

SECTION 12 – MOBILITY (220-31)

The purpose of this section is to provide optimal support for all modes of transportation and to make sure that all participants in traffic and in particular those with disabilities or special needs have the adequate accommodations to move safely, reliably and conveniently through the public realm.

12.A. PARKING DESIGN AND MANEUVERABILITY STANDARDS

Off-street *Parking Space* and *Loading Space* shall be provided according to the following minimum requirements and in compliance with *ADA* mobility guidelines, and such space shall be served with necessary driveways appurtenant thereto and giving access thereto. Such *Parking Spaces*, *Loading Spaces*, driveways, and circulation roadways shall be designed in accordance with the standards set forth in the following subsections and diagrams, constructed in accordance with City standards and Ordinances (including but not limited to Sec. 214-27.1 of the City of Stamford Code of Ordinances regarding corner vision obstructions) and paved with asphalt, concrete or other surface acceptable to the City Engineer and the Transportation, Traffic and Parking Bureau (TTP). Unless authorized by written approval of the Engineering Bureau and TTP, no support column or other obstruction shall be allowed to encroach into any parking or *Loading Space*. (97-038)

12.A.1. Minimum Dimensions of Parking Stalls

The width of all *Parking Stalls* for all off-street *Parking Spaces* shall be not less than eight and one-half feet (8'6") wide within Parking Categories 1 and 2, as outlined in Map 12.8., and no less than nine (9) feet wide in all other Parking Categories, measured at right angles to the direction of the stall. The Zoning Board may, by approval of a *Special Permit* application, reduce the width of *Parking Spaces* to no less than eight (8) feet for Dwelling Units of exclusively *Deeply Affordable Housing Developments* or *Historic Preservation Developments*,

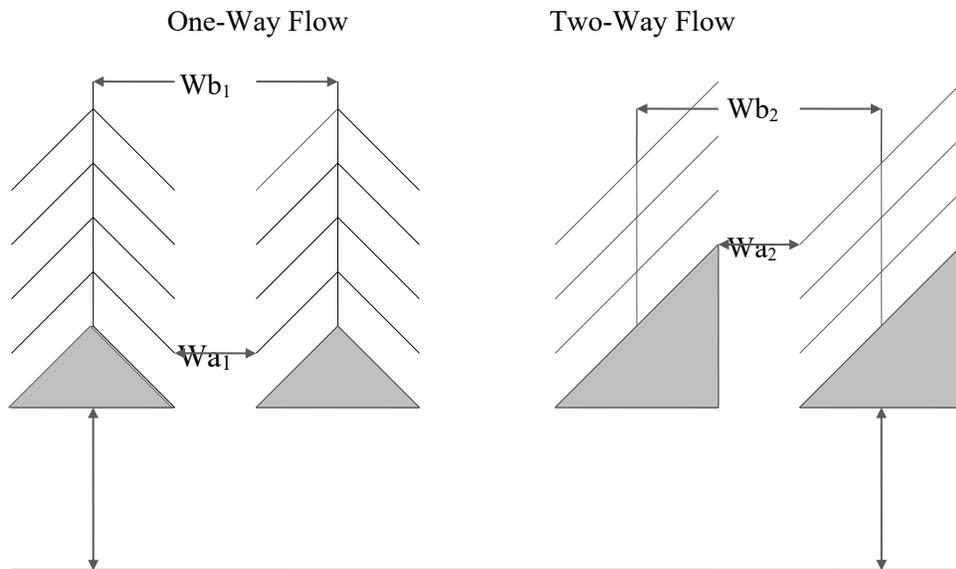
Minimum stall depth, aisle and bay width dimensions, in feet, for all off-street parking layouts in relation to angle of parking, shall be according to Table 12.1. and Figure 12.2.

Table 12.1. Parking Layout Dimensions

		One-Way Flow		Two Way Flow	
		W _{a1}	W _{b1}	W _{a2}	W _{b2}
Angle	D				
0° (parallel)	22' 20' for end stalls	12'	N/A	20'	N/A
45°	19'	14'	50'	20'	58'
55°	20'	13'	54'	20'	60'
60°	20'	16'	56'	20'	60'
75°	20'	19'	59'	20'	60'
90° (perpendicular)	18'	20'	56'	20'	56'

Notes: W_a Drive Aisle width
 W_b Parking Bay width
 d Parking Stall depth

Figure 12.2. Drive Aisles and Bay Width Dimensions for Angled Parking



12.A.2. Width of Access Driveways

When the total amount of parking required by these Regulations is in excess of forty-nine (49) spaces, the access driveways or roadways provided for access to an off-street *Parking Area* shall be not less than twenty-four feet (24') in width between curbs for two-way operation and fifteen feet (15') in width for one-way operation; provided that in no case shall parking be permitted within the required minimum width of any such driveway or roadway. When the required parking is from eleven (11) to and including forty-nine (49) *Parking Spaces*, the two-way width may be reduced to twenty feet (20') and the one-way width to twelve feet (12'). Access to *Parking Areas* serving ten (10) or fewer *Parking Spaces* shall be not less than ten feet (10') in width for either one-way

or two-way operation. Provided, however, that for single and two-family homes the width of the driveway shall not exceed twelve feet (12') except to the extent a wider driveway is required to access multiple garages. Driveways with more than one lane in one direction shall only be permitted upon a favorable recommendation by the Transportation, Traffic and Parking Bureau Chief or their designee. (79-036)

Subject to a *Special Permit* approval of the Zoning Board for a valet-only parking operation, access driveways shall not be less than sixteen feet (16') for two-way access and not less than nine feet (9') for one-way access for passenger cars only based on a favorable recommendation by the Transportation, Traffic and Parking Bureau Chief or their designee. (217-19)

12.A.3. Design of Parking Structures

- a. **Minimum Height of Garage Floors.** The internal control height of any *Parking Structure* shall not be less than seven feet (7').
- b. **Access Ramps.** In the case of an inclined ramp not incorporating helix-type construction leading to multi-story, underground or overhead off-street parking, or to *Loading Spaces*, no such ramp shall be less than: (1) for two-way traffic, twenty-eight feet (28') wide including a two foot (2') wide center divider concrete curb and one foot (1') wide concrete curb on each side ~~for~~ or (2) for one-way traffic, fourteen feet (14') wide including a one foot (1') wide concrete curb on each side. For both one-way and two-way garage ramps not utilized for parking, ~~and~~ the minimum width of each lane from curb to curb shall not be less than twelve feet (12'), nor shall the maximum grade of any such ramp be greater than eleven percent (11%); provided, however that the Zoning Board may modify slope and other dimensional requirements by *Special Permit* with a recommendation from the Transportation, Traffic and Parking Bureau. The maximum allowable grade on garage ramps utilized for parking shall be not more than six percent (6%).
- c. **Facades of Parking Structures.** Facades of *Parking Structures* visible from the street or other public right of way shall be subject to architectural review and approval by the Zoning Board.
- d. **Gated Driveways.** Gated driveways for any *Parking Facility* shall require approval by the Transportation, Traffic and Parking Bureau to ensure safe operation, minimal impact on the operation of the adjacent streets and pedestrian right-of-ways and sufficient queuing space.

12.A.4. Location of Access Driveways in Relation to Intersections

Location of intersections of access driveways with a street, and any necessary curb cuts in relation thereto, shall be subject to the approval of the Transportation, Traffic and Parking Bureau. Approval of the location of an access driveway shall not be granted when, in the opinion of the Bureau Chief of Transportation, Traffic and Parking or their designee, such location will constitute a hazard to motorists or impede the orderly and safe flow of traffic and pedestrians. In

their review, the Bureau Chief of Transportation, Traffic and Parking or their designee may consider traffic and pedestrian volumes to be generated by the proposed land use, sight distances, existing traffic control devices, adjacent land use (existing or proposed), and such other factors as may, in their opinion, be relevant to the review of the proposed driveway location. (97-038)

12.A.5. Traffic Studies Required

Where the number of new or additional *Parking Spaces* required by these Regulations is fifty (50) or more, or where the proposed use of the property is the establishment of a fast-food restaurant, the developer shall submit electronic copies of a traffic and access study prepared by a professional engineer, registered in the State of Connecticut, with expertise in traffic engineering, as a part of the application to the Land Use Bureau, for review by the Transportation, Traffic, and Parking Bureau. Paper copies shall be submitted upon request. The Transportation, Traffic and Parking Bureau Chief or their designee may require a traffic study for smaller projects based on use and/or intensity. This study shall project traffic flows to be generated by the facility, site orientation of vehicle trips, and existing and future levels of service on the area roadway network. (79-007)

12.A.6. Curb Cuts

The following requirements shall apply to curb cuts and driveways:

- a. **Curb Cuts to Parking Areas serving ten (10) or fewer Parking Spaces.** Curb Cuts to *Parking Areas* serving ten (10) or fewer *Parking Spaces* shall not exceed fifteen feet (15') in width.
- b. **Curb Cuts to Parking Areas serving more than ten (10) Parking Spaces.** Curb Cuts to *Parking Areas* serving more than ten (10) spaces shall not exceed the permitted width of the driveway by more than eight feet (8').
- c. **Circular Driveways.** In RA-3, RA-2, RA-1, R-20 and R-10 districts, and on lots 10,000 sf or larger in any other district with one single-family home, no more than two curb cuts per parcel shall be permitted, provided they are at least 50 feet apart and used for a circular driveway. For lots smaller than 10,000 sf containing a single-family home, no more than one curb cut and driveway shall be permitted.
- d. **Review of Curb Cuts.** Applications for approval of Site and Architectural Plans and *Special Permits* pursuant to Sections 19.C., 19.D. and 19.E., shall require:
 - (1) that the number and widths of curb cuts is as limited as possible and that the location of curb cuts interferes as little as possible with vehicles, bikes and pedestrians; (210-09)
 - (2) a sight distance analysis to verify that there is adequate length of roadway visible to all drivers; and

- (3) all curb cuts shall be executed in concrete or asphalt, unless approved otherwise by the City of Stamford Engineering Department.

