for easier access.
- 13.2 Areas Computed as Parking Spaces. Areas which may be computed as off-street parking spaces include any private garage, carport or other area available for parking, other than a street or driveway. For residential parking, a driveway within a required front yard for a single-family residence may count as parking space. A driveway serving a two-family residence may be counted as parking space for one of the two units only.
- 13.3 Size of Spaces. Three hundred (300) square feet shall be considered one parking space (to provide room for standing area and aisles for maneuvering). Entrance and exit lanes shall not be computed as parking space except for driveways for one-family and two-family residences. Minimum parking space dimensions shall be ten (10) feet wide by twenty (20) feet long, except for handicapped spaces, which shall conform to State requirements. Minimum aisle width shall be ten (10) feet wide.

- 13.3.1 **Retail Store (Large Scale):** Two hundred and seventy (270) square feet shall be considered one parking space. Minimum parking space dimensions shall be nine (9) feet wide by eighteen (18) feet long, except for handicapped spaces, which shall conform to State requirements. Minimum aisle width shall be twelve (12) feet wide.
- 13.4 **Access to Parking Areas.** Unobstructed access to and from a street shall be provided. Such access shall consist of at least one twelve-foot lane for parking areas with less than ten spaces, and at least two twelve-foot lanes for ten or more spaces. All facilities shall comply with any applicable requirements of the Lisbon Fire Marshal.
- 13.5 **Multiple Use of Lot.** When a lot serves more than one use, such lot must provide for the parking requirements of each contributing use. Where it can be conclusively demonstrated that such uses will not occur simultaneously, the Commission may reduce the total parking spaces required. A lot may accommodate the parking needs of more than one establishment whether or not such establishments are located on the same lot.
- 13.6 **Surface Standards.** Driveways and parking spaces serving single and two-family dwellings shall be surfaced with a non-erodible material. All other driveways, parking and loading areas shall be paved unless, due to the intensity or nature of the use, the Commission shall approve a non-paved surface of a suitable, dust free, non-erodible material. All driveways and parking areas shall be maintained in a passable condition throughout the year so as to provide access by emergency vehicles.
- 13.7 **Drainage.** All driveways and parking areas shall be designed such that there is no alteration in the flow of water onto neighboring property unless drainage rights have been obtained from the owners. An engineered plan of such drainage may be required.
- 13.8 **Stacking Requirements.** Off-street stacking for waiting automobiles between the street line and drive-up service windows shall be provided based on the following ratios:
- 13.8.1 Fast food/Drive-In Restaurant w/Drive-Up Service Window: 10 stacking spaces
- 13.8.2 Drive-in Bank/Drive-Up ATM: 8 Stacking spaces; 4 stacking spaces per service window if more than one service window provided.
- 13.8.3 Automated drive-in car wash as accessory use: 10 stacking spaces.
- 13.8.4 All other drive-up service windows shall have 10 stacking spaces.

Stacking provision shall also be made for a least one exiting automobile between each service window and the street. Each stacking space shall be 20 feet in length, 10 feet wide (12 feet wide if adjacent to building), and such facility shall be designed to not interrupt the smooth flow of traffic within the subject site. Dedicated stacking lanes shall be provided separate from any other drive aisle.

13.9 **Parking Area Requirements.**

- 13.9.1 **Application and Scope:** For any use hereafter established, off-street parking and loading shall be provided in accordance with the ratios contained in Section 13.9.4.
- 13.9.2 **Maintenance Required:** All spaces required to be provided by this section shall be permanently maintained and made available for occupancy in connection with and for the full duration of the use of land or structure(s) for which such spaces are required.
- 13.9.3 **Change of use:** Any change of use or the addition of a use(s) to an existing use shall require that the aggregate required off-street parking be provided, and uses that are non-conforming as to required off-street parking shall also be brought into compliance at such time.
- 13.9.4 **Parking Ratios:** The following off-street parking ratios shall apply to all uses and/or combination of uses:
- a. **Single and Two-Family Residential dwellings:** 1 space for each studio or one-

- bedroom dwelling and 2 spaces per dwelling unit with more than one bedroom.
- b. Places of public assembly: 1 space per 3 seats or one space per 60 square feet of floor area
 - c. Theater (indoor): 1 space per 3 permanent seats + 1 space per employee on the maximum shift.
 - d. Bed and Breakfast: 2 spaces, + 1 space per guest bedroom, + 1 per employee maximum shift, in addition to resident parking.
 - e. Hospital, Convalescent Home: 1 spaces per 5 beds plus 1 per full-time employee.
 - f. Restaurant, Tavern: 1 space per 3 seats.
 - g. Retail stores: Minimum of 4 spaces; 1 per 250 sq. ft. of gross floor area (GFA).
 - h. Multi-use commercial development: Minimum 4 spaces per use, plus 1 per 250 sq. ft. of gross floor area (GFA).
 - i. Multi-use commercial developments with gas station: 10 spaces for gas station, plus minimum 4 spaces per use.
 - j. Office or Professional building: 1 space per 300 sq. ft. of GFA.
 - k. Medical office/clinic/outpatient care: 1 space per employee (including doctors) on the maximum shift, + 3.5 spaces per treatment room.
 - l. Manufacturing/Industrial Facility: 1 per 500 sq. ft. of GFA.
 - m. Hotel: 1 per guest room plus additional spaces as required by the Commission.
 - n. Nursery School/Day Care: 1.5 space per employee on the maximum shift, + adequate drop off and pick up area(s) with a minimum of 4 spaces.
 - o. Elderly Housing: Independent Living - 1.75 spaces per dwelling unit; Congregate Housing - 1 space per dwelling unit, plus 1 space per employee on maximum shift;
 - p. Nursing Home: .5 spaces per bed, + 1 space per employee on the maximum shift.
 - q. Drive-in/Carry-out Restaurant (Fast Food): 1 space per 2 permanent seats + 1 space per employee on the maximum shift + 1 space per 50 sq. ft. of floor area devoted to customer service.
 - r. Bank/S&L/Credit Union: 1 space per employee on the maximum shift + 1 space per 200 sq. ft. of floor area accessible to the general public.
 - s. Lumber Yard/Building Material Sales/Construction Supply Sales/Service: 1 space per employee on the maximum shift + 1 space per 250 sq. ft. of floor area accessible to the general public.
 - t. Auto Sales/Service: 1 space per employee on the maximum shift + 1 space per 500 sq. ft. of internal display area + 1 spacer per 2,000 sq. ft. of outdoor display area +2 spaces per service bay.
 - u. Home occupation: 1 space per 250 sq. ft. of area devoted to the home occupation + minimum 1 space per employee, no less than a minimum of two spaces shall be provided.
 - v. Manufacturing: 1 space per employee on the maximum shift + 1 space per fleet vehicle.
 - w. Golf Course: 50 spaces per nine holes.
 - x. Farmers' Market: 1 space per vendor booth at maximum capacity plus 1 product delivery space for vendor vehicles per section 10.27 d. (Revised/Effective: April 1, 2018)
 - y. Contractor's Home Enterprise: 1 space per employee on the maximum shift + 1 space per 300 sq. ft. of dedicated office area.
 - z. Accessory Dwelling Units: 1 space per bedroom for Accessory Dwelling Units with a maximum of 2 spaces.
 - aa. Intentionally left blank

13.10 Handicapped Parking.

Handicapped parking spaces shall be provided as prescribed in the Connecticut State Building Code and/or Americans with Disabilities Act.

13.11 Off-Street Loading Requirements.

13.11.1 Size. Each required loading berth shall be at least 12 feet wide, 50 feet long and 15 feet high. Such berth shall be in addition to an access driveway and required parking spaces.

13.11.2 Location. All permitted or required berths shall be on the same lot as the use to which they are accessory. No entrance or exit for any off-street loading area shall be located within 50 feet of any street intersection. Such loading berths may be enclosed or outside, but in no case shall they be

located in a front yard.

- 13.11.3 Access. Unobstructed access, at least 12 feet wide, to and from a street shall be provided. Such access may be combined with access to a parking lot.
- 13.11.4 Number. For every structure used for commercial or industrial purposes, or for public institutions and facilities, loading berth requirements are as follows:
- | | | |
|---------------|---------------------------------|--------------------|
| Floor area of | 10,000 - 25,000 sq. ft.: | 1 berth |
| | 25,000 - 40,000 sq. ft.: | 2 berths |
| | 40,000 - 150,000 sq. ft.: | 3 berths |
| | each additional 50,000 sq. ft.: | 1 additional berth |
- 13.12 Setbacks and Screening. Any parking area of over 3 spaces, and the driveway providing access to such area, serving any use other than a single or two family dwelling and which abuts a residentially zoned lot, shall be set back a minimum of 15 feet from that property line. In addition, such parking area shall be screened from the adjacent property.
- 13.13 Parking Lot Design. Parking areas shall be designed so as to minimize their visual impact. Suggested methods for minimizing impact include reduction of parking lot areas and landscaping, as follows: parking areas divided into multiple small lots wherever possible; parking provided at the side and rear of the building, with parking in the front of the building limited to short-term use only; landscaping at the perimeter of the lot and on islands, including shade trees; construction of earthen berms.
- 13.14 Opting Out of Certain Parking Provisions of Public Act 21-29. The Town of Lisbon hereby opts out of the provisions of subdivision (9) of subsection (d) of section 8-2 of the General Statutes, as amended by Public Act 21-29. The Board of Selectmen approved the opt-out provision on November 14, 2022.

SECTION 14: LANDSCAPING

14.1 Landscaping, Screening and Buffer Areas

The following standards are intended to enhance the appearance and natural beauty of the Town and to protect property values through preservation of existing vegetation and planting of new screening and landscaping material. Specifically, these standards are intended to reduce excessive heat, glare and accumulation of dust, to provide privacy from noise and visual intrusion, and to prevent the erosion of the soil, excessive run-off of drainage water, and the consequent depletion of the ground water table and the pollution of water bodies.

For purposes of this Section, landscaping shall consist of any of the following, or combination thereof: grass, shrubs, hedges and trees. With the approval of the Commission, existing natural vegetation and unique site features such as existing stonewalls, large boulders or rock outcroppings may be included in the area used to satisfy this requirement. Detention basins and other storm water impoundment areas shall not be used to meet the minimum landscaped area requirement.

14.2 General Requirements

- a. Any portion of a developed lot or property, which is not used for the location of buildings, structures, accessory uses, off-street parking and loading areas, sidewalks, or similar purposes, shall be landscaped and maintained in such a manner as to minimize storm water runoff. All landscape material shall be maintained at all times.
- b. Landscaping, trees, and plants required by these regulations shall be planted in a growing condition according to accepted horticultural practices and shall be maintained in a healthy growing condition. All landscaping, trees and plants that do not meet the above requirements shall be replaced by the property owner during the next planting season. All trees shall have a caliper of 2 - 2 ½ inches and a minimum height of 10 feet. The tree's caliper shall be measured 3½ feet from the top of the root

TOWN OF MONTVILLE
ZONING REGULATIONS

Adopted: October 14, 1970

Amended: Effective December 30, 2024

SECTION 18 OFF-STREET PARKING REGULATIONS

18.1 GENERAL

No building or structure shall be erected, enlarged, modified, or its use changed unless permanently maintained parking and loading spaces are provided in accordance with the provisions of these Regulations. In addition, no alterations, improvements or modifications to an existing parking lot or the establishment of a new parking area may be established until a site plan in accordance with Section 17 of these Regulations has been approved by the Commission.

An existing parking area and appurtenances legally existing prior to the establishment of these Regulations or amendments thereto, which does not comply with the requirements of this section shall be considered a non-conforming use of land.

The Commission shall review the location of access drives across a public right-of-way proposed as part of a site plan. The applicant shall be responsible for obtaining an encroachment review from the DPW and/or State of CT DOT. Applicant shall be responsible for obtaining a traffic review from the State of CT Office of State Traffic Authority (OSTA) as required.

It is the intent of these Regulations to allow flexibility in addressing vehicle parking, loading areas, parking lot landscape design, storm water management and to promote transit orientated development.

18.2 PARKING SPACE DIMENSIONS

18.2.1 A parking space shall have a minimum rectangular dimension sufficient to provide one hundred eighty square feet (180sqft) of parking area exclusive of driveways and shall be permanently reserved for the temporary parking of one (1) automobile. The length of any parking space shall be at least eighteen feet (18') and the width at least nine feet (9') as marked on an axis parallel with the vehicle after it is parked. The dimension of the parking spaces shall be consistent for all contiguous spaces and shall provide for the most efficient design for vehicular and pedestrian circulation.

18.2.2 The Commission shall accept parking or landscape plans; if one or more of the following criteria have been met:

1. A parking plan has been submitted by a Connecticut Licensed Professional Engineer which has been reviewed and approved by the Town Engineer and Director of Planning.
2. The construction of fewer parking spaces may improve stormwater quality while still satisfying parking demand.
3. Current parking demand will allow for the phasing of required parking spaces. The construction of the parking area and installation of the spaces may be phased according to the short term requirements as designated on the Plan, except that no less than fifty percent (50%) of the total spaces required shall be constructed as part of the short or current requirement. The balance of spaces not constructed shall be designated as reserve spaces on the site plan and laid out on an integral part of the overall parking layout, and must be located on land suitable for parking area development and either left in its natural state or suitably landscaped. Under any

circumstances, the owner may construct the total number of parking spaces required or if the Commission determines that additional spaces identified as reserve spaces on the site plan may be required, the Commission shall notify the property owner concerning the Commission's findings and owner shall construct the required spaces within six (6) months of such notification.

18.3 PARKING REQUIREMENTS

A Parking plan may be submitted by a Connecticut Licensed Professional engineer which has been reviewed and approved by the Town Engineer and the Director of Planning in lieu of parking requirements listed in Section 18.3.

Adequate parking facilities located off the street or highway right-of-way shall be provided to accommodate the motor vehicles of all occupants, employees, customers, and other persons normally visiting each building or premises at any one time in accordance with the following requirements:

18.3.1 For One-Family or Two-Family Dwelling Units: Two (2) spaces for each family unit; driveways may be included as a required space for single-family dwellings. For permitted home occupations, spaces shall be provided as required for the occupational uses specified herein:

18.3.2 For Multi-Family Dwellings

Parking Requirements – less than twenty-five (25) Units

- 1 spaces for each efficiency unit
- 2 spaces for each one (1) bedroom unit
- 2 ½ spaces for each unit with two (2) or more bedrooms
- A car garage assigned to or combined in ownership with a dwelling unit may be counted as one (1) parking space.
- A driveway, with a minimum dimension of 10' X 20' which leads to a garage assigned to or combined with a dwelling unit may be counted as one (1) parking space.
- Three (3) guest parking spaces shall be provided for every ten (10) units.

In the case of mixed uses, uses with different parking requirements occupying the same building or premises, the parking spaces required shall equal the sum of the requirements of the various uses computed separately unless the Commission determines that the plan meets the requirements of Section 18.2.2 of these Regulations.

18.3.3 For Business or Professional Office or Governmental Office Space: One (1) space for each two hundred fifty square feet (250sqft) of gross floor space.

18.3.4 Retail Stores and Restaurants containing drive through facilities:

- Pick up facilities / windows which include required stacking lanes, shall be located in the rear or side yards only. Provisions shall be made to park the minimum stack of vehicles between the street line and the drive through window, with provisions also made to allow at least one exiting automobile to park between the window and

the street. The space at the pick-up window shall not be counted as a stacking space.

- Stacking lanes shall be a minimum of ten feet (10') wide and twenty feet (20') long.
- Stacking lanes shall be separate from internal aisles, which allow traffic to circulate through the site without entering the drive-through lane.
- Stacking lanes shall be designated and located so as to minimize traffic congestion and to promote pedestrian safety through the use of pavement markings, signs, and designated walkways.
- Drug Stores: A minimum of three (3) stacking spaces.
- Bank: A minimum of five (5) stacking spaces.
- Car Wash: A minimum of five (5) stacking spaces and two (2) stacking spaces at car wash bay exit.
- Restaurant Fast Food: A minimum of five (5) stacking spaces.

- 18.3.5 For Retail Stores less than twenty thousand square feet (20,000sqft) of gross floor area, Personal Service Shops, Repair Shops and similar Commercial Uses: One (1) space for each two hundred fifty feet square feet (250sqft) of gross floor area. For Retail stores or similar uses greater than twenty thousand square feet (20,000sqft), the applicant shall submit a parking plan designed by a Connecticut Licensed Professional engineer.
- 18.3.6 Retail – Convenience Store Gas Sales: Five (5) parking spaces per one thousand (1,000) square feet of gross floor area. The number of required spaces may be reduced by the number of fuel pumps that can be accessed at any one time. There shall be one (1) space for each three (3) interior on-site seats. There shall be one (1) space for each two (2) employees. There shall be one (1) space adjacent to a vacuum facility or tire air station if one is provided. In no event shall the number of required spaces be less than three (3) per one thousand gross square feet (1,000sqft) of floor area. In no instance shall a required parking space or its maneuvering area conflict with vehicles being fueled or awaiting fuel.
- 18.3.7 For Furniture, Machinery, Equipment, Automobile and Boat Sales and / or Service Establishments: One (1) space for each four hundred square feet (400sqft) of gross floor area, and one (1) space for each eight hundred square feet (800sqft) of outdoor sales and/or displayed area.
- 18.3.8 For Restaurants, Night Clubs, Bars and Lounges: One (1) space for each three (3) persons who may legally occupy the facility where allowable occupancy is determined in accordance with Section 18.4.4 and three (3) spaces for Pick-Up Service.
- 18.3.9 For Fast-Food Restaurants or Other Food Service Establishments Where Customers are served by primarily counter service: One (1) space for every three (3) permanent seats

and one (1) space for each nine (9) square feet of public floor area not devoted to permanent seating facilities, excluding restrooms. Where any drive-in service window is established provisions shall be made to park at least five (5) waiting automobiles between the street line and the drive-in window being approached, with provisions also made to park at least one (1) exiting automobile between said window and the street. Such facilities shall be provided in such a way as to cause no interruption to the smooth flow of traffic within the subject site.

- 18.3.10 For Theaters, Grandstands and Stadiums, Auditoriums or Meeting Rooms and Similar Places of Public Assembly: One (1) space for every three (3) seats if permanent seating is provided, or one (1) space for each twenty-one (21) square feet of public area for areas not served by permanent seating.
- 18.3.11 For Hotels, Motels, Lodging, or Boarding Houses: One (1) space for each room, plus spaces as required for other related uses, plus one (1) space for each two (2) employees.
- 18.3.12 Hospitals: One (1) space for each bed plus one (1) space for each two (2) employees on the single largest shift.
- 18.3.13 Nursing and/or Convalescent Homes: One (1) space for each three (3) patient accommodations plus one (1) space for each two (2) employees in the single largest shift.
- 18.3.14 For Industrial Plants, Wholesale Establishments, Warehouses and Similar Buildings: One (1) space for each one thousand square feet (1,000sqft) of floor area or one (1) space for each three (3) persons normally employed, whichever is greater.
- 18.3.15 Buildings Occupied by a Government Unit or religious Institution: One (1) parking space for each three (3) persons for which seating accommodations are provided, plus parking as required for related uses as specified herein.
- 18.3.16 Private Clubs, Fraternities, Sororities, Country Clubs, or Other Similar Organizations: One (1) space for each two (2) employees, plus spaces as required herein for restaurant areas, places of assembly, etc. If sleeping accommodations are provided, parking shall be provided in addition to other requirements at a standard of one (1) space per sleeping room, or if dormitory accommodations are provided, at one (1) space for each two (2) beds. In those cases where golf courses are involved, parking shall be provided for at least one hundred (100) cars, and where tennis facilities are involved, parking shall be provided for at least four (4) cars per court.
- 18.3.17 Commercial Recreational Facility: One (1) space for three (3) users who could be utilizing the premises at any one single time plus one (1) space for each three (3) seats provided for spectator observance of the establishment's activities. If restaurant or other commercial facilities are included in the facility, additional parking shall also be provided in accordance with the requirements for such related uses as specified herein.
- 18.3.18 Automotive Services Including but not Limited to Gas Stations, Auto dealers, Auto Accessories, Auto Repair, Auto Body and Paint Shop, Muffler Installations, Tire

Shops, Engine and Transmissions Overhaul Shops Excluding Convenience Store Gas Sales: Five (5) spaces plus two (2) spaces for each service stall, plus two (2) spaces for each pump. In addition, if motor vehicles are offered for sale and / or rent on the premises, one space shall be provided for each such vehicle offered for sale and /or rent. Furthermore, an attendant operated or self-service car wash shall have at least ten (10) waiting positions for each bay between the street line and such bay for cars approaching, and at a least two (2) waiting positions for cars leaving such bays.

- 18.3.19 Medical or Dental Offices: One (1) space for each one hundred fifty square feet (150sqft) of gross floor area.

18.4 INTERPRETATION OF OFF-STREET PARKING

- 18.4.1 The Parking required herein is in addition to space which is required for the storage of trucks or other vehicles used in connection with a business, commercial or industrial use.
- 18.4.2 Where fractional spaces result, the parking spaces required shall be construed to be the next highest whole number.
- 18.4.3 The parking space requirements for a use not specifically listed in this section shall be the same as for a listed use of similar characteristics of parking demand generation, as determined by the Commission. For uses not specified, the Applicant must supply the industry or business standard or a plan signed and sealed by a Licensed Professional Engineer certifying sufficient parking.
- 18.4.4 In those instances where the parking requirements related to the number of people using a particular building or portion thereof, the occupancy allowances published in the State Building Code or Fire Code shall govern whichever is more restrictive.

18.5 LOCATION OF REQUIRED PARKING SPACES

Required parking facilities shall be located on the same lot as the dwelling unit, building, or on the use which they serve except as noted in these Regulations. The applicant must provide the minimum number of parking spaces required by these Regulations. The Commission shall limit the number of spaces to those required by these Regulations for the proposed use except as noted in these Regulations.

The Commission may approve parking on a noncontiguous lot if the Applicant supplies sufficient evidence that the lot is under the control of the Applicant/Owner by way of easement, lease or ownership. It shall be the Applicant/Owner responsibility to maintain easement, lease or ownership to run concurrent with the approved project.

18.6 INTERIOR DRIVES

Interior drives shall be of adequate width to serve a particular design arrangement of parking spaces, the following being the minimum width permitted. Ninety degrees (90°) parking shall be used unless there is positive control of traffic directions.

- 90° parking – twenty-four feet (24')
- 45° parking – thirteen feet (13')
- 60° parking – eighteen feet (18')
- 30° parking – eleven feet (11')

18.7 SURFACE OF PARKING AREAS

All off-street parking areas shall be surfaced and maintained with a durable and dustless all-weather material as may be approved by the Commission. Parking areas shall be so graded and drained as to dispose of all surface water and proposed surfacing and drainage plans shall be submitted to and approved by the Commission. In no case shall drainage be allowed across any sidewalk areas.

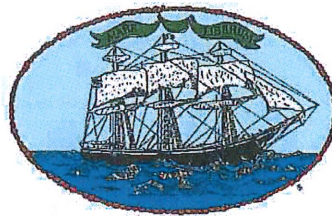
18.8 ACCESS DRIVES AND VEHICULAR CIRCULATION

Provisions shall be made for vehicular access to the lot and circulation upon the lot in such a manner as to safeguard against hazards to traffic and pedestrians in the street and to provide safe and convenient circulation in the street and upon the lot. All parking areas shall be designed in such a manner that any vehicle entering or leaving the parking area from or to a public or private street shall be traveling in a forward motion. All access driveways for parking areas and / or loading areas shall be located in such a way that any vehicle entering or leaving such areas shall be clearly visible for a reasonable distance to any pedestrian or motorists approaching such driveway from a public or private street. Furthermore, all driveways providing connection between any parking and / or loading areas and any public street or public right-of-way shall be finished with bituminous concrete or concrete which shall conform with the Town of Montville Road Standard and Improvement Details as may be amended from time to time.

- 18.8.1 The entrances and exits to all parking areas shall be clearly marked. Access drives for one way traffic shall have minimum width of fourteen feet (14') where one way traffic is anticipated and a minimum width of twenty-four feet (24') traffic is anticipated.
- 18.8.2 All parking spaces in parking areas of more than fifteen (15) cars and all loading spaces shall be so located that vehicles entering or leaving such spaces do not block any entrance drive to the parking facility. In addition, all parking spaces shall be entered and exited along interior drives arranged perpendicular to access drives wherever possible. No parking shall be permitted along access drives within forty feet (40') of the street line and at greater distances as may be required by the Commission depending on the traffic generation and parking lot size. Dead end parking aisle interior drives shall be extended five feet (5') further than the last parking space to allow movement of a vehicle in and out of a parking space.
- 18.8.3 All exits and entrances shall be so located as to provide the least amount of interference with the movement of pedestrian and vehicular traffic. Each entrance and exit shall be at least twenty feet (20') distance from any residential property or residential district and at least seventy-five feet (75') distance from any street intersection, except entrance and exit onto a collector or arterial street which shall be one hundred fifty feet (150') from any intersection and where traffic circulation would be improved by having entrances and exits directly opposite to existing curb cuts or roads.
- 18.8.4 Driveways in commercial and industrial districts shall not be more than thirty feet (30') wide at the right-of-way line and fifty five feet (55') wide at the curb line. Greater widths may be permitted where, in the opinion of the Commission, they are necessary to accommodate traffic volumes or movements, public safety requirements, or larger vehicles. Each parcel within these districts shall be entitled to one (1) driveway where the property has two hundred feet (200') of frontage or less, and additional driveways only when permitted and approved by the Commission on the site plan.

