Section 11 General Parking Requirements Draft New *Italics & Bold*

11.0 Intent:

Off-street parking shall be provided for the total use in structures hereafter constructed, reconstructed, or enlarged in accordance with the following requirements. Said parking shall be part of the site plan or prepared as a separate plan and shall include boundary screening and landscaping, landscaped islands, parking sites, traffic circulation patterns, loading areas, storm drainage facilities and traffic access and egress including driveways.

Section 11.1 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 (SF) of Gross Floor Area (GFA):

Land Use	**Maximum**	**Minimum**
Bank	5	3
Theater, Movie	1 space per seats	.3 space per seats
Theater, Live	2.6	2.2
Retail	5	2
General Office Building	5	2
Light Industrial	8	2
Medical Office Building	10	2
Nursing Home	4	1
Restaurants	12	6
Small Shopping Centers	6	3
Bed and Breakfast & Country Inn	1.2 space per guest room or suite	1 spaces per guest room or suite
Personal Services	3	2
Day Care Centers	1 space per 4 children at max. capacity	1 space per 8 children at max. capacity
Churches and Places of Worship	1 space per 3 seats in the portion of the building used for services	1 space per 5 seats in the portion of the building used for services
Museum and Libraries	2	1
Social, Fraternal Clubs and Organizations	4	3
Elementary, Middle, and High Schools	1 space per 3 seats in the auditorium	1 space per 5 seats in the auditorium
Warehouse	1	1
Home Occupation	4 per dwelling unit plus 1.5 per non-resident employee	2 per dwelling unit plus 1 per non- resident employee
Commercial Kennel	3	1
Automotive Sales and/or Rental	3	1
Automotive Repair and/or Service	4	2
Gymnasiums, Physical Fitness Centers, Health Spas, Martial Arts Centers, and Dance Studios	4	2
Indoor Recreation Facilities	5	5
Outdoor Recreation Facilities	***As determined by the Commission based on a parking needs assessment in accordance with Section 11.9 of these Regulations***	

	Maximum	Minimum
All Residential Uses Including Multi Family, Middle Housing Residential, Mixed-Use Housing	***2.5 per dwelling unit***	***For residential uses with 16 or fewer dwelling units, no off-street parking shall be required provided that the amount of off-street parking supplied will not result in a specific adverse impact to public health or safety.*** ***For residential uses with 17 or more dwelling units, 1 per studio or one-bedroom dwelling unit and 2 for each dwelling unit containing two or more bedrooms. The required amount of off-street parking area for residential use may alternatively be determined by a parking needs assessment in accordance with the requirements of Section 11.9.***

Commercial Self-Storage Buildings – No more than five (5) delineated parking spaces shall be required. Temporary parking incidental to the loading and / or unloading of a storage unit may take place in areas of the driveway / access lane proximate to the storage unit being accessed.

For uses not listed in this section, the minimum and maximum number of parking spaces required shall be comparable to the closet other similar use as determined by the Commission. Loading Areas shall be determined by the proposed use and frequency of deliveries.

Section 11.2 Handicapped Parking Space Requirements

All off-street parking areas shall include paved handicapped accessible parking spaces. Pursuant to subsection (h) of section 14-253a of the Connecticut General Statutes ***as amended***, parking spaces for passenger motor vehicles designated for handicapped shall be as near as possible to a building entrance or walkway and shall be at least 15 feet wide including 5 feet of cross hatch and twenty feet long. Handicap accessible parking spaces and access aisles shall be provided in the following amounts relative to the total number of spaces provided in the parking area:

Total Parking Spaces In Lot	Required Accessible Spaces
1-25	1
26-50	2
51-75	3
76-100	4

Add one handicap parking space for every additional 25 spaces or a portion over the 25 spaces.

For every six or fraction of six handicap accessible parking spaces, at least one shall be van-accessible parking space. Van parking spaces shall be 20 feet long, 16 feet wide including 8 feet of cross hatch.

The above requirement are the current requirements of the International Building Code as of July 2026.

Section 11.3. Waivers and Exceptions

Section 11.3a. Intent

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 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.

Section 11.3.b. Waivers

Except for 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 planning, design, and construction includes the following:

1. Sufficient publicly owned or shared parking spaces within 500 feet of the proposed development site.

2. Access to a regularly scheduled transit stop within 500 feet of the proposed development, with service available during the hours necessary to serve the activities of the use for which a waiver is sought.