12.B. ADDITIONAL PARKING STANDARDS

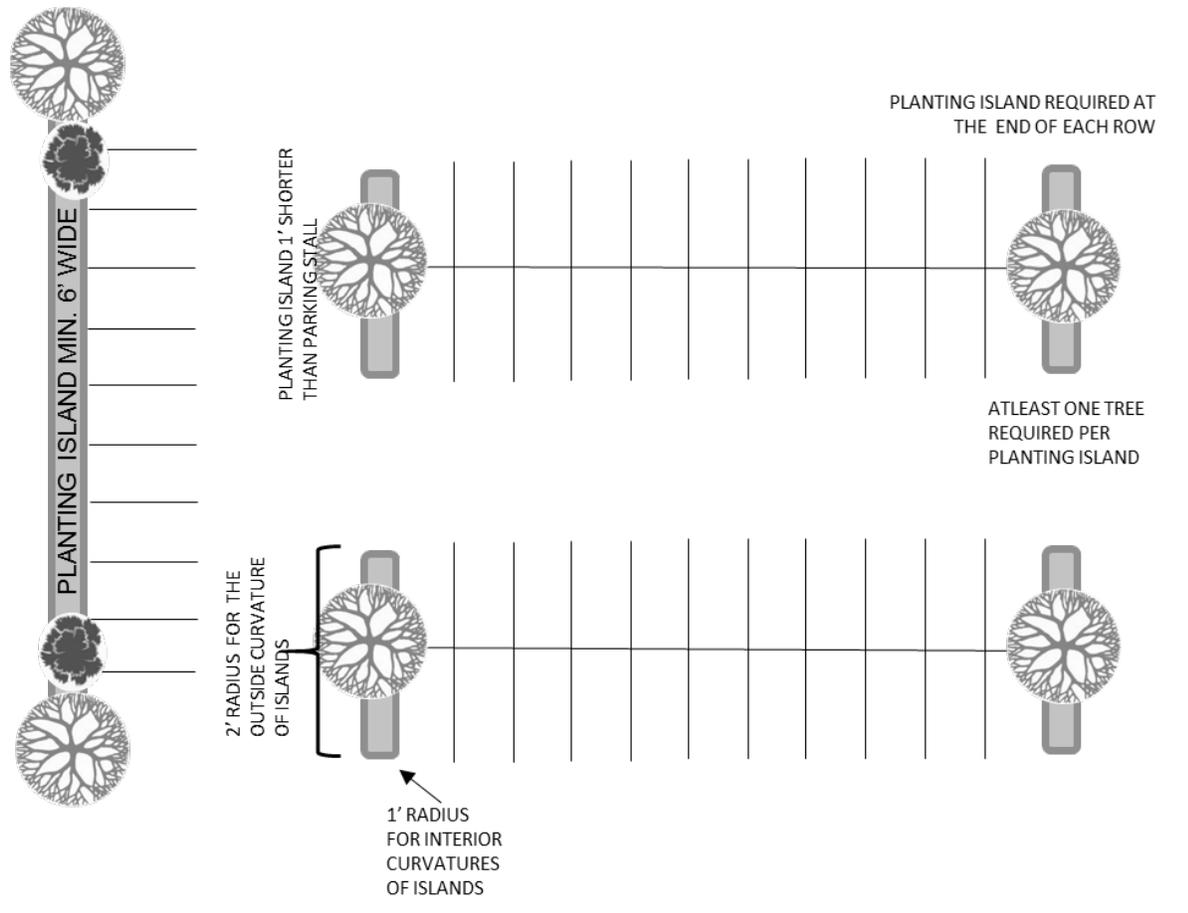
12.B.1. Tandem Parking Permitted in Certain Zoning Districts

The use of tandem parking is permitted only (a) pursuant to Subsection 12.D.1.c below, or (b) on any lot supporting only a one-family or a two-family use within the RA-3, RA-2, RA-1, R-20, R-10, R-7^{1/2}, R-6, RM-1 or R-5 districts. On such lots, only one required *Parking Space* may have its access obstructed by one other *Parking Space* provided for the same Dwelling Unit. On such lots, access to parking may be designed for the backing of a vehicle across a sidewalk or into any street provided the street shall not be designated as a Major Arterial within the Stamford *Master Plan*, as amended. (210-09)

12.B.2. Design Standards for New *Parking Lots* with 30 to 49 Parking Spaces

On *Parking Lots* with thirty (30) to forty-nine (49) *Parking Spaces*, there shall be at the end of each row of parking stalls a landscaped island one foot (1') shorter than the depth of the parking row and at least six feet (6') wide. A radius of not more than two feet (2') shall be permitted at the outer corners of such parking islands when facing driving aisles and no more than one foot (1') shall be permitted at any other corner of such parking islands. Planting islands shall be curbed with a six inch (6") high and six inch (6") wide curb. Planting islands shall be designed in a way as to reduce surface stormwater run-off, shall be well maintained, and densely planted containing at least one appropriately sized street tree as outlined in Subsection 12.K.5. See figure 12.3.

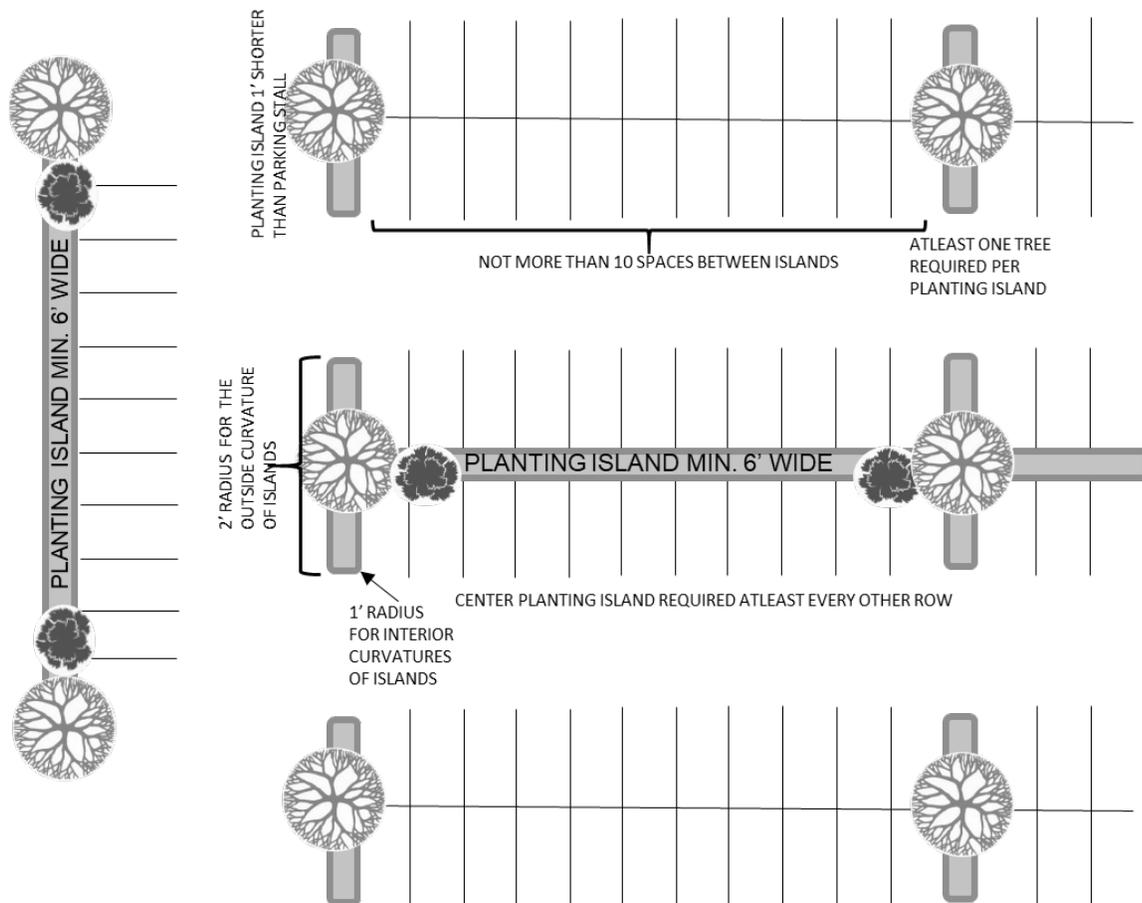
FIGURE 12.3 Illustration of Parking lot Design for 30-49 spaces



12.B.3. Design Standards for New *Parking Lots* with 50 or More Parking Spaces

Parking Lots with fifty (50) or more *Parking Spaces*, in addition to complying with the Design Standards for *Parking Lots* with thirty (30) to forty-nine (49) *Parking Spaces*, as set forth in Subsection 12.B.2, shall have planting islands at least after every tenth *Parking Space* one foot shorter than the depth of the row of parking stalls and at least six feet (6') wide. At least every other row shall have a planting island at the center. Planting islands shall be curbed with a six inch (6") high and six inch (6") wide curb. Planting islands shall be designed in a way as to reduce surface stormwater run-off, shall be well maintained and densely planted, containing at least one appropriately sized street tree as outlined in Subsection 12.K.5. See figure 12.4. A standard City of Stamford Landscape Maintenance Agreement shall be executed by the Applicant and recorded on the land records.

Figure 12.4. Illustration of Parking Island Design, 50 or more Parking Spaces



12.B.4. Design Standards for Redeveloped and Re-used Parking Lots

Parking Lots in existence at the time of the adoption of these standards shall not be required to be in compliance with the standards of Sections 12.B.2. and 12.B.3. unless they are comprehensively redesigned. “Comprehensively redesigned” for the purposes of this Section shall mean structural changes that affect at least 50% of the *Parking Lot* area, as determined by Land Use Bureau staff, including, but not limited to, installation of new curb cuts, curbing, drainage or regrading. A change of use, restriping, repairs or milling and paving shall not be considered a comprehensive redesign.

12.B.5. Lighting (223-22)

All publicly accessible *Parking Areas* shall be lit at a minimum of 2 horizontal foot candles for all walkable areas and drive aisles and 0.5 horizontal foot candles for all other areas.

12.C. PARKING IN YARD SPACE

Yard space, as required by these Regulations, may not be used for off-street parking, driveways, or *Loading Space*, except as specified below: (99-004)

12.C.1. Location of Parking Areas and Loading Spaces

a. Minimum Distances for Parking Areas and Loading Spaces from Lot Lines and Buildings.

The minimum distance requirements established in Table 12.5. shall apply for Parking Areas and Loading Spaces in relation to Street Lines, *Lot Lines* and Buildings.