ZONING REGULATIONS

**City of New London,
Connecticut**



**Amended To
April 3, 2023**

Section 614 Off-Street Parking and Loading *(Amended 10/12/99)*

A. Purpose and Intent

The following regulations are designed to provide adequate off street parking and loading facilities and safe vehicle movements while minimizing any detrimental effects to adjacent properties, neighborhoods and the environment.

1) Exemption

Off-street parking for passenger vehicles shall be provided pursuant to the provisions of this section. However, no provision of this regulation shall prevent; the repairing, alteration, modernizing, reconstruction or rebuilding without enlargement, or the continued use of any building, structure or use lawfully existing, or for which building permits shall have been approved as of the effective date of this regulation. Any parking facilities now existing and serving such structures or uses shall not in the future be reduced, except to the extent that they meet or exceed such requirements.

2) Plans Required

No zoning permit shall be issued for a new building, a change in use of an existing building, enlargement of floor area in an existing building or conversion to additional dwelling units until a plan is approved by the ZEO or the Planning and Zoning Commission. The plan shall show specifically the location and size of the required off-street parking spaces, access aisles, driveways, relationship to the structure, proposed landscaping and any other information deemed necessary to determine compliance with these regulations.

3) Permits Required

- (a) Plans for any new or expansion of any existing parking area that creates four (4) or more cars on a lot must be submitted to the ZEO for a zoning permit.
- (b) Plans for any new or expansion to any existing parking area that results in ten (10) or more cars on a lot must be submitted to the Planning and Zoning Commission for approval.
 - (1) No alteration, improvements or modifications to an existing parking lot may be made until a site plan has been approved by the ZEO.

4) Expansions or Enlargements

In the event that it is proposed to expand or enlarge any structure or use, or add residential dwelling units the applicant shall be required to provide additional facilities so that the new use or the enlarged portion of the use(s) or structure(s) only and not the existing use or structure shall meet fully all parking requirements.

5) Change of Use

No building or structure shall be erected, enlarged, modified, or its use changed to a use requiring additional off street parking and/or loading spaces unless permanently maintained off-street parking and loading spaces are provided for the new use in accordance with the provisions of these regulations, except, where such change of use, new building, alteration or increase in floor area requires no increase in parking over what presently exists.

6) Traffic Impact Analysis

For all uses generating over five hundred (500) vehicle trips per day or when otherwise required by the Commission a Traffic Impact Analysis shall be submitted. The analysis shall include at least the following information and shall be prepared by a professional engineer registered in the State of Connecticut, with expertise in traffic engineering. This analysis shall include, but not be limited to: a measurement of present roadway conditions, existing traffic, traffic accidents, a calculation of trip generation based on the proposed land use, the directional distribution of the traffic, assignment of trip volumes, capacity analysis, identification of congestion and conflicts and recommended mitigation measures.

7) Obligation and Duration

The requirements for off-street parking space and off-street loading space shall be a continuing obligation of the owner upon which any such structure is located, so long as the structure or use is in existence and its use continues. It shall be unlawful for an owner of any structure to discontinue, change or cause the discontinuance or change of the required vehicle parking or loading space.

B. Number of Required Parking and Loading Spaces.

- 1) Parking and loading spaces shall be provided in all zones in sufficient number to accommodate the motor vehicles of all occupants, employees, customers and any others normally visiting the premises for each new, expanded or change in use in accordance with the following schedule:

Use	Minimum Spaces Parking Required		Minimum Loading Spaces Required
Accessory Apartment	1	parking space required per accessory apartment	None
Auditorium, theater, stadium, convention hall or similar place of public gathering	1	4 seats (Note: Bench capacity is computed at 1 seat for each 20 inches)	1 per 100,000 sq. ft GFA
Automotive service station	1	5,000 sq. ft. of lot area (minimum 3 spaces required)	None
Bank	1	300 sq. ft. of gross floor area or 3 per teller window which-ever is greater	None
Bed & Breakfast Inn		Two (2) off-street parking spaces designated on the site plan for the owner and at least one (1) additional off-street parking space for each guest room unless the Commission determines that adequate parking is available in the immediate area	None
Bowling Alley	3	Lane	None
Brew Pub (<i>Amended 02/01/08</i>)	1	Per every 3 seats or per 50 sq. ft. of floor area open to customers (excluding bathrooms) whichever is greater	1 loading space per facility unless determines unneeded due to availability of designated on- street loading space
Business or trade school, junior college, college or university	1	Per faculty plus .75 per student	As determined by the Commission
Business Records Document Storage Facility (<i>Amended 06/07/06</i>)			To be determined by Planning and Zoning Commission
Cannabis Hybrid Retailer Cannabis Retailer (<i>Amended 06/06/22</i>)	1	250 sq ft of sales floor space	None for the first 10,000 sq ft GFA, then 1 per 30,000 sq ft up to 70,000 sq ft GFA plus 1 per every additional 80,000 sq ft
Cocktail Lounge	1	3 seats per 100 sq. ft.. of gross floor area, whichever is greater	As determined by the Commission
Convalescent Home	1	6 beds and 1 for each 3 total employees	1 per facility
Church	1	6 seats (Note: Bench capacity is computed at 1 seat for each 20 inches)	None

Use		Minimum Spaces Parking Required	Minimum Loading Spaces Required
Drive-in or Fast Food restaurant	1	75 sq. ft. of gross floor area or per 3 seats whichever is greater	None
Educational Establishment for learning disabled or mentally retarded adults	1	300 sq. ft. of gross floor area (amended 03/02/95)	None
Elementary or middle school	2	Classroom (in addition to parking spaces required for auditorium)	None
Funeral Home	1	75 sq. ft of assembly room space	None
Homeless service centers and homeless support centers	1	300 square feet of gross floor area	As determined by the Commission
Hospital	1	3 beds and 1 for each 3 total employees	1 per 100,000 sq. ft. GFA up to 500,000 sq. ft. plus 1 per additional 200,000 sq. ft. FA
Hotel, motel	1	Guest bedroom and 1 for each 3 employees (in addition to required parking for other uses such as restaurants, meeting rooms. etc.)	As determined by the Commission
Indoor Tennis	3	Per court (for racquetball and similar court games one half this amount)	None
Industrial (non-warehouse)	1	Per 3 total employees or per 500 sq. ft. of gross building area whichever is greater	1 per 25,000 sq. ft. up to 50,000 sq. ft GFA plus 1 for the next 50,000 sq. ft. GFA plus 1 per every additional 100,000 sq. ft. GFA
Marina and boat dock	1	Per boat slip or rental boat except slips dedicated for use by transient boats. Additional space shall be provided for boat trailers at discretion of Planning and Zoning; Commission.	None
Tennis or Swim Club	1	100 sq. ft. of assembly room space	None
Multiple family dwelling (See Section 614 B (5) for additional requirements.	.75	Per efficiency unit (Amended 10/24/18)	None
	1	per 1-bedroom unit (Amended 10/24/18)	None

Use		Minimum Spaces Parking Required	Minimum Loading Spaces Required
	1.5	per unit with two bedrooms (Amended 10/24/18)	None
	2	per unit with three or more bedrooms (Amended 10/24/18)	None
Multiple family housing for elderly	1	3 dwelling units	None
Office; office building	1	300 sq. ft. of gross floor area	As determined by the Commission
Professional office in a residential dwelling	1	100 sq. ft. of net floor space used by such office, minimum of 2 spaces must be provided	None
Public library, gallery or museum	1	200 sq. ft. of area accessible to public	None
Research institute or laboratory	1	2 employees	None
Residential homeless shelters	1	Per staff member and volunteer up to the maximum present in any one shift; 1 per 20 patrons; and 1 space for drop-off and deliveries	None
Restaurant (Amended 02/01/08)	1	1 per every 3 seats or per 50 sq. ft. of floor area open to customers, except bathrooms) whichever is greater.	As determined by the Commission
Retail store or shop	1	300 sq. ft. of sales floor space	None for the first 10,000 sq. ft. GFA, then 1 per 30,000 sq. ft. up to 70,000 sq. ft GFA plus 1 per every additional 80,000 sq. ft.
Religious Bath	2		None
Senior high school	4	Classroom (in addition to parking spaces required for auditorium)	None
Service establishment	1	200 sq. ft. of gross floor space	None
Single-family dwelling	2	Dwelling Unit	None
Tattoo Parlor/ Tattoo Facilities (Amended 03/31/09)	1	One space per 200 gross floor space of the area occupied or three (3) spaces per each licensed artist	None

Use	Minimum Spaces Parking Required		Minimum Loading Spaces Required
Tourist Homes		Minimum spaces parking required: There shall be at least two (2) off-street parking spaces designated on the site plan for the owner or manager of the premises and one additional off-street parking space for each guest room unless the Commission determines that adequate parking is available in the immediate area.	
Wholesale distribution, Limited Processing Recycling (<i>Amended 09/30/08</i>)	1	Per 3 employees or 1 per 1,000 square feet of gross floor area, whichever is greater.	1 per 50,000 sq. ft. GFA plus 1 per every additional 100,000 sq. ft GFA

2) Determination of Required Parking Spaces

The parking space requirements for a use not mentioned or variations of above uses shall be determined by the Planning and Zoning Commission or the ZEO to prevent frequent parking on the street. Where a determination must be made, the decision shall be based upon: (1) standards set forth herein for uses with similar characteristics, (2) previous experience with similar uses and (3) studies or standards such as those promulgated by the Institute of Traffic Engineers of the parking requirements of such uses.

3) Multiple Uses

Except as specified in Section 614. D where two or more different uses occur on a single lot, the total amount of parking facilities to be provided shall be the sum of the requirements of the uses computed separately for each individual use on the lot.

4) Fractional Measurements

Where fractional spaces result from calculation of parking space requirements equal or greater than one-half (1/2) total parking spaces required shall be the next highest whole number.

5) Additional parking for larger Multi-family developments (*Amended 07/26/06*)

Where more than three units of multi-family development is proposed for a single property or adjoining properties under unified ownership, operation or management, the Commission may, at its discretion, require additional parking not to exceed 20% of the calculated parking demand to accommodate guest and/or overflow. The Commission may, at its discretion, count available legal on-street parking along the frontage of the development property towards the requirements of this section. (*amended 10/24/18*)

C. Design, Layout and Location

1) Parking Setbacks

- a) In an R-1, R-1A, R-2, R-3, R-4, or NB District, parking in the front yard shall be restricted to parking within a driveway that shall not be wider than twenty (20) feet for that portion that passes through the front yard. Any combination of driveways, turnaround areas and vehicle maneuvering areas shall not exceed an area of twenty-five (25) percent of the total area of the front yard. Under no circumstance shall parking be allowed in front of the dwelling unless that parking area is the accessway to an approved parking space, garage or carport. No turnaround area or vehicle maneuvering area shall be more than twelve (12) feet wide.
- b) In an LI-O District, parking shall not be permitted between the front of a structure and the front lot line.
- c) In all zones no parking space shall be located closer than three (3) feet to any property line.
- d) No paved or impervious parking surface area shall be permitted within twenty-five (25) feet from the Thames River at mean high water (mhw) elevation unless it can be demonstrated that no impacts to coastal resources would result.
- e) In an R-1, R-1A and R-2 Zone no parking area for a Cluster Development shall be located within fifty (50) feet of a street or property line.
- f) In an R-2, R-3 and R-4 Zone no parking or loading area for a Place of worship shall be located nearer than fifty (50) feet to any street line or property line.

2) On Site Location

- a) Required parking spaces shall be provided upon the same lot as the use that it supports, except where specifically permitted elsewhere in these regulations.
- b) No land within any public right-of-way shall be used in computing the parking or loading areas for a specific use.

3) Parking Aisles

- a) Access to a parking area for more than eight (8) vehicles shall consist of a minimum twelve (12) foot wide one-way lanes and twenty (20) foot wide lanes for two-way movement.
- b) The Zoning Enforcement Officer (or the Commission, when reviewing site plans) may approve access width reductions of up to 25 percent of this standard when the parking area served by such access is for eight or less vehicles, provided such

smaller access is determined by the ZEO or Commission to be safe and convenient for the users.

4) Curb Cuts, Ingress and Egress

- a) An entrance or exit to any off-street parking area shall be located a safe distance (minimum 25 feet) from any street intersection. No such entrance or exit may exceed a grade in excess of six (6) percent within twenty-five (25) feet of any street line nor ten (10) percent at any other point. All points of ingress or egress shall be appropriately signed unless such signing is considered unnecessary.
- b) Ingress and egress location shall be reviewed by the Police Department and the City Engineer in order to prevent hazards to motorists and to promote the orderly and safe flow of traffic and pedestrians.
- c) Curb cut widths and curb cut radii must be reviewed and approved by the City Engineering Department or the State Traffic Commission, where appropriate and no curb cut, driveway entrance, utility work or other improvements shall be constructed unless a permit has been obtained from the City Engineer.
- d) The portion of access drives extending from the street to the property line must be concrete with granite curbing as required by City Ordinance.
- e) No parking area shall be so designed or constructed as to force a vehicle to back out directly into a public street, provided that this prohibition shall not apply to off-street parking areas for one- and two-family dwellings.
- f) All access driveways and curb cuts shall be planned and located to provide as much sight distance as possible at intersections with the connecting public street. A sight line demonstration plan may be required as part of a site plan.
- g) The street giving access to the site shall have a traffic carrying capacity and be suitably improved to accommodate the amount and types of traffic generated by the proposed use. When the Commission determines that the condition of the existing public street is such that the approval of the site development plan could result in a potential safety hazard, the Commission may require that the applicant make improvements to the existing street to assure the safety of traffic to and from the site. These improvements may include, but not be limited to, turning lanes, deceleration lanes, traffic islands, road widening and traffic islands.

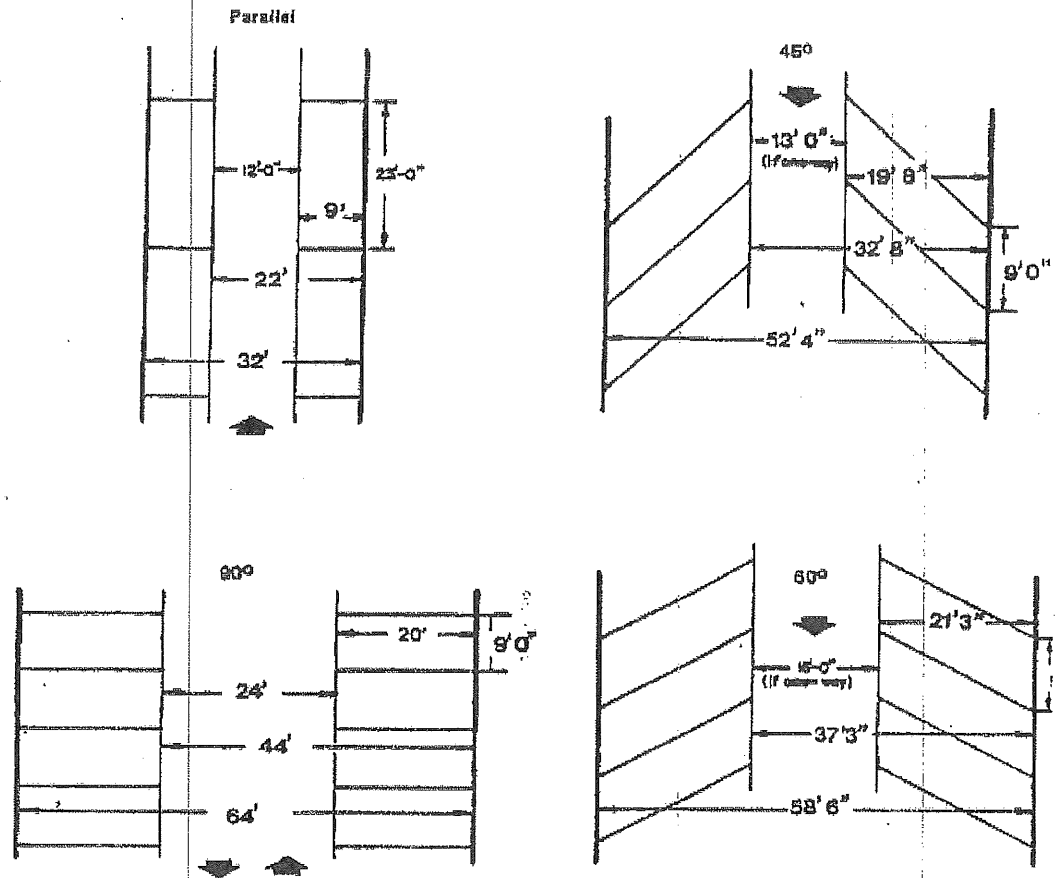
5) Sidewalks

- a) The Commission may require the installation of sidewalks along public streets in places deemed proper by the Commission for public necessity and safety.

- b) When sidewalk construction is required as part of site plan approval, construction drawings for the sidewalks shall be provided and sidewalks shall be designed and constructed to the City Ordinance.
- 6) Pedestrian Safety
- a) Off-street parking shall be separated from the building served in such a way as to assure safe movement of pedestrian traffic to all major entrances of the building.
 - b) A concrete walk or combination of walk and landscaping shall be protected from vehicles by suitable means.
- 7) Safety Precautions
- Where the topography of a site is such that a potential safety hazard for parked vehicles exists, the Commission may require that barriers or other safety devices are incorporated into the design of the parking area.
- 8) Parking Spaces
- a) Each required space, exclusive of drives and aisles, shall be not less than eighteen (18) feet long nor less than eight and one half (8 ½) feet wide, and shall be served by an aisle between rows of parking spaces as designated in the attached Figure "Minimum Parking Area Dimensions", except that, where more than one space is provided for any dwelling unit, such spaces may be located in tandem to the required number of parking spaces for that dwelling unit after approval by the New London Planning & Zoning Commission. *(Amended 05/02/02)*
 - b) The PZC may, at its discretion and by issuance of a Special Permit allow parking spaces sizes that vary from the standard parking space requirements in facilities where the predominant use is to be non-transient, low turnover parking, where a significant number of the daily users park for more than three (3) hours at a time (such as multi-family residences, office buildings and industrial facilities). Non-transient parking spaces may be eight and one-quarter (8 ¼) feet wide and sixteen (16) feet long. *(Amended 05/02/02)*
- 9) Compact Car Spaces
- The applicant may be permitted to provide a limited number of compact car spaces in accordance with the following standards:
- a) Up to twenty-five percent (25%) of the minimum number of required parking spaces may be allocated for small cars and correspondingly reduced in size subject to the approval of a small car parking layout plan. A small car space (stall) shall not be less than eight (8) feet in width and sixteen (16) feet in stall length.
 - b) The small car spaces shall be laid out in groups and marked with "Small Car Only" free-standing or wall signs not to exceed 1 sq. ft. each.

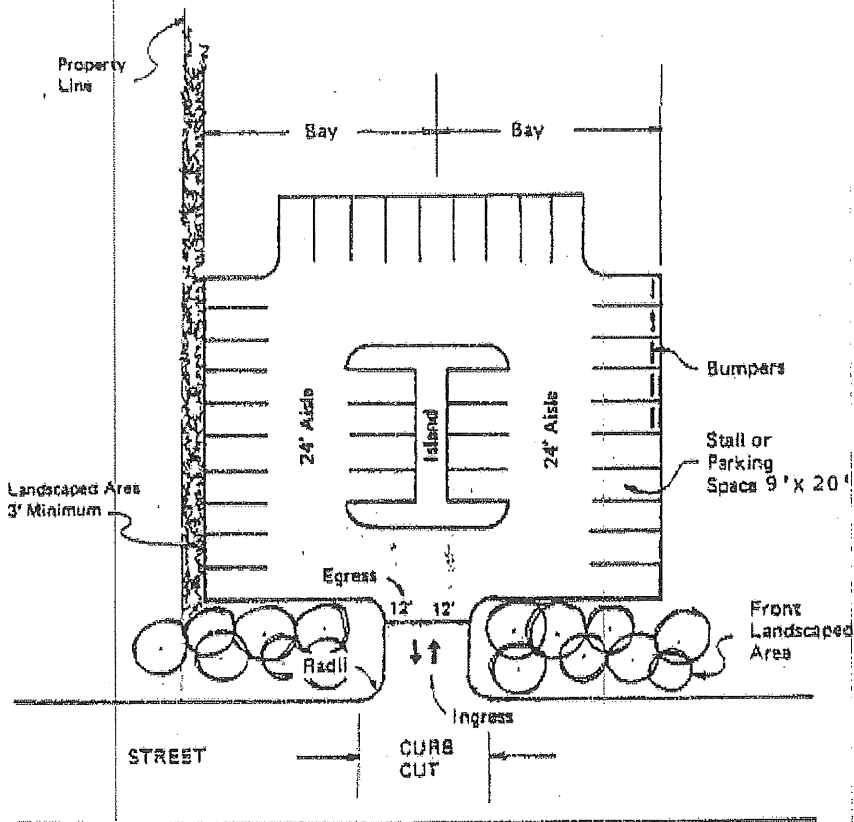
10) Handicapped Accessible Spaces (*Amended 08/01/10*)

- a) All aspects relative to requirements such as but not including number, dimensions and signage of parking spaces for the handicapped shall be as required by the State of Connecticut Building Code as it may be from time to time amended.
- b) Required handicapped accessible parking spaces shall be considered part of the number of parking spaces required under these regulations and not in addition to.



MINIMUM PARKING DIMENSIONS

Section 614



TYPICAL ARRANGEMENT FOR 90° PARKING
Section 614

11) Lighting

Off-street parking areas shall be adequately illuminated for convenience and safety, but no lighting for parking areas shall cause glare on adjoining property.

12) Surface Treatment

- a) All parking areas shall be paved with a durable, dust free all weather surface of bituminous or concrete paving, maintained in good condition. However, the Commission may allow an alternate surface treatment if the use is a low traffic generator, or if the design is part of a storm water management plan to minimize storm water impacts. In these cases the applicant shall submit a maintenance plan to the Commission for their approval.

13) Landscaping and Screening.

- a) On any parcel where a Site Plan approval or Special Permit is required and the parking area faces a street or a property line, a landscape area of a minimum width of three (3) feet planted with a combination of grass, perennials, ground cover or shrubs shall be planted between the parking area and the street line or property line. The landscape area shall include at least one deciduous tree of not less than three (3) inch caliper and at least six (6) feet in overall height at time of planting for every fifty (50) feet along the perimeter of the parking lot. The trees may be planted in groupings to enhance the landscaping of the parking lot.
- b) Where a parking area abuts a residential property, it shall be screened from view by a buffer consisting of landscaping, a berm, opaque fence or wall, or other means as approved by the Planning and Zoning Commission. This buffer shall be planted sufficiently close and be large enough when constructed to effectively screen automobile headlights. Within the CBD zone this requirement shall only apply to parking areas abutting a residential zoning district but shall apply whether or not the abutting properties in the residential zoning district are currently in residential use. (*Amended 09/20/07*)
- c) The Commission may reduce or waive the landscaping requirements within a parking area and between a parking area and a street line when the area is used as a display area of a new or used automobile dealership, or if the Commission determines that adequate existing landscaping around the site is retained in a manner to insure that the site will be aesthetically pleasing, or where the parking area is functionally integrated with an adjoining area on an abutting lot.
- d) All parking areas containing 20 or more off-street parking spaces shall provide at least 10 square feet of interior landscaping within the paved portion of the parking area for each parking space. Each separate landscape island shall contain a minimum area of 100 square feet. No landscape island shall be less than 8 feet wide.

- e) These landscape islands shall be designed and located to assure safe and efficient channelization of both pedestrian and vehicular traffic and to separate the major accessways through the parking area from parking aisles. Each separate landscape island within the parking area shall be contained by the use of cast in place concrete curbing, stone or precast concrete curbing or other suitable material as approved.
- f) Plantings in landscaped areas shall be consistent with the visibility requirements of Section 606 of these Regulations, both at street intersections and at exit driveway intersections with abutting streets.
- g) Site Plans shall be designed to attempt to preserve as much natural vegetation as possible.
- h) All proposed landscaping shall be specified on the plan as to location, botanical name and size at time of planting.
- i) Notwithstanding the preceding subsections, the Commission may modify or eliminate the requirements of subsections (a) and (d) above; to include in lieu thereof some combination of wall/fencing and/or landscaping in a three-foot buffer strip to be maintained along all areas where a parking lot fronts a public street. Landscaping elements shall only include those that grow or are maintained at a low height (less than three feet) and shall include a combination of formal evergreen hedges and trees (one tree per fifty-five feet of street frontage) unless an alternative is determined by the Commission to be more appropriate. *(Amended 09/20/07)*

14) Parking Structures

- a) The dimensional standards for parking spaces, parking aisles and driveway grades may be reduced by up to twenty (20) percent for parking structures.
- b) The landscaping and screening requirements of this section shall not apply to the interior parking areas of parking structures.