Section 11.3.c. 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 to the Commission for a reduction in parking space requirements. The Commission will consider and act on this request concurrent with and as part of the application process.

Section 11.3.d. Parking in the East Haddam Village District or [C/B/IG Center District] *Moodus Village District*

All requirements for number of off-street parking spaces as listed in Section 11.1 "Maximum" shall be reduced by 25% where the use and associated required parking would be located within the East Haddam Village District or C/B/IG - Moodus Center District.

Section 11.3.e. 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 ***needs assessment prepared in accordance with Section 11.9 of these Regulations*** [demand analysis that demonstrates parking demand patterns.] The parking ***needs assessment*** [demand analysis] must be approved by the Commission and will thereafter serve as the basis for determination of required parking at the mixed-use site.

11.3.f. Parking in Excess of the Maximum

The Commission may approve parking lots with more spaces that the allowed maximum provided that all of the spaces above maximum number are constructed of a pervious surface, and where adequate stormwater management is provided as specified in Section 11.8 of these regulations.

The Commission may also approve parking lots with additional impervious parking spaces above the allowed maximum spaces where the use of pervious spaces would not be environmentally sound and where a stormwater management plan is included with the application and implemented, employing, at a minimum, the stormwater management measures specified in Section SWM of these regulations.

Section 11.3.g. 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 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.

Section 11.4. 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:

1. 90 degree parking, rather than angled parking;
2. Parking provided around the periphery of the site with no parking located between the building and street.

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

1. Have a minimum stall size of 9' x 18'
2. Have rectangular parking stalls
3. Have aisle widths and parking angles in a minimum ratio as shown as follows:

Parking Angle(degrees)	Minimum Aisle Width	Direction of Flow
45		
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

4. Have no greater than 5% slope
5. Have a number and location of access drives compatible with traffic circulation patterns both within the site and on the abutting street system
6. 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 2 vehicles at the inbound access drives to the site.
7. No parking space shall be designed to allow a vehicle to protrude or overhang sidewalks or any landscaped area.
8. Minimize potential conflict points between pedestrians, bicycles, and motor vehicles. Required off-street parking facilities shall be maintained as long as the use or structure exists for which the facilities are designed to serve.

Section 11.5: Pervious Parking Area

In all districts, off-street parking provided and maintained as paved/impervious surface shall be counted as part of the Lot Impervious Surface Coverage. Parking areas composed of pervious surfaces are encouraged for all land uses and lots, unless there are overriding environmental limitation, and may be provided to meet all or part of any required parking spaces on a lot

Measures that shall be considered to reduce the amount of impervious surfaces in all proposed parking lots 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

Section 11.6: Shared Parking

11.6.a: Shared Parking

The Commission encourages parking lots for different structures or uses, or for mixed uses, to be shared in any zoning district. At the applicant's request, shared parking may be provided, subject to the following provisions:

1. 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.

2. 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 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 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 12 to 24 hours at the site.

2. Parking spaces to be shared must not be reserved for individuals or groups on a 24-hour basis.

3. 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 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 proposed use to the parking area may be approved by the Commission with written justification and supporting information provided by the applicant.

4. 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 days of that notice, provide a remedy satisfactory to the Commission to provide adequate parking.

11.6.b: Reduction in Parking Space Required 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 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 75% of parking spaces required for uses such as theaters (Movie and Live), 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 75% 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.

Section 11.7: Bicycle and Pedestrian Accommodations

Section 11.7.a 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 Area or Structure design including safe and convenient pedestrian and bicycle movement to and from public walkways and/or bikeways, streets, or transit stops.

Section 11.7.b Bicycle Access Design Standards

A minimum of two bicycle parking space shall be provided for each 40 off-street automobile parking spaces within the East Haddam Village District or C/B/IG District.

At a minimum, all bicycle parking spaces shall be provided in the form of bicycle racks with locking capacity. Bicycle parking facilities shall be designed and installed to include:

1. Spaces that are a minimum of 2 feet by 6 feet per bicycle
2. The minimum number possible of potential conflict points between bicycles and motor vehicles
3. Lighting
4. Provision for locking of bicycles to the rack or bicycle locker
5. Adequate spacing 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.