Table 12.5. Minimum Distances of *Parking Areas* from *Lot Lines* and *Buildings* ⁽¹⁾

Zoning District	Minimum Distance of surface <i>Parking Areas</i> and <i>Loading Spaces</i> from any <i>Street Line</i>	Minimum Distance of surface <i>Parking Areas</i> and <i>Loading Spaces</i> from any <i>Interior Lot Line</i>	Minimum Distance of surface <i>Parking Areas</i> from any <i>Building</i> , including <i>Accessory Buildings</i> ⁽²⁾
RA-3, RA-2, RA-1 R-20	The lesser of 50' or the required front <i>Street Line</i> setback	The lesser of 20' or the required <i>Side Yard</i> setback	5'
C-D, IP-D, HT-D	50'	50'	5'
All other Zoning Districts	10'	5'	5'

¹⁾ Reasonable accommodations shall be made for *ADA* accessibility as approved by the Bureau Chief of Transportation, Traffic, and Parking or their designee.

²⁾ This provision shall not apply to *Parking Areas* located partially or fully beneath *Buildings*.

b. Location of Parking Areas and Loading Spaces in *Yards*. *Parking Areas* and *Loading Spaces* shall only be allowed in *Yards* pursuant to Table 12.6., and in compliance with the distance requirements from *Lot Lines*, *Street Lines* and *Buildings* as permitted in Subsection 12.C.1.a.

Table 12.6 Location of *Parking Areas* and *Loading Spaces* in *Yards* (223-22)

Zoning District	<i>Parking Areas</i> and <i>Loading Space</i> permitted in <i>Front Yard</i> between the <i>Building Lines</i>	<i>Parking Areas</i> and <i>Loading Space</i> permitted in <i>Front Yard</i> outside the <i>Building Lines</i>	<i>Parking Areas</i> and <i>Loading Spaces</i> permitted in <i>Side Yards</i>	<i>Parking Areas</i> and <i>Loading Spaces</i> permitted in <i>Rear Yards</i>
RA-3, RA-2, RA-1, R-20, C-D, IP-D, HT-D	YES	YES	YES	YES
R-10, R-7 ¹ / ₂ , R-6, R-5 (lots less than 7,500 square feet only)	NO	NO ¹⁾	NO ¹⁾	YES
All other Zoning Districts	NO	YES	YES	YES

¹⁾ A turn-around area for one (1) vehicle not exceeding 175sf in area may be permitted.

12.C.2. Parking Restrictions in Yard Space

Parking in *Yards* shall be limited to designated *Parking Areas* as permitted in Subsection 12.C.1.; provided, however, that in RA-3, RA-2, RA-1, R-20, R-10, R-7¹/₂, R-6 and R-5 (on Lots less than 7,500 square feet) districts, and on Lots that are used for residential uses containing fewer than four *Dwellings*, parking shall be permitted on driveways, regardless of the district they are located in.

12.D. PARKING REQUIREMENTS

Except as otherwise provided for herein, the following standards for off-street *Parking* shall be required:

12.D.1. General Requirements

- a. All required parking shall be provided off-street, and shall be provided, available and accessible at the time of the Certificate of Occupancy and shall thereafter continue unless provided otherwise in Subsection 12.D.1.d.
- b. In RA-3, RA-2, RA-1, R-20, R-10, R-7¹/₂, R-6, R-5, R-M1 and R-MF districts, all required parking shall be provided on-site only. In zoning districts within *Master Plan Categories* 11

and 16, all required parking shall be provided on-site or off-site where the entrance to such off-site *Parking Facility* is within 1,000 feet of a Building's main pedestrian entrance. In all other zoning districts, all required parking shall be provided on-site or off-site where the entrance to such off-site *Parking Facility* is within 500 feet of a Building's main pedestrian entrance. All off-site parking shall meet the following conditions to the satisfaction of Zoning Board and the Transportation, Traffic and Parking Bureau:

- (1) that there is a safe pedestrian, *ADA* accessible path between the off-site *Parking Facility* and the Building's main pedestrian entrance; and
 - (2) where such off-site parking is not reserved exclusively for the Applicant, that the Applicant has met the shared parking requirements of Subsection 12.I.
- c. For projects generating a parking requirement of 50 or more *Parking Spaces*, at least eighty percent (80%) of the required parking shall be provided as self-parking. The remaining required parking may be provided using tandem, valet parking, stackers, car elevators, or other parking management techniques. Provided however, that the Zoning Board, at its sole discretion and by *Special Permit* approval, after submission and approval of a *Parking Management Plan* pursuant to Subsection 19.F. of these Regulations, may permit more than twenty percent (20%) of the required parking to be provided using tandem, valet parking, stackers, car elevators, or other parking management techniques.
 - d. For projects generating a parking requirement of 50 or more *Parking Spaces*, the Zoning Board, at its sole discretion and by *Special Permit* approval, after submission and approval of a *Parking Management Plan* pursuant to Subsection 19.F. of these Regulations, may permit up to ten percent (10%) of all required parking to be provided on an as-needed basis.
 - e. Provision of shared vehicles may substitute required *Parking Spaces* at a ratio of four *Parking Spaces* per one shared vehicle, with such reduction of required parking not to exceed ten percent (10%). Such shared vehicles shall be available at all times commencing prior to issuance of a certificate of occupancy.
 - f. For *Buildings* and *Developments* containing different uses, the parking requirement shall be determined by the gross *Lot Area* or *Gross Floor Area* of each use, except for a use of 10% or less of the *Gross Floor Area*, in which case the parking ratio for the principal use shall be applied to the whole *Lot Area* or floor area.
 - g. By *Special Permit* approval, the Zoning Board may modify the dimensions of *Parking Spaces* and circulation aisles exclusively used for residential uses, as defined in Section 12.A. of these Regulations if the Transportation, Traffic and Parking Bureau finds that such modification would not reduce circulation or affect maneuverability of parking operations.
 - h. Parking for a specific use shall only be permitted in a district where such use is permitted. Where a use is permitted by *Special Permit* only, all parking shall be provided on-site where such use is located unless otherwise specified in the *Special Permit* and is located in a zoning

district where off-site parking is permitted.

- i. In case of a conflict between the parking requirements in individual districts and the regulations in this Section 12, the regulations of Section 12 shall prevail.

12.D.2. Residential Parking Requirement, except Senior and Supportive Housing

The off-street parking requirements in Table 12.7. shall apply for residential uses for different parking category areas as delineated on Map 12.8. For mixed income developments the parking requirement shall be applied pro-rata, based on the number and type of units in the respective income band.

Table 12.7. Residential Parking Requirements by Parking Category

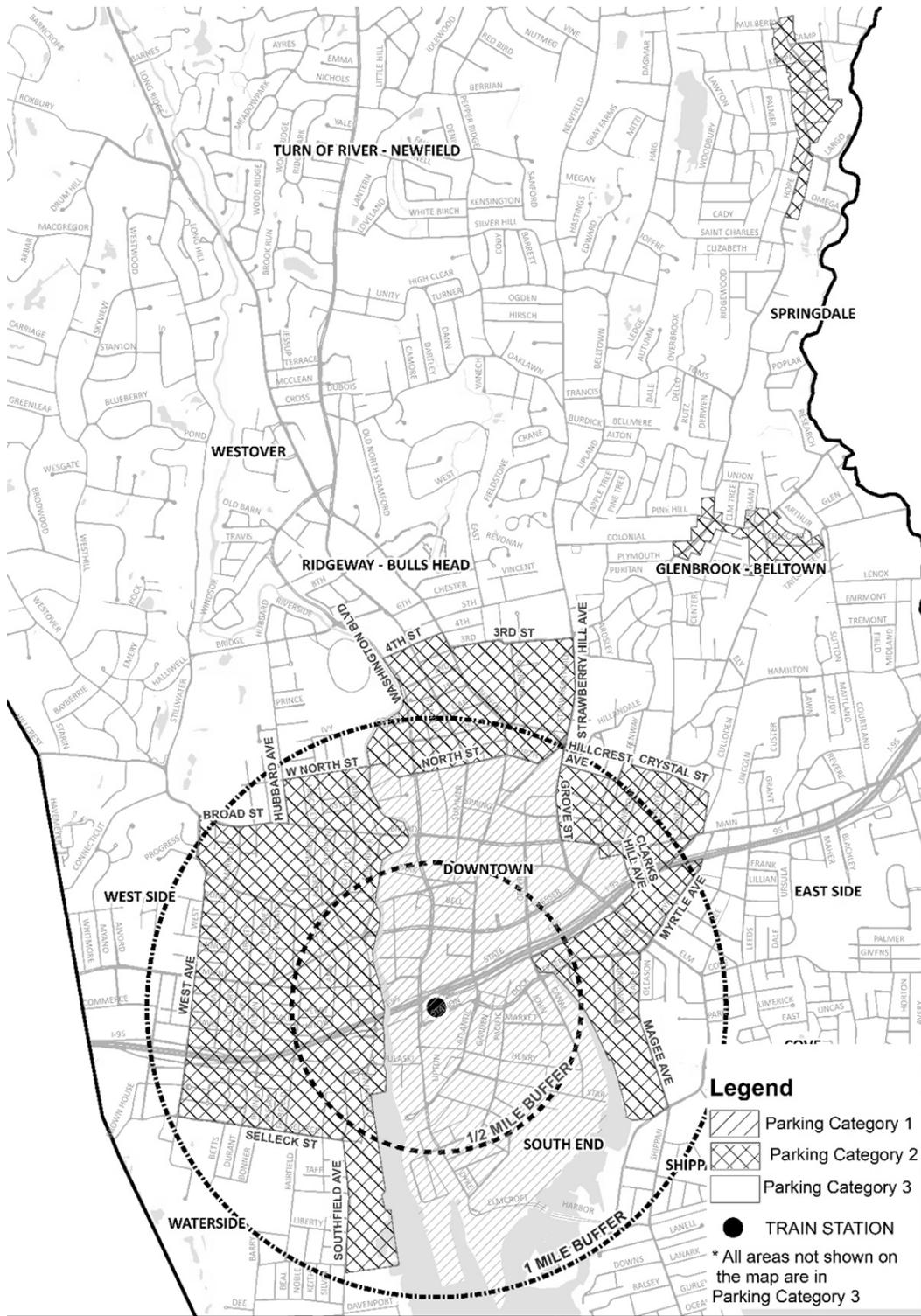
	Category 1*			Category 2			Category 3		
	Market	BMR	Deeply Aff.	Market	BMR	Deeply Aff.	Market	BMR	Deeply Aff.
Single family house	2	2	1	2	2	1	3	2	1
Two-family house, per unit	2	2	0.5	2	2	0.5	2	2	1
Three-family house, per unit	2	2	0.33	2	2	0.33	2	2	1
Multi-Family Development (4 units or larger), with <i>Group Parking Facilities</i>**									
Studio Apt.	0.75	0.5	0.33	1	0.75	0.33	1	0.75	0.5
1 BR -Apt.	1	0.75	0.33	1.5	1	0.33	1.5	1.25	0.5
2 BR -Apt	1.25	1	0.33	1.75	1	0.33	1.75	1.5	0.75
3+ BR Apt.	1.5	1.25	0.33	2	1.25	0.33	2	1.5	1

* For Zoning Lots with 10,000 sf in area or less, the Zoning Board may, by *Special Permit*, reduce or waive the parking requirement, subject to the mobility contribution under Section 12.H. of these Regulations, if it finds that:

- (i) such lot is located fully or partially within a one thousand foot (1,000') radius of a municipal parking garage, as measured between the entrance of the property and the nearest entrance of said parking garage;
- (ii) such lot contains a Mixed-Use Development; and
- (iii) reduction or waiving of such requirements would not negatively interfere with traffic, on-street or off-street parking on or in the vicinity of such lot.