15) Pavement Marking

All required parking spaces, directional arrows, stop bars, fire lanes and loading areas shall be marked by painted lines maintained in good condition or by curbs or other means to indicate individual spaces. Additionally, directional arrows and signs shall be provided where necessary.

16) Connections Between Abutting Parking Areas

Where appropriate, the Planning and Zoning Commission may require paved driveway connections between abutting parking areas in different ownerships, so as to facilitate the

flow of traffic for the public to travel between sites without the need to travel on a public street.

17) Operation and Maintenance of Off-Street Parking Facilities

- a) Required off-street parking facilities shall be maintained throughout the life of any use or structure, which the said facilities are designed to serve.
- b) Required parking areas developed for specific structures and uses shall be reserved at all times for the use of those persons who are employed at, or making use of, such structures and uses, except when dedicated to, and accepted by, the City as public parking areas.

18) Designation of Employee Parking Areas

For retail and service establishments, and for other uses with a frequent exchange of customers or patrons, employee parking shall be designated in parking spaces remote from entrances so as to retain closer spaces for customers or clients.

19) Fire Lanes

- a) Fire Lanes shall be provided as required by the Fire Department.
- b) No parking shall be permitted in areas designated as fire lanes on any site plans approved under these regulations or established by the City's Fire Marshal.
- c) "No Parking" signs shall be posted in accordance with the requirements of the Fire Department.

20) Stormwater Drainage

- a) Parking areas shall be graded and drained to dispose of all surface water in accordance with sound engineering principles.
- b) No storm water drainage shall be allowed to cross any sidewalk area or public streets.
- c) Drainage shall be designed by a professional engineer licensed in the State of Connecticut.
- d) The commission shall require that a stormwater management plan is submitted for all proposed parking lots consisting of twenty-five (25) or more parking spaces. However, the Commission may require a stormwater management plan for any proposal if it determines that the site disturbance and proposed use may cause significant nonpoint source pollution. The stormwater management plan shall provide, but not be limited to at a minimum the following information: (The City's Office of Development and Planning (ODP) has been charged with the

responsibility to prepare a recommended format for stormwater management plan submissions to the Commission under these regulations. All applicants are encouraged to consult with ODP staff prior to application submission.)

- (1) Soil characteristics including soil types, hydrologic soil group, and depth to bedrock and groundwater where necessary.
 - (2) DEP ground/surface water quality classification of the site.
 - (3) Location and description of all proposed best management practices (BMPs) both for construction activities and post-construction long-term nonpoint source pollution control.
 - (4) Proposed maintenance and operation manual or schedule for any stormwater control methods.
 - (5) Hydrologic analysis and calculations of stormwater runoff rates and water quality pollutant concentrations including suspended solids removal rates for pre and post development.
 - (6) To the extent practicable, maintain post-development peak runoff rate and average volume at levels that are similar to pre-development levels and reduces post-development average annual total suspended solid (TSS) loads by 80%.
- e) Stormwater management systems shall be designed and maintained to manage site runoff in order to prevent flooding, control peak discharges where required, and maximize retention and water quality treatment on-site.
- f) On proposed sites with discharges of stormwater within five-hundred (500) feet of coastal waters, the stormwater management system shall be designed to retain and treat the volume generated by the first one (1) inch of rainfall unless a demonstration can be made that specific site constraints prevent meeting this goal. In such case, the stormwater management system should be designed to retain and treat the maximum amount that is technically feasible.

D. Joint Use of Parking Areas/Shared Parking

In the case of two or more structures or uses on the same lot or on contiguous lots, the Planning and Zoning Commission may approve the joint use of parking areas for sites using the same driveway giving access thereto where the total capacity of the parking area shall not be less than the sum of the space required for each use computed separately, or the Commission may approve a Special Permit to permit the joint use where the total capacity is less than the sum of the spaces required for each use computed separately, provided:

- 1) A finding is made by the Commission that the proposed capacity will substantially meet the intent of these regulations.
- 2) In a mixed-use development, there are two or more uses which have differences in their principal operating hours, thereby allowing the utilization of the same parking spaces.

- 3) If a use is enlarged, changed or terminated the Planning and Zoning Commission shall have the discretion to terminate the approval of such joint use or require full compliance for each separate use upon finding that conditions justifying joint use no longer exist.
- 4) If a use is located within five-hundred (500) feet of another use such as a church that is not in operation during the same hours or days as the first use, and where such church or other use is willing to make its parking available to the first use through written agreement acceptable to the City's Director of Law.
- 5) An agreement for the construction, use, and maintenance of such joint parking and loading area, and the cost thereof, shall be entered into by all participating owners and the continuance of such agreement shall be guaranteed by a covenant identified on the site plan and filed with the deed of each participating property binding each participating owner and his successors in interest for the life of the joint use of the facility. Any covenant for such joint use shall be in a form acceptable to the City's Law Director.
- 6) Upon finding that the foregoing conditions have been met, and where the joint parking facility adjoins or straddles a joint lot line, the Planning and Zoning Commission may, for the period covered by such agreement waive the requirements applicable to side yards.

E. Waiver and Reductions of the Number of Required Parking Spaces (*Amended 9/30/08*)

New uses in the CBD-1 and CBD -2 Districts located within buildings in existence as of the effective date of this amendment, or in additions not defined in this section as "major", shall not be required to provide any parking spaces in addition to those already serving the building either on or off the property. Reduction, relocation or elimination of these existing spaces may be allowed only by Special Permit if the requirements of subsection 1) below are met.

All or portions of the minimum number of off-street parking spaces required as a result of the construction of new buildings or the major expansion of existing buildings (i.e. consisting of more than 25% of the gross floor area in existence as of the effective date of this regulation) may be waived or reduced at the discretion of the Planning and Zoning Commission by issuance of a Special Permit provided that:

- 1) Central Business Districts (CBD-1 and CBD-2)
 - a) The proposed use is within 500 feet in the CBD-1 and CBD-2 Districts of a municipally operated off-street parking facility or privately owned and operated parking area. The aforesaid five hundred (500) feet shall be measured by the shortest route of the available pedestrian access between any entrance to such use and the entrance the parking facilities.
 - b) At the time of submission of a permit application the applicant shall provide a report from the City's Parking Commission that the municipally operated off-street parking facility or, in the case where nearby private parking area is to be utilized, a report from the owner or operator of the private parking facility that the lot has adequate capacity for storage of passenger vehicles generated by activities

proposed to be conducted on the subject lot in addition to those generated by any other lots already serviced by such off-street parking facility. In determining the existence of such adequate capacity, the Commission shall consider the need for preventing frequent parking on the street by persons visiting or connected with each use which is proposed to be served by such off-street municipal or private parking facility.

- c) Where a private parking facility is to be utilized, the applicant shall provide written assurance from the owner that such facility will be available for the life of the proposed use.

All or portions of the minimum number of required off-street parking spaces may be waived or reduced at the discretion of the Planning and Zoning Commission by issuance of a Special Permit provided that:

2) Van/Car Pools

An applicant may partially satisfy the off-street parking requirement if the applicant can document that a van pool, car pool or employee public transit program will be in operation for the duration of the use. Each two (2) occupied seats in a van or transit bus shall be considered as one parking space for purposes of this section. A plan shall be submitted to show how the alternative mode(s) will be implemented, the permanency of such mode(s), the extent of the program, number of vehicles and any other pertinent information. The applicant shall record a covenant, the content and form of which must be approved by the Director of Law, which binds all successors in title to the commitments approved and the petitioner shall include in all leases a clause, content and form approved by the Director of Law, which binds all tenants to the commitments made by the applicant.

3) Reduction of Number of Parking Spaces

- a) Parking space requirements for a particular use as established by these regulations may be reduced if an applicant can demonstrate that the intensity of the particular use will need a lesser amount of parking than is otherwise required.
- b) An application for a reduction in the number of required parking spaces shall include a survey of persons using and working on the premises in order to demonstrate that the number of spaces provided in the permit application are sufficient to accommodate the vehicles of all persons using and visiting the facilities specified in the application.
- c) The Special Permit shall be applicable only to the specific use or occupancy of land, buildings or other structures specified in the application. The Special Permit shall become null and void in the event that the use or occupancy is changed to another use or occupancy.

F. Location of Required and/or Additional Off-Site Parking Areas

- 1) Required parking spaces, may be provided on sites other than the site they serve under certain circumstances after meeting all of the following requirements:
 - a) The site must be located within five hundred (500) feet along public pedestrian thoroughfares measured from property line to property line.
 - b) Parking for uses located in non-residential districts shall not be located in residential districts except as provided herein for additional accessory surface parking on divided lots or unless the parking area is permitted as an accessory use.
 - c) In all cases, such parking shall conform to all of the provisions of the regulations of the district in which they are located.
 - d) Such spaces shall be in the same ownership as the use to which they serve or if in separate ownership, there shall be a written agreement between the owners that the spaces shall be available to the use to which they are assigned. In all cases the spaces shall be subject to deed restriction, satisfactory to the City's Director of Law, binding the owner and his heirs and assigns to maintain the required number of spaces available either (a) throughout the existence of the use to which they serve, or (b) until such spaces are provided elsewhere.
 - e) A Special Permit must be issued by the Planning and Zoning Commission.
- 2) Additional accessory surface parking on divided lots.
 - a) For the purposes of this regulation, a "divided lot" is a lot of record as of the date hereof divided by a zoning district boundary delineating the boundary between a residential and non-residential zone.
 - b) This regulation shall only apply to additional parking for conforming principal uses.
 - c) Notwithstanding any use restriction provided in a residential zone, additional accessory surface parking may be provided on the residential portion of any divided lot, subject to issuance of a Special Permit by the Planning and Zoning Commission in accordance with the requirements of Article VIII, Section 810 of these regulations, and subject to the following conditions:
 - (1) The lot must adjoin or contain the principal use to which the parking is accessory.
 - (2) The minimum lot area for the lot upon which such additional accessory parking is located shall be 40,000 square feet.

- (3) A landscaped buffer, providing year round visual screening of 80 percent or more opacity of the screened object, consisting of fencing, walls, screen plantings or the combinations of such, in accordance with the requirements of Article VI, Section 603 of the Regulations, of not less than forty (40') feet from R-1 or R-1a Districts and not less than 25 feet from all other districts shall be provided and maintained along all property lines. This requirement may be modified, by the Planning and Zoning Commission after a written request, provided that the Commission determines that as a result of topography, vegetation or other factors unique to the parcel, such a buffer is not needed to protect residential uses.
- (4) All entrances and exits to such additional parking areas shall be through the portion of the lot located in the non-residential zone or the adjoining property containing the principal use.
- (5) Parking structures are not permitted.
- (6) The lot containing such spaces shall be in the same ownership as the property to which it is accessory.

G. Off-Street Loading Facilities

- 1) Off-street loading facilities shall be required on the same lot as the principal building or structure.
- 2) Determination of Required Loading Spaces

Where the Planning and Zoning Commission determines the number of loading berths, the decision shall be based upon: (1) standard set forth herein for uses with similar characteristics and (2) previous experience with similar uses.
- 3) Any land which is developed as a unit under single ownership and control shall be considered a single lot for the purpose of these loading requirements.
- 4) Size of Spaces.

Each required loading berth shall be at least fifteen (15) feet wide, thirty five (35) feet long, and have a clear height of fourteen (14) feet high.
- 5) Location and Access.
 - a) Said loading berths may be provided in the principal building or in any side or rear yards. No off-street loading berth shall be located in any front yard. Unobstructed access, at least 15 feet wide, to and from a street shall be provided. Such access may be combined with the access driveway to a parking lot, provided that said driveway has a minimum width of 25 feet. All loading berths shall be on the same lot as the use to which they are accessory.

- b) No entrance or exit for any loading area shall be located within 50 feet of any street intersection.
- 6) Joint Facilities.

Required loading berths, open or enclosed, may be provided in spaces designed to serve jointly two or more adjacent establishments provided that the number of required berths in such joint facilities is not less than the aggregate spaces required for each use.

ZONING REGULATIONS

**for the
Town of North Stonington, Connecticut**

Effective May 21, 1964
and amended through

July 3, 2023

Chapter 11 – Site Design Requirements

1103 LANDSCAPE DESIGN STANDARDS AND REQUIREMENTS

1103.1 Purpose. In addition to the purposes set forth in §1101.2 of these Regulations, these landscaping design standards are intended to provide privacy from visual intrusion, light, dirt, and noise; prevent the erosion of soil; provide water recharge areas; and preserve or improve the quality of the environment and attractiveness of the Town of North Stonington.

1103.2 General Requirements. All landscape designs shall be sensitive to the character of the surrounding properties and area and shall use native species. Invasive species shall be prohibited as part of any landscape plan.

1103.3 Perimeter Landscape Area Requirements. Any use subject to Site Plan review shall provide an ornamental landscaped area along the perimeter of the property, excluding areas specifically reserved for vehicular or pedestrian access or for other accessory uses designated on the proposed Site Plan. The landscaped areas shall be a minimum of ten feet in width and shall be designed with a combination of grass, shrubs, flower, shade trees and other vegetative materials skillfully designed to provide a visual landscaped buffer between adjacent properties and to enhance the aesthetic appearance of the district.

1103.4 Landscape Buffer Requirements. When a Site Plan or Special Permit application is submitted for the establishment of a new use, and the parcel is abutted either (1) by any Residential Zoning District or (2) by any existing use that would be allowable as of right or with Site Plan review in a Residential district, a landscaped buffer no less than 25 feet in width shall be provided along all such abutting portions of the perimeter. Such buffers shall be designed to provide appropriate screening to minimize any potential negative impacts of noise, light, dust, vibrations, hours of operation, and substantially dissimilar aesthetics. Due consideration should be given to the character of existing districts and uses in determining the density and intensity of techniques and materials needed to provide adequate, aesthetically pleasing, year-round screening. In the RC Zoning District, buffers shall be increased to 50 feet for all Commercial Recreational facilities along any property line that abuts a residential district. In the case of a Master Plan Approval per Section 902, the Commission may increase but cannot decrease the 50-foot buffer requirement.

1103.5 Completion of Landscaping. All landscaping shown on the approved Site Plan shall be completed before issuance of a Certificate of Occupancy unless the landowner provides surety, in a form and amount satisfactory to the Commission, assuring completion within a specific time, not to exceed one year. Such surety shall be forfeited if the work shall not have been completed within such time limit.

1104 PARKING REQUIREMENTS AND DESIGN STANDARDS

1104.1 Application and Scope. For any use hereafter established, off-street parking and loading shall be provided in accordance with this §1104.

1104.2 Maintenance Required. All spaces required to be provided per this §1104 shall be permanently maintained and made available for occupancy in connection with, and for the full duration of, the use of land or structure(s) for which such spaces are required.

1104.3 Change of Use. Any change of use or the addition of one or more uses to an existing use shall require that the aggregate off-street parking specified in this §1104 be provided. If such changes are proposed in connection with an existing use that is already non-

Chapter 11 – Site Design Requirements

conforming with respect to parking requirements, such existing use(s) shall also be brought into compliance at such time.

1104.4 Number and Size of Parking and Loading Spaces and Berths. Plans for all existing and proposed uses shall provide sufficient on-site parking to accommodate the motor vehicles of all occupants and visitors that may reasonably be expected at any one time, and sufficient loading berths to accommodate the anticipated needs of all planned uses. The standards set forth in §1104.5, §1104.7, §1104.8, and §1104.9 shall be deemed to specify the necessary and appropriate number and size of parking and loading spaces, berths and areas in the absence of any contrary evidence. However, as part of a proposed Site Plan, an applicant may submit evidence that the same or similar uses can be reasonably accommodated with fewer or smaller spaces or berths, or that more or larger spaces or berths will be needed. The Commission shall weigh the credibility of any such evidence in deciding whether the proposed parking and loading plans are adequate.

1104.5 Parking Ratios. The following off-street parking ratios shall apply to all uses and combinations of uses in the absence of any contrary evidence provided in accordance with §1104.4. If the proposed number of parking spaces is greater than ten percent (10%) above the minimum number of spaces required by this §1104.5, and any such spaces are located outside of a parking garage, the applicant must demonstrate, in accordance with §1104.4, why so many spaces would be necessary or desirable. For purposes of the following ratios, the term “maximum shift” means the time or times during which the greatest number of workers (including management, staff, and all other persons employed by the relevant business) are located at the site on a regular (but not necessarily daily) basis. When the calculation results in a fraction, the number shall be rounded to the next highest whole number. The abbreviation “GFA” means gross floor area.

- A. **Motor Vehicle Sales/Service.** One space per employee on the maximum shift, plus one space per 500 square feet of internal display area, plus one space per 2,000 square feet of outdoor display area, plus two spaces per service bay.
- B. **Financial Institution.** One space per employee on the maximum shift, plus one space per 200 square feet of floor area accessible to the general public.
- C. **Bed and Breakfast.** Two spaces, plus one space per guest bedroom, plus one space per employee at maximum shift, in addition to resident parking.
- D. **Drive-through Restaurant (Fast Food).** One space per two permanent seats, plus one space per employee on the maximum shift, plus one space per 50 square feet of floor area devoted to customer service.
- E. **School.** Two spaces per classroom, plus one space per four seats in any auditorium or gymnasium.
- F. **Funeral Home.** One space per 50 square feet of public area.
- G. **Home occupation.** Two spaces for the dwelling unit, plus one space per 250 square feet of area devoted to the home occupation, plus one space for each non-resident employee.
- H. **Hospital.** One space per five beds, plus one per full-time employee.
- I. **Hotel.** One and one quarter (1.25) spaces per guest room, plus additional spaces as required by the Commission, plus one space per major shift employee. See also §1104.9.

City of Norwich, Connecticut
COMPREHENSIVE PLAN
EFFECTIVE 11.02.2015

Zoning Regulations

ZONES AND USES

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Business
Districts

Special
Districts

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Requirements

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CHAPTER 5 BASIC STANDARDS

5.1 Off-street parking.

5.1.1 Purpose.

- .1 This section is intended to provide adequate parking and loading facilities to serve all existing and proposed uses and activities. It is the goal of this section to assure that parking spaces and loading spaces are provided off the street in such number and location and with suitable design and construction to accommodate the motor vehicles of all persons normally using or visiting a use, building or other structure at any one time.
- .2 It is the goal of the Norwich Commission on the City Plan to weigh the need for parking against the potential impact of stormwater from impervious surfaces required for off street parking.

5.1.2 Applicability. These parking standards shall apply to any development in Norwich.

5.1.3 Required off-street parking and loading facilities.

.1 Bicycle parking and racks.

- .1 Bicycle parking facilities shall be provided as part of new multi-family developments of 4 dwelling units or more, new retail, office and institutional developments greater than 10,000 square feet, and all transit transfer stations and park-and-ride lots.
- .2 Bicycle parking requirements shall apply to new construction, changes of use, or substantial improvement.
- .3 Bicycle parking spaces shall:
 - (i) Provide a convenient place to lock a bicycle, and shall be at least 6 feet long, two 2 feet wide, and shall provide at least 7 feet of vertical clearance, unless a bicycle locker is provided;
 - (ii) Be capable of locking the bicycle and supporting the bicycle in an upright position and
 - (iii) Be securely anchored to a supporting surface.

.4 Bicycle parking shall not interfere with pedestrian circulation and shall be separated from automobile parking.

.5 For any use where bicycle parking is required, if the vehicular parking is covered or partly covered the bicycle parking will be covered at the same ratio.

.6 Bicycle racks shall be located at each main building entrance, and placed in an area that is highly visible.

- .2 Motor vehicles. The following chart specifies the minimum parking requirement for each land use. Parking shall be located on the same lot as the use it serves unless the Commission approves off-site parking as part of a site plan or Special Permit application in accordance with these Regulations.

Residential
DistrictsBusiness
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Definitions

USE/ACTIVITY SERVED ^A	MINIMUM PARKING SPACES REQUIRED	LOADING SPACES
RESIDENTIAL USES		
Accessory apartment	1 space per unit, plus spaces required for the principal unit	
Elderly housing	1 space per unit	
Home-based Business	1 space per visitor / client at peak + 1 space per employee at peak	
Multi-family dwellings	Efficiency and 1 bedroom unit: 0.75 spaces per unit 2+ bedrooms: 1.5 spaces per unit	1 off-street loading space per 40,000 sq. ft. of building area
Rooms for rent (let) / Bed and breakfast	1 additional space per guest bedroom or rooming unit	
Single-family dwelling	2 spaces per unit	
Two-family dwelling	2 spaces per unit	

USE/ACTIVITY SERVED ^A	PARKING SPACES REQUIRED (PER SF OF GFA ^D)		LOADING SPACES (PER SF OF GFA ^D)
	MINIMUM	MAXIMUM	
BUSINESS USES			
OFFICES			
Medical & dental offices, veterinary hospitals	1 space per 165 SF		
Other offices	1 space per 200 SF		
Public financial institution Area with teller windows	1 space per 165 SF		
INDUSTRIAL			
Warehouse, wholesale business, terminals and distributors	1 space per 750 SF or 1.1 space per employee, whichever is greater		1 off-street loading space for each 40,000 SF, or fraction thereof, excluding basements
Research laboratories	1 space per 400 SF or 1.1 space per employee, whichever is greater		
Manufacturing, processing and assembling plants	1 space per 500 SF or 1.1 space per employee, whichever is greater		
Data centers	1 space per 500 SF		
SALES			
Retail stores	1 space per 250 SF	1 space per 150 SF	1 off-street loading space for each 40,000 SF, or fraction thereof, excluding basements
Shopping center ^B (4+ retail stores, or > 100,000 sf)	1 space per 300 SF	1 space per 200 SF	
OTHER USES			
Restaurant	1 space per 75 SF patron floor area		
Hotels / inns	1.2 spaces per sleeping room		1 off-street loading space for each 40,000 sq. ft. of gross floor area, or fraction thereof, excluding basements
Hospitals and skilled nursing homes	1 space per 3 beds plus 1 per employee on largest shift		
Motor vehicle service and repair garages	10 spaces plus 5 for each garage bay in excess of 2		

USE/ACTIVITY SERVED ^A	PARKING SPACES REQUIRED (PER SF OF GFA ^D)		LOADING SPACES (PER SF OF GFA ^D)
	MINIMUM	MAXIMUM	
BUSINESS USES			
Motor vehicle refueling station and car washing facilities	2 spaces		One (1) off-street loading space
Funeral homes	15 spaces per chapel or viewing room		
Bowling alleys	5 spaces per alley		
Marinas and slip basins	0.5 space per occupied boat mooring		
Churches and places of worship, theaters, assembly halls, stadia, and social clubs	1 space per 4 seats of total seating capacity		
Group day care homes and day care centers	1 space per employee plus 1 space for every 6 children enrolled		
Self-storage	1 space per 600 square feet of office space and 2 spaces per 100 units		

TABLE NOTES

- A. Other uses not covered in this section. The Commission shall determine the number of parking spaces required based on the requirements applicable to comparable uses, reliable documentation provided by the applicant or others and / or national standards.
- B. Shopping center. The parking requirements for a Shopping Center shall be computed on the basis of the overall "gross floor area" built therein, without regard to the specific use of each store, bay, or other leasable unit contained therein.
- C. SF= square feet
- D. GFA = gross floor area

.3 Handicapped Parking

- .1 Parking spaces for handicapped persons shall be required in accordance with CGS § 14-253a and the Connecticut Building Code, with regard to location, size, marking, signage, and required number of handicapped accessible spaces based on use and size of parking lot.
- .2 Parking spaces for the handicapped shall be as close as possible to a building entrance or walkway leading directly to a building entrance and shall be adjacent to curb cuts or other unobstructed methods permitting sidewalk access to a handicapped person.
- .3 Van Parking. Where handicapped accessibility is required, a minimum of 1 van parking space shall be provided, and additional van spaces shall be provided at a rate of 1 van space for every 6 handicapped accessible parking spaces required. The van parking space shall be of such size as to accommodate a van designed for wheelchair elevation and transport. Each public parking garage or terminal shall have a minimum of two van- accessible parking spaces complying with this section.
- .4 Chelsea Central District. The required off-street parking and loading facilities for motor vehicles (Section 5.1.3.2) do not apply for existing buildings in the Chelsea Central District.

