

OFF-STREET PARKING AND LOADING

1. Purpose: An adequate supply of off-street parking and loading spaces shall be provided to meet the needs of persons making use of such structures or land uses, but in no case less than the minimum standards specified herein for all new buildings and uses, for the expansion of existing buildings and uses, and for a change of use when such change would result in a use whose parking and/or loading requirements would be greater than those of the use it is replacing.
2. Amount of Parking Required:
 - a. The amount of off-street parking provided shall be sufficient to accommodate the motor vehicles of all occupants, employees, customers and visitors normally at the premises at any one time.
 - b. Structures and land uses in existence, or for which building permits have been issued prior to the adoption of these regulations, shall not be subject to any additional parking or loading space requirements of these regulations, provided that any parking or loading facilities then existing to serve such structures or uses shall not in the future be reduced, except where they exceed such requirements, in which case they shall not be reduced below such requirements. At the time of any enlargement of such structures or uses in the future, however, required parking and loading facilities for the existing portion of such structures or uses may be required to conform to the current regulations.*
 - c. When two or more different uses occur on a single lot, the total amount of parking facilities required shall be the sum of the requirements for each individual use on the lot, except that the Commission may approve the joint use of parking space by two or more establishments, the total capacity of which space shall be no more than 20 percent (20%) less than the sum of the spaces required for each, in all zoning districts except Wilton Center which shall be no more than 30 percent (30%) less, provided the Commission finds that the capacity to be provided shall substantially meet the intent of this Section by reason of variation in the probable time of maximum usage by patrons and employees among such establishments.*
 - d. Unless the applicant provides evidence to the Commission that adjoining property owners will not consent to the connection of adjacent parking lots, all parking lots in Wilton Center shall be connected at locations determined by the Commission. When consent to connect to an adjoining property is denied, the applicant shall provide an improved access stub to the property line. A note shall be placed on the site development plan indicating the applicant's willingness to permit a future cross movement of traffic. Parking for interconnected sites may be reduced by the Commission by no more than 30 percent (30%) of the total number of spaces required. *
 - e. In Wilton Center all parking and loading spaces shall be located behind buildings unless an alternative location clearly enhances the existing streetscape. Parking and loading space plans for development shall be submitted to the Design Advisory Committee in accordance with Section 29-6.C.6. On-street parking partly within or immediately abutting the Town right-of-way either parallel to the street or at a 60 degree angle, may be approved by the Commission after consultation with the Wilton Traffic Commission.*

3. Improvement and Maintenance: Required off -street parking and loading facilities may be enclosed in a structure or may be open, except as otherwise required, provided that all parking and loading facilities shall be properly graded, surfaced, drained and suitably maintained to the satisfaction of the Town Engineer, to the extent necessary to avoid nuisances of dust, erosion or excessive water flow across public ways or adjacent lands. Required off-street parking and loading facilities shall be properly maintained as long as the use or structure exists which the facilities are designed to serve.
4. Handicapped Parking: Parking spaces for the physically handicapped shall be located as close as possible to ramps, walkways, and building entrances. Parking spaces shall be so arranged as to eliminate or minimize the need for physically handicapped persons to wheel or walk behind parked cars to reach entrances, ramps and walkways. The number, size, designation, location, and markings of parking spaces for the handicapped shall be as per General Statutes. All parking spaces for the handicapped that are provided shall be credited to the total required number of parking spaces.
5. Minimum Parking Requirements: The following requirements shall be considered the minimum number of parking spaces required for each use. Where the number of parking spaces is calculated to be a fraction, it shall be rounded up to the nearest whole number.