** For multifamily developments with four (4) or more units, where designated parking is separately provided for each unit, such as in townhouses, then (i) the single-family house requirement shall apply per unit; and (ii) one (1) additional guest parking spot is required for every four (4) units. Space in front of the *Parking Spaces* for each unit (i.e., tandem spaces) may count as guest parking if parked vehicles allow for circulation.

Map 12.8. Delineation of Parking Categories for Residential Parking



Map 12.8 - Parking Categories

0 0.15 0.3 0.6 Miles

Date: 1/8/2021



12.D.3. Parking Requirement for Senior and Supportive Housing

For supportive and senior housing, including age-restricted housing for the Elderly, Senior Housing and Nursing Home Facility Complex, parking shall be provided pursuant to Table 12.9 and shall include staff parking.

Table 12.9 Parking Requirements for Senior and Supportive Housing

Assisted Living Facility	0.5 spaces per unit
Memory Care	0.5 spaces per bed
Independent Living and all other housing for the Elderly	1 space per unit
Nursing Homes	0.33 spaces per bed
Supportive Housing	0.33 spaces per unit + 2 spaces per 1,000 sf for space used for supportive services
Government, subsidized or deed-restricted Affordable Housing (50% of <i>AMI</i> or less) for the Elderly	0.33 spaces per unit

12.D.4. Religious Institution, Club, Recreational Building or Ice-Skating Rink

One (1) *Parking Space* for each four (4) seats shall be provided for each Religious Institution, Club, Recreational Building or Ice-Skating Rink (outdoors). One (1) *Parking Space* for each four (4) seats or for every 500 square feet of *Gross Floor Area* shall be provided for any enclosed ice-skating rink, whichever is greater. In Parking Category 1 as shown on Map 12.8, the requirements of this Paragraph 4 shall not apply to: (a) clubs and lodges situated within a 1,000 foot radius of a municipal parking garage as measured between the entrance of the Building and the nearest entrance of said parking garage; (b) religious institutions and their Accessory Uses (i.e., offices, school, etc.) provided, the Building has a *Floor Area Ratio* of one (1.0) or less; and (c) outdoor ice-skating rinks. (93-018; 94-002; 202-10)

12.D.5. Schools and other Institutions of Learning

In Schools and Institutions of Learning, one (1) *Parking Space* shall be provided for each staff member, one (1) *Parking Space* shall be provided for each three (3) students in the 11th grade or over, and one (1) *Parking Space* shall be provided for each three (3) seats in any Auditorium or Stadium. Any Auditorium or Stadium designed to be used during non-school hours may include student and staff *Parking Spaces* as part of the required total. *Parking Areas* and driveways shall be screened with planting and/or fences so as to provide adjacent properties with reasonable protection from automobile noises and lights. No *Parking Area* or driveway serving an Auditorium or Stadium shall be closer than ten feet (10') to any residentially zoned property. The requirements of Subsection 12.D.5 shall not apply to a school or other institution of learning with

a capacity of 50 or fewer students, the front entrance of which is within 1,000 feet of the principal entrance to a municipal or public parking garage, provided such school or institution of learning Building is located in *Master Plan Categories* 11 or 16. (216-21, 222-29)

12.D.6. Offices, Professional and Studios

One (1) *Parking Space* shall be provided for each five hundred (500) square feet or portion thereof of *Gross Floor Area* which is used for Professional Offices or Studios where such floor space is clearly accessory to the principal use of the Building. (80-008)

12.D.7. Health Care Facilities

- a. Hospitals.** One (1) *Parking Space* shall be provided for every bed plus one (1) *Parking Space* shall be provided for every two (2) staff members. One (1) *Parking Space* shall be provided for every two (2) beds, plus one (1) *Parking Space* shall be provided per staff member in Convalescent Hospitals, Rest Homes or comparable institutions.
- b. Clinics.** Clinics shall provide three (3) *Parking Spaces* for each one thousand feet (1,000') of *Gross Floor Area*. (89-015, 215-37)
- c. Surgery Center, Out-Patient.** Nine (9) *Parking Spaces* shall be provided for each operating room or treatment room contained within such facility, provided that in no case shall less than three (3) spaces per 1,000 square feet of *Gross Floor Area* be provided. (88-034)

12.D.8. Theater, Auditorium or Stadium

One (1) *Parking Space* shall be provided for each three (3) seats or similar accommodations in any Theater, Auditorium or Stadium. The requirements of this Subsection 12.D.8 shall not apply to seating in a non-profit theater or to a restaurant operated in the same Building as that theater, or to a for profit theater with a capacity of 50 or fewer seats the front entrance of which is within 1,000 feet of the principal entrance to a municipal parking garage, provided such theater Building is located in the C-C district. (84-005)

12.D.9. Restaurants (Standard), Night Clubs, etc.

One (1) *Parking Space* shall be provided for each three (3) seats or one (1) *Parking Space* shall be provided for every one-hundred (100) square feet of *Gross Floor Area*, whichever is greater, for any Restaurant (Standard), Night Club, Grill, Bar, Dance Hall or Roller Skating Rink.

The parking requirements of this Section 12.D.9 for shall not apply to property situated north of I-95 and within Parking Category 1 as shown on Map 12.8, which property is within a one thousand feet (1,000') radius of a municipal parking garage, as measured between the entrance of the

building and the nearest entrance of said parking garage.

12.D.10. Restaurants, Carry-Out, Drive-Thru and Fast-Food

a. **Restaurants, Carry-Out:** One (1) *Parking Space* shall be provided for every fifty (50) square feet of *Gross Floor Area* of Restaurant, Carry-Out establishments, with a minimum of ten (10) *Parking Spaces* to be provided.

The parking requirements of this Section 12.D.10 for Restaurants, Carry-Out, shall not apply to property situated north of I-95 and within Parking Category 1 as shown on Map 12.8, which property is within a one thousand feet (1,000') radius of a municipal parking garage, as measured between the entrance of the building and the nearest entrance of said parking garage.

b. **Restaurants, Fast-Food and Drive-Thru:** One (1) *Parking Space* shall be provided for every fifty (50) square feet of *Gross Floor Area* of Restaurant, Drive-Thru. A minimum of one (1) *Parking Space* per three (3) persons of the legal occupancy load of the premises or one (1) *Parking Space* for every fifty (50) square feet, whichever is greater, shall be provided for any Restaurant, Fast-Food establishments. (77-018; 80-004; 88-033; 91-010)

12.D.11. Indoor Amusements

One (1) *Parking Space* shall be provided for every three hundred (300) square feet of *Gross Floor Area* of a Radio-Controlled Miniature Car Facility or a Family Recreation Center (Amusements, Indoor).

12.D.12. Hotels and Motels with fewer than 100 Guest Rooms

One (1) *Parking Space* shall be provided for each guest room or suite of guest rooms in a Hotel or Boarding House with fewer than 100 guest rooms, and one (1) *Parking* shall be provided for each room designed for sleeping purposes in an Automobile Court or Motel with fewer than 100 guest rooms. This subsection shall not apply to an Apartment Hotel for the Elderly when 24-hour limousine service is provided as part of the congregate living. (71-012; 72-023)

12.D.13. Hotels and Motels with 100 or more Guest Rooms and Additional Facilities

One and a half (1^{1/2}) *Parking Spaces* shall be provided for each guest room in a Hotel or Motel having one hundred (100) or more sleeping rooms-with no additional *Parking Spaces* required for subordinate and incidental Accessory Uses such as dining room, cocktail lounge, bar, meeting rooms and swimming pools. Subject to the issuance of a *Special Permit*, the Zoning Board may approve a reduction of parking to not less than one half (1/2) spaces per guest room or suite for Hotels in the C-C Zone within five hundred (500) feet of a public garage where 24-hour shuttle

services are provided, the terms of which are determined by the Zoning Board, and hotel conferencing and/or banquet facilities do not exceed 0.10 *FAR*, and where it can be demonstrated to the Zoning Board's satisfaction that the type of hotel uses warrant such a reduction. Use of valet, tandem, vehicle elevators, stacked vehicles, or other similar on-site parking management strategies may be allowed by *Special Permit*. (72-023; 203-06; 208-27)

12.D.14. Retail Stores and Offices

a. **Retail Stores:** Four (4) *Parking Spaces* shall be provided for each one thousand (1,000) square feet of *Gross Floor Area* of any Retail Store, ; provided, however, that this requirement shall not apply to property situated north of I-95 and within Parking Category 1 as shown on Map 12.8, which property is within a one thousand foot (1,000') radius of a municipal parking garage, as measured between the entrance of the building and the nearest entrance of said parking garage. (70-024)

b. **Offices:** Three (3) *Parking Spaces* shall be provided for each one thousand (1,000) square feet of *Gross Floor Area* of any Office Building; provided, however, that for offices within a one-thousand-foot (1,500') radius measured from the entrance of the building to the nearest entrance of the Stamford Transportation Center, the parking requirement shall be two and one-half (2^{1/2}) *Parking Spaces* for every one thousand (1,000) square feet of *Gross Floor Area* used for office purposes. (90-028; 95-001; 97-002)

12.D.15. Wholesale and Industrial Uses

One (1) *Parking Space* shall be provided for each three (3) employees in any Wholesale House or Industrial Plant.

12.D.16. Passenger Transportation Terminals

Adequate *Parking Spaces* shall be provided for Passenger Transportation Terminals to facilitate passenger arrivals and departures, and further, one (1) *Parking Space* shall be provided for each three (3) employees employed on the premises.

