

SECTION 15 - PARKING AND FIRE LANE REQUIREMENTS

15A. PURPOSE

These parking regulations are adopted for the purpose of providing sufficient parking facilities to meet actual demand off the street and on the same lot as the building or buildings they serve for all existing and proposed uses, and to:

- A. Allow flexibility in addressing vehicle parking, loading and access issues;
- B. Present a menu of strategies to solve parking issues rather than parking space requirements;
- C. Maintain and enhance a safe and efficient transportation system that is consistent with environmental goals and clean air;
- D. 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;
- E. Provide landscaping in parking areas to improve lot appearance and safety, intercept and manage stormwater runoff and optimize natural infiltration of rainwater;
- F. Support and promote safe and convenient pedestrian and bicycle movement in parking lots.
- G. Mitigate against the urban heat island effect.

15B. DIMENSIONS

All non-handicapped parking spaces shall measure nine feet in width and eighteen feet in length.

15C. HANDICAPPED PARKING

All aspects of handicapped parking spaces, including dimension, design, location, quantity, signage and stenciling shall be as required in the State of Connecticut Building Code, as amended from time to time.

15D. CONSTRUCTION AND DESIGN

All parking areas consisting of greater than five spaces shall be provided with an asphalt or bituminous paved, all-weather surface or other dust free, structurally suitable, stable material as approved by the Commission and suitable sub-base throughout their entirety. All spaces shall be clearly marked with standard pavement

paint. Permanent curbing shall be installed around the perimeter of any such parking area as well as around the perimeter of any interior islands. Wheel stops or bumper strips within parking spaces shall not be permitted. Adequate drainage flow, drainage structures, traffic safety signage and exterior illumination shall be provided. Within parking areas of greater than fifty spaces speed bumps may be permitted subject to review by the Town of Bolton Fire Marshal. Back-up areas, measuring four feet in length and sixteen feet in width, shall be provided at "dead-end" sections of parking areas. For all of the above, proposed construction and design must be demonstrated to the satisfaction of the Town Engineer. In the Business and Industrial Zones, unless otherwise permitted by the Commission, parking or parking areas shall not be permitted between the building and any street.

Notwithstanding the above, the Commission may waive certain requirements of this section as appropriate to implement the Low Impact Development requirements of Section 16A.2.1 Stormwater Management, and the flexible design standards set down in Section 15.P, Waivers and Exceptions.

15E. ANGLE OF SPACES

Parking spaces shall interface with the abutting curb at either a 90-degree or 45-degree angle. The mixing of angles within a parking area shall be discouraged, unless recommended by the Town Engineer and approved by the Planning and Zoning Commission.

15F. DRIVE AISLES

Drive aisles serving parking spaces angled at 90 degrees shall have a width either as designated by the Town of Bolton Fire Marshal, or 22 feet, whichever is greater. Such drive aisle shall accommodate two-way traffic flow, with appropriate pavement marking with arrows indicating such flow. A drive aisle serving parking spaces angled at 45 degrees shall have a width either as designated by the Town of Bolton Fire Marshal, or 11 feet, whichever is greater. Such drive aisle shall accommodate one-way traffic flow, with appropriate pavement marking with arrows indicating such flow.

15G. LOCATION

All parking spaces plus any associated parking area shall be located on the lot containing the use or uses served by such parking. Except for single-family and two-family residences, no pavement or other all weather surface material shall be installed within fifty feet of the front property line (except for entrance/exit drives), and no more than twenty-five percent of the proposed parking spaces shall be situated in the area between the building line and the front property line unless a landscaping plan is provided to improve the parking area appearance as approved by the Commission.

15H. LANDSCAPING

For all parking areas of greater than ten spaces, landscaped areas shall be provided within the perimeter of the parking area at the rate of 20 square feet of landscaping per parking space. Such landscaping shall be contained within raised, curbed islands. If any parking is proposed in the area between the building line and the front property line, a landscaped berm, suitable in size and choice of plantings to the Planning and Zoning Commission, shall be installed between the parking area and the front property line. For any parking area within a Business or Industrial Zone which is proposed to abut a Residence Zone or a lot containing a residential use, such area shall be separated from the abutting zone or lot by a landscaped buffer strip ten feet in width consisting of a solid screen of evergreens measuring at least four feet in height and four feet on center at the time of initial use of such area.

15I. FIRE LANES

Dimension, design, location, quantity, signage and stenciling of fire lanes shall be as required by the Town of Bolton Fire Marshal.