Residential
Districts

Business
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**BASIC
STANDARDS**

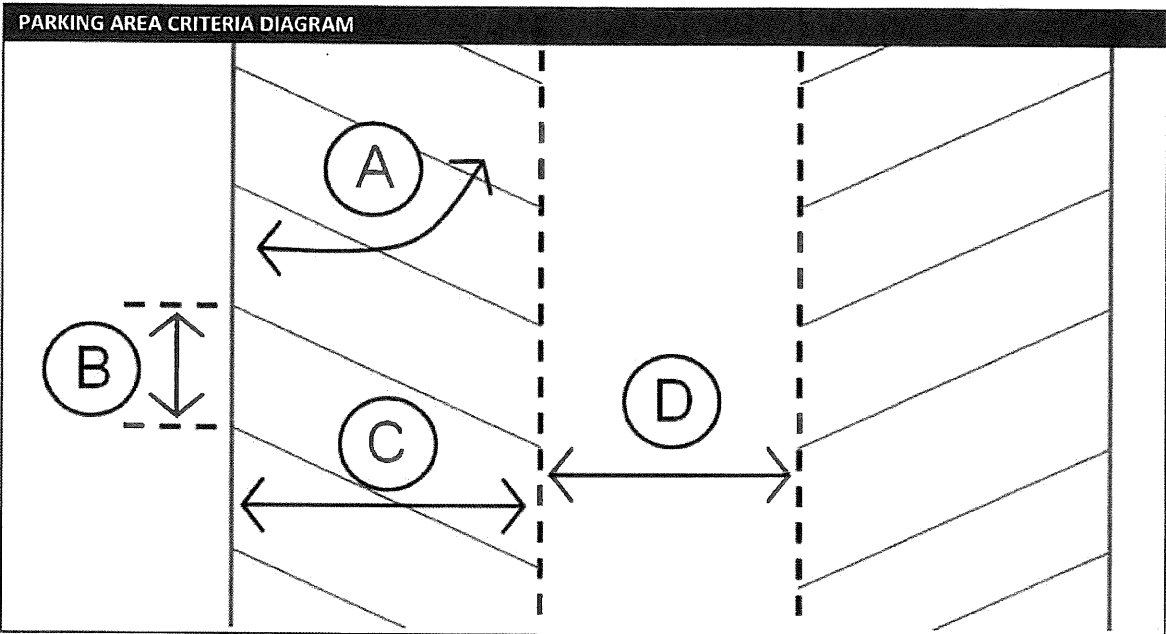
Use
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5.1.4 Dimensions of parking space. Required off-street parking spaces and aisles shall be installed and maintained as follows:



PARKING AREA CRITERIA TABLE	A - PARKING ANGLE				
	PARALLEL 0°	30°	45°	60°	PERPENDICULAR 90°
B - STALL WIDTH	20'-0"	18'-0"	12'-9"	10'-5"	180 square feet (9'x20' or 10'x18')
C - STALL DEPTH	22'-0"	16'-6"	19'-10"	20'-0"	
D - VEHICULAR AISLE WIDTH - TWO-WAY CIRCULATION	24'-0"	24'-0"	24'-0"	24'-0"	24'-0"
D - VEHICULAR AISLE WIDTH - ONE-WAY CIRCULATION	12'-0"	12'-0"	13'-0"	18'-0"	24'-0"

- 5.1.5 Dimensions of loading berth. A required loading space shall not be less than ten feet wide, 25 feet long, and 15 feet high, exclusive of access.
- 5.1.6 Location of parking facilities. Required parking facilities shall be provided on the same lot as the building they serve or on a lot within 600 feet from such building.
- 5.1.7 Common / shared spaces.
- .1 Nothing in this section shall be deemed to prohibit a cooperative action on the part of any group designed to provide in common the parking spaces required for the individual members of the group, provided that the area or a sufficient portion thereof, is located within 600 feet of the building which it serves.
 - .2 Access. Common spaces of two or more parking facilities on adjoining lots, if designed for use as a single parking area, may use the same means of access.
- 5.1.8 Mixed uses. In the case of mixed uses, the parking facilities required shall be the sum of the requirements for the various uses, computed separately. The Commission may modify this requirement based upon parking demands for different uses at different times.
- 5.1.9 Fractions of spaces. When the number of calculated parking spaces results in the requirements of a fractional space, any fraction under one-half may be disregarded, and any fraction over the one-half shall be construed as requiring a full space.
- 5.1.10 Municipal parking facilities. Subject to a special permit and site plan review, the Commission may waive the minimum off-street parking requirements for any commercial or industrial use hereafter

constructed, reconstructed, or enlarged if said use can be reasonably served by an existing off-street municipal parking facility.

- .1 The Commission shall refer said application to the city parking commission who shall review and to the commission within 30 days as to the adequacy of the existing off-street municipal parking facility for handling the contemplated additional users at the time of application.
- .2 Subject to a favorable review from the city parking commission, the minimum required off-street parking spaces for the use in question may be reduced by the Commission on the City Plan in accordance with the following schedule:

WALKING DISTANCE*	REDUCTION FACTOR (PERCENT)
0 – 250 feet	100
251 – 500 feet	75
500 – 600 feet	50
Over 600 feet	0

TABLE NOTES

*The walking distance shall be measured in straight lines along public right-of-way or established pedestrian access ways extending between the nearest entrance of the proposed building and the nearest vehicular or pedestrian entrance to the existing off-street municipal parking facility.

5.1.11 Parking lot layout. All off-street parking and loading facilities shall be designed with appropriate means of vehicular access to a street as well as maneuvering areas. Detailed plans shall be submitted to the city director of public works and where appropriate to the state highway department for approval of all curb cuts or driveway openings before a permit may be obtained therefor.

- .1 All parking spaces, loading facilities and access roadways shall have adequate all-weather surfacing treated to inhibit dust, adequate drainage, and shall allow free and safe movement of all vehicles customarily using the facility.
- .2 Any parking area designed for three or more vehicles located adjacent to any public sidewalk or area reserved for a public sidewalk shall be separated from such sidewalk or reserved area by a suitable barrier so placed as to prevent the encroachment or parking of vehicles on such public sidewalk or reserved area.
- .3 The light, including illuminated signs, on any parking area or driveway shall be located and arranged to reflect away from residential areas and public streets.
- .4 Pedestrian safety. All off-street parking areas shall be designed to provide for the safe and convenient movement of pedestrians through such areas.

5.1.12 Parking lot construction. Parking layout construction shall be in accordance with the following parking specifications:

- .1 Parking Surface. The parking surface shall be treated with bituminous pavement products unless the Commission approves an alternative surface.
- .2 Alternative Parking Surface.
 - .1 The Commission may allow an alternate surface if the use is a low traffic generator and the Commission is satisfied with the maintenance provisions.
 - .2 Use of porous pavement, specially designed brick or block should be considered to increase on-site water retention for plant material and groundwater recharge and to reduce problems related to runoff.

5.1.13 Landscaping. Parking lots in commercial and industrial districts shall have, in addition to required landscaped buffer strips, at least 18 square feet of green space, seeded to grass and planted with trees and shrubs, within the parking lot, for each parking space. In all parking lots of more than 50 spaces, a landscaped divider strip at least 6 feet wide planted to trees and evergreen shrubs, shall be provided not more than 150 feet on center.

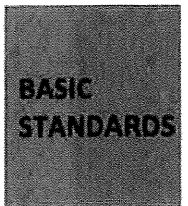
5.1.14 Deferred Installation. With respect to the installation of parking spaces required by this Section, the Commission may, upon request by any property owner or other applicant, defer the immediate installation of a portion of the required number of parking spaces upon the following conditions:

Residential
Districts

Business
Districts

Special
Districts

General
Requirements



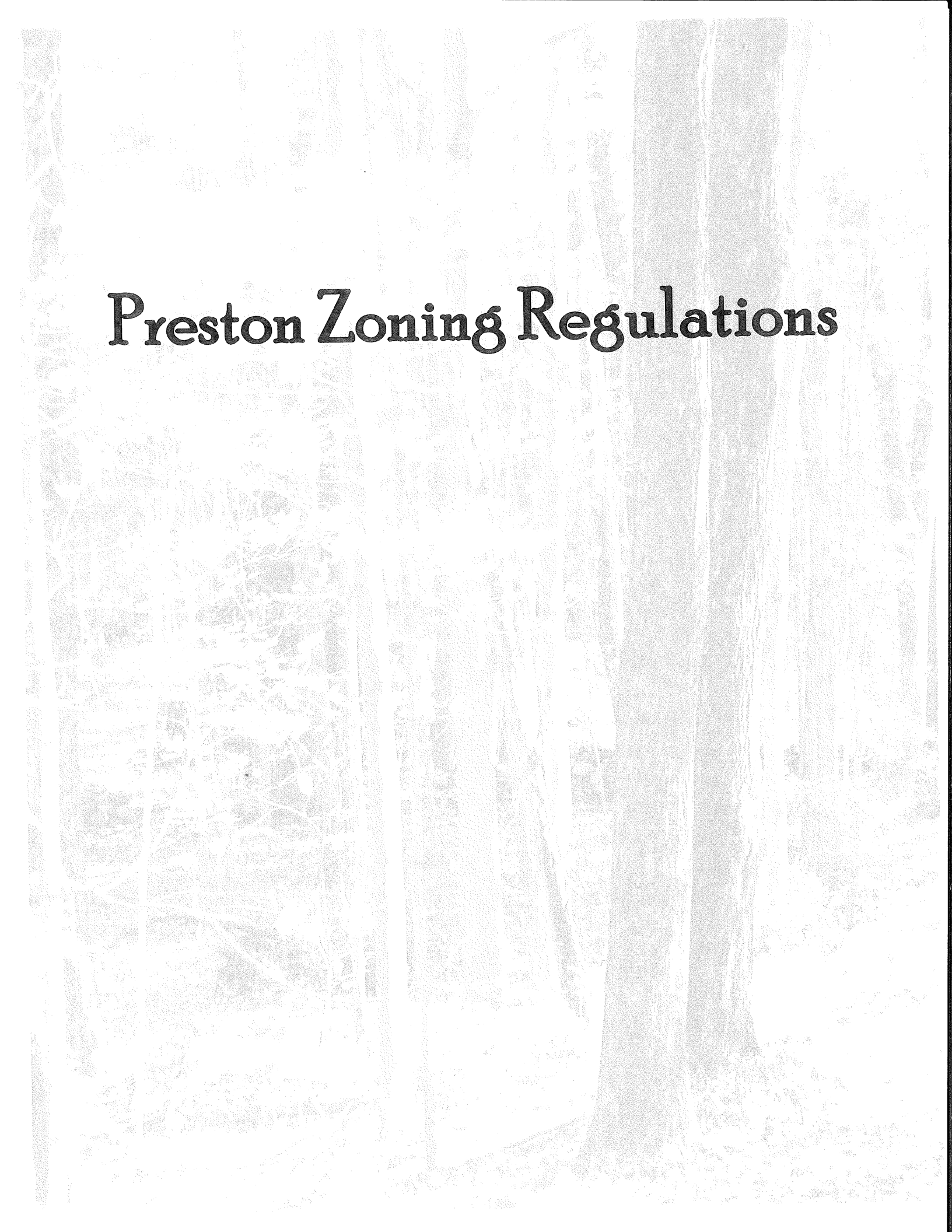
Use
Requirements

Procedures

Administration

Definitions

1. That the parking plan submitted to the Commission show the layout for the full parking requirement and identify those spaces for which deferral of immediate installation is requested;
 2. That the Commission find the reduced number of parking proposed to be installed will adequately serve the proposed development;
 3. That the owner file with the Commission, and note on the parking plan, an agreement obligating the owner, his heirs or successors and assigns to install such remaining parking spaces within 6 months after the date of any request by the Commission to do so; and that such agreement be incorporated by reference as a condition of any Special Permit, the parking for which is affected by this subparagraph, and be so recited in the document evidencing such Special Permit recorded on the land records.
- 5.1.15 Existing off-street parking and loading facilities.
1. Where, as of the effective date of this Section, off-street parking facilities and off-street loading spaces are provided conforming in whole or in part to the provisions of this section, such off-street parking facilities and off-street loading spaces shall not be altered or reduced in area below the requirements set forth herein.
 2. In the event, however, that there shall be an enlargement or alteration of any building served by such off-street parking facilities or off-street loading spaces or a new or changed use of the property requiring additional off-street parking facilities or off-street loading spaces under the provisions of this section, such additional off-street parking facilities or off-street loading spaces shall be provided as required herein.
- 5.1.16 Uses with nonconforming parking. A legally-established use of a lot which does not meet the requirements for vehicular parking, bicycle parking or loading area established by this section is nonconforming with respect to parking and loading and shall be governed by the following:
1. Continuation. Uses which have nonconforming parking or loading may be continued indefinitely subject to the provisions of this section.
 2. Enlargement or Intensification of Uses located in the CC district, or the Adaptive Reuse Overlay. Enlargement of any existing structure or use, or any change of occupancy or manner of operation that would increase the number of parking, loading or bicycle spaces required by 50% or more shall require improvements to parking layout, loading, circulation, lighting or landscaping, but no additional parking spaces shall be required.
 3. Enlargement or Intensification of Uses in all other districts. Enlargement of any existing structure or use, or any change of occupancy or manner of operation that would increase the number of parking, loading or bicycle spaces required shall require improvements to parking layout, loading, circulation, lighting or landscaping. Additional parking spaces shall also be required for the enlargement or change. Where numbers of parking spaces for the existing structure or use are deficient, additional parking spaces may also be required where feasible.
 4. Change of Use in all districts. Any change in a use which requires more off-street parking and / or loading than the most recent legally-established use shall provide parking and/or loading in accordance with the current parking requirements for the changed use minus the number of parking spaces by which the previous use was legally deficient.
 5. Determination of Improvements. Determination of the amount of parking improvements required to upgrade or improve existing parking conditions shall be made by the Director of Planning and Neighborhood Services.
 6. Changes to Parking Area. Any changes to a parking area layout, loading area, circulation aisles, access, lighting or landscaping may only be changed when the change reduces or corrects an existing substandard condition. Any such proposed change must be approved by the city.
 7. Process. Applicants proposing to change a parking area shall prepare a parking plan, which shall be reviewed and approved by the Director of Planning and Neighborhood Services prior to any modifications. The Director of Planning and Neighborhood Services may refer the plan to the Director of Public Works, or his/her appointee.
- 5.1.17 Policing of Parking Spaces. Nothing contained in this section shall be construed to prohibit the owner or owners of the land on which such off-street parking facilities are located from policing the same and from forbidding the parking of motor vehicles thereon when the owner or user of such motor vehicle is not making use of the facilities, uses or buildings for which such parking area is provided.



Preston Zoning Regulations

- a. Minor enlargement of an existing structure or the construction of any accessory building that is subordinate and customarily incidental to a principal building use, provided:
 - i. No site work is completed or required except for incidental grading around the enlargement or accessory structure.
 - ii. Any enlargement or construction of any accessory building shall conform to all of the requirements of the zoning district in which the property is located.
 - iii. Such enlargement or construction of any accessory building shall not cumulatively exceed fifteen percent (15%) of the square footage of the building(s) or fifteen hundred (1500) square feet, whichever is less. The cumulative square footage shall be calculated from the time of the adoption of this amendment to the regulations (SEPTEMBER 20, 2000) or from the date of a site plan approved by the Commission after September 20, 2000.
- b. Site work involving the creation of five (5) parking spaces or less and/or the installation of landscaping that involves less than one-half acre of land, provided no additional drainage is required or necessary, and that the installation of buffer strips are (is) not required.
- c. Conversion of a use that does not require any site improvements except as noted in section b) above.
- d. Public utility electrical boxes, telephone boxes, or traffic control boxes.

The Town Planner shall approve the exception from the site plan requirement. All approved exceptions shall be reported to the Commission on a monthly basis at its Regular Commission meeting. In the event there is any question or concern by the Town Planner regarding the exception, the matter shall be referred to the Commission for a determination.

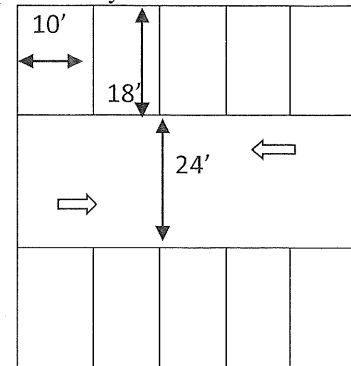
SECTION 20 - PARKING REQUIREMENTS

20.1 **General Requirements.** Parking facilities shall be provided, off street or highway right-of-way, on all premises, sufficient to accommodate the motor vehicles of all occupants, employees, customers, and other persons normally visiting the premises at any one time, but in no case shall be less than the requirements of Section 20.2 below unless otherwise noted in Section 20.2.1 of these Regulations. The purpose of this Section is to lessen congestion in the streets and to assure that off-street parking and loading spaces are properly designed and located to accommodate the safe flow of traffic on public and private property.

- a. Required parking lots and driveways shall have an adequate all-weather surface, capable of allowing free and safe movement of all vehicles customarily using the facility.

- b. Each parking space shall have one hundred eighty (180) square feet. Spaces may be either 10' x 18' or 9' x 18'; ten percent (10%) of the number of required parking spaces may be for compact cars and may be 9' x 18'. Handicap spaces shall be provided in accordance with the Building Code.

- c. Each maneuvering lane shall provide adequate ingress and egress by means of access lane or lanes, each access lane shall have a width of twenty-four (24) feet for two-way traffic movement and twelve (12) feet for one way traffic movement. Other widths may be acceptable depending upon the angle of the parking space and in accordance with acceptable professional parking design standards.



- d. Landscaping within a parking lot may be required by the Commission.

20.2 **Spaces Required.** Parking spaces shall be provided as follows:

- a. **For residential use**, two (2) spaces per dwelling unit, except that the requirements shall be one (1) space per elderly housing unit. In the event a multi-family residential use is proposed, the Commission may require additional parking to accommodate visitor parking at a ratio the Commission deems necessary.
- b. **For roadside produce stands**, three (3) spaces in addition to those required for any other use of the property.
- c. **For a theater, assembly hall, church, or auditorium having fixed seats**, one (1) space for each three (3) seats.
- d. **For other places of public assembly and public recreation**, one (1) space for each three (3) legal occupants.
- e. **For a hotel, or boarding, rooming or tourist house**, one (1) parking space for every guest room, plus one (1) space for each employee on the largest shift.
- f. **For a hospital or convalescent home**, one (1) parking space for each two (2) beds, plus one (1) parking space for each employee on the largest shift.
- g. **For business offices and financial institutions**, one (1) space for each one hundred (100) square feet of building floor area, above the basement, excluding storage areas and stairs.
- h. **For a club, dance hall**, one (1) space for every employee and one (1) additional space for every two (2) patron accommodations.
- i. **For any other business**, one (1) space for each two hundred (200) square feet of floor area, and one (1) space for every four hundred (400) square feet of floor area or fraction thereof above the first floor, or as deemed acceptable to the Commission to ensure all parking is provided on-site.

- j. **For industries, warehouses, research laboratories and the like**, one (1) space for every two (2) employees on the largest shift.
- k. **For Restaurant or Café**, one (1) parking space for every three (3) seats plus one (1) space for each employee on the largest shift.
- l. An applicant may provide the Commission with a parking study prepared by a professional traffic planner or engineer that certifies the parking required for any use proposed. The Commission may accept the recommendations of the parking report for the required number of parking spaces.

20.3 **Loading.** Provision shall be made for the loading and unloading of all trucks off the street or highway and without encroachment on required parking areas. The adequacy of space and suitability of location shall be determined among other things by expected volume, building use, and relation to streets and across driveways.

- a. At least one (1) loading space ten feet (10') wide by fifty feet (50') long with fourteen feet (14') height of clearance shall be required for a non-residential building with a gross floor area of ten thousand (10,000) square feet or more.
- b. Loading area shall be to the rear of the building line.

SECTION 21 – SIGNS

21.1 **Permits and Tenure.** All signs larger than thirty-two (32) square feet, except those shown on a site plan of a use approved by the Commission, shall require approval by the Zoning Enforcement Officer and shall meet all requirements of the Building Code and these Regulations. Applications for permits shall be made on forms supplied by the Zoning Enforcement Officer. Failure to maintain signs shall be considered a violation of these Regulations. Upon discontinuance of a use, it shall be the responsibility of the property owner to eliminate signs pertaining to the use within thirty (30) days after such discontinuance.

21.2 **Measurement of Sign Area.** The area of a sign shall be considered that of the smallest trapezium or triangle which encompasses all framing, lettering, design, or symbols together with any background different from the balance of the wall on which it may be located, if such background is designed as an integral part of and obviously related to the sign. The minimum support needed to affix a sign to the ground or to a building shall not be considered part of a sign as defined in these Regulations.

21.3 **General Requirements.** The following regulations apply to signs in all districts:

- a. No sign or its illuminator shall, because of its size, shape or method of illumination, be permitted to confuse or obstruct the view or effectiveness of any traffic sign or signal or in any way result in a hazard to the safe and efficient flow of vehicular traffic.

SALEM PLANNING AND ZONING COMMISSION

ZONING REGULATIONS

REVISED TO January 14, 2025

Original Effective Date: April 14, 1960

SECTION 10 – OFF STREET PARKING REQUIREMENTS

10.1 PARKING FACILITIES - GENERAL

Parking facilities off the street right-of-way shall be provided to serve all non-residential buildings and uses erected, moved, altered, or enlarged and all lots otherwise developed after the adoption of these Regulations.

10.2 PARKING SPACE REQUIREMENTS

Adequate parking facilities located off the street right-of-way shall be provided to accommodate the motor vehicles of all occupants, employees, customers, and other persons normally visiting each building or lot at any one time in accordance with the following requirements:

- a. For business or professional offices: one (1) space for each 350 square feet of gross floor area.
- b. For retail stores, personal services, shops, and similar commercial uses: one (1) space for each 250 square feet of gross sales area.
- c. For restaurants, night clubs, bars, and lounges: one (1) space for each 100 square feet of gross floor area. However, in those cases where entertainment and dancing is provided, additional parking spaces shall be provided at the requirement of not less than one (1) space for each fourteen (14) square feet of dance floor area and/or waiting space.
- d. For fast food restaurants or other food service establishments where customers are served primarily counter service: one (1) space for every three (3) permanent seats and one (1) space for each nine (9) square feet of public floor area not devoted to permanent seating facilities, excluding restroom areas.
- e. For theaters, playhouses, auditoriums or meeting rooms, and similar places of public assembly: one (1) space for every three (3) seats if permanent seating is provided, or one (1) space for each twenty-one (21) square feet of public area for areas not served by permanent seating.
- f. For hotels, motels, lodging, or boarding houses: one (1) space for each room, plus spaces as required for other related uses.
- g. For furniture, machinery, equipment and automobile sales, and/or service establishments: one (1) space for each 400 square feet of gross floor area and one (1) space for each 800 square feet of outdoor sales and/or display area.
- h. Commercial Recreational Facility: one (1) space for each three (3) users who could be utilizing the premises at any one single time, plus one (1) space for each three (3) seats provided for spectator observance of the establishment's activities.

If restaurant or other commercial facilities are included in the facility, additional parking shall also be provided in accordance with the requirements for such related uses as specified herein.

- i. For industrial plants, wholesale establishments, warehouses, and similar buildings: one (1) space for each 1,000 square feet of floor area, or one (1) space for each three (3) persons normally employed, whichever is greater.
- j. For truck parking: adequate provision as determined by the Planning and Zoning Commission shall be provided for the storage of trucks serving any commercial or industrial establishment.
- k. Library: eight (8) parking spaces plus one (1) parking space for every 600 square feet of gross floor area. (10/01/01)

10.3 REQUIRED LOADING AND UNLOADING SPACE

Where the Commission deems necessary, provision shall be made for truck loading and unloading space to serve any commercial or industrial use. Such space shall consist of not less than 400 square feet of loading and unloading area for each 15,000 square feet, or major fraction thereof, of floor area up to 30,000 square feet of floor area, and, in addition thereto, one (1) space of not less than 400 square feet for each additional 30,000 square feet, or major fraction thereof, of floor area in excess of 30,000 square feet of floor area. Truck loading and unloading spaces and facilities shall be located only in side and rear yards. (12/15/89)

10.4 LOCATION OF REQUIRED PARKING FACILITIES (10/01/01)

Required parking facilities shall be located on the same lot as the building or use which they serve, except uses on adjacent lots may share driveways and/or parking spaces subject to approval by the Commission of a site plan which satisfies all of the provisions of Section 11A of these Regulations and complies with the following standards:

- 10.4.1 The shared use of driveways and/or parking spaces must be guaranteed to the Commission by means of a Restrictive Covenant to which the Commission is a party, so that such shared use may not be terminated without the consent of the Commission. If the Restrictive Covenant is terminated with the consent of the Commission, then, in that event, the users of the shared driveway and/or parking spaces shall submit a revised site plan application to the Commission showing the revised parking and access for their lots. (10/01/01)
- 10.4.2 The number of spaces provided on the approved site plan must be sufficient to accommodate the vehicles of all persons using and visiting the particular use or occupancy of the land, buildings, or other structure as shown on the approved site plan. (10/01/01)

10.4.3 There is sufficient and suitable area on each lot to provide the full number of spaces required by this Section of the Zoning Regulations designated on the approved site plan as reserved for future parking and/or loading. (10/01/01)

10.4.4 Any approval granted hereunder is only applicable to the particular use or occupancy of the land, buildings, or other structures shown on the approved site plan and any approvals granted hereunder shall become null and void in the event that such use or occupancy is changed to another use or occupancy without approval of a modified site plan by the Commission. (10/01/01)

10.4.5 The Commission shall not approve shared driveways and/or parking spaces unless one or more of these conditions is present: separate facilities would create a traffic conflict on a public street; separate facilities would result in the destruction of a natural or rural feature; or shared facilities would substantially reduce impervious surface coverage. The Commission shall insure that the shared facilities do not create unsafe conditions for interior circulation on the subject parcels, and that a reserved area for future parking facilities is shown on the site plan to demonstrate that if the shared parking agreement is ever terminated, each use can support the required facilities on their lot.