12.D.17. Marinas

At any Marina, one and one-half (1^{1/2}) *Parking Spaces* shall be provided for each mooring, slip or other unit accommodating a boat, vessel, or other watercraft in the water. (78-017)

12.D.18. Home Occupation

Two (2) *Parking Spaces* shall be provided for each Home Occupation in addition to any residential

requirements.

12.D.19. Resident Professional Uses

Four (4) *Parking Spaces* shall be provided for the office of each Resident Professional Person in addition to any residential requirements.

12.D.20. YMCAs, YWCAs, Civic Centers

YMCAs, YWCAs, Civic Centers and other similar uses and activities carrying on the major portion of their business for the civic benefit of the community in a C-C District shall be required to provide one (1) *Parking Space* for each five hundred (500) square feet of *Gross Floor Area* and one (1) *Parking Space* for every three (3) guest rooms in any adjacent residence units annexed to or a part of said facility.

The requirements of this Subsection 12.D.20 shall not apply to property situated in the C-C District where the primary entrance of the *Building* is within 500 feet of the entrance to a municipal parking garage; but in such event one (1) *Parking Space* shall be provided on-site for each employee of said facility and one (1) *Parking Space* shall be provided on-site for every three (3) guest room units annexed to or a part thereof. (71-003)

12.D.21. Fire Station, Volunteer

Fire Station, Volunteer shall provide a minimum of one (1) *Parking Space* for every full-time paid employee on the regular day shift, and one (1) *Parking Space* for every three (3) bunks, plus two (2) visitor spaces. A minimum of one (1) *Parking Space* shall be provided for every emergency vehicle.

12.D.22. Warehouses

Warehouses shall have one (1) *Parking Space* for every 2,000 square feet of *Gross Floor Area*. (214-10, 216-16)

12.D.23. Self-Storage Facilities

Self-Storage Facilities shall have one (1) *Parking Space* for every 5,000 square feet of *Gross Floor Area* which may be provided at a point not more than 500 feet distant in a direct line from the nearest part of the Building served, provided that directly accessible ground level units shall have (1) space on-site for every 2,000 square feet of such accessible *Gross Floor Area*. (216-16)

12.D.24. Child Day Care Center

One and one-quarter (1^{1/4}) spaces for each employee on the maximum shift. shall be provided for each Child Day Care Center. Driveways and areas for vehicle turn-arounds shall provide for safe operations and a paved unobstructed drop-off space shall be provided with adequate stacking area, as determined by the Transportation, Traffic and Parking Bureau and Land Use Bureau Staff. (93-013)

12.D.25. Dormitories

Parking for Dormitories shall satisfy the residential parking standards, including parking reduction options, of the zoning district in which they are located. For parking purposes, a dormitory room with six (6) beds shall be considered a three (3) bedroom unit, a dormitory room with four (4) beds shall be considered a two (2) bedroom unit, a dormitory room with two (2) beds shall be considered a one (1) bedroom unit, and a dormitory room with one (1) bed shall be considered a studio unit. Required parking shall be located within 500 feet of the main pedestrian entrance of the building served or alternately may be located on the campus of the educational institution.

12.D.26. Shooting Range Facility (220-32)

One space per shooting lane and such number of spaces as determined by the Zoning Board for employees in addition to other parking calculations for ancillary uses such as retail, manufacturing, classroom and educational instruction, manufacturing, snack bar. All parking shall be on-site with the exception of employee parking which may be off-site. The applicant will provide to Zoning Board staff for review and approval, an agreement covering such off-site parking and shall maintain such off-site parking during the life of the use.

12.D.27. Swim and Tennis Clubs (222-34)

There shall be at least one (1) off-street *Parking Space* for each employee and for every two (2) memberships.

12.D.27. Gasoline Filling Stations (223-30)

Parking for Gasoline Filling Stations shall be provided as follows: 1.5 *Parking Space* per pump and two (2) *Parking Spaces* per service bay (the service bay shall not be counted as parking) and one (1) parking space for every 400 sf of retail space. When diesel fuel is sold there shall be one truck *Parking Space* per pump with minimum dimensions of 10' x 80'.

12.D.28. Car Wash Establishments (223-30)

Off-street *Parking Spaces* shall be provided to accommodate not less than the number of cars equal to one-half ($1/2$) of the hourly maximum operational capacity.

12.E. OFF-STREET LOADING SPACE

Permanently established off-street *Loading Space* shall be provided on the premises in accordance with the following requirements for each of the following uses or any combination thereof. Such off-street *Loading Spaces* shall be located and designed so that vehicles are completely contained within site boundaries while loading and unloading. Whenever possible, all vehicle maneuvering necessary to utilize said spaces shall take place within site boundaries and shall not require stopping or backing to, from, or on any public thoroughfare. (79-007)

The first required off-street space available for the loading or unloading of goods shall be not less than fifteen (15') feet wide, twenty-five feet (25') long, and fourteen feet (14') high, and shall have direct usable access to a *Street* or *Alley*. Where one such *Loading Space* has been provided, any additional *Loading Space* lying alongside, contiguous to, and not separated from such first *Loading Space* need not be wider than twelve feet (12').

Off-street *Loading Spaces* may be used for parking during those hours when such spaces are not used for loading, upon approval of such shared use by the Transportation Traffic and Parking Bureau.

12.E.1. Hospitals and Health-Related Facilities

From 10,000 to 300,000 square feet of *Gross Floor Area*: one (1) *Loading Space*. For each additional 300,000 square feet of *Gross Floor Area* or major fraction thereof: one (1) additional *Loading Space*.

12.E.2. Hotels and Office Buildings

From 25,000 to 100,000 square feet of *Gross Floor Area*: one (1) *Loading Space*. From 100,000 to 300,000 square feet of *Gross Floor Area*: two (2) *Loading Spaces*.

For each additional 300,000 square feet of *Gross Floor Area* or major fraction thereof: one (1) additional *Loading Space*.

12.E.3. Retail Stores and Service Establishments

From 10,000 to 40,000 square feet of *Gross Floor Area* per *Building*: one (1) shared *Loading Space*. More than 40,000 to 100,000 square feet of *Gross Floor Area* per *Building*: two (2) shared *Loading Spaces*.

For each additional 150,000 square feet of *Gross Floor Area* or major fraction thereof: one (1) additional *Loading Space*.

12.E.4. Wholesale, Manufacturing and Storage

From 8,000 to 40,000 square feet of *Gross Floor Area*: one (1) shared *Loading Space*. More than 40,000 to 80,000 square feet of *Gross Floor Area*: two (2) *Loading Spaces*.

For each additional 80,000 square feet of *Gross Floor Area* or major fraction thereof: one (1) additional *Loading Space*.

12.E.5. Self-Storage Facility

Less than or equal to 100,000 square feet of *Gross Floor Area*: one (1) *Loading Space*. More than 100,000 square feet of *Gross Floor Area*: two (2) *Loading Spaces*. (217-12)

12.F. ENLARGEMENTS OF LEGALLY NON-CONFORMING RESIDENTIAL BUILDINGS

Unless otherwise provided in these Regulations, no legally non-conforming residential dwelling may be changed or altered to provide for more *Dwelling Units* than existed at the time it became legally non-conforming, unless one (1) off-street *Parking Space* is provided for each additional *Dwelling Unit* included in the changed or altered Building.

12.G. EXCEPTIONS FOR URBAN RENEWAL PROJECTS

12.G.1. No Off-Street Parking Required for Certain Parcels

Notwithstanding anything set forth in these Regulations, there shall be no off-street parking requirements for improvements constructed or to be constructed on the Reuse Parcels as shown in the Urban Renewal Plan for the Southeast Quadrant Renewal area, Project Conn. R-43 as amended through July 19, 1973 and approved by the Board of Representatives on September 10, 1973, except as follows:

- a. Residential use: one (1) *Parking Space* for every *Dwelling Unit* of two (2) bedrooms or less and one and one-quarter (1.25) spaces for each *Dwelling Unit* of three (3) bedrooms or more. (211-36)
- b. Office use (except Reuse Parcels 34 and 35): one (1) *Parking Space* for every 1,000 square feet of *Gross Floor Area* used for office purposes in any Building not classified as a retail.
- c. Reuse Parcels 34 and 35 (except for a hotel): two (2) *Parking Spaces* for every 1,000 square feet of *Gross Floor Area* in any Building excluding such portion thereof as is devoted to parking use.

- d. Hotel: the same off-street parking requirements as provided for hotels elsewhere in these Regulations.

This provision will no longer be in effect once such Urban Renewal Plan expires.

12.G.2. Parking Requirements in the C-C District

In the CC Center City District, pedestrian and vehicular access to required off-street *Parking Spaces* and *Loading Spaces* may be accomplished by one or more easements over the land of others, provided that:

- a. each such easement shall be appurtenant to and run to the benefit of the land on which such *Parking Spaces* and *Loading Spaces* are situated;
- b. each such easement shall not terminate so long as any of the *Parking Spaces* and *Loading Spaces* exist; and
- c. any such easement is recorded in the Stamford Land Records. Driveways constructed in such easement areas shall conform to the requirements of this Section 12. (74-007; 80-043)

12.H. PARKING REDUCTIONS

12.H.1. General Requirements

- a. The Zoning Board may consider and approve by *Special Permit* reductions in the required number of *Parking Spaces* for projects within Parking Category 1, as shown on Map 12.8, based on a contribution to a City Mobility Improvements fund or to the City for mobility improvements. This contribution requirement shall apply to any reduction of required parking under these Regulations; provided, however, that this contribution requirement shall not apply to a parking reduction under Subsection 7.3.C.3. – Historic Preservation.
- b. The parking reductions shall not exceed the following thresholds:
 - (1) For Non-Residential uses, the parking shall not be reduced by more than 30% of the full parking requirement as established in Section 12.D. above;
 - (2) For Residential Multi-Family Buildings, the parking shall not be reduced by more than 25% of the full parking requirements established in Subsection 12.D.2 above; and
 - (3) For Hotels where hotel conferencing and banquet facilities do not exceed 0.10 FAR, the parking requirement shall not be reduced to less than 0.5 spaces per guest room.
- c. All Developments eligible for parking reductions shall be located within 1,000 feet, as measured from the entrance of the building to the entrance of the *Parking Facility*, of a municipal *Parking Facility*, or a *Parking Facility* that is available for overnight parking to the general public.