15J. OBSTRUCTION

Except for permitted motor vehicle usage, all parking spaces, drive aisles, and fire lanes shall remain free and clear of obstruction at all times. In addition, no curb, sidewalk or raised island, or portion thereof, shall be contained within the dimensions of any parking space, drive aisle, or fire lane.

15K. EXPANSION OR CHANGE OF USE

For any proposed expansion or change of use, additional parking as required by this Section in order to serve such expansion or change, shall be provided prior to opening or occupancy of such expansion or change.

15L. LOADING SPACES

Loading spaces shall be located to the rear or side of the building to be served, and shall be used solely for the loading and unloading of goods onto and from authorized motor vehicles. Each loading space shall be not less than 10 feet in width, 25 feet in length, and 14 feet in height. In Business and Industrial Zones, the number of loading spaces required shall be as follows:

1. less than 5,000 square feet of floor area: none required;
2. from 5,000 to 20,000 square feet of floor area: one required;
3. for floor areas greater than 20,000 square feet: one required for each 20,000 square feet (or fraction thereof).

15M. ACCESS TO STREET

All parking areas shall be designed so as to provide safe and appropriate means of vehicular ingress from, and egress to, an adjacent or abutting street. The Planning and Zoning Commission shall recommend a suitable curb cut location to either the Board of Selectmen or the State Department of Transportation, whichever is applicable.

15N. BICYCLE ACCOMMODATIONS

1. Number Required. Bicycle parking spaces shall be provided for developments within the Business, Industrial, and Mixed Use Zones as follows:
 - a. Industrial Uses: 1 space for every 15 parking stalls
 - b. Mixed Use Developments: Sum of Residential & Commercial/Office/Retail requirements Residential: 1 space for every 4 residential units
 - c. Commercial/Office/Retail: 1 space for every 25 parking stalls
2. Design Requirements. All bicycle parking spaces shall be provided in the form of anchored bicycle racks or locker type facilities unless otherwise approved by the Commission. Bicycle parking facilities shall be designed and installed to include:
 - a. a minimum area per bike rack of twelve (12) square feet;
 - b. minimization of the number of potential conflict points between bicycles and motor vehicles or pedestrians;
 - c. adequate lighting;
 - d. provision for locking of bicycles to the rack or bicycle locker;
 - e. where possible, bicycle parking located within view of building entrances or in view of windows, and/or security personnel stations and evenly dispersed throughout the project site to provide convenient parking opportunities;
 - f. bicycle racks located at least three (3) feet from any wall or obstruction;
 - g. bicycle rack design utilizing materials that are durable finishes that can tolerate abrasions and the materials and form shall be consistent with the streetscape elements.
 - h. where a bicycle rack allows bicycles to be locked on both sides of the rack without conflict, each side counted as one required space; and,
3. Waiver. The Commission may reduce or waive the preceding requirements where the applicant can demonstrate bicycle activity will not occur at the particular location. The Commission may reduce one (1) vehicular parking space for every five (5) bicycle rack spaces provided.

15 O. PARKING STANDARDS

Off-street parking for customers and employees shall be provided and maintained in connection with any use, any substantial change in use, construction, conversion, or increase in intensity of use of buildings or structures. Such spaces shall be provided

using the following guidelines in amounts per 1000 square foot (s. f.) of Gross Floor Area (GFA) unless otherwise indicated:

Land Use	Maximum	Minimum
Bank / Financial Institution	6	2
Small Commercial Centers (up to 20,000 sq. ft.)	5	2
Large Commercial Centers (>20,000 s. f.)	3	2
Free Standing Retail	5	2
Farmers Market	At the discretion of the Commission based on parking demand study	At the discretion of the Commission based on parking demand study
Farm Stand	2	2
General Office Building	5	2
Manufacturing, single shift	2	1
Manufacturing, multiple shifts	4	2
Medical Office Building	9	4
Veterinary hospital	9	4
Nursing Home	4	1
Restaurants / taverns / eating / drinking establishments / banquet facilities	11	6
Motion picture / live theater / pub & cinema	11	6
Bed and Breakfast	1.2 spaces per guest room or suite	1 space per guest room or suite
Personal Services	3	2
Mortuaries / funeral homes	4	3
Printing establishment	2	1
Public utility building, substation, cable / satellite TV office	4	3
Day Care Centers	1 space per 4 children at max. capacity	1 space per 8 children at maximum capacity
Churches and Places of Worship	1 space per 3 seats in portion of the building used for services	1 space per 5 seats in the portion of the building used for services