a. RESIDENTIAL USES; PUBLIC AND REQUIRED SEMI-PUBLIC USES	MINIMUM NUMBER OF SPACES REQUIRED
(1) Single-family dwellings	2 per dwelling unit, plus 1 per guest sleeping room for roomers and boarders
(2) Multi-family dwellings: Studio (efficiency) and one-bedroom dwelling units and detached units *	1 per dwelling unit *
Two and three-bedroom dwelling units *	2 per dwelling unit *
(3) Senior citizen housing	1.1 per dwelling unit
(4) Home occupations and professional offices for non-resident occupants, as permitted in a residence district *	2 per dwelling unit plus 1 per 300 sq. ft. of GFA of area in nonresidential use *
5) Public or Private schools	1 per teacher, plus 1 per other staff member, plus 1 per each 10 pupils
6) Private clubs	As determined by the Commission.*
7) Public utility substations	2 spaces

8) Libraries, museums, art galleries or similar uses	1 per each 400 sq. ft. of GFA
9) Group homes	2 per home, plus 1 per 2 employees
10) Nursing or convalescent homes	1 per 2 beds
11) Places of worship	1 per 3 seats, additional spaces as may be required by the Commission (one seat = 18 linear inches of pew bench)
12) Day care centers	1 per employee, plus 1 per 10 enrollees, plus adequate drop-off/pick-up area as determined by the Commission
(13) Congregate housing	1.0 per dwelling unit *
(14) Public, semi-public or charitable organization buildings not otherwise listed	As determined by the Commission*
(15) Educational Residential Facility	4 spaces*
(16) Assisted Living	0.65 per unit*
(17) Adaptive Use of Historic Structures *	As determined by the Commission*

b. BUSINESS USES, EXCEPT AUTOMOTIVE

(1) Theaters, auditoriums or other places of public assembly	1 per each 3 seats, or, in places without seats, 1 per each 100 sq. ft. of floor space used for public assembly
(2) Retail or personal service businesses	1 per 200 sq. ft. of GFA
(3) General, business or professional offices, non-medical	1 per 300 sq. ft. of GFA
(4) Banks and financial institutions	1 per 300 sq. ft. of GFA
(5) Drive-in bank windows serving either a bank or public or semi-public library*	5 off-street waiting spaces per window for approaching cars plus 1 off-street waiting space per window for cars leaving

(6) Medical or dental offices or clinics	1 per 200 sq. ft. of GFA *
(7) Restaurants or other places serving food or drink	1 per 100 sq. ft. of GFA or 3 seats, whichever is greater
(8) Bowling establishments	5 per bowling lane
(9) Commercial kennels or veterinary hospitals	1 per employee plus 1 per 400 sq. ft. of GFA for veterinary hospitals, and 1 per employee plus 1 per 1,000 sq. ft. of GFA for commercial kennels *
(10) Funeral homes	1 per 3 seats, plus additional spaces as may be required by the Commission (one seat=18 linear inches of pew bench)
(11) Commercial recreation facilities, enclosed or not enclosed	As determined by the Commission
(12) Amusement and entertainment facilities with fixed seats, such as theaters, auditoriums and sports arenas	1 per 3 seats, plus additional spaces as may be required by the Commission
(13) Amusement and entertainment facilities, enclosed but without fixed seats, such as dance halls and billiard parlors	1 per 200 sq. ft. of GFA plus additional spaces as may be required by the Commission
(14) Bed and breakfast establishments	1 per bedroom, plus additional spaces as may be required by the Commission
(15) Self-service storage facilities	1 per 5,000 sq. ft. of GFA; minimum of 5 spaces *
(16) Studios of dance, photography, graphic design or similar artistic endeavors	1 per 400 sq. ft. of GFA
(17) Wilton Center except for general, business or professional offices, non-medical*	1 per 250 sq. ft. of GFA

(18) Conference Centers*

1 per 3 seats, or 1 per 100 square feet of GFA used for public assembly, whichever is greater

c. BUSINESS USES, AUTOMOTIVE

(1) Automobile sales establishments *

1 per employee, plus 1 per vehicle/storage work station, plus 1 per 2,000 sq. ft. of outside display area with a minimum of 5 spaces.