- d. Contributions to mobility improvements as part of a *Special Permit* approval for parking reductions pursuant to this subsection 12.H. do not release an Applicant from any other mitigation measures related to traffic and transportation impacts required by the City of Stamford Transportation, Traffic and Parking Bureau and approved by the Zoning Board.
- e. The number of *Parking Spaces* approved shall be provided, available and accessible at the time of issuance of the Certificate of Occupancy and shall continue at all times thereafter.
- f. The criteria used by the Zoning Board in determining the number of *Parking Spaces* to be provided shall include, to the extent applicable, the standards found in Section 19.D. of these Regulations; the convenience and availability of public transportation to and from the site; and the recommendations of the Bureau Chief of Transportation, Traffic and Parking or their designee. Any parking reductions are contingent on Applicant's implementation of the *TDMP* and *PMP* prior to issuance of a Certificate of Occupancy.
- g. The Zoning Board shall find, in accordance with CGS Section 8-2c, that the provision of all required parking:
 - (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 (requires a $\frac{2}{3}$ vote by the Zoning Board).

12.H.2. Application

An application for *Special Permit* for grant of reductions in *Parking Spaces* shall include all of the following:

- a. A *Transportation Demand Management Plan (TDMP)* pursuant to Section 19.G of these Regulations, subject to approval by the Zoning Board; and
- b. A filing fee in an amount equal to \$10.00 for each *Parking Space* for which a reduction is requested and indexed to the Consumer Price Index as established by the U.S. Bureau of Labor Statistics for the North East Region with the year 2020 as a base, based on the full requirement.

12.H.3. Contribution to Mobility Improvements.

The contribution to the improvement of mobility required under this Subsection 12.H. shall be satisfied by a cash payment to a City fund account dedicated to transportation capital improvements. Such cash payment shall be equal in value to \$7,500 for each *Parking Space* not provided, subject to adjustment for inflation. The \$7,500 unit value shall be adjusted for inflation on January 1 and July 1 of each calendar year based on the following formula:

$$\text{UNIT VALUE} = \$7,500 \times (\text{ENR COST INDEX}) / 4,219.62$$

As used above, ENR refers to the Construction Cost Index as published in Engineering News Record, with the figure 4,219.62 representing the ENR Index of July 1985.

The Zoning Board shall have the authority to establish a timetable and to impose necessary conditions to insure payment of the contribution, including a surety bond. In determining an appropriate timetable and conditions for payment of a fee contribution, the Zoning Board may give consideration to:

- a. The magnitude of the requested parking reduction;
- b. The location of the project;
- c. The adequacy of existing public transportation facilities servicing the site;
- d. The scope of the proposed *TMP*; and
- e. Concomitant mobility improvements or amenities to be supported or performed as part of the project. The payment of a contribution by the Applicant under this Subsection 12.H. shall be a credit against any amounts which Applicant expends for such concomitant improvements or amenities at the request of the Transportation, Traffic and Parking Bureau with respect to Zoning Board approval of an application.
- f. Any payment timetable shall require an initial minimum payment prior to the issuance of a temporary or final Certificate of Occupancy in an amount equal to 33% of the total contribution, and with the balance paid over five (5) years from the date of the initial Certificate of Occupancy, as such schedule is approved by the Zoning Board. The Applicant's financial obligation under the terms of this Section shall be determined based on the unit value, as adjusted for inflation, in effect at the time that each partial payment is performed.

12.H.4. Continuing Obligation

Applicant shall indicate their consent to making a contribution for the reduction of *Parking Spaces* by filing with the Zoning Board a signed statement in which they agree to pay such amount and on the schedule as approved by the Zoning Board. The Applicant shall further covenant with the City to insure continued compliance with the approved *TMP*. The covenant shall be for a term of 20 years and provide for annual certification of compliance to the Zoning Board by the Zoning Enforcement Officer and on-site inspection by the Transportation, Traffic and Parking Bureau for verification. This document shall be recorded in the land records and shall run with the land.

12.I. SHARED PARKING (223-22)

The shared use of parking may be permitted by administrative approval of the Zoning Board, where a finding is made by the Zoning Board that individual uses such as residential, office, and retail,

experience peak parking demand at different times. In such case, the Zoning Board may authorize a reduction in parking to be provided by and solely for the use by Applicant, by recognizing the opportunity to share common *Parking Spaces*, including off-street public *Parking Facilities*. If approved by the Zoning Board, Applicant's parking obligation shall not change, but part of such obligation may be satisfied by shared parking. Shared parking may be considered for multiple uses on individual parcels, between two or more parcels, or for commuter parking in existing or proposed surface lots or structured *Parking Facilities*.

Any shared parking is subject to:

1. submission and approval by TTP of a shared parking analysis which accounts for how parking demand is expected to vary by time of day/day of week for each applicable use and the overall cumulative effect on peak parking demand between uses, parcels, commuter *Parking Facilities*, etc.;
2. Zoning Board and Transportation, Traffic, and Parking Bureau approval;
3. Zoning Board and Transportation, Traffic, and Parking Bureau approval of a suitable *Parking Management Plan*; and
4. the execution of a legal agreement, recorded on the land records, approved in form and substance by the City Law Department and the Zoning Board, granting the Applicant the right to use a specified number of shared spaces and assuring the continued availability of the shared *Parking Spaces* on the affected properties. It shall be a condition of approval that the applicant provide the specified number of shared spaces prior to issuance of the first certificate of occupancy (which includes a partial or temporary CO) and that such spaces be maintained for the life of the project (at the initial location or a subsequent location approved by the Zoning Board staff and TTP).

The Electric Vehicle parking requirement pursuant to Section 12.L shall be met by applicant for all spaces for which the shared parking is sought including but not limited to at another location approved by the Zoning Board.

The Applicant shall also be required to submit semi-annual reports to the Land Use Bureau and Transportation, Traffic, and Parking Bureau on the actual usage of the shared *Parking Facility* for the first two years and annually thereafter. The reduction of required on-site parking through the use of shared parking shall be effective only upon satisfaction of items (1), (2), (3) and (4) in this Subsection I. All required on-site and shared parking shall be provided and be available and accessible prior to issuance of a Certificate of Occupancy (which includes a partial or temporary CO) and thereafter for the life of the proposed development or use.

12.J. BICYCLE PARKING (220-31)

Use of *Bicycles* for transportation relieves traffic congestion, improves air quality and has health benefits. In order to make *Bicycles* a viable option for mobility in Stamford, sufficient

infrastructure is required. This Subsection 12.J. establishes requirements for *Bicycle Parking* for building occupants and visitors.

12.J.1. Applicability (223-22)

Bicycle Parking is required for:

- a. All new residential *Developments* with 10 or more dwelling units;
- b. All new non-residential *Developments* of 5,000 square feet or more of *Gross Floor Area*;
- c. All additions, alterations, modifications or other work that increase the *Gross Floor Area* by ten percent (10%) or 5,000 sf, whichever is more;
- d. All *Substantial Renovations or Alterations*; or
- e. All changes in use that increase trip or parking generation, as set forth by the Institute of Transportation Engineers (ITE).

12.J.2. Standards

- a. **General Standards.** Each required *Bicycle Parking* space shall meet the following standards:
 - (1) A physical space that allows for the secure storage and easy maneuverability of a six feet (6') long *Bicycle*;
 - (2) All *Bicycle* storage racks and systems must be approved by City of Stamford Transportation, Traffic and Parking Bureau staff;
 - (3) Entrances to *Bicycle Parking* such as gates or doors shall be at least three feet (3') wide;
 - (4) The rack shall be a securely and permanently anchored structure that supports the *Bicycle* frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be locked to the rack by the bicyclist's own locking device;
 - (5) *Bicycle Parking* shall be located as closely as possible to the main entrance of the building and with easy accessibility to the building;
 - (6) All *Bicycle Parking* shall be free, with no fees or charges;
 - (7) All *Bicycle Parking* shall be at-grade or include ramp or elevator access without steps, and with no curbs or thresholds exceeding six inches (6") in height;
 - (8) All *Bicycle Parking* shall be located in a well-lit, safe area within viewing distance from a public street or by building staff and/or monitored by electronic surveillance systems;
 - (9) All *Bicycle Parking* must be available at the same hours as vehicular parking; and
 - (10) A *Bicycle Parking* Maintenance Agreement with the City shall be filed on the Land Records for the maintenance of said *Bicycle Parking*.

- b. **Class A *Bicycle Parking Standards*.** Class A *Bicycle Parking* is intended to accommodate those who expect to leave their *Bicycle* parked for more than two (2) hours and come to a destination regularly, such as residents, employees or staff. In addition to the General Standards outlined above, all Class A *Bicycle Parking* shall be provided in a fully enclosed, permanent storage space with controlled access in a secure location, sheltered from precipitation, such as:

- (1) A *Bicycle* locker;
- (2) A lockable *Bicycle* enclosure; or
- (3) A lockable room within a building or garage.

In the event the number of required Class A bicycle parking spaces is nine (9) or less, the Applicant may substitute Class B *Bicycle Parking*. (223-22)

- c. **Class B *Bicycle Parking Standards*.** Class B *Bicycle Parking* is mainly intended to accommodate use of less than two (2) hours, such as visitors and customers. In addition to the General Standards outlined above, all Class B *Bicycle Parking* shall be in front or at the side of the building in close proximity of the building's main pedestrian entrance and shall be covered. If *Bicycle Parking* is located on or adjacent to a sidewalk or pedestrian walkway, a clear path of at least five feet (5') in width must be provided for pedestrians. Any covering must comply with standards elsewhere in these Regulations.

Class B *Bicycle Parking* including any covering may be located in the public right of way if it meets all of the following conditions: (a) the prior written approval by the Transportation, Traffic and Parking Bureau; (b) an agreement with the City filed on the Land Records for the maintenance of said *Bicycle Parking*; (c) it does not interfere with ingress and egress requirements; and (d) the clear path for pedestrians may not be reduced to less than five feet (5').

12.J.3. Minimum Number of Bicycle Parking Spaces

- a. All residential uses with ten (10) or more *Dwelling Units* and all non-residential uses with 5,000 sq. ft. or more of *Gross Floor Area* shall provide *Bicycle Parking Spaces*, based on the standards outlined in Table 12.10.
- b. The requirement for Class A and Class B *Bicycle Parking* shall be cumulative.
- c. Where a mix of uses allows for the shared use of *Bicycle Parking* facilities, Zoning Board staff may permit lower *Bicycle Parking* requirements after consultation with TTP. The sharing of *Bicycle Parking* facilities shall be set forth in the *Parking Management Plan*.