Museums, art studios, art galleries, and libraries	2	1
Social, Fraternal Clubs and Organizations	4	3
Private Elementary, Middle and High Schools	1 space per 4 children at max. capacity	1 space per 8 children at maximum capacity
Hotels and Motels	1.2 spaces per guest room or suite	1 space per guest room or suite
Warehouse	1 per employee	1 per employee
Home Occupation	4 per d. u. plus 1.5 per non-resident employee	2 per d. u. plus 1 per non-resident employee
Single-family residences (in mixed use zone)	2 / d. u.	2 / d. u.
Two-family residences (in mixed use zone)	2 / d. u.	2 / d. u.
Accessory Apt.	2	1
Multi-Family Residences	2.5 / d. u.	1 / d. u.
Continuing Care Retirement Communities	?	?
Health Care Facility	At the discretion of the Commission based on parking demand study	At the discretion of the Commission based on parking demand study
Automotive Sales and/or Rental (employee, customer & display)	3	1
Automotive Repair and/or Service (employee & customer)	4	2
Gymnasiums, Physical Fitness Centers, Health Spas, Martial Arts Centers and Dance Studios	10	2
Outdoor Recreation Facilities	At the discretion of the Commission based on parking demand	At the discretion of the Commission based on parking demand

	study	study
Indoor Recreation Facilities	5	5

15.P. RESTRICTIONS AND CLARIFICATIONS

1. For uses not listed in this section, the minimum and maximum number of parking spaces required shall be comparable to the closest other similar use as determined by the Commission.
2. Where two or more different principal or accessory uses are located on the same premises the parking requirements for the various uses shall be computed separately and cumulatively.
3. When computation of required parking spaces results in a fraction of a parking space the required number of spaces shall be increased to the next whole number of spaces.
4. No area shall be credited as a parking space which is in any part credited or used as a loading space or travel way.
5. No required parking space shall be used for the sale, storage, or display of goods.
6. The Commission may require the submission of a parking demand analysis to guide it in its decision as to the appropriate parking standard between the maximum and minimum range.

15.Q. WAIVERS AND EXCEPTIONS

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 or aggregation of 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. 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 creates unique parking demand, design or construction.

1. 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 based on a parking demand analysis. The Commission will consider and act on this request concurrent with, and as a part of, the full development application process.

2. Parking In Excess of the Maximum.

The Commission may approve parking lots with more spaces than the allowed maximum provided all of the spaces above the maximum number are composed of a

pervious surface, such as permeable pavement, concrete or grass pavers and where adequate stormwater management is provided as specified in Section 16A.2.1 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 in which the increase in runoff volume for a two-year rainfall event is completely retained on the site utilizing the LID measures found in Section 16A.2.1 of these regulations.

3. Shared Parking.

By Special Permit, the Commission may allow up to twenty-five percent (25%) of the required parking spaces for a use which operates primarily during the evening or on weekends to be counted toward the parking requirements of a use which operates primarily during the daytime or on weekdays, and vice versa. All of the shared parking spaces shall be located within five hundred (500) feet more or less of the main building entrance of the recipient use. In approving such a Special Permit, the Commission shall find that there shall not be a substantial overlap of peak parking periods for the uses and that legally documented arrangements satisfactory to the Commission have been made to guarantee long-term access to and use of the shared parking spaces by the recipient use.

4. Common Parking.

By Special Permit, the Commission may allow common parking for multiple lots and multiple uses, especially in connection with a unified village plan, provided that the applicant provides evidence of reciprocal parking and access and utility rights affecting all uses within the unified plan, and provided that the parking meets the requirements of this section.

5. Reserved Parking.

If an applicant can demonstrate that the demand for off-street parking spaces for the proposed use is less than the minimum required, the Commission may agree to the applicant reserving up to twenty-five percent (25%) of the required spaces for future parking needs. Such reserved spaces shall be of standard size, shown in dotted lines on the site plan and labeled "Reserved Parking," and shall be limited to natural or grassed areas without trees or buildings thereon. The Commission may require the future construction of said reserved parking, or a portion thereof, into paved parking within three (3) months of written notice to do so based upon a change in parking demand, a change of use or a change in traffic safety circumstances as determined by the Commission. Such notice shall take into account the time of the year suitable for pavement installation.