10.5 MINIMUM AREA

For the purpose of this Regulation, an off-street parking space is an approved surfaced area having a width of not less than nine (9) feet and a length of not less than twenty (20) feet. The length required shall be measured on an axis parallel with the vehicle after it is parked. The required area is to be exclusive of driveways and shall be permanently reserved for the temporary parking of one (1) automobile and shall be connected with a street by an approved surfaced driveway.

10.6 INTERIOR DRIVEWAYS

Interior driveways shall be of adequate width to serve a particular design arrangement of parking spaces. Ninety-degree parking shall be used unless there is positive control of traffic directions. The minimum width of an interior driveway shall be as follows:

90° parking: twenty (20) feet; 60° parking: seventeen (17) feet

45° parking: eleven (11) feet; 30° parking: eleven (11) feet

10.7 SURFACE OF PARKING AREAS

All off-street parking areas shall be surfaced and maintained with a durable and dustless all weather material as may be approved by the Planning and Zoning Commission. Parking areas shall be so graded and drained as to dispose of all surface water and proposed surfacing and drainage plans shall be submitted to and approved by the Planning and Zoning Commission. In no case shall drainage be allowed across any sidewalk areas. Furthermore, any parking area, which serves more than fifteen (15) cars, shall be surfaced with bituminous concrete and all parking areas in B, HC, I, and SB Zoning Districts shall be paved. (12/15/89) (12/15/91)

10.7.1 The Commission may waive the paving and/or durable and dustless surface requirements, in whole or in part, for any parking lot when it finds that the lot, or part thereof, will be used only for irregular and infrequent events and/or where a non-paved and/or non-durable and non-dustless surface would substantially enhance environmental quality and will be maintained to the satisfaction of the Commission. (12/15/91) (9/01/02)

10.8 HANDICAPPED PARKING (12/15/89)

Parking lots shall have paved level parking spaces, minimally sloped for drainage, reserved for use by the physically handicapped. Each such reserved space shall be identified by an above-grade sign displaying the international symbol of accessibility for the physically handicapped and containing the words "Handicapped Parking, State Permit Required". Each reserved parking space shall be not less than twelve (12) feet wide. Each handicapped space shall have three (3) foot buffers on both sides, painted with yellow crosshatched lines. Adjacent handicapped spaces may share a common three (3) foot buffer. (12/15/91)

Parking spaces for the physically handicapped shall be located as close as possible to elevators, ramps, walkways, and entrances. Parking spaces should be located so that the physically handicapped persons are not compelled to wheel or walk behind parked cars to reach entrances, ramps, walkways, and elevators.

The minimum number of required spaces for the handicapped shall be as follows:

Total Spaces in Lot	Required Handicapped Spaces
Up to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total
Over 1000	20 plus 1 for each 100 over 1000

Nothing herein shall be constructed as limiting state or federal handicapped regulations where said regulations are more stringent than those provided above.

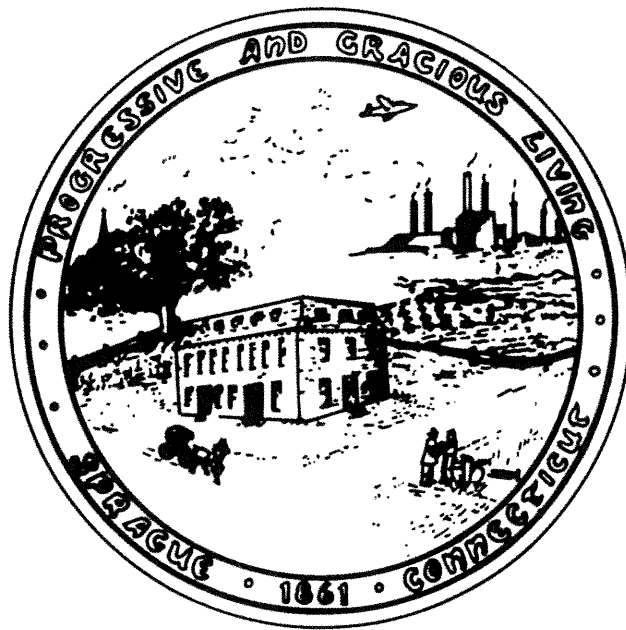
10.9 MODIFICATION OF STANDARDS (10/01/01)

The Commission, in connection with the approval of a site plan under these Regulations, may authorize modification of off-street parking and/or loading standards subject to compliance with the following standards:

- 10.9.1 The number of spaces provided on the approved site plan is sufficient to accommodate the vehicles of all persons using and visiting the particular use or occupancy of the land, buildings, or other structures as shown on the approved site plan.(10/01/01)
- 10.9.2 There is a sufficient and suitable area on the lot to provide the full number of spaces, required by this Section of the Regulations, designated on the approved site plan as reserved for future parking and/or loading. (10/01/01)
- 10.9.3 Any approval granted hereunder is applicable only to the particular use or occupancy of the land, buildings, or other structures shown on the approved site plan and any approvals granted hereunder shall become null and void in the event that such use or occupancy is changed to another use or occupancy without the approval of a modified site plan by the Commission. (10/01/01)
- 10.9.4 The Commission may require the owner(s) or subsequent owner(s) of the land shown on the approved site plan to provide, within a period of six (6) months from the date of its demand, a greater number or the full number of spaces designated on the approved site plan as reserved for future parking and/or loading. (10/01/01)

ZONING REGULATIONS

SPRAGUE, CONNECTICUT



SPRAGUE PLANNING AND ZONING COMMISSION

JUNE 1, 2024

SPRAGUE ZONING REGULATIONS AS OF 6/1/24

adequate in design for other similar safety considerations.

13.5.3 Parking and loading spaces shall be provided to prevent on-street traffic congestion and the interior circulation system shall provide safe and convenient access to all required off-street parking.

13.5.4 The general landscaping of the property shall comply with the appropriate sections of these Regulations; existing trees will be preserved to the maximum extent possible; and parking and service areas shall be suitably screened at all seasons of the year from the view of adjacent residential zoning districts.

13.5.5 Lighting from the installation of outdoor lights and illuminated signs will be properly shielded so that such lighting does not adversely affect abutting property or public streets.

13.5.6 Development of the property should preserve to the maximum extent possible sensitive environmental land features such as areas of steep slopes, wetlands, large bedrock outcrops, scenic views and historically significant features.

13.5.7 The proposed site plan should be in general conformance with the intent of the Sprague Plan of Development.

13.5.8 In those cases where a development proposal must be reviewed by other local, state and federal agencies, the Commission will give due consideration to any report(s) presented to it by these agencies.

13.6 **Bond.** The Commission may require as a condition of any site plan approval that the applicant shall file with the Commission, prior to the commencement of any work, a surety bond in a form satisfactory to the Town Council and in an amount approved by the Commission as sufficient to guarantee completion of those items specified by the Commission and in conformity with the provisions of these Regulations or any amendments thereto. A copy of the site plan shall be part of the bond. Such bond shall not be released by the Commission until written certification has been received from the Enforcement Officer that all of the requirements of these Regulations have been fully satisfied. To facilitate this certification, the Enforcement Officer may require an as-built site plan be submitted which reflects the actual field location of all items required by these Regulations.

SECTION 14 - PARKING REQUIREMENTS

14.1 **General Requirements.** Off-street parking and loading shall be provided in accordance with these Regulations for any use or structure established, erected, enlarged, or exchanged. Parking and loading space shall be maintained and shall not be encroached upon so long as said principal structure or use remains, unless an equivalent number of such spaces is provided elsewhere in conformance with these Regulations. It shall be unlawful for an owner of any

SPRAGUE ZONING REGULATIONS AS OF 6/1/24

structure or use affected by this section to discontinue, change, or dispense with, or to cause to eliminate any vehicle parking or loading space. It shall be unlawful for any firm or corporation to occupy a structure without providing parking and loading spaces which meet the requirements of and is in compliance with these Regulations.

14.2 Parking Dimensions. All off-street parking spaces shall consist of not less than 171 square feet per vehicle with a minimum width of 9.5 feet and a length of 18 feet. Entrance and exit roadways and driveways shall not be counted as parking spaces except for single-family houses. Each parking space shall have adequate maneuvering area and independent and unimpeded access to the parking facility and adjacent street or highway.

14.3 Location of Parking Facilities. Required parking facilities shall be provided on the same lot as the structure or use they serve or on a lot within 600 feet from such structure or use. Required parking spaces may be provided to serve jointly two (2) or more uses or structures whether or not located on the same lot, provided that the required spaces shall be the sum of the requirements for the various uses or structures computed separately.

14.4 Parking Area Surface. All off-street parking areas shall be surfaced and maintained with a durable and dustless all-weather material as may be approved by the Commission. Parking areas shall be so graded and drained as to dispose of all surface water and proposed surfacing and drainage plans shall be shown on the Site Plan required in Section 13.3 of these Regulations. In no case shall drainage be allowed across any sidewalk areas. Furthermore, any parking area which serves more than ten (10) cars shall be surfaced with bituminous concrete or other surfaces approved by the Commission and surface water from all such lots shall be discharged into a storm sewer wherever possible. Any parking area serving more than ten (10) cars shall have parking spaces and fire lanes marked by painted lines, curbs, or other means to indicate individual spaces.

Signs or painted markers may also be required to ensure safe and efficient traffic flow.

14.5 Parking Space Requirements. The number of off-street parking spaces shall be in accordance with the following requirements. The parking space requirements for a use not specifically listed in this section shall be same as for a listed use of similar characteristics of parking demand generation, as determined by the Commission. The parking required herein is in addition to space which is required for the storage of trucks or other vehicles used in connection with a business, commercial or industrial use.

14.5.1 A minimum of one off-street parking space for each studio or one-bedroom unit and two spaces for each two-bedroom unit, plus one-half space for visitors.

14.5.2 For roadside produce stands, three (3) spaces in addition to those required for any other use of the property.

14.5.3 For a theater, assembly hall, church, or auditorium having fixed seats, one space for each three (3) seats.

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14.5.4 For other places of public assembly and public recreation, one (1) space for each three (3) legal occupants.

14.5.5 For a hotel, motel or temporary lodging, one (1) parking space for every one (1) guest room plus one space for every two (2) employees.

14.5.6 For a hospital or convalescent home one (1) parking space for each bed.

14.5.7 For a restaurant, one (1) space for every three (3) seats. For a fast-food or drive-in window establishment a minimum of ten (10) parking spaces shall be required. Any drive-in window shall be located to park at least ten (10) waiting vehicles between the street line and the window being approached, without causing any interruption to the smooth flow of traffic within the subject site or on adjacent streets.

14.5.8 For retail stores, financial institutions, personal service shops, repair shops and similar commercial uses one (1) parking space for each 150 square feet of gross floor area. Any drive-in window intended to serve any of these uses shall be located to park at least ten (10) waiting vehicles, between the street line and the window being approached, without causing any interruption to the smooth flow of traffic within the subject site or on adjacent streets.

14.5.9 For professional, business, and governmental offices one (1) space for each 200 square feet of gross floor area.

14.5.10 For industries, warehouses, research laboratories, and the like, one (1) space for every two (2) employees on the largest shift.

14.5.11 Public, private, or parochial schools;

- a. Elementary and Junior High Schools, one (1) space per classroom.
- b. Senior High School, one (1) space per five (5) students plus one (1) space per staff member.

14.5.12 For Automotive repair garage/motor vehicle service station 1 space for each employee on largest shift, plus 1 customer space for each 150 sf of office or waiting room area.

14.6 Loading. Provision shall be made for the loading and unloading of all trucks off the street or highway and without encroachment wherever possible on required parking areas. The adequacy of space and suitability of location shall be determined among other things by expected volume, building use, and relation to streets and access driveways.

14.6.1 At least one loading space ten feet (10') by fifty feet (50') with fourteen feet (14') vertical clearance shall be required for a non-residential building with a gross floor area of 15,000 square feet or more up to 30,000 square feet. One (1) additional space shall be

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required for each 30,000 square feet of gross floor area above 30,000 square feet.

14.7 Design Standards. Parking areas shall meet the following design standards unless specifically altered by the Commission where it is determined that such alteration will not constitute a safety hazard to pedestrian circulation, traffic congestion, and access of emergency vehicles.

14.7.1 All parking areas shall be designed in such a manner that any vehicle entering or leaving the parking area from or to a public or private street shall be traveling in a forward motion. All access driveways for parking areas and/or loading areas shall be located in such a way that any vehicle entering or leaving such areas shall be clearly visible for a reasonable distance to any pedestrian or motorist approaching such driveway from a public or private street. Furthermore, all driveways providing connection between any parking and/or loading area and any public street or public right-of-way shall be finished with bituminous concrete or concrete and curbed except in the case of access drives serving one- and two-family dwellings. Every access road or driveway shall meet the requirements of the Town of Sprague Road Ordinance or the design requirements of the Connecticut Department of Transportation.

14.7.2 All exits and entrances shall be located as to provide the least amount of interference with the movement of pedestrian and vehicular traffic. Each entrance and exit shall be at least fifty feet (50') distant from any street intersection. Parking areas containing more than 30 spaces shall have more than one driveway where deemed necessary by the Commission. No driveway or access road shall be permitted within twenty-five feet (25') of another driveway or access road. Parking areas shall be designed so that adjoining lots may be interconnected and made contiguous. It is the intent of the Commission to encourage "common use" of parking areas and to keep access points (driveways) to a minimum to avoid traffic congestion.

The Commission shall reserve the right to limit the number of access points.

14.7.3 Ninety-degree parking shall be used unless there is positive control of traffic directions. Aisle width between stalls for one-way traffic shall have a minimum width of fourteen feet (14') and a minimum width of twenty-six feet (26') where two-way traffic is anticipated.

14.7.4 Parking areas shall be separated from the front and sides of the building(s) serve by a sidewalk and/or landscaped area at least six feet (6') in width. Landscaping shall meet the planting requirements of Section 11.15 of these Regulations.

14.7.5 Parking areas may be located within required yards as enumerated in Section 10 of these Regulations. A landscaped strip meeting the planting requirements of Section 11.15 of these Regulations at least five feet (5') in width shall be provided between parking areas and side and rear lot lines, except if the lot or any portion thereof in the Baltic Economic Development, Baltic Village, Hanover Village, Versailles Village or I

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Industrial zones adjoins any residential zone without separation by a street, the buffer requirements of Section 11.5 of these Regulations shall apply. A side or rear yard landscaped strip shall not be required if the parking area is functionally integrated with a contiguous parking area in an abutting lot.

14.7.6 Parking areas containing space for more than thirty (30) spaces shall be designed to include interior landscape divider areas within the parking areas at the ratio of 15 square feet of landscaping for each required space. These areas shall be curbed within a minimum dimension of at least five feet (5') and shall meet the requirements of Section 11.15 of these Regulations for planting materials. Interior landscaped areas shall be located to provide aesthetic value and to assure the safe and orderly flow of traffic and pedestrians within the parking areas. In general, there shall be no more than fifteen (15) contiguous required parking spaces without separation by a landscaped area or cross aisle which provides access to other parking spaces or to exits. The requirements of this section are in addition to the requirements of Sections 11.5, 11.15, 14.7.4 and 14.7.5 of these Regulations.

14.7.7 Parking areas containing more than ten (10) spaces shall be equipped with adequate lighting except where the Commission determines that such parking area will not be used at night. Lighting shall be installed to minimize glare on adjacent streets and properties.

SECTION 15 - SIGNS

15.1 General Requirements.

15.1.1 Sign Area: The area of a sign shall be considered to be that area within the continuous perimeter of the rectangle, square or other geometric shape that encompasses all lettering, wording, design or symbols together with any background different from the balance of the wall, if any on which it is located, if such background is designed as an integral part of and obviously related to the sign. The structural supports for a sign such as columns or pylons shall not be included in the computation of sign area. In the case of a double-sided sign, only one face shall be counted in the computation of sign area.

15.1.2 Nothing in these regulations shall prohibit the Town of Sprague or State of Connecticut from installing any sign, whether temporary or permanent for any purpose regardless of size, location or design.

15.1.3 Signs requiring a permit shall either be approved as part of a site plan review or special permit application by the Commission or shall be approved by the Zoning Enforcement Officer. Applications shall be made on forms supplied by the Zoning Enforcement Officer.

15.1.4 Failure to maintain signs shall be considered a violation of these regulations. Upon discontinuance of a use, it shall be the responsibility of the property owner to

Town of Stonington



Zoning Regulations 28th Edition

Effective November 16, 2023

With Amendments Through:
May 27, 2024

Section 13. Off-Street Parking

Parking shall be a required accessory use for each use proposed and shall be shown on all Site Plans and evaluated in terms of need and sufficiency of design. Parking lots shall be designed to minimize impacts from stormwater, which are related to impervious surfaces.

13.1 General Requirements

Layout of on-site and off-site parking lots shall comply with the following:

- A. Required Parking shall be provided at that rate required in Section 13.3.3, unless modified by the Planning and Zoning Commission in accordance with Section 13.2. Properties located within the Downtown Pawcatuck Parking Overlay District may use the parking standards in Section 7.10.8.
- B. Parking areas shall be designed to preserve as much native vegetation as possible.
- C. Parking areas shall include clear and visible travel ways with adequate means for turning around. Such travel ways shall be designed in accordance with Section 13.3.4.
- D. Parking areas and required parking spaces shall be on the lot proposed for development and shall be under single ownership and control, except where off-site parking has been arranged in accordance with Section 13.2.
- E. Parking space dimensions shall be provided in accordance with Section 13.3.4, except for required parking for the handicapped individuals in compliance with Section 13.4.
 1. Paved parking areas shall be marked using white traffic pavement marking paint to indicate individual spaces.
 2. Travel direction and entrance and exit ways shall be marked using white traffic pavement marking paint.
- F. Parking spaces shall be separate from access drives. Site access drives shall be provided in accordance with Section 13.3.6.
- G. The Planning and Zoning Commission may require deceleration lanes for traffic entering the site, if deemed necessary for the safety of the public.

13.2 Modifications to Parking Regulations

To improve site design and enable flexibility, the Planning and Zoning Commission may modify parking requirements by Special Use Permit in accordance with the following requirements, provided the activity is permitted in the underlying zoning district:

13.2.1 Insufficient Parking

Where the maximum number of parking spaces permitted by these regulations is demonstrated by a parking assessment (as stipulated in Section 13.2.7) to be insufficient, the Planning and Zoning Commission shall permit an increase in the number of parking spaces up to 25% above the permitted maximum.

- A. The Planning and Zoning Commission may require an increase in parking spaces up to 25% of the required minimum.
- B. The Planning and Zoning Commission shall be guided by the nature, intensity and mix of the proposed use and accessory uses, including projected attendance, the number of employees, visitors

or customers, the experience of similar facilities elsewhere, and the location of overflow parking available to the proposed use.

13.2.2 Excessive Parking/Phased Parking

Where the minimum number of parking spaces required by these regulations is demonstrated by a parking assessment (as stipulated in Section 13.2.7) to be excessive, the Planning and Zoning Commission shall permit a reduction in the number of parking spaces up to 25% below the required minimum, provided:

- A. An area equivalent to the size of the reduction is set aside for possible future parking and is designated as such on the Site Plan. The set-aside area shall comply with all size and location requirements of a parking lot, except that it shall be landscaped instead of paved.
- B. If at any time, the Planning and Zoning Commission determines that all or a portion of such "future parking" space is needed, the Planning and Zoning Commission shall notify the owner in writing and shall provide the owner a reasonable time period in which to construct a parking lot in accordance with these regulations.
- C. The Planning and Zoning Commission may require bonding in accordance with Section 15.4 of these regulations to assure that the additional parking spaces could be constructed if it were determined to be necessary.

13.2.3 Parking Reductions

The Planning and Zoning Commission may reduce the on-site parking requirement through Special Use Permit for properties in the PV-5, CS-5, DB-5, LS-5 and HM districts, provided:

- A. The reduction of parking shall not exceed 40% of the required parking under Section 13.3.3.
- B. Reductions in parking may be granted for operations with a high turnover of parking use.
- C. A reduction in parking may be applied only to customer parking. Parking for employees must be provided as required by the use and may not be reduced in favor of available on-street parking.
- D. Reduction of parking shall not apply to residential uses.
- E. Sufficient off-street and/or on-street parking is available within 500 feet. Sufficiency shall be determined based on a parking study in accordance with Section 13.2.7.

13.2.4 Dedicated Off-Site Parking

Required parking for nonresidential uses in the PV-5, DB-5, LS-5 and HM districts may under certain circumstances be located off-site. Use of this provision is subject to the following requirements, to include issuance of a Special Use Permit:

- A. A signed agreement between the applicant and owner of the off-site parcel shall run for the duration of the Special Use Permit. Termination of this agreement by one or both of the parties or a violation of its terms shall be considered a basis for revocation of the Special Use Permit. Any change in use of the properties which substantially alters the conditions of the Special Use Permit for off-site parking shall require a modified agreement, to be approved by the Commission. The shared parking agreement shall acknowledge that continued validity of the Special Use Permit depends on the applicant's ability to continuously provide the requisite number of parking spaces for the duration of said Permit.
- B. When evaluating a Special Use Permit application for off-site parking, the Commission shall consider proximity of the off-site facility to the buildings it serves, and the type of use intended to be served. Off-site parking may not be appropriate for uses with a high turnover or short duration parking.

- C. All off-site parking spaces shall be located within a radius of 500 feet of the use served.
- D. The Commission may require that a pedestrian walkway built in accordance with Section 13.8.3.E be provided between the parcel on which the use is located, and the parcel on which the off-site parking is located.

13.2.5 Shared On-Site Parking

In calculating required parking, the Commission may allow shared on-site parking in cases where it is demonstrated that individual uses occupying the same property will have peak parking demands at different hours of the day or are expected to share many of the same customers. A Special Use Permit application must be submitted, and shall contain the following information:

- A. A description of proposed uses that are subject to the shared parking proposal, the square footage of each such use, and number of dwelling units if residential use is proposed.
- B. A description of the hours of operation and estimated number of employees by shift.
- C. A proposed layout of parking including the number and location of all spaces, vehicular access and internal drives. The layout shall be provided at a scale of 1 inch=40 feet.
- D. Any change in use of the property which substantially alters the conditions of the Special Use Permit shall require modification of such permit, to be approved by the Commission. Continued validity of the Special Use Permit depends on the applicant's ability to continuously provide the requisite number of parking spaces for the duration of said Permit.

13.2.6 Residential Parking Agreements

When dedicated off-site parking or shared parking is proposed for residential uses, to include residential units within a mixed-use development, there shall be a legally binding agreement between each of the parties, which must be executed and filed in the Stonington Land Records before any Zoning Permits are issued. The applicant shall present a draft agreement to the Commission for review and approval, containing the following:

- A. Stipulated responsibilities and costs for maintaining the shared on-site parking area and/or dedicated off-site parking area in compliance with standards set forth in these regulations.
- B. A covenant assuring in perpetuity the availability of the shared on-site parking area and/or dedicated off-site parking area for each of the residential units they are intended to serve, binding on all property owners and their successors. When a corporation or trust is used, ownership shall pass with conveyances of the residential units.

13.2.7 Parking Assessment

The Planning and Zoning Commission may require a parking inventory and needs assessment prepared by a Professional Engineer, registered in the State of Connecticut, with expertise in traffic engineering, as part of the application for the modification of parking regulations. The Parking Assessment shall evaluate the parking availability and usage on the premises and adjacent properties, and shall address, at a minimum, the following issues:

- A. Physical layout of the development.
- B. Number of spaces for each of the individual land uses.
- C. Types of parking users (e.g., employees, residents, or hotel guests who park all day or customers and visitors who park for short periods of time).
- D. Hourly accumulation of parking for each land use.

13.3 Parking Space Requirements

Parking spaces shall be provided in sufficient number to accommodate the motor vehicles of all occupants, employees, customers, and any others normally visiting the premises at any one time as may be required by the Planning and Zoning Commission. Spaces shall be provided in not less than the number indicated in Section 13.3.3 unless modified by the Planning and Zoning Commission as provided in Section 13.2. Properties located within the Downtown Pawcatuck Parking Overlay District may use the parking standards in Section 9.4.