Section 11.7.c 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 though a system of convenient routes that bring them to central walkways leading to main entrances. All walkways shall be constructed to provide for:

1. Safe separation of all walkways from motor vehicle traffic shall be done through the use of raised sidewalks and/or landscaping between sidewalks and parking spaces and/or driving aisles.
2. Safe, well-articulated pedestrian crossings demarcated with pavement markings, pedestrian warning signs, and lighting
3. A minimum of 4 feet in width
4. Inclusion of plantings, benches, and lighting along walkways and at all pedestrian crossings
5. Design, construction and maintenance to accommodate disabled individuals per Americans with Disabilities Act (ADA) requirements.

Section 11.8: Design Standards for Stormwater Management and Landscaping in Parking Lots

Section 11.8.a 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 increase in peak rate runoff from the site. In addition, the peak volume of runoff from the site after development shall not, to the extent practicable, exceed the peak volume of site run-off 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.

Section 11.8.b General Standards

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* (CTDEEP), and to meet the following general standards as described in Section 28 of the East Haddam Zoning Regulations:

1. Infiltration of stormwater shall be accommodated to the extent possible though limitation of land disturbance and grade changes, retention of existing natural drainage area and wetlands, and use or creation of vegetated islands, vegetated medians, and vegetated perimeter buffer strips.
2. 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.
3. Site plans must include information regarding all existing and proposed landscaping and stormwater management structured and features.
4. Natural drainage patterns shall be maintained to the extent practicable. The applicant must demonstrate though information provided on and in association with the proposed site plan, the existing and proposed drainage patterns and calculated flows.

Section 11.8.c: Landscaping Standards for Parking Lot Stormwater Management:

The landscaping requirements in this section are intended to maximize the natural areas retained in any Parking Area 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:

1. Developments with proposed parking spaces of fifteen (15) spaces or more shall provide a minimum of 15% of the total parking area as landscaped open space. The Parking Area shall be defined as in Section 5 of these regulations. 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. This list is available from the Department of Environmental Protection.

2**. [**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:**]**

2. Development with proposed parking area of 25 or more spaces shall also provide landscape 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:

a. At each parking lot entrance
b. At the 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 Parking Spaces where that abut other rows
e. As separation between pedestrian walkways and Parking Spaces and/or driving Aisles

3. A minimum of two deciduous or evergreen tree and two shrubs shall be planted on the parking lot islands for every 40 feet of linear measurement of the proposed island or perimeter landscaping. Trees and shrubs shall conform, to the following standards:
a. Deciduous trees shall be planted at 2.5 inches in caliper with a mature height of at least 35 feet.
b. Evergreen trees shall be coniferous species planted at 6 feet in height.
c. Shrubs shall be either deciduous species planted at 2 ½ feet in height or evergreen species planted at 2 ½ feet in spread.
d. Trees and shrubs shall be situated such that they do not obstruct vehicle sight lines when at full growth.

4. Failure to maintain any landscaped area or buffer strip shall constitute a violation of these Regulations.

Section 11.9: Parking Needs Assessment
As an alternative to the residential parking requirements of Section 11.1, an applicant may submit a parking needs assessment for the subject property. If the assessment demonstrates that fewer spaces are sufficient to meet anticipated demand, the Commission or authorized reviewing official may approve a reduced parking requirement consistent with the assessment, provided it will not result in a specific adverse impact to public health or safety. The parking needs assessment shall comply with the following:

1. The assessment shall be prepared by a professional engineer licensed in the State of Connecticut having expertise in transportation engineering.

2. The assessment shall be based on the most recent edition of the Institute of Transportation Engineers (ITE) Parking Generation Manual or another recognized and reliable data source, and shall document all assumptions, methodologies, and data used.

3. The assessment shall include an analysis of:
a. Available existing public and private parking that may be used by residents of the proposed development.
b. Public transportation options that may be used by residents of the proposed development that mitigate the need for off-street parking.
c. Projected future needs for off-street parking for such proposed development.
d. Any relevant local traffic, parking, or safety study.

4. On-street parking spaces shall not be counted towards satisfying the parking requirement of residents.

5. The parking needs assessment must be approved by the Planning and Zoning Commission and will thereafter serve as the basis for determination of required parking at the site.