Table 12.10

Use	Class A <i>Bicycle Parking</i>		Class B <i>Bicycle Parking</i>	
Residential uses with 10+ DU	1 per 5 Dwelling Units (60 units or less)	1 per 10 Dwelling Units (for additional units in excess of 60)	1 per 10 Dwelling Units (60 units or less)	1 per 10 Dwelling Units (for additional units in excess of 60)
Commercial/Office uses of 5,000 sf <i>Gross Floor Area</i> or more	1 per 5,000 sf (first 50,000 sf)	1 per 7,500 sf (for additional floor area in excess of 50,000 sf)	1 per 2,000sf (first 50,000 sf)	1 per 10,000 sf (for additional floor area in excess of 50,000 sf)
Educational and Recreational uses of 5,000 sf <i>Gross Floor Area</i> or more	1 per 2,500 sf (first 50,000 sf)	1 per 5,000 sf (for additional floor area in excess of 50,000 sf)	1 per 500sf (first 50,000 sf)	1 per 2,000sf (for additional floor area in excess of 50,000 sf)
Restaurant/Retail uses of 5,000 sf <i>Gross Floor Area</i> or more	1 per 5,000 sf (first 50,000 sf)	1 per 10,000sf (for additional floor area in excess of 50,000sf)	1 per 500sf (first 50,000 sf)	1 per 2,000 sf (for additional floor area in excess of 50,000 sf)
Theaters, Entertainment, Assembly or Religious uses of 5,000 sf <i>Gross Floor Area</i> or more	1 per 5,000 sf (first 50,000 sf)	1 per 1,000sf (for additional floor area in excess of 50,000sf)	1 per 1,000 sf (first 50,000 sf)	1 per 2,000sf (for additional floor area in excess of 50,000 sf)
Public Uses such as Museums, Libraries, or Community Centers of 5,000 sf <i>Gross Floor Area</i> or more	1 per 2,500 sf (first 50,000 sf)	1 per 5,000sf (for additional floor area in excess of 50,000 sf)	1 per 1,000 sf (first 50,000 sf)	1 per 2,000sf (for additional floor area in excess of 50,000 sf)
Hospitals	1 per 5,000sf (first 75,000 sf)	1 per 10,000sf (for additional floor area in excess of 75,000 sf)	1 per 20 beds (first 75,000 sf)	1 per 50 beds (for additional floor area in excess of 75,000 sf)
Hotels (223-22)	1 per 10 guestrooms		1 per 20 guestrooms	
Industrial/Warehousing/Manufacturing (223-22)	1 per 10,000sf (first 75,000sf)	1 per 20,000sf (for additional floor area in excess of 75,000 sf)	1 per 5,000sf (first 75,000 sf)	1 per 10,000 sf (for additional floor area in excess of 75,000 sf)

All other non-residential uses (223-22)	1 per 5,000sf (first 75,000 sf)	1 per 10,000sf (for additional floor area in excess of 75,000 sf)	1 per 2,000sf (first 75,000 sf)	1 per 5,000 sf (for additional floor area in excess of 75,000 sf)
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12.J.4. Signs

The following regulations shall apply to signage for *Bicycle Parking* facilities:

- a. All *Bicycle Parking* facilities shall be clearly marked with signage approved by the Transportation, Traffic and Parking Bureau and consistent with the City’s 2020 Curb Regulation (Sign) Style Guide.
- b. If *Bicycle Parking* is not visible from the building’s main entrance or the street on which the front entrance is located, directional signs must be posted at the building’s pedestrian and vehicular entrances indicating the location of the *Bicycle Parking* facilities, and meet the standards outlined in Figure 12.11.
- c. *Bicycle Parking* facilities shall have clear instructions and rules easily visible for users.
- d. Class A *Bicycle Parking* shall have signs clearly indicating who is eligible for usage of the space, how to gain access to the space and any access limitations such as hours (same as vehicular parking).

Figure 12.11.



Manual on Uniform Traffic Control Devices (MUTCD) *Bicycle Parking* Sign D4-3. Sign size at least 12” by 18”.

12.J.5. Additional Requirements for Larger *Bicycle Parking* Facilities.

For all non-residential uses generating a requirement for 20 or more Class A *Bicycle Parking*

spaces, the following additional standards shall apply. The *Bicycle Parking* amenities listed below shall be exempt from calculation of *Floor Area*.

- a. Showers and Changing Rooms. One shower and one changing room shall be provided for each 10 required Class A *Bicycle Parking* spaces. If more than one shower and changing room, or group showers, are provided, the same number of showers and changing rooms shall be provided for each gender. All showers and changing rooms shall be well lit, heated, ventilated, well-maintained, regularly cleaned and made available free of charge. If a building or facility has showers and changing rooms as part of a different use (e.g., a gym) no additional showers or changing rooms need to be provided if these facilities are available free of charge for Class A *Bicycle Parking* space users.
- b. Lockers. One locker per *Bicycle Parking* space shall be provided. All lockers shall be:
 - (1) At least 12 inches wide, 18 inches deep, and 36 inches high.
 - (2) Installed adjacent to the showers and changing rooms in a safe and secure area.
 - (3) Located in a well-lit, heated, ventilated, well-maintained area which is regularly cleaned and made available free of charge for Class A *Bicycle Parking* space users.
- c. Repair Station. A *Bicycle* repair station shall be provided meeting at least the following specifications:
 - (1) A repair stand capable of supporting at least a six foot (6') long *Bicycle* without causing damage to the *Bicycle*.
 - (2) Basic tools attached to the stand with tamper-proof hardware.
 - (3) An air pump attached to the stand with tamper-proof hardware.

12.J.6. Review and Approvals

All plans for required *Bicycle Parking* shall be subject to review and approval by the Zoning Board (or, for as-of-right projects, by Zoning Board staff) in consultation with the Transportation, Traffic and Parking Bureau.

If a *Parking Management Plan* is required as part of an approval and if more than 10 Class A *Bicycle Parking* spaces are required to be provided, the Applicant shall also report on Class A *Bicycle Parking* usage, based on agreed upon standards.

12.K. SIDEWALKS

12.K.1. Applicability (223-22)

Sidewalks shall be provided along all public and private roadways, subject to the exceptions and exemptions set forth in Subsection 12.K.3, as follows:

- a. For all new *Developments* and *Redevelopments*;
- b. All additions, alterations, modifications or other work that increase the *Gross Floor Area* by at least ten percent (10%) or 5,000 sf, whichever is more;
- c. All *Substantial Renovations or Alterations*;
- d. All changes in use that increase trip or parking generation, as set forth by the Institute of Transportation Engineers (ITE); or
- e. As determined by the Zoning Board, for any application requiring a *General Development Plan* or Large-Scale Development Review, Site and Architectural Plan approval, Special Permit approval or any other Zoning Board approval.

12.K.2. Minimum Standards

The following standards shall apply to all sidewalks unless specified otherwise in Subsections K.3. and K.4. below.

- a. All sidewalks shall comply with *ADA* mobility guidelines.
- b. The minimum width of a sidewalk shall be ten feet (10') from the *Curb Line*. There shall be a clear concrete path at least six feet (6') wide and a four feet (4') wide amenity strip between the curb and the clear path.
- c. All utility poles, street trees, parking meters and other street fixtures shall be located in the amenity strip. In all residential districts, the amenity strip shall be planted and maintained with grass or other suitable plant material, except (i) on corners and where driveways cross the amenity strip and (ii) except in the R-H and R-HD districts where the amenity strip may be paved.
- d. All sidewalks shall be curbed with a concrete curb at least six inches (6") high, except on corners, curb cuts, raised intersections and other complete street features, as determined by TTP, and mid-block pedestrian crossings, where there shall be ramps complying with *ADA* mobility guidelines. On corners and intersections, the radius of the curb shall be reinforced with steel.
- e. All sidewalks, including aprons and paving of the amenity strip, where permitted, shall be executed in concrete, as specified by the City of Stamford Engineering Bureau.
- f. All sidewalks shall adhere to City of Stamford Engineering Bureau and Transportation, Traffic, and Parking Bureau specifications.
- g. Where a new sidewalk meets an existing sidewalk there shall a suitable transition, subject to review by the City of Stamford Transportation, Traffic, and Parking and Engineering Bureaus.

- h. All required sidewalk and streetscape work shall require a performance bond prior to the issuance of a permit for such work. The amount of the bond will be determined by the Engineering Bureau.
- i. For all required sidewalks or parts thereof on private property, a public access easement, in form and substance satisfactory to the City Law Department, shall be recorded on the City of Stamford land records.
- j. Where a sidewalk meets a driveway apron, then the sidewalk shall be carried flush across the apron and shall be subject to TTP and Engineering Bureaus review.

12.K.3. Supplemental Sidewalk Standards.

- a. Within *Master Plan Category 11 (Downtown)*, sidewalks shall be executed in the Rail Trail Design (as amended), or as specified by the Engineering Bureau.
- b. Along *Downtown Commercial Streets*, a sidewalk of at least fifteen feet (15') in width from the curb shall be provided, subject to the standards outlined in Subsections 12.K.2.a to 12.K.2.h. and in 12.K.3.a.
- c. On Streets within the Mill River Corridor Plan area, the streetscape shall comply with the standards provided within said Plan.
- d. On Streets whose mapped width is 30 feet or less, where sidewalks are required, the sidewalk width shall be at least four feet (4') in width on each side of the street or five feet (5') in width on one side of the street.
- e. New *Developments* and renovations or alterations exceeding \$250,000 in cost, as determined by the Building Department, with a street frontage of 100 feet or less, in areas where sidewalks are existing but do not meet the requirements of Subsections 12.K.2. and 12.K.3, shall provide a sidewalk similar to the existing area sidewalks, provided that the minimum clear path shall be at least five feet (5') wide for the entire length of the sidewalk.

12.K.4. Exemptions (223-22)

- a. The following shall be exempt from the sidewalk requirements of Subsection 12.K.1, but Subsections 12.K.4.a.(6)-(7) shall be subject to the fee-in-lieu requirement set forth in Subsection 12.K.4.c below:
 - (1) Single or two-family properties on a cul-de-sac or dead-end street serving five (5) or fewer such properties.
 - (2) Properties facing on *Alleys* or *Accessways*.
 - (3) RA-3, RA-2, RA-1, R-20 and R-10 districts, unless they are located in R-D overlay districts, where sidewalks shall be required.