13.3.1 Determination of Required Parking

The Planning and Zoning Commission shall determine the required parking for all uses not included in Section 13.3.3. The Institute of Traffic Engineers' Parking Generation, 5th Edition (or most recent edition), shall be used as a guide in determining such required parking. The calculated number of spaces shall be rounded up to the next whole number.

13.3.2 Multiple and Accessory Uses

Buildings or projects providing multiple uses or accessory uses on a site or parcel shall provide spaces as required above for all proposed uses, except when modified by the Planning and Zoning Commission as provided under Sections 13.2.3, 13.2.4, and 13.2.5.

13.3.3 Minimum Off-Street Parking Requirements

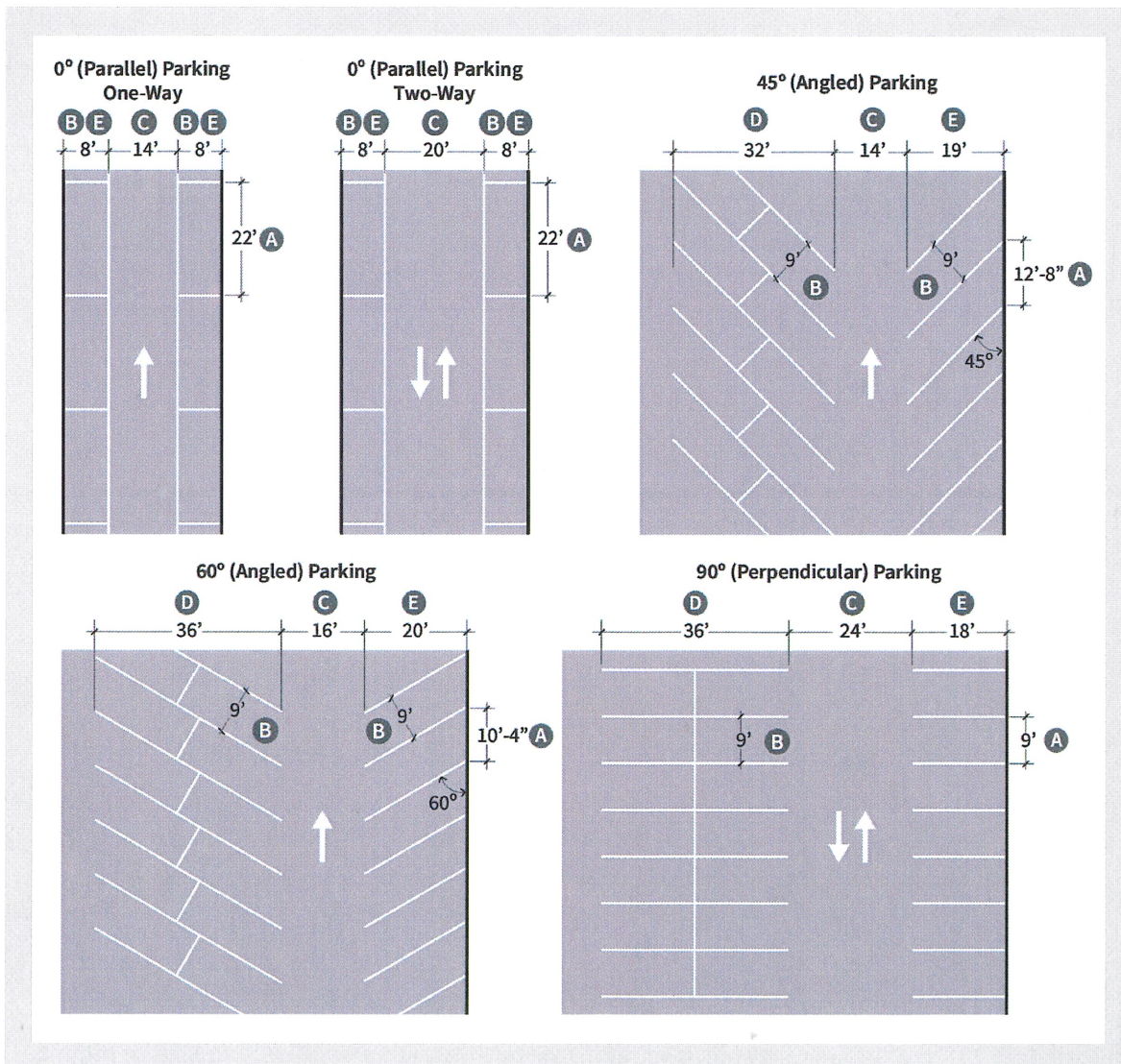
See Section 9.4 for properties in the Downtown Pawcatuck Parking Overlay District.

Use/Activity	Parking Spaces Required	
	Minimum	Maximum
Auto Service / Fire Stations	1 per bay + 1 per 200 sf of other building gross floor area	None
Churches / Places of Worship	1 per each 4 seats	None
Congregate Living Facilities	0.8 per unit + 1 per 10 units + 1 per employee	None
Convalescent Homes	1 per 3 beds + 1 per employee	None
Day Care Center	1 for each 5 attendees	None
Dog Daycare and Training Center	1 per 400 sf of gross floor area	None
Home Occupations	1 per 200 sf in use	None
Hotels	1 per room + 1 per employee	None
Housing for the Elderly	1 per dwelling unit + 1 per 3 units	None
Marinas/ Yacht Clubs (Exclusive of parking for on-site uses)	1 per 2 berths or slips	1 per berth or slip

Use/Activity	Parking Spaces Required	
	Minimum	Maximum
Manufacturing: Assembly/Fabrication	1 per 1,000 sf gross floor area or 1 per employee (whichever is greater) +1 per 5000 sf gross floor area	None
Medical Clinics	1 per 200 sf gross floor area	1 per 175 sf gross floor area
Breweries/Micro-breweries/Brewpubs	1 per 1,000 sf gross floor area for production areas. Plus 1 per 100 sf gross floor area or 1 per 3 seats (whichever is greater) for public areas such as taprooms, tasting areas or brewpubs.	None
Offices: General - Professional	1 per 250 sf gross floor area	1 per 225 sf gross floor area
Outdoor Vendors	4 per vendor or display + 1 per each vendor vehicle	None
Residential: Studio or One-Bedroom Dwelling Units	1 per dwelling unit	None
Residential: Dwelling Units with 2 or more Bedrooms	2 per dwelling unit	None
Residential, All Types: DB-5 and PV-5 Zones	1 per dwelling unit	None
Restaurants: DB-5/LS-5/HM/PV-5 Zones and any Non-Conforming Restaurant Use	1 per 4 seats plus 1 per employee	None
Restaurants: GC-60/TC-80/MC-80	1 per 3 seats +1 per employee	None
Sales: Retail/Wholesale ≤ 10,000 Square Feet of Floor Area	1 per 200 sf gross floor area	1 per 175 sf gross floor area
Sales: Retail/Wholesale > 10,000 Square Feet of Floor Area	1 per 250 sf gross floor area	1 per 225 sf gross floor area
Schools	1 per 15 students	None
Theaters	1 per 3.5 seats	None
Funeral Home or Mortuary	1 per 5 seats	None
Warehousing – Storage	1 per 2,000 sf gross floor area or 1 per employee (whichever is greater)	None

13.3.4 Parking Lot Layout Requirements

Parking Configuration	(A) Minimum Space Length at Curb (ft)	(B) Minimum Space Width (ft)	(C) Minimum Aisle Width (ft)	Minimum Row Width (ft)	
				(D) Paired	(E) Single
0° (parallel) one-way aisle	22	8	14	—	8
0° (parallel) two-way aisle	22	8	20	—	8
45° (angled) one-way aisle	12'-8"	9	14	32	19
60° (angled) one-way aisle	10'-4"	9	16	36	20
90° (perpendicular) one- or two-way aisle	9	9	24	36	18



13.3.5 Parking Surface

The parking surface shall be treated with bituminous paving products. The Planning and Zoning Commission may allow an alternate surface if the use is a low traffic generator and the Planning and Zoning Commission is satisfied with maintenance provisions. Alternate surface means crushed stone, gravel, or pavement blocks, grass, or other materials deemed appropriate to the use.

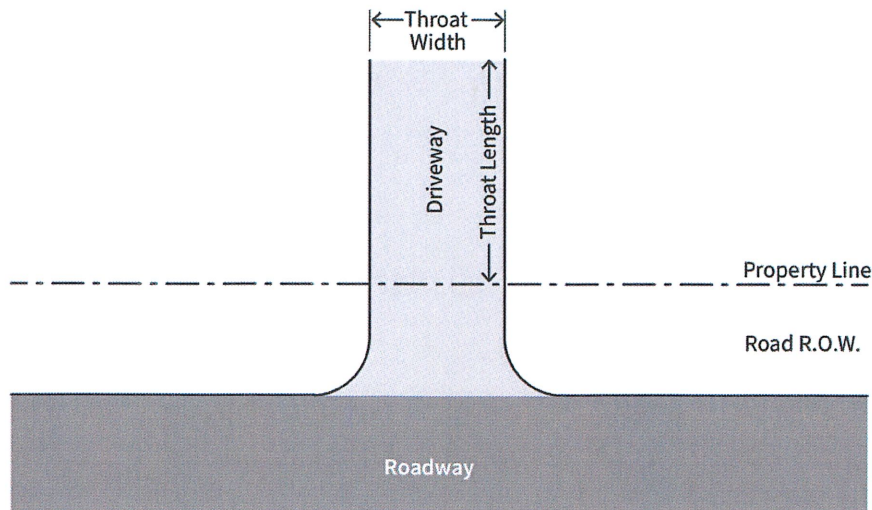
- A. Proposals for alternate parking surfaces shall be delineated on the Site Plan and shall be discussed in the impact statement associated with the application.
- B. Any unpaved portions of a parking area shall be graded and infilled, and maintained to avoid dust, erosion, excessive water flow across public ways or other adjacent property.
- C. Where appropriate, the use of porous pavement and/or specially designed brick or block should be considered to increase on-site water retention for plant material and groundwater recharge and to reduce problems related to stormwater runoff.

13.3.6 Driveway Throat

- A. Width
 - 1. Residential, less than 8 parking spaces – 15 feet
 - 2. One-way travel, non-residential and residential, greater than or equal to 8 parking spaces – 15 feet minimum.
 - 3. Two-way travel, non-residential and residential, greater than or equal to 8 parking spaces – 24 feet minimum.
- B. Length
 - 1. Shall be provided in accordance with the following:

Development Type	Minimum Driveway Throat Length (feet)
Commercial/Industrial with greater than 200,000 gross leasable square feet	200
Commercial/Industrial with signalized access driveways	50
Commercial/Industrial with unsignalized driveways, and Attached Housing	20
The Planning and Zoning Commission may reduce these requirements in the PV-5, DB-5, LS-5 and CS-5 to a minimum of 10 feet.	

2. Measurement. Driveway throat length is measured along the centerline of the driveway from the back edge of the driveway apron and the nearest vehicle aisle or circulation road. Dimensions in Item 1 above refer to the distances from, or along, the edge of the right-of-way.



13.4 Handicapped Accessible Parking

Off-street parking requirements for the handicapped shall be provided in conformance with Section 14-253a of the Connecticut General Statutes, and the Connecticut Building Code (Sec. 29-252, as amended), with regard to location, size, marking, signage, and required number of handicapped accessible spaces based on use and size of parking lot. Parking spaces for the handicapped shall be as close as possible to a building entrance or walkway leading directly to a building entrance and shall be adjacent to curb cuts or other unobstructed methods permitting sidewalk access to a handicapped person. For all uses in commercial and industrial zones, and parking lots in excess of 8 parking spaces in residential zones, the minimum number of parking spaces for the handicapped shall be provided in accordance with the Building Code.

13.4.1 Van Parking

Where handicapped accessibility is required, a minimum of one van parking space shall be provided, and additional van spaces shall be provided at a rate of one van space for every 8 handicapped accessible parking spaces required. The van parking space shall be of such size as to accommodate a van designed for wheelchair elevation and transport.

13.4.2 Signage

Handicapped accessible spaces shall be designated by above grade signs with white lettering against a blue background and shall bear the words "Handicapped Parking Permit Required" and "Violators will be fined". Such a sign shall also bear the international symbol of access.

13.5 Electric Vehicle Charging Infrastructure

Each new construction of a commercial building or multiunit residential building with 30 or more designated parking spaces for cars or light duty trucks shall include electric vehicle charging infrastructure that is capable of supporting level two electric vehicle charging stations or direct current fast charging stations in at least 10% of such parking spaces. Such charging equipment shall be permitted within

required yards but no advertising displays may be provided on charging equipment located within required yards.

13.6 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family developments of 4 units or more, new retail, office and institutional developments, and all transit transfer stations and park and ride lots.

- A. Bicycle parking requirements shall apply to all new construction, changes of use, or substantial improvement.
- B. Bicycle parking spaces shall:
 - 1. Provide a convenient place to lock a bicycle and shall be at least 6 feet long, 2 feet wide, and shall provide at least 7 feet of vertical clearance, unless a bicycle locker is provided.
 - 2. Be capable of locking the bicycle and supporting the bicycle in an upright position.
 - 3. Be securely anchored to a supporting surface.
- C. Bicycle parking shall not interfere with pedestrian circulation, and shall be separated from automobile parking
- D. For any use where bicycle parking is required, if the vehicular parking is covered or partly covered the bicycle parking will be covered at the same ratio.
- E. Bicycle racks shall be located at each main building entrance and placed in an area that is highly visible.

13.7 Off-Street Loading Berths

Residential uses with a gross floor area of 25,001 square feet or more and any mixed-use, commercial, or industrial uses, which require deliveries or shipments must provide off-street loading facilities in accordance with the requirements specified in Item C below. Loading berths shall be provided as follows:

- A. The following standards shall be utilized in designing and locating loading berths:
 - 1. Each berth shall have unobstructed access lanes of 12 feet in width.
 - 2. Each berth shall be 15 feet wide, 50 feet long, and provide 15 feet of vertical clearance.
 - 3. Each berth shall not include any other parking spaces.
 - 4. Each berth shall not be located in any required buffer or front, side, or rear yards.
 - 5. Each berth shall be screened from adjoining residential properties by a stockade fence and a 10-foot-wide planting strip.
 - 6. Off-street loading berths shall be located and designed so that the vehicles are completely contained within site boundaries while loading and unloading.
 - 7. Vehicle maneuvering necessary to utilize the off-street loading space shall take place within site boundaries and may not require stopping, or backing to, from, or on any public thoroughfare, whenever possible.
 - 8. Loading spaces are required to be paved with bituminous concrete. The Planning and Zoning Commission may allow an alternative surface, provided that the use is of a nature that the alternative surface is capable of supporting the intensity of loading operations.
- B. The Commission shall waive off-street loading berth requirements for commercial uses in structures under 5,000 square feet gross floor area when it has been demonstrated by the applicant that the delivery needs of the establishment can otherwise be adequately met with no negative impact to or loss of required parking spaces.

C. Minimum Number of Loading Berths

Building Gross Floor Area (sf)	Minimum Number of Berths	
	Commercial, Industrial, Mixed-Use	Residential
0-25,000	1	0
25,001 or greater	2	1

13.8 Parking Lot Design Standards

Each parking area must be appropriately designed, suitably landscaped and presented for evaluation to the Planning and Zoning Commission as a portion of a Site Plan submission in conformance with the following minimum standards (See Sections 17.1.6D and 15.3.7.B for Type 2 Site Plan landscape plan requirements). Since design review is obligatory for all developments meeting criteria of Section 17.1.3, prospective applicants are encouraged to meet informally with the Architectural Design Review Board prior to submission of an application to the Planning and Zoning Commission:

13.8.1 Location of Parking Lot

The location of parking along the side or at the rear of a building is encouraged.

13.8.2 Preservation of Vegetation

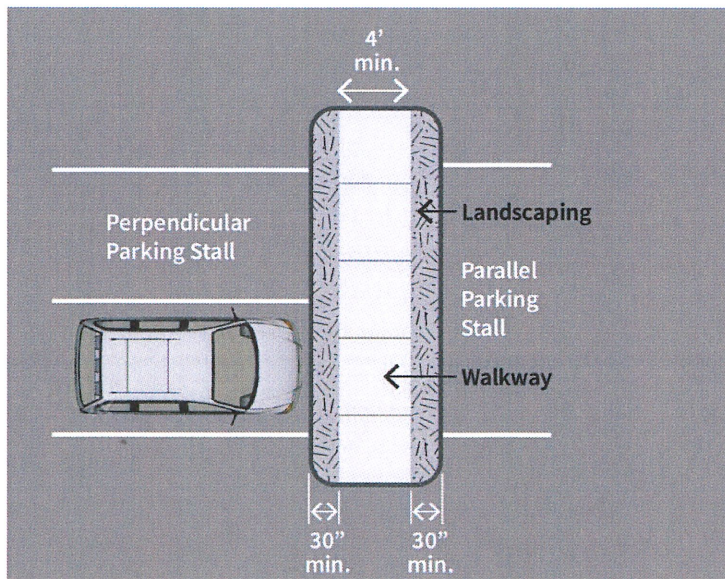
Site design shall make every effort to preserve as much of the native vegetation as possible. All proposed landscaping shall be clarified on the plan as to location, botanical name, and size at time of planting, and expected dimensions at maturity.

13.8.3 General Design Standards

All Off-Street Parking Areas, with the exception of single-family, duplexes and triplexes, shall:

- A. Provide a minimum of 20 square feet of interior landscaping for each parking space.
- B. Landscaped Islands design requirements:
 1. Islands shall be required to indicate and assure safety and efficient channelization of both pedestrian and vehicular traffic and to separate the major access routes through the parking area from parking aisles.
 2. Each separate landscaped area shall contain a minimum of 300 square feet and shall have a minimum width of 9 feet, shall be planted with grass or small shrubs, and shall include at least one deciduous tree of not less than 2-inch caliper, at least 10 feet in overall height immediately after planting.
 3. When possible, stormwater runoff shall be directed to sunken vegetated islands that are designed to filter and infiltrate stormwater. The use of rain gardens in this manner shall be incorporated into the stormwater management system. However, when curbing is used, it shall be granite.
 4. The use of deciduous shade trees with ground cover or low shrubs is recommended as the primary landscape material within parking lots. The use of tall shrubs and low-branching trees that restrict visibility shall be discouraged.
 5. Planting islands which are parallel to parking spaces should be designed to provide for vehicular door opening.
 6. Planting islands which are perpendicular to parking spaces shall allow for overhanging of parked vehicles.

7. Island and parking areas shall be arranged in the interest of efficient snow removal to assure maximum safety for both pedestrian and vehicular traffic.
- C. Trees used in parking lots shall be of fast growing, hardy variety, or existing trees where appropriately located. Their species, varieties, and sizes shall be indicated on the plan by location and schedule.
- D. All trees shall be placed or protected so as to avoid damage by vehicles.
- E. Pedestrian walkways shall be provided to enable safe movement within the parking lot and shall connect the parking lot to all buildings on the property, and to public sidewalks, where available or planned.
 1. Walkways shall be a minimum of 4 feet wide, and there shall be a minimum of 30 inches of landscaped overhang for adjacent parking spaces, on each side of the walkway.
 2. Walkways shall be handicapped accessible.
 3. All walkways should be raised to a standard sidewalk height and shall be constructed of a different pavement material than the parking lot.
 4. The use of bituminous concrete for pedestrian walkways may be allowed in conjunction with a multi-purpose trail connection and shall be prohibited for any other pedestrian walkway.
 5. The multi-purpose trail connection shall be a minimum of 10 feet wide and built in accordance with Town standards.



13.8.4 Tree Requirements

All parking lots of 20 car spaces or more shall, in addition to the requirement of Section 13.8.3, provide the following:

- A. One tree for every ten parking spaces or fraction thereof, which shall be located on landscaped islands interior to the parking area.
- B. Perimeter shade trees shall be planted at the following rate:
 1. One shade tree shall be planted for every 40 feet of parking lot perimeter. The shade trees may be clustered and do not have to be evenly distributed.
 2. One shade tree shall be planted for every 40 feet of parking aisle. The shade trees may be clustered and do not have to be evenly distributed.

13.8.5 Frontage Strip Landscaping

All parking areas shall provide a frontage strip satisfying the following requirements:

- A. Any parking located in a required side, or rear yard shall be separated from the property line by a landscaped buffer strip in accordance with Section 13.8.6.D.
- B. When a parking lot abuts a street, a landscape strip shall be provided in accordance with the table below. The landscape strip is required along the entire frontage of a parking lot, measured from the inside edge of the public sidewalk. If no sidewalk exists, the strip is measured from the road right-of-way. The landscape strip may contain sidewalks and be crossed by access drives. When the area inside the walk is less than 6 feet in width, a hedge, wall, berm, or raised planter of at least 30 inches in height must be provided. Frontage strip landscaping is not required for single-family, duplex or triplex residences.

Total Number of Parking Spaces	Minimum Landscape Strip Width (ft)
0-49	10
50-100	15
101-250	20
251 or greater	25

13.8.6 Parking Lot Buffer Requirements

All parking lots shall provide a buffer for adjacent residential land uses.

- A. Required buffers may be entirely landscaped, a combination of stone or wood fencing with landscaped elements or may combine a berm with landscaped elements depending upon the uniqueness of the property and the characteristics of the adjacent property.
- B. An evergreen buffer with a minimum 4-foot overall height at the time of construction, shall be designed with sufficient density, height and depth to effectively screen automobile headlights.
- C. Minimum berm or planted screen shall be a minimum of 10 feet wide. The Planning and Zoning Commission may deem additional area as required.

- D. Buffers shall be provided in accordance with the table below unless demonstrated by the applicant that adjacent topography or other factors including road right-of-way width provide sufficient protection.

Adjacent Zone	Adjacent Land Use	Minimum Buffer Width (ft) ¹
RH-10	All Uses	10
RM-15, RM-20, RA-15, and RA-20	All Uses	15
RA-40, RR-80, RC-120 and GBR-130	All Uses	20
GC-60, MC-80, M-1, TC-80, LI-130, HI-60	Residential Uses	25
DB-5, LS-5, CS-5	Residential Uses	20 ²
DB-5, CS-5, LS-5, GC-60, MC-80, M-1, TC-80, LI-130, HI-60	Commercial and Industrial Uses	0
¹ The property use is also required to comply with the underlying zoning district buffer requirements. The more restrictive buffer shall apply.		
² May be reduced to 0 feet by the Commission.		

- E. No parking space or access drive shall be located closer to an adjacent zone or land use than permitted in Item D above.

13.8.7 Parking Lot Stormwater Drainage

Drainage shall be designed by a Professional Engineer licensed in the State of Connecticut and shall meet the following standards:

- Adequate data shall be submitted, basing calculations and capacity on a 25-year storm.
- Runoff shall not cross sidewalks or direct lines of pedestrians.
- Use of drywells in adequate soil types is encouraged.
- Surface pitch shall be shown.
- All areas shall have curbs at least 6 inches high.

TOWN OF WATERFORD

CONNECTICUT

ZONING REGULATIONS

Revised Through Effective Date: August 15, 2025

Last comprehensive review of the Zoning Regulations:

Originally Adopted: December 18, 1978

Originally Effective: January 13, 1979

First Zoning Regulations Effective: June 1954

First Subdivision Regulations Effective: May 4, 1948

The Town of Waterford Zoning Commission was created on June 3, 1939 and the Planning & Zoning Commission was created on November 15, 1951

The Planning and Zoning Commission

Gregory Massad, Chairman

Timothy Bleasdale

Karen Barnett

Timothy Conderino

Victor Ebersole

Alternates:

Joseph DiBuono

Doris Crum

Michael Elbaum

Staff

Mark Wujtewicz

Maureen FitzGerald

Wayne Scott

Katrina Kotfer

Planner

Environmental Planner

Zoning Official

Recording Secretary

SECTION 20 - OFF-STREET PARKING REGULATIONS

20.1 GENERAL

No building or structure shall be erected, enlarged, modified, or its use changed unless permanently maintained off-street parking and loading spaces are provided in accordance with the provisions of these regulations. In addition, no alterations, improvements or modifications to an existing parking lot or the establishment of a new parking area may be established until a Site Plan in accordance with Section 22 of these regulations has been approved by the Planning and Zoning Commission.

Any existing parking area and appurtenances legally existing prior to the establishment of these regulations or amendments thereto, which does not comply with the requirements of this section shall be considered a non-conforming use of land and shall be discontinued when a Site Plan as required in this section is approved by the Commission.

These regulations shall also govern the location of access drives across a public right-of-way which shall comply with the requirements of this section, including the discontinuance of such existing drives which do not comply with this section. In addition, the issuance of an encroachment review response or STC review response from the State of Connecticut Department of Transportation shall not prohibit or preempt the Planning and Zoning Commission from requiring more restrictive requirements in accordance with this section of these Regulations.