(2) Car washes *

1 per employee on site at any one time

Detailing
Non-Automated
Automated

A minimum of 4 spaces
5 queuing spaces per bay
15 queuing spaces per bay

Queuing spaces shall include space for vehicles waiting to be washed and spaces for vehicles being dried.

(3) Motor vehicle service stations *
- with service bays
- with sale of convenience

Minimum of 3 spaces plus 4 per repair bay plus 1 per 200 sq. ft. of GFA devoted to sale of Items/food products/snacks convenience items

(4) Automotive repair and service facilities

25, of which 5 shall be reserved and suitably identified to accommodate vehicles returned outside normal operating hours, plus 1 per 100 sq. ft. of GFA

(5) Automotive rental

1 per 500 sq. ft. of GFA

d. INDUSTRIAL USES

(1) Manufacturing or research facilities; wholesaling or distribution facilities

1 per 400 sq. ft. of GFA of buildings, plus 1 per 1,000 sq. ft. of outdoor storage area

(2) Lumberyards; building materials suppliers

As determined by the Commission

(3) Building, construction or

As determined by the

landscape contractors, yards

Commission

- (4) Bus facilities; trucking terminals; trucking or courier services

1 per 1,000 sq. ft. of GFA

- (5) Public warehousing and storage, excluding self-storage

1 per 1,000 sq. ft. of GFA

e. The minimum number of parking spaces required for other uses not listed above shall be as determined by the Commission.

f. Where the minimum number of parking spaces required for a particular use is to be determined by the Commission, the Commission shall be guided by the nature, intensity and/or mix of the proposed use, including projected attendance, the number of employees, visitors and/or customers and the experience of similar facilities elsewhere.

6. Use of Parking Facilities.

- a. Required parking areas to serve specific structures and uses shall be reserved at all times for those persons who are employed at, or make use of, such structures and land uses, except when dedicated to and accepted by the Town as public parking areas.
- b. Required off-street parking and loading facilities which, after development, are later dedicated to and accepted by the Town, shall be deemed to continue to serve the uses or structures for which they were originally provided.

7. Off-Street Loading Requirements.

- a. Off-street loading and unloading facilities shall be provided as follows, except that the Commission in granting Site Plan approval, may require additional off-street loading where the Commission determines that such is necessary in accordance with the purposes set forth in this section:

Use

Retail and service business establishments, restaurants and other places serving food and drink:

3,000 to 12,500 sq. ft. of GFA

12,501 to 30,000 sq. ft. of GFA

Over 30,000 sq. ft. of GFA

Minimum Required off-Street Loading Spaces

1

2

3 plus 1 per additional
20,000 sq. ft. of GFA

Manufacturing, industrial, warehousing
or wholesale establishments:

5,000 to 15,000 sq. ft. of GFA	1
15,001 to 40,000 sq. ft. of GFA	2
Over 40,000 sq. ft. of GFA	3 plus 1 per additional 30,000 sq. ft. of GFA

Offices:

Up to 40,000 sq. ft. of GFA	1 unless waived by the Commission*
40,001 to 125,000 sq. ft. of GFA *	1
Over 125,000 sq. ft. of GFA *	2

Convalescent and nursing homes 1 per 120 patient beds or part
thereof

Congregate Housing 1 per 100 beds or part thereof

Other uses not listed Off-street loading requirements
for uses which do not fall
within the categories listed
above shall be determined by
the Commission.

- b. Each off-street loading space shall have a width of at least 15 feet, a length of at least forty 40 feet and a height of at least 14 feet, except if the Commission determines that because of the nature of the particular use to be served, spaces of such size are not required, the Commission may permit a reduction of loading space size to not less than 12 feet in width, 30 feet in depth and 14 feet in height.

8. Driveways and Curb Cuts.

- a. Curb Cuts: Combination of curb cuts and access drives to parking for more than one use shall be encouraged and may be specified by the Commission on any Site Plan as submitted under the provisions of 29-11.

b. Driveways servicing single-family dwellings.