- (4) Redevelopment of individual single-family homes in built-up neighborhoods where no sidewalks exist.
- (5) Where there is currently a sidewalk of at least five (5) feet in width in a state of good repair meeting all ADA requirements.
- (6) A finding by the Zoning Board, pursuant to a Special Permit application, that:
 - (a) existing physical conditions do not allow for the construction of a sidewalk;
 - (b) the provision of a sidewalk would not serve the goal of providing a pedestrian network or safer pedestrian travel; or
 - (c) the provision of a sidewalk would create less safe conditions for pedestrians.
- (7) The cost of providing a sidewalk would exceed 20% of the cost of a *Development* or *Redevelopment* or other work performed, as determined by the Building Department, in connection with an alteration, modification, expansion or other work meeting the criteria of Section 12.K.1.

b. Sidewalks Requiring Third-Party (excluding City of Stamford) Permit or Permission (for example, within a State Highway Right-of-Way). No applicant shall be required to build a sidewalk where doing so will require that a permit or permission must be obtained from a third-party owner, agency or department over which neither the Zoning Board nor the applicant has any control unless such requirement was made reasonably conditional on favorable action by such third party. “Reasonably conditional” shall mean that the third party has the opportunity to review the sidewalk plans.

Where such requirement would not be reasonably conditional, applicant shall pay the fee-in-lieu payment to the City or, with Zoning Board approval, where physically possible, will build the sidewalk on Applicant controlled property outside of, but as close as possible to, the area requiring such permit or permission.

c. Fee-in-Lieu Payments

- (1) Applicant shall make a Fee-in-Lieu payment for sidewalks:
 - (a) prior to issuance of a building permit if the Zoning Board approves a Special Permit pursuant to Subsection 12.K.4.a(6);
 - (b) prior to issuance of a building permit if the applicant is exempt from the sidewalk requirement pursuant to Subsections 12.K.4.a(7);
 - (c) prior to issuance of a building permit if the applicant is not required to build the sidewalk pursuant to Subsection 12.K.4.b; or
 - (d) prior to issuance of the first certificate of occupancy (which includes a partial or temporary CO) if the applicant has not completed the required sidewalks prior to such issuance.
- (2) Such fee-in-lieu payments shall be made to a City of Stamford account dedicated to sidewalks

and pedestrian amenities, as determined by the Director of Administration.

Such fee-in-lieu payment shall be the lesser of:

- (a) linear feet of all street frontages x \$250; or
- (b) 20% of the value of all *Development* or *Redevelopment*, additions, alterations or modifications or other work performed, as determined by the Building Department.

The sidewalk cost per linear foot shall be increased automatically on every January 1st by the increase of the Construction Cost Index as published by the Engineering News Record with December 2022 as the base month.

12.K.5. Modification of Requirements (223-22)

For *Redevelopment*, adaptive reuse projects, renovations or alterations that are not subject to the exemptions in Subsection 12.K.4.a. and b., Zoning Board Staff, in consultation with the Transportation, Traffic and Parking Bureau, for as-of-right projects, or the Zoning Board, in instances where any approval is required, may approve more narrow sidewalks and may modify, or waive the requirement for a planting or amenity strip, if the applicant demonstrates to such staff or the Zoning Board, that existing conditions preclude the minimum sidewalk widths established in Section 12.K.2. Unless otherwise specified in this Subsection 12.K.5 or Subsection 12.K.3.d., a sidewalk shall not be less than five feet (5') wide.

12.K.6. Street Tree Planting Requirement

- a. Whenever sidewalks are required pursuant to this Subsection 12.K.1, street trees shall be provided along all such sidewalks in accordance with the requirements of this Subsection 12.K.6 and the current City of Stamford Street Tree Planting Manual, as amended (the "Tree Manual"). (223-22)
- b. Where street trees are planted pursuant to this Subsection 12.K.6, the property owner shall warrant those trees for three (3) full growing seasons, starting with the issuance date of the Certificate of Occupancy for the accompanying development. A cash deposit or bond of \$2,500 shall be posted by property owner for each tree planted, and shall only be eligible for return if, after three (3) full growing seasons, the street trees are deemed in good health by the City of Stamford Tree Warden. If after three (3) full growing seasons the Tree Warden determines that a tree is not in good health, then the property owner shall replace such trees within three (3) months after a notice from the Tree Warden that the tree is not in good health. Upon certification by the Tree Warden that the replacement trees are in good health, the \$2,500 cash deposit or bond per tree shall be returned to the property owner. Funds from cash deposits and bonds which are either (a) not entitled to be reclaimed, or (b) entitled to be reclaimed but which are not reclaimed within four (4) years after the date of the issuance of the Certificate

of Occupancy shall be retained by the City and transferred to an account specified by the Director of Operations for off-site tree plantings or replacement of damaged street trees. (222-31)

- c. Where the Zoning Board determines, in consultation with the Transportation, Traffic and Parking or Engineering Bureaus, that it is not physically possible for the applicant to provide the required number of street trees, as specified in the Tree Manual, (for example, because of sight line issues, the presence of utilities or insufficient sidewalk width due to existing buildings), then prior to issuance of the Building Permit, the property owner shall make a one-time payment to an account specified by the Director of Administration for off-site tree plantings and replacement of damaged street trees. The amount of the payment shall be determined as follows:

$$[(\text{Street Frontage in feet (measured along the entire } \textit{Street Line})} / 25) - (1 \text{ tree for each corner})] \times \$2,500 = \text{required payment}$$

The required payment shall be adjusted automatically on every January 1st by the increase in the Construction Cost Index as published by the Engineering News Record with December 2022 as the base month. (223-22)

- d. The Zoning Board may modify administratively the location of required street trees subject to the agreement of the Engineering or Transportation, Traffic, and Parking Bureaus, to address pre-existing site or street layouts, improve traffic safety or to accommodate City or public utility infrastructure.

12.L. ELECTRIC VEHICLE CHARGING AND PARKING (220-31)

Electric Vehicles help reduce greenhouse gas emissions and particulate matter which cause adverse impact on the environment and human health. In order to increase the use and availability of *Electric Vehicles*, this section establishes minimum requirements for *Electric Vehicle* infrastructure.

12.L.1. Applicability (223-22)

The following standards shall apply when 10 or more off-street *Parking Spaces* are required (including shared parking spaces).

Level 2 or higher *Electric Vehicle* charging spaces or similar technologies, equipped with adapters to allow charging for the widest range of different vehicle models, are required for:

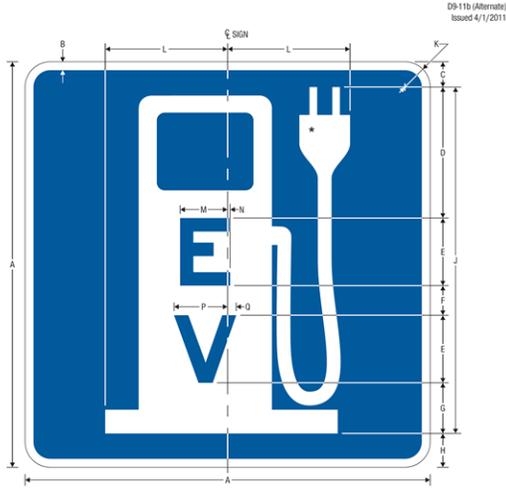
- a. All new residential and non-residential *Developments*;
- b. All additions, alterations, modifications or other work that increase the *Gross Floor Area* by at least ten percent (10%) or 5,000sf, whichever is more;

- c. All comprehensive redesign of *Parking Areas* pursuant to Section 12.B.4;
- d. All changes in use that increase trip or parking generation, as set forth by the Institute of Transportation Engineers (ITE);
- e. For all parking facilities that are comprehensively redesigned pursuant Section 12.B.4; or
- f. As determined by the Zoning Board, for any application requiring a General Development Plan or Large-Scale Development Review, Site and Architectural Plan approval, Special Permit approval or any other Zoning Board approval.

12.L.2. Standards (223-22)

- a. The number of Electric Vehicle Charging Spaces which shall be provided under Section 12.L.1, shall be ten percent (10%) of the greater of (i) all parking spaces or (ii) the required number of parking spaces before any reduction, or such greater percentage required by Connecticut statutes. Where *ADA* Parking Spaces are required, charging facilities shall be provided for 10% of all such spaces. If 10% of the required *ADA* Spaces is a number smaller than one, at least one *ADA* compliant Charging Space shall be provided.
- b. Charging Spaces shall be used exclusively by *Electric Vehicles* for charging only.
- c. Charging stations shall be equipped with adapters to allow charging for the widest range of different vehicle models.
- d. Charging Spaces shall count towards the off-street parking requirement; provided however that charging spaces not equipped with adapters to allow charging for the widest range of different vehicle models shall not count towards the off-street parking requirement.
- e. Charging Spaces shall be conveniently located and as closely as possible to the entrances of residential, office and other buildings.
- f. There shall be no charges or fees for the use of *Electric Vehicles* as compared to conventional gas-powered vehicles except for the cost of electricity to charge such vehicles. If there is an extra fee for electricity said fee shall not exceed the net cost charged by the utility for the electricity used plus a convenience cost of no more than 10% of the electricity cost.
- g. The signs used for identifying Electric Vehicle Charging Spaces shall be compliant with the City of Stamford Curb Regulations Style Guide, as amended.
- h. In every *Parking Facility* required to provide Electric Vehicle Charging Spaces there shall be directional signs guiding potential users to said spaces using the symbology below (Figure 12.14). If a *Parking Facility* is open to the general public, then all Electric Vehicle Charging Spaces must also be available to the public, and all directional signs in the public right-of-way shall indicate that *Electric Vehicle* charging is available.

- i. A charging space shall meet the dimensional standards of Section 12.A.1., provided that the width of an Electric Vehicle Charging Space shall not be reduced to less than eight feet six inches (8'6") and that tandem parking shall not be permitted for *Electric Vehicle* charging spaces in *Group Parking Facilities*.



D9-11b (Alternate)
Electric Vehicle Charging (Alternate Symbol)

A	B	C	D	E	F	G	H	J	K	L	M
24	0.5	1.5	7.75	4 E(m)	1.75	3	2	20.5	1.5	7.25	2.814
30	0.75	1.875	9.625	5 E(m)	2	4	2.5	25.625	1.875	9.063	3.518

N	P	Q
0.148	3.174	0.507
0.185	3.968	0.635

* See page IA-13-2 for symbol design

COLORS: LEGEND, BACKGROUND – BLUE (RETROREFLECTIVE)
SYMBOL, BORDER – WHITE (RETROREFLECTIVE)

IA-13-1

Figure 12.14.