20.2 PARKING SPACE DIMENSIONS

- a. A parking space shall not include driveway areas and shall be permanently reserved for the temporary parking of one automobile. The length of any parking space shall be at least 18 feet and the width at least 9 feet as measured on an axis parallel with the vehicle after it is parked. The dimensions of the parking spaces shall be consistent for all contiguous spaces and shall provide for the most efficient design for vehicular and pedestrian circulation. (Amended 12/14/21)
- b. The Planning and Zoning Commission may approve modifications to the dimensions of the parking spaces specified in Section 20.2.a herein when such spaces are contained in a large parking lot as defined in Section 20.17.3 of these regulations. In granting such modifications, the Commission shall give careful consideration to the proposed location of the building and uses to be serviced by the parking lot, the impact such modifications would have on traffic patterns, and the future development of adjacent property.

20.3 PARKING SPACE REQUIREMENTS

Adequate parking facilities located off the street or highway right-of-way shall be provided to accommodate the motor vehicles of all occupants, employees, customers, and other persons normally visiting each building or premises at any one time in accordance with the following requirements: (Amended 12/14/21)

- a. For One-Family or Duplex Dwelling Units: 2 spaces for each family unit; driveways may be included as required space for single-family dwellings. For permitted home occupations, spaces shall be provided as required for the occupational uses specified herein in addition to the spaces required for the following.
- b. For Multi-Family Dwellings:
1 space for each efficiency unit, 1.5 spaces for each one or two-bedroom unit and 2 spaces for each unit containing 3 or more bedrooms.
- c. For Business or Professional Offices or Governmental Office Space:
1 space for each 250 square feet of gross floor space.
- d. For Financial Institutions, Retail Stores, Personal Service Shops, Repair Shops and Similar Commercial Uses:

- 1 space for each 175 square feet of gross floor area. In addition, where any drive-in windows or facilities are provided to serve any of the above uses, provision shall be made to park at least 15 waiting automobiles between the street line and the drive-in window or facility being approached, and provisions shall also be made to park at least one exiting vehicle between any said window facility and the street. However, if more than one drive-in window or facility is provided, required waiting area for approaching cars may be reduced to 10 spaces per window or facility. Where fuel is offered for dispensing to a motor vehicle, 2 spaces shall be provided at each pump.
- e. For Furniture, Machinery, Equipment, Automobile and Boat Sales and/or Service Establishments:
1 space for each 400 square feet of gross floor area, and 1 space for each 800 square feet of outdoor sales and/or display area.
 - f. For Night Clubs, Bars and Lounges: (Effective 5/1/15)
1 space for each 3 persons who may legally occupy the facility where allowable occupancy is determined in accordance with Section 20.4.e.
 - g. Restaurants: (Effective 5/1/15)
 - 1. For Fast-Food Restaurants or Other Food Service Establishments Where Customers are Served by Primarily Counter Service:
1 space for every 3 permanent seats and 1 space for each 9 square feet of public floor area not devoted to permanent seating facilities, excluding rest room areas. Where any drive-in service window is proposed, provisions shall be made to park at least 15 waiting automobiles between the street line and the drive-in window being approached, with provisions also made to park at least 1 exiting automobile between said window and the street. Such facilities shall be provided in such a way as to cause no interruption to the smooth flow of traffic within the subject site, and if more than one drive-in window is provided, the required waiting space may be reduced to 10 spaces per window.
 - 2. Full Service Restaurants
1 space for every 3 permanent seats
 - h. For Theaters, Grandstands and Stadiums, Auditoriums or Meeting Rooms and Similar Places of Public Assembly: 1 space for every 3 seats if permanent seating is provided, or 1 space for each 21 square feet of public area for areas not served by permanent seating.
 - i. For Libraries, Museums, and Non-Commercial Art Galleries:
1 space for each 750 square feet of gross floor area.
 - j. For Hotels, Motels, Lodging or Boarding Houses:
1 space for each room, plus spaces as required for other related uses.
 - k. Hospitals:
1 space for each bed plus 1 space for each 2 employees on the single largest shift.
 - l. Nursing and/or Convalescent Homes and places for Assisted Living:
.5 Spaces per bed for convalescent nursing homes and .7 spaces per unit for assisted living units (amended 8/19/08)
 - m. For Funeral Homes:
1 space for each 50 square feet of public assembly area, excluding residences which shall meet the requirements of Item a.
 - n. For Marinas:
1 space for each boat slip or rental boat with additional and separate areas provided for the parking of boat trailers. (amended 5/31/13)

- o. Public, Parochial, or Private Schools:
 - 1. Elementary and Junior High Schools:
2 spaces for each classroom plus 1 space for every 4 fixed seats in auditoriums, gymnasiums or other places of public assembly.
 - 2. High Schools:
6 spaces for each classroom, plus 1 space for every 4 fixed seats in auditoriums, gymnasiums or other places of public assembly.
 - 3. Colleges, Universities, Business, Technical and Trade Schools:
10 spaces for each classroom, plus 1 space for every 4 fixed seats in auditoriums, gymnasiums or other places of public assembly.
 - 4. Kindergartens, Child Care Centers, Nursery Schools and Similar Uses:
2 spaces for each classroom, but not less than 6 spaces for any one building.
- p. Bowling Alleys:
4 spaces for each alley or lane plus 1 additional space for each 100 square feet of the area used for restaurant, cocktail lounge, or similar use.
- q. For Industrial Plants, Wholesale Establishments, Warehouses and Similar Buildings:
1 space for each 1,000 square feet of floor area or 1 space for each three persons normally employed, whichever is greater.
- r. Buildings Occupied by a Duly Incorporated Nonprofit Body or Government Unit or Religious Institution:
1 parking space for each three persons for which seating accommodations are provided, plus parking as required for related uses as specified herein.
- s. Private Clubs, Fraternities, Sororities, Country Clubs, or Other Similar Organizations:
1 space for each two employees, plus spaces as required herein for restaurant areas, places of assembly, etc. If sleeping accommodations are provided, parking shall be provided in addition to other requirements at a standard of 1 space per sleeping room, or if dormitory accommodations are provided, at 1 space for each 2 beds. In those cases where golf courses are involved, parking shall be provided for at least 100 cars, and where tennis facilities are involved, parking shall be provided for at least 4 cars per court.
- t. Commercial Recreational Facility:
1 space for each 3 users who could be utilizing the premises at any one single time plus 1 space for each 3 seats provided for spectator observance of the establishment's activities. If restaurant or other commercial facilities are included in the facility, additional parking shall also be provided in accordance with the requirements for such related uses as specified herein.
- u. Automotive Services Including but not limited to Gas Stations, Auto Dealers, Auto Accessories, Auto Repair, Auto Body and Paint Shop, Muffler Installations, Tire Shops, Engine and Transmission Overhaul Shops and Car Wash:
5 spaces plus 2 spaces for each service stall, plus 2 spaces for each pump. In addition, if motor vehicles are offered for sale and/or for rent on the premises, one space shall be provided for each such vehicle offered for sale and/or rent. Furthermore, an automated or attendant operation car wash shall have at least 10 waiting positions for each bay between the street line and such bay for cars approaching, and at least 2 waiting positions for cars leaving such bays. A self-service (manual) car wash shall have at least 4 waiting positions for each bay between the street line and

such bay for cars approaching and at least 2 waiting positions for cars leaving such bays.
(Amended 11/15/2001)

- v. Open or Outdoor Businesses Including but not limited to Those Which Sell New and Used: Motor Vehicles, Trailers, Mobile Homes, Building Supplies, Machinery, Equipment, Swimming Pools, Nursery, and Garden Supplies:
1 space for each 1,000 square feet of lot area.
- w. Medical or Dental Offices
5 spaces for each 1000 square feet of gross floor area. (revised 6/7/04)
- x. Manufacturing Facility (Effective: 6/25/20)
.97 spaces per each employee on site during the largest shift

20.4 INTERPRETATION OF OFF-STREET PARKING

- a. The parking required herein is in addition to space which is required for the storage of trucks or other vehicles used in connection with a business, commercial or industrial use.
- b. Where fractional spaces result, the parking spaces required shall be construed to be the next highest whole number.
- c. For uses not specifically listed in this section, and for which a use of similar characteristics is not included herein, the Applicant may provide, and the Commission may accept, data from the most recent edition of the Institute of Transportation Engineers (ITE) Parking Generation Manual. (Effective: 5/18/22).
- d. In the case of mixed uses, uses with different parking requirements occupying the same building or premises, the parking spaces required shall equal the sum of the requirements of the various uses computed separately, except in the case of public, parochial or private schools.
- e. In those instances where the requirements of Section 20.3 of the regulations are related to the number of people using a particular building or portion thereof, the occupancy allowances published in Section 806 of the State Building Code shall govern.

20.5 LOCATION OF REQUIRED PARKING FACILITIES

Required parking facilities shall be located on the same lot as the dwelling unit, building or other use which they serve.

20.6 INTERIOR DRIVES

Interior drives shall be of adequate width to serve a particular design arrangement of parking spaces, the following being the minimum width permitted. Ninety degree (90) parking shall be used unless there is positive control of traffic directions.

- 90 parking - twenty-four (24) feet
- 45 parking - thirteen (13) feet
- 60 parking - eighteen (18) feet
- 30 parking - eleven (11) feet

20.7 SURFACE OF PARKING AREAS

All off-street parking areas shall be surfaced and maintained with a durable and dustless all-weather material as may be approved by the Planning and Zoning Commission. Parking areas shall be so graded and drained as to dispose of all surface water and proposed surfacing and drainage plans shall be submitted to and approved by the Planning and Zoning Commission. In no case shall drainage be allowed across any sidewalk areas. Furthermore, any parking area which serves more than 15 cars shall be surfaced with bituminous concrete and surface water from all such lots or concrete shall be discharged into a storm sewer wherever possible. However, the requirements of this section shall not apply to parking provided to serve one and two-family dwellings and farm buildings.

The Commission may allow any alternate to bituminous pavement, for non-commercial, non-industrial or non-multi-family low volume traffic generators, and the Commission approves specific maintenance provisions on the site plan.

20.8 ACCESS DRIVES AND VEHICULAR CIRCULATION

Provisions shall be made for vehicular access to the lot and circulation upon the lot in such a manner as to safeguard against hazards to traffic and pedestrians in the street and to provide safe and convenient circulation in the street and upon the lot.

All parking areas shall be designed in such a manner that any vehicle entering or leaving the parking area from or to a public or private street shall be traveling in a forward motion. All access driveways for parking areas and/or loading areas shall be located in such a way that any vehicle entering or leaving such areas shall be clearly visible for a reasonable distance to any pedestrian or motorists approaching such driveway from a public or private street. Furthermore, all driveways providing connection between any parking and/or loading area and any public street or public right-of-way shall be finished with bituminous concrete or concrete, except in the case of access drives serving one- and two-family dwellings.

- a. The entrances and exits to all parking areas shall be clearly marked. Access drives for one-way traffic shall have a minimum width of 14 feet where one-way traffic is anticipated and a minimum width of 24 feet where two-way traffic is anticipated.
- b. All parking spaces in parking areas of more than 15 cars and all loading spaces shall be so located that vehicles entering or leaving such spaces do not block any entrance drive to the parking facility.

In addition, all parking spaces shall be entered and exited along interior drives arranged perpendicular to access drives wherever possible. No parking shall be permitted along access drives within 40 feet of the street line and at greater distances as may be required by the Commission depending on the traffic generation and parking lot size. Dead end parking aisle interior drives shall be extended 5 feet further than the last parking space to allow movement of a vehicle in and out of a parking space.

- c. All exits and entrances shall be so located as to provide the least amount of interference with the movement of pedestrian and vehicular traffic. Each entrance and exit shall be at least 20 feet distant from any residential property or residential district and at least 75 feet distant from any street intersection, except entrance and exit onto a collector or arterial street which shall be 150 feet from any intersection.
- d. Driveways in commercial and industrial districts shall not be more than 30 feet wide at the right-of-way line and 55 feet wide at the curb line. Greater widths may be permitted where, in the opinion of the Commission, they are necessary to accommodate traffic volumes or movements, public safety requirements, or larger vehicles. Each parcel within these districts shall be entitled to one driveway where the property has 200 feet of frontage or less, and additional driveways only when permitted and approved by the Planning and Zoning Commission on the site plan.
- e. The grade for access drives to small (20.17.1), and medium (20.17.2) parking lots shall not exceed 6% from the curb line to 10' within the property. In large parking lots (20.17.3) the access drives shall not exceed 3% from the curb line to 40' within the property. All other parking lot grades shall not exceed 8%. Any variation shall be approved by the Public Works Director.
- f. Where reasonable alternate access is available, the vehicular access to the lot shall be arranged to avoid traffic use of local residential streets situated in or bordered by residential districts.
- g. Where a lot has frontage on two or more streets, the access to the lot shall be provided to the lot across the frontage to the street where there is lesser potential for traffic congestion and for hazards to traffic and pedestrians.
- h. The street giving access to the lot shall have traffic carrying capacity and be suitably improved to accommodate the amount and types of traffic generated by the proposed use.

- i. Where necessary to safeguard against hazards to traffic and pedestrians and/or to avoid traffic congestion, provision shall be made for turning lanes, traffic directional islands frontage roads, driveways, and traffic controls within the streets.
- j. Where topographic and other conditions are reasonably usable, provisions shall be made for circulation driveway connections to adjoining lots of similar existing or potential use, 1) when such driveway connection will facilitate fire protection services as approved by the Town Fire Marshal and/or 2) when such driveway will enable the public to travel between two existing or potential uses, open to the public generally, without need to travel upon a street.
- k. Where the lot has frontage on an existing street, proper provision shall be made for grading and improvement of shoulders and sidewalk areas within the right-of-way of the street and for provision of curbs and sidewalks, as approved by the Commission and in accordance with the pattern of development along the street. Where necessary to provide for suitable access for a system of neighborhood circulation streets, provision shall also be made for appropriate continuation and improvement of streets terminating at the lot where the use is to be located.

20.9 PEDESTRIAN SAFETY

Off-street parking spaces shall be suitably separated from the building in such a way as to assure safe movement of pedestrian traffic to all major entrances of the building served by any of the following means: (Amended 12/14/21)

- a. For Commercial Properties: a 6 feet wide concrete walk with a 6-inch-high concrete safety curb; 6-inch-high precast concrete curbs in such a manner as to provide a 4-foot-wide vehicle free passageway; any combination of landscaping and walkway which establishes a 4-foot-wide vehicle free passageway;
- b. For Multifamily Housing Properties: a 5 feet wide concrete walk, which may include 6-inch-high precast concrete curbing

20.10 PROPERTY MAINTENANCE

The owner of property used for parking and/or loading shall maintain such area and all required sidewalks and buffer areas in good condition without holes and free of all dust, trash, and other debris.

20.11 CURBING REQUIREMENTS

Appropriate provision shall be made to prevent vehicles from overhanging walkways and from damaging trees or other landscaping materials. Furthermore, whenever a parking lot extends to a property line, wheel blocks or other suitable devices shall be installed to prevent any part of a parked vehicle from extending beyond such property line.

20.12 FIRE LANES

No parking shall be permitted in those areas designated as fire lanes on any site plans approved under the provisions of these zoning regulations or established by the Town's Fire Marshal in accordance with Sections 1 through 7 of the Town Ordinance adopted February 5, 1973.

20.13 MARKING

All required parking spaces and fire lanes, except spaces required for one-family or two-family dwellings, shall be marked by painted lines, maintained in good condition, curbs or other means to indicate individual spaces. Signs or markers painted or provided and maintained in good condition shall also be used as necessary to insure efficient traffic flow within all parking lots and between any such lot and the public street or right-of-way serving such lot.

All traffic control signs, handicapped parking signs and other signs as required herein shall meet the standard as established in the Manual of Uniform Traffic Control Devices or amendments thereto or as approved by the Waterford Traffic Authority or State of Connecticut Department of Transportation.

20.14 LIGHTING

Adequate lighting shall be provided in all lots of more than 15 spaces except where the Commission may determine that such parking areas will not ever be used at night. Required lighting shall be arranged and installed to minimize glare on adjacent property, and adjacent streets and highways.

20.15 TRUCK LOADING SPACE

In the case of hospitals, institutions, hotels, retail shopping facilities, personal service facilities, restaurants, wholesale and industrial buildings, and other facilities served by regular truck traffic, space shall be provided for the loading and unloading of trucks at the rate of one space not less than 12 feet wide and 60 feet in length for each 15,000 square feet of floor area or fraction thereof up to a total of 30,000 square feet, and one additional space for each additional 30,000 square feet when total floor area exceeds 30,000 square feet. Such truck areas shall be adjacent to the area or doors which shall be used for the loading and unloading of goods and supplies and shall not be visible from any public street or public right-of-way, and shall be located outside of any access drive or interior drive so as not to interrupt the flow of vehicles.

20.16 HANDICAPPED PARKING SPACES

Handicapped parking spaces shall be provided for in accordance with the provisions of CGS 19-395, Section 315.0 as contained in the Basic Building Code of the State of Connecticut. For the purposes of this section, required handicapped parking spaces shall be considered part of the parking spaces required under Section 20.3 and 20.4 of these regulations and not in addition thereto. Location and arrangement of handicapped parking spaces and building approaches shall be provided in accordance with CGS 19-385 Section 315.4 (Parking Lots & Building Approaches).

20.17 LANDSCAPING OF PARKING AREAS

All parking lots shall be landscaped in accordance with the following requirements: (Amended 12/14/21)

20.17.1 Small Parking Lots

Every parking lot which contains more than 1,000 square feet and less than 20,000 square feet of area, shall provide:

- a. A landscaped buffer strip, not less than 15 feet in width and provided with a 6 inch bituminous concrete, concrete or granite curb, separating such parking area from every street lot line. Except as otherwise required, such buffer strip shall provide **LANDSCAPED PARTIAL VISUAL SCREENING** as defined in Section 1 of these regulations. All freestanding signs shall be located within a portion or extension of this buffer strip.
- b. A landscaped strip not less than 5 feet in width and provided with a 6 inch bituminous concrete, concrete or granite curb along each side or rear lot line. Except as otherwise required, such landscaped strip shall provide **LANDSCAPED PARTIAL VISUAL SCREENING** as defined in Section 1 of these regulations.

20.17.2 Medium-sized Parking Lots

Every parking lot which contains 80,000 or more square feet of area, shall provide:

- a. Landscaped areas amounting to at least 10% of the total lot area, exclusive of building coverage. Such landscaped area may include those landscaped strips along the front, side and rear lot lines required in subsections (b) and (c) below. All interior landscaping including **PARKING ISLANDS** as defined in Section 1 of these regulations shall be located so as to provide both aesthetic value and orderly traffic flow within the subject site.
- b. A landscaped buffer strip, not less than 15 feet in width and provided with a 6 inch bituminous concrete, concrete or granite curb, separating such parking area from every street lot line. Except as otherwise required, such buffer strip shall provide **LANDSCAPED PARTIAL VISUAL SCREENING** as defined in Section 1 of these regulations. All freestanding signs shall be located within a portion or extension of this area.

- c. A landscaped strip not less than 5 feet in width and provided with a 6 inch bituminous concrete, concrete or granite curb along each side or rear lot line. Except as otherwise required, such landscaped strip shall provide **LANDSCAPED PARTIAL VISUAL SCREENING** as defined in Section 1 of these regulations.

20.17.3 Large Parking Lots

Every parking lot which contains 80,000 or more square feet of area, shall provide:

- a. Landscaped areas amounting to at least 10% of the total lot area, exclusive of building coverage. Such landscaped area may include those landscaped strips along the front, side and rear lot lines required in subsections (b) and (c) below. All interior landscaping including **PARKING ISLANDS** as defined in Section 1 of these regulations shall be located so as to provide both aesthetic value and orderly traffic flow within the subject site.
- b. A landscaped buffer strip, not less than 20 feet in width, which shall also contain trees, and be provided with a 6 inch bituminous concrete, concrete or granite curb, separating such parking area from every street lot line. Except as otherwise required, such buffer strip shall provide **LANDSCAPED PARTIAL VISUAL SCREENING** as defined in Section 1 of these regulations. All freestanding signs shall be located within a portion or extension of this area.
- c. A landscaped strip which shall also contain trees and which shall be at least 20 feet in width and provided with a 6 inch bituminous concrete, concrete or granite curb along each side or rear lot line. Except as otherwise required, such landscaped strip shall provide **LANDSCAPED PARTIAL VISUAL SCREENING** as defined in Section 1 of these regulations.

20.17.4 Landscaping Adjacent to an Abutting Residential District

Except as otherwise provided within these regulations, when any lot within a Commercial, Industrial, or Civic Triangle District abuts property within a Residential District, a landscaped buffer at least 20 feet wide shall be established and maintained to provide **LANDSCAPED COMPLETE VISUAL SCREENING**, as defined in Section 1 of these regulations along each rear and/or side lot line of the subject site which abuts a residential district.

20.17.5 Additional Landscaping Requirements

All planted and landscaped areas shall be maintained continuously by the owner of the property. All trees required to be planted in landscaped areas shall be at least 6 feet in height at time of planting. Those parking areas within Industrial Districts may be required to provide **LANDSCAPED COMPLETE VISUAL SCREENING** as defined in Section 1 around their perimeters in those cases where the Commission deems such screening necessary to buffer existing adjacent property uses from a proposed industrial use.

Zoning Regulations

Town of Windham, Connecticut

**THESE REGULATIONS REPLACE ALL REGULATIONS PREVIOUSLY ADOPTED AND
AMENDED BY**

**THE TOWN OF WINDHAM
PLANNING & ZONING COMMISSION**

As revised effective February 15, 2025

**For more information, please contact the
Planning and Development Department at 860-465-3070**

ARTICLE VII

SECTION 71 - OFF-STREET PARKING AND LOADING

(entire section revised 7/14/11)

71.1. Purpose And Intent: The purpose and intent of these parking regulations are to provide sufficient parking facilities to meet actual demand off the street and on the same lot as the building they serve for all existing and proposed uses and to:

- Allow flexibility in addressing vehicle parking, loading and access issues;
- Present a menu of strategies to solve parking issues rather than parking space requirements;
- Maintain and enhance a safe and efficient transportation system that is consistent with environmental goals and clean air;
- Ensure that off-street parking, loading and access demands associated with new development will be met without adversely affecting other nearby land uses and surrounding neighborhoods;
- Provide landscaping in parking areas to improve lot appearance and safety, intercept and manage stormwater runoff and optimize natural infiltration of rainwater;
- Support and promote safe and convenient pedestrian and bicycle movement in parking lots.

For any approved permitted use, parking spaces and loading area shall be provided based on the requirements in this Section of these Regulations.

Any change or expansion in the permitted use shall require approval of compliance with these regulations.

Required off-street parking and loading areas shall be permanently maintained and available for use as approved as long as the approved permitted use exists.

71.2. Definitions:

Aisle: The driving portion of the parking area. The aisle provides access to each parking space.

Angled: Any parking space that is not parallel to the curb or aisle.

Bikeway: Any road, street, path, or way, which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designed for the exclusive use of bicycles or are to be shared with other transportation modes.

BMPs (Best Management Practices): structural, vegetative, or managerial practices designed to treat, prevent, or reduce degradation of water quality due to stormwater runoff and snow-melt.

Gross Floor Area: The total floor area of a building.

Impervious Surface: A ground surface such as cement, asphalt, or packed clay or rock through which water cannot penetrate.

Land Uses:

Assembly Hall: Places where people gather at one time, for example places of worship, theaters, funeral homes, assembly halls and stadiums.

Industrial/Manufacturing/Warehouse: Structure or complex of structures used for manufacturing, assembling, fabricating, warehousing, and related activities.

Personal Services: Establishments primarily engaged in providing services to a person, including, but not limited to, such uses as banks, barbershops, beauty salons, shoe repair shops, dry cleaners, insurance, automobile repair, and pet groomer.

Recreation Facilities, Indoor: Uses such as bowling alleys, billiard parlors, and skating rinks.

Recreation Facilities, Outdoor: Uses such as golf courses, amusement parks, miniature golf courses, and water slide parks.

Retail, Free Standing: Single retail sales facility that is situated independently on a building lot and for which associated parking serves exclusively that facility. Merchandise could be general in nature (such as a department or grocery store) or specialty (such as those only selling one facet of merchandise including but not limited to, home improvement, farming, furniture and appliances).

Retail, Shopping Center: An area that is comprised of three or more commercial establishments, the purpose of which is primarily retail sales, that has a combined gross floor area of 20,000 square feet or more, that is owned or managed as a unit.

Mixed Use: A development that provides multiple compatible uses in close proximity to one another. And/or a land use pattern that seeks to increase concentrations of population and employment in well-defined areas with a mix of diverse and compatible land uses generally a mix of residential and commercial uses.

Off-Street Parking: Parking spaces provided outside of the right-of-way of a street or highway.

On-Street Parking: Parking spaces provided within the right-of-way of a street or highway.

Parking Area: That portion set aside, marked, posted, or intended for parking, including total of circulation areas, loading and unloading areas, parking spaces and aisles, landscaped areas, bikeways, and walkways.

Parking Stall or Space: A space in which a single car is parked.

Parking Supply: The actual number of spaces provided and legally available for that use.

Pervious Surface: Ground surface, natural or manufactured, that allows precipitation to pass through to the soil below.