- (1) The maximum grade for a driveway serving a single-family dwelling shall be 18%. All off-street parking areas shall have a setback of at least 25 feet from the street right-of-way.
- (2) Where substantial amounts of cut and/or fill would be required to construct any portion of a driveway serving a single-family dwelling or dwellings, plans shall be reviewed and approved by the Town Engineer prior to the issuance of a driveway permit to ensure that adequate drainage shall be provided and that soil erosion shall be minimized.

- (3) Notwithstanding the maximum permitted grades specified in 29-8.B.8.b.(1), no driveway serving a single-family dwelling or dwellings shall have a grade in excess of five percent within 35 feet of the centerline of the traveled way of the street nor within 10 feet of the street right-of-way line, whichever distance is greater.
- c. The maximum grade for new driveways accessory to uses other than single-family dwellings and connecting the required off-street parking area to the street, shall not exceed seven percent, except that the Commission may permit increased grades where excessive cut and/or fill would be required, provided that such grades shall not exceed ten percent.
- d. Notwithstanding the maximum permitted grades specified above, no driveway serving a use other than a single-family dwelling shall have a grade in excess of two percent within 50 feet of the centerline of the traveled way of the street, nor within 25 feet of the street right-of-way line, whichever distance is greater. The Commission may require increased platform area of this type in situations where, because of the nature of the proposed use, substantial traffic volumes would be anticipated.
- e. Driveway alignment and location.
 - (1) Any driveway entering onto a street shall be located and aligned in such a way as to create the minimum possible traffic hazard. The platform portion of the driveway, as required above, shall be aligned at approximate right angle to the street.
 - (2) The Commission may require that only one driveway serve a lot regardless of the amount of street frontage, if deemed necessary for public safety purposes.
 - (3) Driveways serving the same lot shall be at least 150 feet apart (measured center line to center line), unless they are one-way driveways.
 - (4) For corner lots, driveways shall be located as far from the intersection of the street lines of the lot as is practical, but a driveway shall not be located within 60 feet of such intersection.
 - (5) Joint use of driveways by adjacent lots shall be encouraged.
 - (6) The maximum driveway width shall be 30 feet, measured at and parallel to the street line, except for two-way access to nonresidential and/or multi-family uses with a raised island in the center, for which the maximum width shall be 44 feet. *
 - (7) The minimum driveway width for nonresidential uses shall be 20 feet for two-way access and 12 feet for one-way access.
 - (8) Driveways shall cross the street line so that the angle between the centerline of the driveway and a line perpendicular to the street right-of-way line, measured at such street line, does not exceed 30 degrees.

- f. Sight distance: Clear visibility shall be provided in both directions at all exit points so that the driver of a vehicle stopped on the platform portion of any new driveway shall have an unobstructed view of the highway for a reasonable distance (commensurate with the speed and volume of traffic on such highway), and so that the driver of a vehicle traveling on the highway shall have a similar view of the vehicle in the driveway.

For all driveways, except those serving single-family dwellings, no fence, wall hedge or other structure or planting shall be erected, placed or maintained in such a way as to obstruct traffic visibility across the triangular area formed by the intersecting street right-of-way and driveway lines and a straight line connecting points along said street right-of-way and driveway lines, which points are located 50 feet distant from the theoretical point of intersection of such lines measured along said lines. This provision shall not apply to existing trees, provided that no branches are closer than eight feet to the ground. [See Appendix A, Figure A-7]

9. Location of Parking

- a. Except as otherwise provided for herein, off -street parking spaces shall be located on the same lot as the principal use they are designed to serve.
- b. At the time of Site Plan approval, the Commission may allow all or a portion of the required parking spaces to be located either on a separate lot under the same ownership as the use being served or on a separate lot under a different ownership than the use being served, provided that arrangements satisfactory to the Commission shall have been made to guarantee long-term access to and use of such spaces. All spaces approved under this provision shall be located within 500 feet of the main building entrance of the use being served.
- c. No parking area or portion thereof, including parking spaces, driveways and access aisles, shall be located within six feet of any portion of a building other than for garage entrances or loading area aprons. Such six-foot clear area shall be used for walkways, plantings or other landscaping.
- d. No parking area which serves a use in a Business or Industrial District shall be permitted on land in a Residence District; no access to such parking area shall be permitted across land in a Residence District.