Shared Parking: Parking spaces shared among different structures or uses, or among mixed uses, and can include properties with different owners.

Sight Distance: The distance visible to a driver from his/her position to other objects or vehicles, when at a point of turning or when stopping a vehicle.

Walkway: Any path or way, which in some manner is specifically designated exclusively for pedestrian travel.

71.3. Required Number Of Parking Spaces

Off-street parking shall be provided and maintained in connection with the use, substantial change in use, construction, conversion, or increase in intensity of use of buildings or structures, such spaces to be provided in the following amounts per 1000 square foot (sq. ft) of Gross Floor Area (GFA):

Land Use	Maximum	Minimum
Assembly Halls	1 space per 3 seats	1 space per 5 seats
Day Care Centers	1 space per 4 children at max. capacity	1 space per 8 children at max. capacity
Hotels, Motels & B&Bs	1.2 space per guest room or suite	1 spaces per guest room or suite
Industrial /Manufacturing/ Warehouse -single shift	1.2 spaces per employee	.75 space per employee
Museums and Libraries	2	1
Nursing Home	3	2
Office Building, General	5	2
Office Building, Medical	9	2
Personal Services	3	2
Recreation Facilities, Indoor	5	5
Recreation Facilities, Outdoor	As determined by the Commission	As determined by the Commission
Residence, Single Family	none	2 exclusive to any garage space
Residence, Multi-Family (Rev 6/1/17)	2.5 per bedroom	1.5 per bedroom
Residence with Home Occupation	4 per dwelling unit plus 1.5 per non-resident employee	2 per dwelling unit plus 1 per non-resident employee
Retail, Free Standing >20,000 sq. ft. for general merchandise	4	2
Retail, Free Standing >20,000 sq. ft. for specialty merchandise	3	1
Retail, Free Standing<20,000 sq. ft.	5	1
Retail, Shopping Center	6	3
Restaurant, Drive-Thru and/or with seating and take-out	10	2
Restaurant, Sit-Down	19	6
School: Elem, Middle and High	1 space per 3 seats in the auditorium	1 space per 5 seats in the auditorium
Social Clubs and Organizations	4	3
Gymnasiums, Physical Fitness Centers, Health Spas, Martial Arts Centers and Dance Studios	4	2

71.3.1. A portion of the required number of parking spaces shall be designated as Handicapped Parking in accordance with the guidelines specified in the Connecticut Supplement of the State Building Code.

71.3.2. Restrictions:

- a) For uses not listed in this section, the minimum and maximum number of parking spaces required shall be comparable to the most similar use as determined by the Commission.
- b) Where two or more different principal or accessory uses are located on the same premises the parking requirements for the different uses shall be computed separately and cumulatively.
- c) When computation of required parking spaces results in a fraction of a car space the required number of spaces shall be increased to the next whole number of spaces.
- d) No area shall be credited as a parking space which is in any part credited or used as a loading space or travel way.
- e) The minimum required parking spaces shall not be used for the sale, storage, or display of goods or for shopping cart storage.

71.4. Waivers And Exceptions

71.4.1. Intent. It is the intent of these regulations that all structures and land uses be provided with a sufficient amount of off-street vehicle parking, while allowing for some flexibility of site design to accommodate the unique characteristics of individual properties. This section of the regulations is intended to set standards for conditions under which a waiver or exception from the general parking requirements may be allowed.

The Commission may require the submission of a parking demand analysis as part of any request for a waiver or exception from the general parking requirements.

71.4.2. Waivers. Except for buildings or parts of buildings used or occupied for residential use, all or part of the off-street parking requirements may be waived by the Commission where the proposed site planning, design, and construction includes the available parking by:

- a) Sufficient publicly owned parking spaces within 500 feet of the proposed development site.
- b) Access to a regularly scheduled transit stop within 500 feet of the proposed development, with service available during commuting hours.
- c) Direct access from a bikeway to the proposed development.
- d) Provision of a regularly scheduled, municipally supported shuttle bus service from the development to an alternate safe, secure, and convenient parking facility.

71.4.3. Parking Reduction Requests. In the case that an applicant believes that the required parking amounts are in excess of what is needed for the proposed use, the applicant may submit a request with justification for a reduction in parking space requirements. The request will be considered and acted on concurrent with, and as part of, the full development application process.

71.4.4. Parking In The B-1 Downtown Business District.

There are no parking requirements within the B-1 Business District.

71.4.5. Parking For Mixed-Use Developments.

In Mixed-Use developments, or developments where parking is affected by cooperative agreements between different land uses, for any proposed use, substantial change in use, construction, conversion, or increase in intensity of use of any buildings or structures, the applicant shall submit a parking demand analysis that demonstrates parking demand patterns. The parking demand analysis must be approved by the Commission and will serve as the basis for determination of required parking at the mixed-use site.

71.4.6. Parking In Excess Of The Maximum

Parking lots may contain spaces in addition to the allowed maximum, provided all of the spaces above the maximum number are composed of a pervious surface and where adequate stormwater management is provided as specified in Section 71.9 of these regulations.

In the case that an applicant believes that the maximum parking amounts are insufficient for the proposed use, the applicant may submit a request with justification for an increase in parking space requirements. The request will be considered and acted on concurrent with, and as part of, the full development application process.

71.4.7. Parking Space Held On Reserve

For phased developments, the Commission may provide that up to 50 percent of the parking spaces required by this section will not be immediately constructed and may be kept in reserve. Such reserve parking areas must be kept planted and maintained rather than surfaced for parking until such time the additional parking space is necessary to serve completed phases of the associated development. No above ground improvements shall be placed or constructed upon such reserve parking area. The area designated as reserve parking must be clearly depicted on the phased development site plan and the terms and conditions of phasing of the parking area completion as determined by the Commission, must be clearly set forth in notations on the approved site plan.

71.5. Parking Lot Design

Parking lots shall be designed to achieve the greatest efficiency of use of space practicable. In general, the preferred layout should have:

- 90 degree parking, and
- parking provided around the periphery of the site, and
- no parking located between the building and the street.

EXAMPLES OF LOT LAYOUT ARE SHOWN IN FIGURE 1 BELOW.

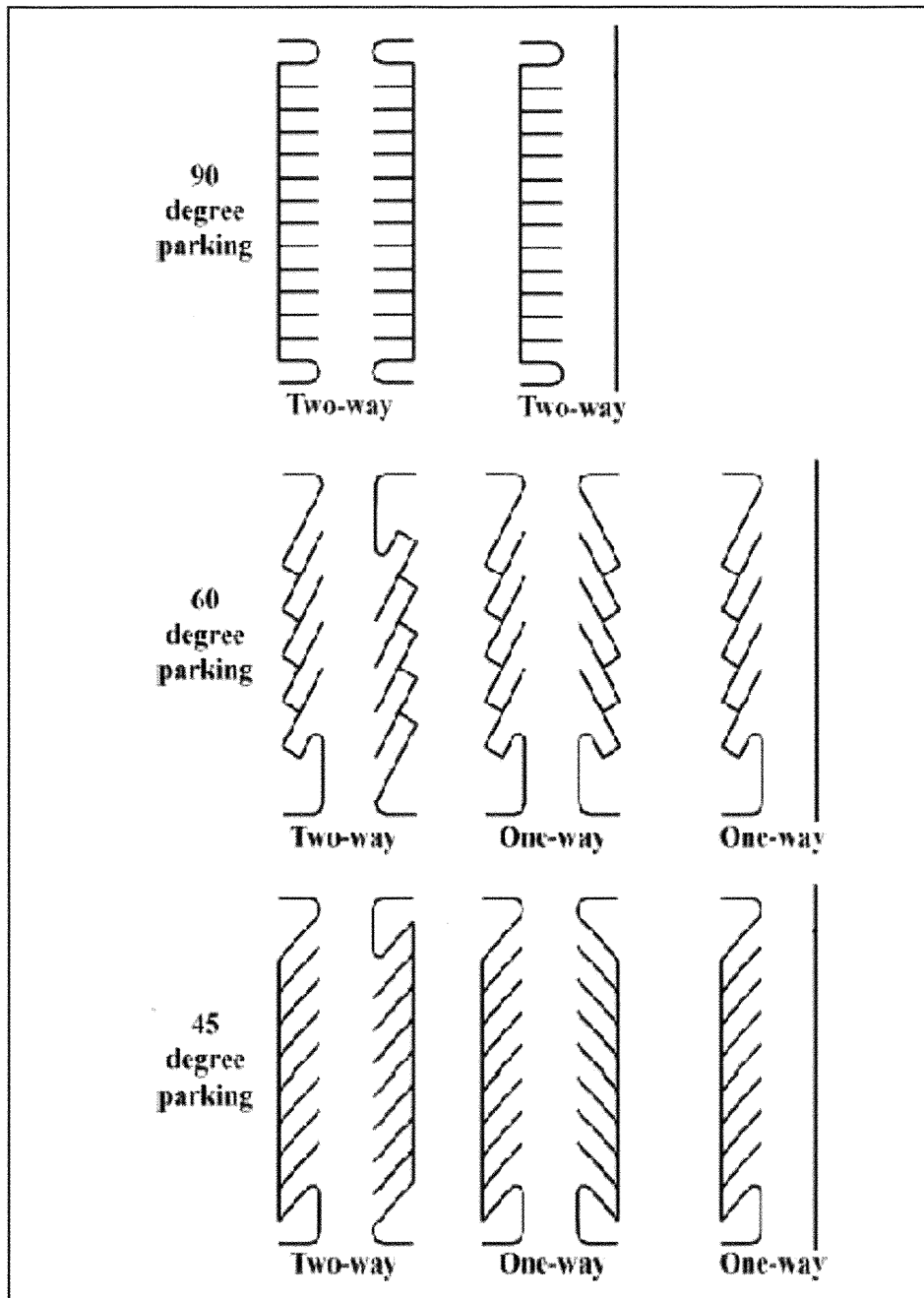


Figure 1. Example of various lot layouts.

71.5.1. Minimum Design Requirements At a minimum, all parking lots shall:

- a) Have a minimum rectangular stall size of 9' wide x 18' deep.
- b) Have aisle widths and parking angles in a minimum ratio as shown as follows:

Parking Angle	Minimum Aisle Width	Direction of Flow
45°	12'3"	One way
50°	12'9"	One way
55°	13'3"	One way
60°	14'3"	One way
65°	15'2"	One way
70°	16'	One way
75°	24'	Two way
90°	24'	Two Way

- c) Have a number and location of access drives compatible with traffic circulation patterns both within the site and on the abutting street system.
- d) Provide sufficient stacking area (area where cars may need to wait in line to exit onto the street or to enter to circulate in the parking lot) for 2 vehicles at the inbound access drives to the site.
- e) Curbing for parking spaces and abutting sidewalk width shall create a minimum of a 5' wide passageway.
- f) Minimize potential conflict points between pedestrians, bicycles, and motor vehicles.
- g) Required off-street parking facilities shall be maintained as long as the use or structure exists for which the facilities are designed to serve.
- h) Where large parking areas are proposed (such as for a shopping center), an internal street system shall be designed exclusive of any parking, in order to provide a direct and safe means of access to any principal building(s) or use(s) for emergency vehicles.
- i) All off-street parking areas must adhere to the construction standards of Section 71.11 of these Regulations.
- j) All parking areas shall have a minimum setback from property lines as follows (*Rev 6/1/17*):
 - Residential parking abutting residential zone or use: at least ten (10) feet with visual screening.
 - Commercial parking abutting residential zone or use: the lesser of fifty (50) feet or as specified in that zone, with visual screening.

- Non-residential parking abutting non-residential parking at least ten (10) feet; excepting on a property line when the two abutting properties provide direct vehicular access to each property, then the minimum setback shall be zero.

Required visual screening shall be as defined in Section 4.2. The setback area shall be suitably landscaped and maintained in an aesthetic manner. Such landscaping shall consist of open areas maintained in lawn, natural vegetation, planting and trees, washed gravel, ornamental bricks or stone paving, and fences and screens where appropriate as specified for landscaping under Section 74.9.

- k) Separate the paved surfaces of parking areas from all buildings preferably by landscaping; planters may be used as an alternative. .
- l) Configure lot layout to facilitate safe vehicular movement throughout; provide sufficient turn-around for single entry lots.
- m) Encourage shared parking, particularly where abutting land uses have differing hours of peak usage.
- n) Provide for snow storage in the design of all parking areas to avoid conflicts with landscaping, visibility, drainage or pedestrian safety.
- o) Break up the scale of large parking areas by incorporating out-parcels for smaller commercial buildings that share the parking area.
- p) Unless otherwise approved by the Connecticut Department of Transportation, access to a lot shall be provided by a driveway opening, designed with the appropriate pitch and approach in order for vehicles to enter and exit in a safe manner. The maximum travel width of a driveway intended for vehicle access to a lot shall be limited to thirty (30) feet unless designed as a separate entrance and exit for four lanes of traffic (i.e. a shopping center). No curb cut for vehicular access may be closer than forty (40) feet to any other curb cut and no such cut may be closer than twenty (20) feet to any street intersection.

71.6. Fees In Lieu Of Parking. An applicant may voluntarily agree to pay a fee in lieu of parking to the Town of Windham in accordance with State law provided that the Commission has made a finding and declaration that the number of parking spaces which would be required in connection with such use of land pursuant to these Regulations: (1) would result in an excess of parking spaces for such use of land or in the area surrounding such use of land; or, (2) could not be physically located on the parcel of land for which such use is proposed. A two-thirds vote of the Commission shall be necessary to consent to such payment. A fee of \$500 shall be paid for each space waived by the Commission. Payment must be received by the Town prior to the issuance of the certificate of occupancy.

When an applicant wishes to offer a fee-in-lieu of parking, the applicant must coordinate with the Zoning Administrator and/or Town Engineer to determine how parking for the proposed use will be made available. A statement of the agreed upon plan for a fee-in-lieu of parking and manner of parking provision must be included with the application to the Commission.

Any off-street parking supplied in this manner shall run with the land (not be invalidated by change in ownership), and any subsequent change in use that requires more parking shall require subsequent action by the property owner to satisfy any additional parking requirements. No refund of any fee-in-lieu of parking shall be made when there is a change in use requiring less parking.

71.7. Shared Parking. The Commission encourages parking lots for different structures or uses, or for mixed uses, to be shared in any zoning district.

71.7.1. At the applicant's request, shared parking may be provided, subject to the following provisions:

- a) A reciprocal written agreement has been executed by all the parties concerned that assures the perpetual joint use of such common parking, a copy of which has been submitted to and is acceptable to the Commission. The Commission may forward such agreements to the town legal counsel for review.
- b) The Commission may require the applicant to provide a parking study with all information deemed necessary to its decision-making on a shared parking arrangement. This information includes but is not limited to a) the type and hours of operation and parking demand, for each use, b) a site plan displaying shared use spaces in the lot and walking distance to the uses sharing the lot, c) a description of the other land use and parking patterns of adjacent land uses, and d) an estimate of anticipated turnover in parking space use over the course of 12 to 24 hours at the site.
- c) Parking spaces to be shared must not be reserved for individuals or groups on a 24-hour basis.
- d) Uses sharing the parking facility do not need to be contained on the same lot, but shall be a maximum of 500 feet from the closest parking space in the parking lot which is to be used and allow for safe, convenient walking for most parkers, including safe pedestrian crossings, signage, and adequate lighting. A waiver of the maximum allowable distance from the use to the parking may be approved by the Commission with written justification and supporting information provided by the applicant.
- e) If the conditions for shared parking become null and void and the shared parking arrangement is discontinued, this will constitute a violation of zoning regulations for any use approved expressly with shared parking. The applicant must then provide written notification of the change to the Zoning Enforcement Official and, within 60 of that notice, provide a remedy satisfactory to the Commission to provide adequate parking.

71.7.2. Reduction In Parking Space Requirements For Shared Parking:

Where shared parking is provided among a mix of land uses, the Commission may allow the following, at the applicant's request:

- a) Up to 30% of the parking spaces required for the predominant use on a site may be shared with other uses operating during the same time of day and days of the week. The predominant use is considered to be that which requires the most parking of those sharing the parking facilities.
- b) Up to 75% of the parking spaces required for uses such as theaters, public auditoriums, bowling alleys, nightclubs, movie theaters, and similar predominantly evening uses may be shared with uses such as banks, offices, and similar predominantly daytime uses.
- c) Up to 75% of the parking spaces required for uses such as churches and other uses exclusively in operation during the weekend may be shared with uses such as medical offices, banks, and other similar uses predominantly in operation on weekdays.

71.8. Pedestrian And Bicycle Accommodations

71.8.1. Intent. It is the intent of these regulations to promote and support access by bicycle and walking throughout the community. To this end, all parking lots must be designed to provide safe and convenient pedestrian and bicycle access as a part of any parking lot design including safe and convenient pedestrian and bicycle movement to and from public walkways and/or bikeways, streets, or transit stops.

71.8.2. Pedestrian Access Design Standards

Provision for safe and convenient pedestrian access shall be incorporated into site plans for any parking area including to shared parking and to municipal parking areas. This shall be clearly shown on all site plans.

Any parking lot designed, constructed, and maintained, as part of a development must be designed such that the flow of pedestrians can be directed through a system of convenient routes that bring them to central walkways leading to main entrances. All walkways shall be constructed to provide for:

- a) Safe separation or delineation of all walkways from motor vehicle traffic through the use of raised sidewalks and/or landscaping between sidewalks and parking spaces and/or driving aisles
- b) Safe, well-articulated pedestrian crossings demarcated with pavement markings, pedestrian warning signs, and lighting
- c) A minimum of 5 feet in width
- d) Inclusion of plantings, benches, and lighting along walkways and at all pedestrian crossings
- e) Design, construction and maintenance to accommodate disabled individuals per Americans with Disabilities Act (ADA) requirements

71.8.3. Bicycle Access Design Standards

A minimum of one bicycle parking space shall be provided for each 20 off-street automobile parking spaces within the B1A zone. At a minimum, all bicycle parking spaces shall be provided in the form of bicycle racks with locking capability. Bicycle parking facilities shall be designed and installed to include:

- a) Spaces that are a minimum of 2 feet by 6 feet per bicycle
- b) The minimum number possible of potential conflict points between bicycles and motor vehicles
- c) Lighting
- d) Provision for locking of bicycles to the rack or bicycle locker
- e) Adequate spacing for access to the bicycle and locking device when the spaces are occupied.
- f) Where possible, bicycle parking shall be located within view of building entrances or in view of windows, and/or security personnel stations.

71.9. Design Standards For Stormwater Management And Landscaping In Parking Lots

71.9.1. Intent: It is the intent of these regulations to encourage the use of Best Management Practices (BMPs) to minimize, treat, prevent and/or reduce degradation of water quality and flooding potential due to stormwater runoff from parking. In all districts, all developments shall be designed to the extent practicable with the goal of no-net runoff from the site. That is, runoff from the site after development shall not, to the extent practicable, exceed the runoff prior to the proposed development. In addition, the stormwater management system shall be designed, constructed, and maintained with BMPs to minimize run-off volumes, prevent flooding, reduce soil erosion, protect water quality, maintain or improve wildlife habitat, and contribute to the aesthetic values of the project.

71.9.2. Stormwater management systems in parking lots shall be designed in accordance with BMPs as described in the most recent version of the Connecticut Stormwater Quality Manual (CTDEP), and in accordance with the erosion and sedimentation control requirements and flood protection zone requirements specified in Sections 77 and 52 of these regulations respectively, and to meet the following general standards:

- a) Infiltration of stormwater shall be accommodated to the extent possible through limitation of land disturbance and grade changes, retention of existing natural drainage areas and wetlands, and use or creation of vegetated islands, vegetated medians, and vegetated perimeter buffer strips.
- b) All stormwater detention and conveyance structures shall be constructed to control the post-development peak discharge rates from 10, 25, and 100-year storms to the corresponding pre-development peak discharge rates.
- c) All stormwater detention basin shall be incorporated into the overall design of the site and landscaped.
- d) Site plans must include information regarding all existing and proposed landscaping and stormwater management structures and features.
- e) Natural drainage patterns shall be maintained to the extent practicable. The applicant must demonstrate through information provided on and in association with the proposed site plan, the existing and proposed drainage patterns and calculated flows.
- f) Parking lot drainage shall be designed such that all surface runoff (both piped and overland flow) is conveyed through a vegetated swale, vegetated filter strip, created wetlands, rain gardens, or detention basins with bio-filtration prior to discharge into existing wetlands, streams, ponds, or other waterbodies.
- g) The use of native grasses and small-diameter wood-stemmed shrubs is encouraged as plantings for all vegetated swales, vegetated filter strips, created wetlands, rain gardens, or detention basins with bio-filtration
- h) Direct discharge of untreated stormwater to any natural wetland or waterbody is prohibited.
- i) Stormwater runoff discharged to wetlands must be diffused to non-erosive velocities prior to reaching any natural wetland based on calculations submitted with the application package.
- j) The applicant must demonstrate that any receiving wetlands or waterbodies have sufficient holding capacity, based on calculations submitted with the application package.
- k) The Commission may send any or all information provided on anticipated stormwater flow patterns and volumes and proposed stormwater management system to the Town Engineer and/or other consulting professional or agency for review and advisory comment.
- l) All stormwater BMPs shall be designed in a manner to minimize the need for maintenance and reduce the chances of failure. Design and maintenance guidelines to be followed shall be in accordance with the most recent version of the Connecticut Stormwater Quality Manual (CTDEP).

71.9.3. Landscaping Standards for Parking Lot Stormwater Management:

The landscaping requirements in this section are intended to maximize the natural areas retained in any parking lot in order to optimize natural infiltration of rainwater, intercept and manage stormwater runoff, and provide an aesthetic setting for development. In order to accomplish these goals the following standards shall apply:

- a) Developments with proposed parking areas of 15 spaces or more shall provide a minimum of 10% of the total parking area as landscaped open space. Such landscaped open space may be provided in the form of islands, aesthetic landscape treatments, pedestrian refuge/oasis areas, and may include the perimeter buffer between the parking lot and adjacent streets.

- b) Developments with proposed parking areas of 40 or more spaces shall also provide landscaped islands of a minimum width of 9 feet and 18 feet in length throughout the parking area planted with a mix of shrubs and trees. Such islands shall be located:
- i. At each parking lot entrance.
 - ii. At the ends of each parking aisle.
 - iii. As intermediate islands in long rows of spaces, located every 15 spaces.
 - iv. As separation between pedestrian walkways and parking spaces and/or driving aisles.
 - v. Whenever possible, landscaped islands shall be used as mini-detention basins and situated below the grade of the parking spaces and driving aisles with the appropriate curbing so that stormwater runoff flow is directed to and trapped by such islands
 - vi. A minimum of one deciduous or evergreen tree and two shrubs shall be planted on the parking lot islands for every 10 parking spaces. Trees and shrubs shall conform to the following standards:
 - Deciduous trees shall be planted at 2.5 inches in caliper with a mature height of at least 35 feet.
 - Evergreen trees shall be coniferous species planted at 6 feet in height
 - Shrubs shall be either deciduous species planted at 2 ½ feet in height or evergreen species planted at 2 ½ feet in spread.
 - Trees and shrubs shall be situated such that when at full growth they do not obstruct the vehicle sight lines of the approved plan.

71.10. Off-Street Loading Space: All buildings in excess of 4,000 square feet, shall have one off-street loading space for each 40,000 square feet of gross floor area or fraction thereof, excluding basements. No off-street loading space and no vehicle loading bay, ramp or dock shall be designed or arranged in a manner that trucks must use any part of a street for maneuvering. Truck loading areas shall be designed to accommodate the largest anticipated vehicle to be used. At a minimum, one loading space shall constitute an area twelve (12) feet in width and thirty (30) feet in length with a vertical clearance of fifteen (15) feet with such shape, access and slope to accommodate one truck having an overall length of thirty (30) feet.

71.11. Construction: All off-street parking and loading spaces shall be suitably improved, graded, stabilized and maintained so as to cause no nuisance or danger from dust or from storm water flow onto any public or private street.

- 71.11.1. Parking lots shall be either an impervious surface or pervious asphalt or block. The Commission may allow gravel parking lots for temporary parking lots, or overflow parking in areas near wetlands. Driveways for gravel parking lots shall be hard-surfaced from at least 20 feet back from the property line, to the street.
- 71.11.2. Parking lots shall be constructed with an appropriate base material, scratch and top coat as required by the Town Engineer.
- 71.11.3. Grades. Maximum parking slopes shall be six percent, preferably a maximum three percent cross slope for parking stalls; minimum slope shall be one percent. The Commission may waive the maximum slope requirement, up to a maximum of 10 percent, if the applicant can demonstrate that an increase in the slope maximum will not result in conditions that may pose a hazard or otherwise endanger the public's health, safety or welfare.
- 71.11.4. Parking stalls shall be professionally striped with a long lasting paint, and one-way aisles shall have directional arrows paint on the surface, all Handicapped parking stalls shall be painted with the appropriate symbol, all such markings shall be maintained and repainted when needed.