10. Parking Structures: Parking spaces may be located beneath or within the principal structure they are intended to serve or in a detached structure. A parking structure shall be considered an accessory use for purposes of these Regulations unless said structure shall be the only use on the parcel of land. Parking structures which are not part of the principal structure shall not, be closer than 25 feet to the principal structure.

11. Dimensions and Layout

- a. Except as otherwise specified herein, the minimum dimensional

requirements for parallel, angled and perpendicular parking shall be as follows:
[See Appendix A, Figure A-10]

<u>Parking Angle (degrees)</u>	<u>0</u>	<u>45</u>	<u>60</u>	<u>90</u>
(1) curb length per stall (feet)	23	13	10	9
(2) stall depth (feet)	9	18	18	18
(3) access aisle width (feet)	15*	15**	18**	22***
(4) stall width (feet)	9****	9****	9****	9****

*Fifteen feet required for one-way circulation, 25 feet required for two-way circulation.

**one-way circulation only

***two-way circulation only

****8'6" for designated employee parking for professional and general office buildings only. Such reduction shall not be permitted in Wilton Center or in a location which includes retail use or medical offices. *

- b. All unenclosed off-street parking areas shall be constructed in accordance with Town specifications and shall be maintained, drained, and designed to effectively discourage the intermingling of pedestrians and vehicular circulation.
 - c. Except for driveways which serve as parking for single-family dwellings, off-street parking spaces shall be directly accessible only from private property and no parking spaces shall require direct access from a public street or right-of-way. All required aisles shall be located on private property.
 - d. Parking space minimum dimensions are permitted to be encroached by structural and utility elements such as columns, light posts and drain leaders up to a maximum of nine (9) inches in any one direction. *
 - e. For off-street parking lots with radial parking stalls and aisles the minimum stall width dimension shall be measured at the midpoint of the stall, but in no case shall the width be less than eight (8) feet. *
12. Pavement Marking: Off-street parking and loading facilities serving multi-family or nonresidential developments shall be provided with suitable markings to indicate individual parking spaces, directions of traffic flow, pedestrian crossings, entrances and exits. Pedestrian walkways shall be clearly marked within the parking lot with either a change in ground cover or a rise in elevation or both. See Appendix A, Figure A-11. *
 13. Waiver of Improvement:
 - a. Upon a determination by the Commission that the immediate need for off-street parking and loading facilities shall be less than that required by this section, the Commission may waive the improvement of up to one-third of the required spaces, provided that a suitable legal instrument or bond shall be filed with the Commission in satisfactory form and amount to insure that if, within a five-year period, the Commission determines the need for the improvement of some or all for the spaces so waived, such spaces shall be improved. All such spaces shall be shown on the required Site Plan.

- b. The Commission shall require all areas which are not devoted to parking as a result of any waiver or permitted reduction to be suitably landscaped.

14. Commercial Vehicles in Residential Districts.

- a. Not more than one commercial vehicle, other than a passenger car, per dwelling unit shall be regularly parked in residential districts. Any such commercial vehicle shall be stored in a fully enclosed structure or otherwise effectively screened from the view of persons standing on adjoining properties, except for registered farm vehicles.
- b. Camping trailers, mobile home trailers, boats or other single unregistered vehicles may be stored on the premises of property in residential districts provided that such trailers, boats or vehicles shall be enclosed by a building or shall be otherwise effectively screened from adjoining properties. Such building or storage area shall comply with all yard setback requirements for buildings, but shall not be permitted in the required front yard.

